

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

SEPTEMBER 1953

THE MILWAUKEE ROAD MAGAZINE

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A Kit of New Tools

IT WOULD be an understatement to say that working toward a goal becomes more interesting when we have the best possible tools for the job. The chance of real success increases, and with it we have the satisfaction of doing the work well. The principle applies to a basement woodworking project or a huge manufacturing operation. And it applies as well to operating a railroad.

I am not certain that all Milwaukee Road men and women fully realize what has been happening on their railroad in this regard. The simple fact is that to a large extent ours is rapidly becoming a new railroad. In a sense, it has always been a kit of tools with which skilled, conscientious workmen could do a job that needed doing. We will be working out of that same kit for many years to come, but we are acquiring some very impressive new tools—bright, shiny tools worthy of the skilled hands that use them.

Air Line yard in Milwaukee has meant as much to this railroad as a power saw to a woodworker. Our diesel and electric locomotives are like a powerful hoist brought onto a project to take over the heavy lifting. Our Super Dome cars sell passenger service the way modern design sells today's homes. To those tools we can add our almost-human devices for increasing the speed and accuracy of accounting work; modern I.C.I. freight handling facilities; centralized traffic control systems; the teletype, telephone and radio communication equipment, and the soon-to-be-completed classification yard at Bensenville, the largest of its kind in the world.

The kit of tools now begins to look like something with which we can do a better-than-ever job for our customers and for ourselves. This is the period of the year during which our freight traffic volume reaches its highest level and offers the best opportunity to prove our skill in their use. *And I believe we are going to have a good time doing it.*

J. P. Kiley

The Milwaukee serves Alaska

by Judith Hansen

TRANSPORTATION history was made off the Milwaukee loading dock on Puget Sound this summer. For the first time in transportation history, freight cars barge-bound for Alaska had a return trip ticket.

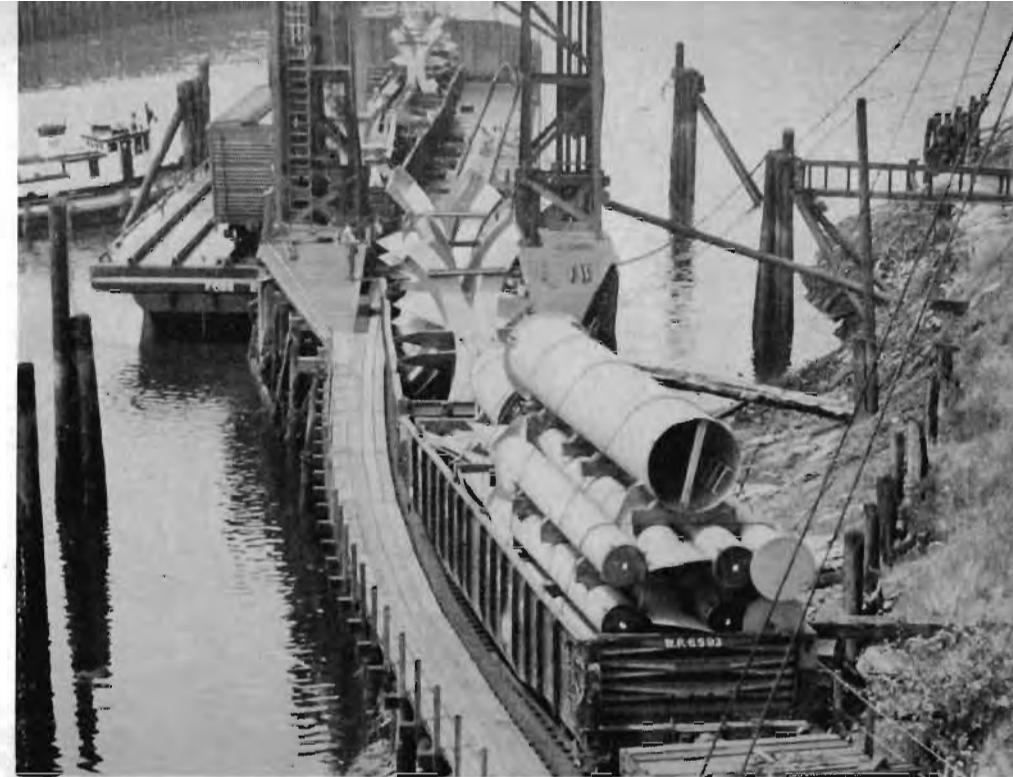
In cooperation with the Foss Launch and Tug Company, The Milwaukee Road is rolling freight cars down its loading dock for various railroads on a twice-monthly schedule. Pacific Northwest rail lines are cooperating in this new Alaskan transportation service. All barges are loaded off the Milwaukee dock because it is the only one in the area that can handle all types of cars.

This new barging service was announced jointly in May by Governor B. Frank Heintzleman of Alaska and Henry Foss, president of the Foss Launch and Tug Co. Previous to this mutual arrangement, freight cars barged to Alaska "stayed put." These cars were the property of the Alaskan railroads, bought through an American agency.

Until this year Alaska has not offered enough concentrated business along its waterfront to encourage any scheduled water transportation. Recently, the construction of a \$47,000,000 plant by the Ketchikan Pulp and Paper Co. near Ward Cove with a spacious railroad yard and excellent barge landing has stepped up dock activity in Tacoma to the present average of 15 cars up on each trip.

These cars carry the insignia of many of the Pacific Northwest railroads, of which the Milwaukee is a part. Together the lines are reported to be hauling \$4 to \$5 million in machinery from the East. Lumber products are shipped through the western states and chemicals come from a Tacoma concern.

At present the Milwaukee is con-



Cars go aboard the car barge at Tacoma for the first "run" to Alaska. The operation, which utilizes the Milwaukee's pier in Tacoma, marks the first round trip railroad barge service between the states and Alaska. —Tacoma News Tribune photo.

cerned with shipping 1,000 tons of freight out from the east and central states for a new Ketchikan high school. This \$3,000,000 worth of building supplies will land at the paper plant dock for further shipment to Ketchikan via Alaskan rails. Alaskan ports without good landings can also receive supplies now by using special machinery to lift freight out of the cars, leaving the empties on the barge to return to Tacoma and their respective railroads.

The "Foss 250", a specially equipped sea-going barge, can carry twenty 40-foot cars on its four sets of tracks. Equipment is such that freight not in cars can be carried on top also. Built-in tanks underneath will carry the capacity of 30 tank cars of chemicals for the paper plant.

Alaska is the Milwaukee's newest barging route but not the first. The road has been doing heavy business with the Foss Launch and Tug Co. since 1935.

The Road's own tug *Milwaukee* cuts a fine wave as it barges cars around the Puget Sound waters. Foss Launch and Tug Co. also services the Road with two tugs, reserved at all times for Milwaukee barging.

These three tugs churn the Sound waters as far north as the Canadian border and tug down from Bellingham to Port Townsend, Wash., servicing the Indian Islands in between.

This amphibious railroading is an established institution on Puget Sound, bringing the area's industries and suppliers closer together where shipping time schedules are concerned.

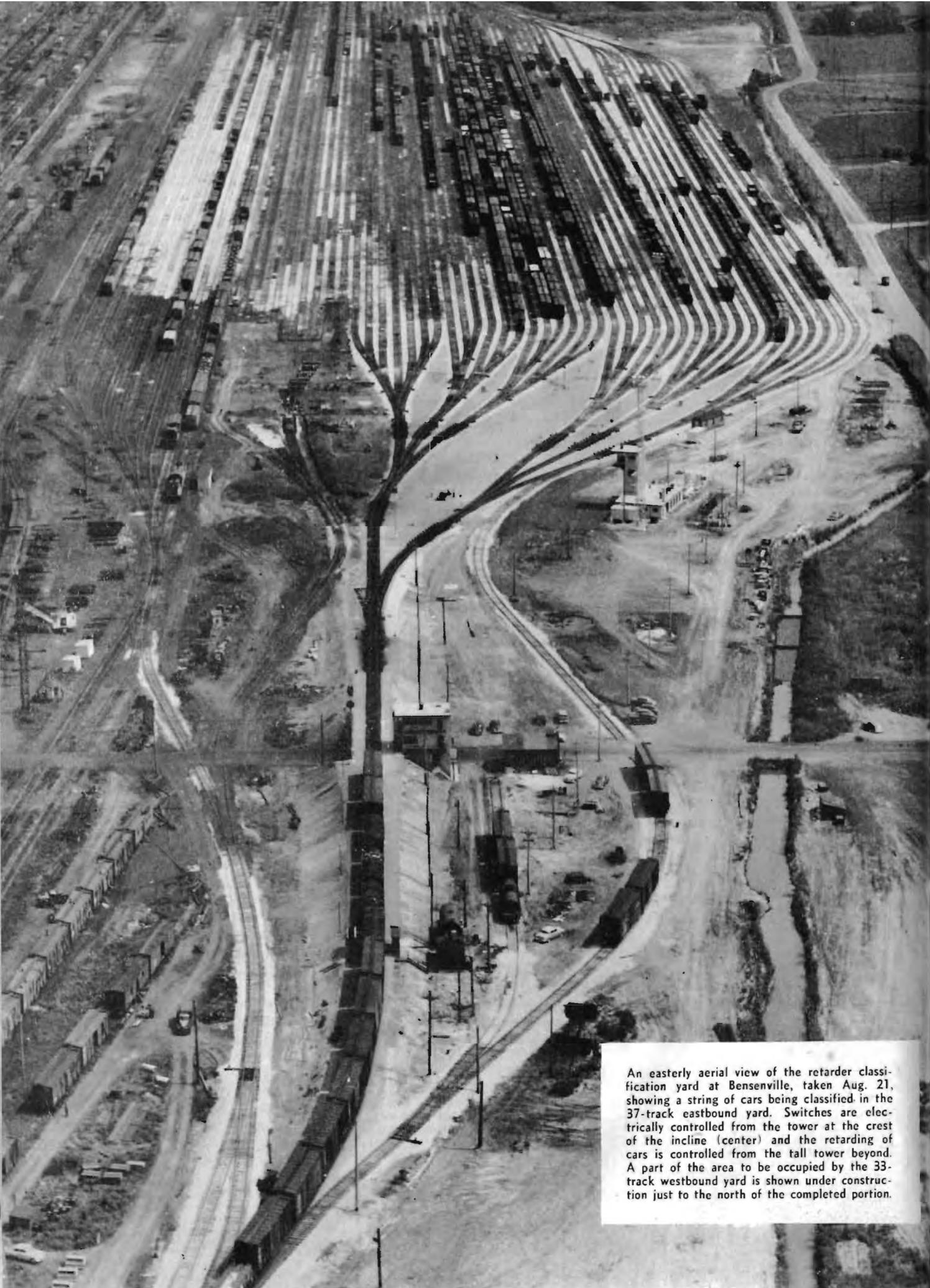
The development of Alaska opens great new possibilities for amphibious railroading and new business for The Milwaukee Road.

JUDITH HANSEN, who submitted the accompanying article under the title "Amphibious Rails Take to the North," comes naturally by her interest in the subject, being a journalism student and the daughter of Coast Division Superintendent J. T. Hansen. Her interesting article expands on a news column report last month by Tacoma Correspondent E. L. Crawford.



The Foss 250, a specially equipped sea-going barge, makes ready to leave Tacoma for Alaska. Its four sets of tracks hold 20 cars, and under-deck tanks have a capacity of 30 tank cars of chemicals.





An easterly aerial view of the retarder classification yard at Bensenville, taken Aug. 21, showing a string of cars being classified in the 37-track eastbound yard. Switches are electrically controlled from the tower at the crest of the incline (center) and the retarding of cars is controlled from the tall tower beyond. A part of the area to be occupied by the 33-track westbound yard is shown under construction just to the north of the completed portion.

BENSENVILLE YARD

WHEN the first car went over the crest of the new retarder classification yard at Bensenville, Ill., on July 27, it marked the beginning of what promises to be the greatest single improvement in The Milwaukee Road's broad modernization program.

Only the first 37 tracks, constituting the eastbound yard, went into service at that time. When the entire 70-track project is completed in November, it will have cost approximately \$5,500,000 and will greatly strengthen this railroad's competitive position in the solicitation of carload freight. In designing the yard, much thought was given to speeding up the handling of business moving via Terre Haute Division junctions. Thirteen tracks on the south side of the yard are used exclusively for this business. Here one classification is made on each track for the several Terre Haute Division junctions, an arrangement which permits adding cars to those classifications



K. L. Clark, the Road's principal assistant engineer, is construction engineer on the Bensenville yard project. He also was in charge of construction at Air Line yard in Milwaukee.



Right: View from the signal tower at the crest of the yard, showing a corner of the switch control tower (extreme right) and cars being classified.



Map indicating the strategic importance of Bensenville in the fast classification of cars. The Milwaukee Road's Terre Haute Division via Bensenville connects all points north, north-west and west of Milwaukee, and west of Chicago with lines to and from the South and East.

at a time much closer to departure time of trains than was possible when all cars for the several junctions were placed on two tracks and re-switched when the trains were made up.

Despite the fact that the yard has been in operation only a short while, it has already made possible an earlier classification of eastbound cars to Indiana Harbor Belt, Belt Railway, Pennsylvania and B&O Chicago Terminal. Cars formerly delivered to those lines after 7 A.M. are now being delivered the previous midnight. Another marked improvement has been the separation of cars for certain railroads not only by lines receiving them, but by the various yards of the individual railroad. The new arrangement shows a definite reduction in the overall time from originating points in the West to destinations in the East.

It is expected that after the completed yard has been in operation a sufficient length of time for the men to familiarize themselves with its operation, 2,700 to 3,000 cars can be switched over the retarder lead every 24 hours.

In weighing the value of a tremendous facility of this type it is important to note that the automatic retardation of cars largely eliminates the element of human error. Considering the burden which all transport agencies bear with respect to claims for damaged freight and equipment, the new yard offers the promise of impressive savings. That portion now in service has already demonstrated, as a matter of fact, that, with the comparatively flat grades of the body tracks, any type of freight can be switched in the new Bensenville yard without damage.

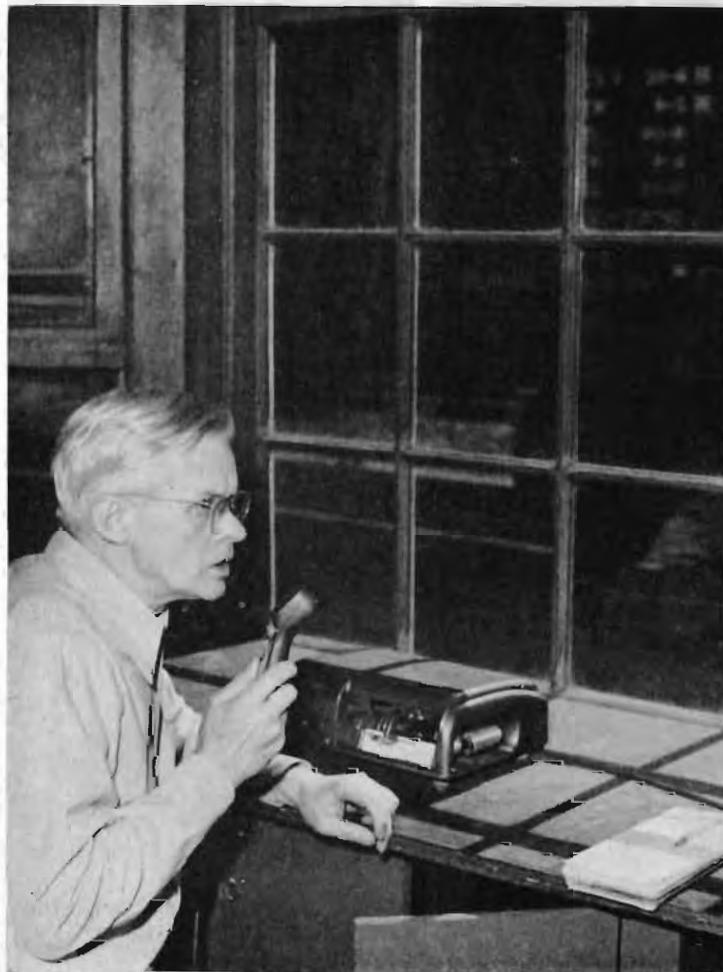


Operation of the tremendous classification yard necessitated moving the terminals superintendent's office from the Chicago Union Station to Bensenville. The office personnel is shown here in the space they occupy in the newly enlarged and modernized yard office building.



C. F. Wilson (right), terminals superintendent, and R. H. Love, assistant superintendent. At left, a portion of the remodeled yard office building. The crest of the yard and the switch control tower are in the background.

Bensenville Yard in Action — a Study in Modern Railroading



1. Yard Clerk Bert A. Johnson checks car numbers and initials of cars in passing inbound train at Bensenville and makes a dictaphone record from which a switch list will be prepared.

2. Joe Milkowski, teletype operator in the yard office, uses an electric typewriter to prepare a switch list from the dictaphone record. Speed and accuracy are essential.



3. As soon as prepared, the switch list is placed in a carrier and shot on its way to the yardmaster's office via pneumatic tube.



4. Yardmaster Vern Bradshaw receives the switch list in the switch control tower. Tubes at right are for outgoing lists.



5. Yardmaster marks switch list copies to show track assigned to each car. Copies go by tube to yard conductor at automatic switch control panel on floor below and to retarder operator in the retarder tower.



6. Switch Foreman G. S. Stoddard (left) and Switchman J. J. Leque use marked switch list as guide in lining yard switches. Regularly only one man works at console. (Chicago Tribune photo).



7. This picture, taken from the switch foreman's office, shows eight or more cars moving into position in the yard simultaneously. (Chicago Tribune photo).



8. Right: Down in the yard W. C. Rowan, car retarder operator, checks his copy of switch list before operating retarder controls for each car or cut of cars.

Vila M. Graves, Assistant Secretary, Retires

THE Milwaukee Road's own Vila M. Graves, one of the few women railroad executives in the country and the second in the Road's history, retired at the end of August. She had been assistant secretary of the company since 1942, succeeding the late Mrs. Ina C. Trewin.

Miss Graves was the "secretary's secretary"—that is, secretary to the then secretary of the railroad, T. W. Burtness, when she was appointed to her executive position. Born in a Milwaukee Road family—her father, the late Herman W. Graves, was a conductor for 53 years—Miss Graves came to the Road in 1917 to help out when a male employe was drafted for military duty. She started as a stenographer and clerk in the office of the superintendent of the C&M Division which was then located in the old Union Station in Chicago. When some years later that office moved to Milwaukee she transferred to the operating department and subsequently to the engineering and accounting departments. In 1937 she became secretary to the late A. G. Hagensick who was then assistant secretary of the company and when he retired she continued to serve Mr. Burtness in the same capacity.

Miss Graves' appointment as assistant



Vila M. Graves (right) being welcomed at the banquet in her honor by Miss Grace Doyle of the treasurer's office, Chicago, one of the hostesses.

secretary following the death of Mrs. Trewin on Jan. 2, 1942 was a well-deserved recognition of the competence she had displayed in handling the department's work. The able record she leaves upon her retirement completely justifies that vote of confidence.

A large group of women associates in the Chicago general offices honored Miss Graves at a retirement banquet in the

Swithiod Club on Aug. 25. Included in the party were a number of employes with whom she had enjoyed long-standing friendships as a result of commuting together for many years from the Forest Glen station on the Road's north suburban line. The secretary's force honored Miss Graves when she left the railroad on Aug. 31 and presented her with a testimonial gift. With a widowed sister, Miss Graves recently established a new home at McHenry, Ill. Her plans for the future include engaging in the civic and welfare work of that community, as well as taking part in more of its social activities.

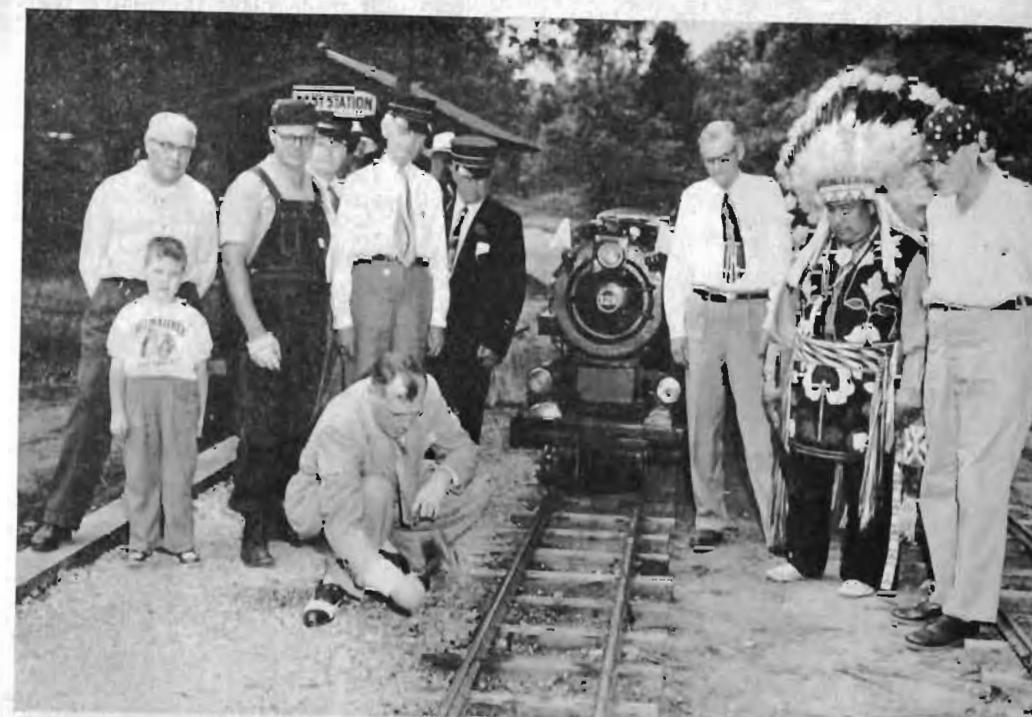
Junior Lookouts Report

THREE alert teen-agers recently did a service for The Milwaukee Road by flagging down a train at Appleton, Minn. As reported by Superintendent A. O. Thor, Aberdeen, the young people, the Misses Martha Weller and Jeanine Dennell of Ortonville and Jerome Fliflet of Appleton, were passing by when they noticed a hot box on a moving extra and signaled the train crew. The train was stopped—and just in time. Superintendent Thor commended their prompt action for preventing an accident.

how are we doing?

| | JULY | | SEVEN MONTHS | |
|---|--------------|--------------|---------------|---------------|
| | 1953 | 1952 | 1953 | 1952 |
| RECEIVED FROM CUSTOMERS for hauling freight, passengers, mail, etc. | \$21,955,444 | \$21,546,269 | \$149,570,021 | \$149,684,553 |
| PAID OUT IN WAGES | 11,686,671 | 11,540,089 | 75,902,980 | 78,882,563 |
| PER DOLLAR RECEIVED (CENTS) | (53.2) | (53.6) | (50.7) | (52.7) |
| Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act | 655,837 | 670,620 | 4,359,020 | 4,632,633 |
| PER DOLLAR RECEIVED (CENTS) | (3.0) | (3.1) | (2.9) | (3.1) |
| ALL OTHER PAYMENTS for operating expenses, taxes, rents and interest | 9,591,071 | 8,782,289 | 66,902,506 | 64,818,825 |
| PER DOLLAR RECEIVED (CENTS) | (43.7) | (40.8) | (44.7) | (43.3) |
| NET INCOME | 21,865 | 553,271 | 2,405,515 | 1,350,532 |
| REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS: | | | | |
| Number of cars | 121,940 | 123,924 | 862,002 | 854,664 |
| Increase 1953 over 1952 | | | | 7,338 |
| Decrease 1953 under 1952 | 1,984 | | | |

New Railroad at the Dells



R. F. Johnston, general passenger agent, Chicago, drives a golden spike to inaugurate service on the Riverside & Great Northern. At his right shoulder and reading from left to right are: N. K. Sandley, president and chief engineer; Station Agent Henry Tofson, former Milwaukee Road agent at the Dells; Conductor E. E. Klump of the Dells, a retired Omaha line car inspector; Grover Belton, Wisconsin Dells, who also assisted at the dedication; Chief Yellow Thunder, Winnebago tribe; and E. M. Sandley, father of Pres. Sandley.

THE vacation resort area at the Wisconsin Dells was caught up in the excitement of launching a new and fascinating railroad, the narrow gauge Riverside & Great Northern, on Aug. 9. The Milwaukee Road's R. F. Johnston, general passenger agent, Chicago, assisted in driving the golden spike, and his daughter Judith cut the tape to start the first official run.

The new railroad, located near the west bank of the Wisconsin River, fol-

lows the original grade of the old La-Crosse & Milwaukee, a predecessor line of The Milwaukee Road dating back to pre-Civil War days. It has one mile of 15-inch track which goes through a beautiful wooded area with rock cuts and occasional glimpses of the river.

While considerable extension is planned for the future, the line is already complete with rolling stock, signals, switches, scale model depots and water towers. The equipment is an exact

duplicate of early American railroads. The steam locomotive is a scale model of a regular Atlantic type and can be stepped up to about 35 miles per hour. It cost \$16,000 and can haul a freight tonnage of 75 tons. Other equipment consists of seven passenger coaches which accommodate eight adult passengers per coach.

President and builder of the R&GN is N. K. Sandley, an engineer on the Chicago & North Western who took a leave of absence this summer to help his father, E. M. Sandley, finish construction of the line. President Sandley and his father both live in Janesville where they operate the Sandley Light Railroad Equipment Works.

The new narrow gauge railroad is intended to become a means of transportation as well as a novel entertainment and sightseeing facility. The present station location, a complete depot about one mile north of town on Stand Rock Road, may be moved to the Dells Park Indian village in the city next year. It may then be extended to take tourists to the Stand Rock Indian ceremonials five miles up river. The present fare is 35 cents.

"And now, gentlemen," continued the Congressman, "I wish to tax your memory. 'Good heavens,' muttered a colleague, 'why hadn't we thought of that before?'"

Judith Johnston, daughter of R. F. Johnston, cuts the tape as the engine stands ready to start the first run. Looking on, from left: E. M. Sandley, Mr. Johnston, his daughter Carol, Grover Belton and Chief Yellow Thunder.



The locomotive, a replica of the Atlantic type, cost \$16,000, can make about 35 miles per hour. Other equipment is "early American".



O. P. Catlin Retires

AN OUTSTANDING record for service in the Road's freight traffic department ended with the retirement of O. P. Catlin, chief clerk to freight traffic manager, on Aug. 31. Mr. Catlin is a native Chicagoan, born in 1888, and the bulk of his 47 years of service was spent in the Chicago general offices.

By adopting a railroad career, Mr. Catlin followed the calling of his father, the late George W. Catlin, a member of a pioneer family at Milton Jct., Wis., who came to Chicago in the '80s and was employed for many years as weighmaster at Galewood and Western Avenue. O. P. started in yard service at Galewood and worked in various clerical capacities before 1915 when he transferred to the traffic department.

He was city freight agent in Chicago from 1916 to 1925, except for a brief interlude when he was on loan to the accounting department to pro rate at Moberly the business of the CM&StP and the Puget Sound line whose accounting records were then separate transactions. Transferring to the general office staff in 1925, he was appointed chief clerk in 1938.

Both Mr. and Mrs. Catlin have many civic and fraternal ties in Chicago and will continue to make their home there. Anticipating his retirement, Mr. Catlin installed a power workshop in his base-



O. P. Catlin

ment and made plans to enlarge his garden. He is also planning to extend his work for the Chicago Missionary Society of the Congregational Church, of which he has been a member for many years.

R. H. Conrad Retires At Mason City

THE Road's well known division freight and passenger agent at Mason City, R. H. Conrad, retired Aug. 31. He had represented the Milwaukee in the Mason City area since 1940.

Mr. Conrad was born and attended school at Cedar Rapids, where he started his railroad service with the Rock Island in 1911. He transferred to the Milwaukee in 1913 and was also with the Wabash briefly before World War I. During the war he was stationed at a naval air base at Bordeaux, France. Returning to the railroad after the war, he joined the Road's traffic department in Des Moines and was appointed city freight agent there in 1925. In 1940 he was appointed traveling freight and passenger agent with headquarters in Mason City. He became freight and passenger agent in Mason City on Nov. 16, 1945. C. P. Cassidy, who has been DF&PA at Terre Haute, will succeed him.

Mr. Conrad plans to continue living in Mason City, where he has numerous interests, being a member of the Elks, the Knights of Columbus and the American Legion. The Conrads have three sons, Robert with the Standard Oil Company at Pocahtontas, Paul, a cartoonist with the Denver Post, and Jim who is with an advertising agency in Miami.

our safety score

reportable casualties on The Milwaukee Road through the first eight months of 1953, compared with 1952

| Month | Percent Increase or Decrease | | | | | |
|----------------|------------------------------|-----------|-------|-----------|-------|-----------|
| | 1953 | | 1952 | | | |
| | 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 | -16 |
| June | | 29 | | 36 | | -36 |
| July | | 32 | 2 | 35 | -100 | -9 |
| August | 1 | 36 | 1 | 43 | | -16 |
| TOTALS | 4 | 240 | 8 | 319 | -50 | -25 |
| Casualty Rates | .08* | 5.58* | .17 | 6.97 | -47 | -20 |

*Estimated



test your knowledge of railroads and railroading

(Answers on page 38)

1. Is the gauge of most of the railroads of Canada wider, narrower, or the same as in the United States?
2. What is a stub station—a railway station on a branch line, a building in which the stubs of railway tickets are kept on file, or a station in which the tracks come to an end?
3. In model railroading, which of these three gauges is the widest—OO, O, or HO?
4. In railway signaling, what is a track circuit—the passage of electrical current through the rails of a track, a railway track forming a complete circle, or the regular tour of a track inspector?
5. Is net railway operating income the total amount the railroads receive from operations, the amount left after operating expenses are paid, or the amount left after expenses, taxes and joint facility and equipment rentals are paid?
6. What is the widest gauge ever employed on an American railroad—5 feet, 6 feet, or 7 feet?
7. What is the name of the metal gate on the rear platform of a train—tail gate, platform guard, or vestibule rail?
8. Are rail anchors used to prevent rails from spreading, creeping, or cracking?
9. Which of these railway officers is most likely to be familiar with accounting rules—comptroller, general solicitor, or rules examiner?
10. Do railroads usually finance purchases of new equipment by the issuance of stocks, bonds, or equipment trust certificates?

When making reservations with an airplane company, you are requested to give your business and home phone numbers. That is so they can call you in time to take the train if the airplane is grounded. Traveling largely by private automobile the year around, millions rush to trains during Christmas holidays, when weather or other considerations make other forms of travel less desirable. The railroads are damned if they do not immediately have adequate equipment available to meet the highest peaks of travel demands, even though those demands come infrequently and last for only a few days.

—Trainman News

The Milwaukee Road Magazine

Railfanning Through the Twin City Terminals

by J. J. Taylor

Division Editor, Minneapolis, Minn.

"THIS is for us", beamed the rail fans as they boarded the special in the Minneapolis depot. "Air conditioned coaches for the women and children, the flat cars for us fellows". The wives, however, had other ideas: "If you think for one minute we're going to let you have all the fun, you've another think coming."

And so it went as more than 200 members of the Minnesota Railfans Association, with their families and friends, climbed aboard a five-car special for a trip over the Twin City terminal track- age on Sunday, Aug. 9. The train was composed of a baggage car, two coaches and two flat cars, the latter specially fitted with railings and benches, and engine No. 1073 on loan for the day from the Hastings-Stillwater line. Anyone who found the open-air ride too hard on the complexion could lounge in air conditioned luxury inside, or retire to the baggage car for a refreshing bottle of pop or an ice cream cone.

Ray Bensen, assistant business agent for the Railfans, was in charge of box lunches for the excursion, and after he had finished his arrangements came the long awaited "All aboard!" Clark Johnson, Railfan business agent, took over the public address system, old No. 1073 gave a couple of "toots", and they were off on the first leg of their journey. The trip provided for stops at the Ford plant and Minnesota Transfer Railway in St. Paul, Minnehaha Falls and Mendota, Minn.

At the Ford plant there was an exodus for picture taking and on the way back to the main line at Fordson Junction another stop was made at a handy grocery store to buy cream for the coffee being served in the baggage car. As one enthusiastic passenger said, "This train will stop for anything."

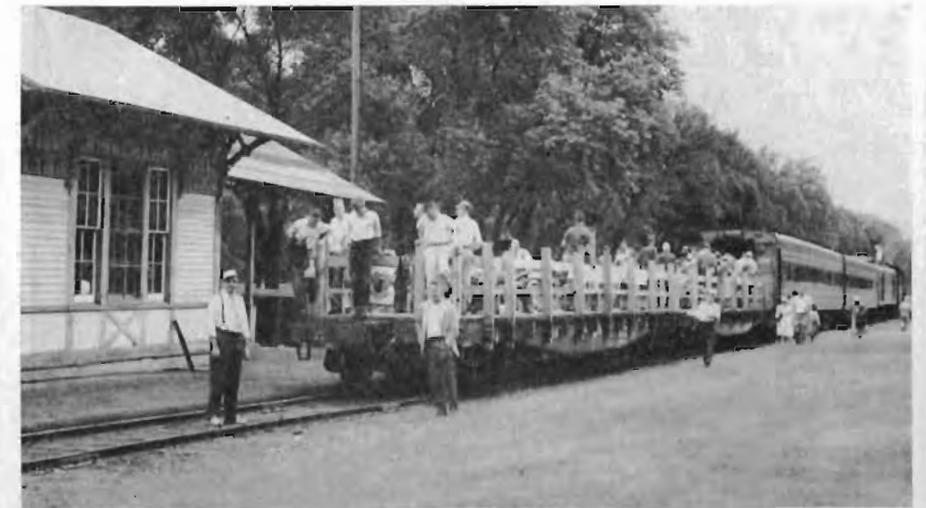
Returning to South Minneapolis, the special moved on to Minnehaha Park. By that time the fans, especially the young ones, were getting hungry, so the crowd headed for the choice picnic spots, totting the lunch baskets. Afterward the cameras again went into action until two blasts warned that No. 1073 was impatient to be off.

The trip to Mendota was a nostalgic review for the Railfans who had traveled that route on an excursion in 1950. On arrival the train was reversed over the same route and returned to South Min-

neapolis. Again the special crossed the Short Line bridge to St. Paul, pulling into the Minnesota Transfer Railway yard where it was boarded by Vice-President H. P. Congdon, Superintendent C. L. Lamphere and other officials of the Transfer. Mr. Lamphere took over the "mike" and added to the interest of the trip to the New Brighton stockyards with comments about the facilities and industries along the way.

In the depot at Minneapolis old No.

1073 came to a stop with her passengers tired but still enthusiastic. Ray Bensen checked out his associates and found that one husband and father was missing. He was located quickly, however, in one of the coaches where he had been sound asleep for two hours while his wife and children enjoyed the trip on the flat cars. "That's the last time you'll ever say that the coaches are for the women and kids", his wife teased, "but say, didn't we have a good time?"



At Minnehaha Park the crowd headed for the picnic spots.

Retired Seattle-Tacoma Employees Organize Club

THE ORGANIZATION for retired employes in the Seattle-Tacoma area which has been under consideration in recent months became a reality on June 18 when the first meeting of The Milwaukee Road Retired Employees Club was held in Seattle. About 60 members attended the opening session in the Women's Club headquarters in the Union Station. Represented in the gathering were groups from Tacoma, Everett, Auburn, Sumner, Puyallup and Olympia. Elected to office were Byron P. Walker, Seattle, president; F. W. Rasmussen, Seattle, vice president; R. A. Grummel, Tacoma, secretary-treasurer; and Genevieve Roberts, alternate secretary-treasurer.

The club has a two-fold purpose—to maintain social contact with railroad friends and to promote the Road's interests in passenger and freight business.

Membership is open to all retired Milwaukee Road men and women, as well as to wives and widows of retired employes. Meetings are to be held on the second Thursday of each month, alternating between Seattle and Tacoma.

The second meeting held at Tacoma in July was well attended. Sheriff Callahan of Seattle was the principal speaker. The Aug. 18 meeting in Seattle consisted of an 11 A.M. business session and noon lunch, with about 70 present. At the most recent tally the club had 92 members and expected to reach the 100 mark shortly.

Ezra went to the bank and asked for the loan of \$1. He paid the six per cent interest for a year in advance and, to the banker's surprise, gave him a \$5,000 government bond as security. Each year Ezra renewed the loan. After three years the perplexed banker asked him just what the big idea was.

"Well", answered Ezra, "It's a lot cheaper than renting a safe deposit box."—The Kablegram.

R. A. Klotz

RALPH A. KLOTZ, assistant to passenger traffic manager, Chicago, passed away Aug. 30 at the age of 47. He had been ill and absent from the railroad since February.

Mr. Klotz was an employe of the Road for 33 years in Chicago. He started in the accounting department at Fullerton Avenue and served in various clerical positions in the office of the auditor of passenger accounts until he was promoted to department head, rates and divisions. In 1948 he transferred to the passenger department general office in the Union Station where he was pro-

moted to chief rate clerk. He was appointed assistant to passenger traffic manager in 1949.

Funeral services for Mr. Klotz were held in Chicago. He is survived by his widow, Averil, and a son, Ralph R., who is in military service at Ft. Riley, Kans.

When The Milwaukee Road was building its Pacific Coast extension so many new stations were necessary that the names ran out and, across a section of Montana, the road's officers gave up and called the stations by numbers. Later settlers tagged names onto the numbered towns, except for the one which is still known as Sixteen.

Trains & Travel

The Milwaukee Railroad Women's Club Membership Honor Roll—1953

THE following chapters had as of July 1 shown an increase in membership over that of Dec. 31, 1952, thereby qualifying for prizes awarded by the general governing board.

| Chapter | VOTING | | | CONTRIBUTING | | | TOTAL | |
|--|--------|------|------|--------------|------|------|--------|---------|
| | July 1 | Gain | Loss | July 1 | Gain | Loss | July 1 | Gain |
| Alberton, Mont. | 66 | 8 | | 66 | 15 | | 132 | 23 |
| Austin, Minn. | 136 | 20 | | 191 | 34 | | 327 | 54 |
| Avery, Idaho | 51 | | 13 | 143 | 25 | | 194 | 12 |
| Bensenville, Ill. | 118 | 17 | | 201 | 24 | | 319 | 41 |
| Black Hills | 79 | 7 | | 94 | 5 | | 173 | 12 |
| Channing, Mich. | 102 | 1 | | 80 | 4 | | 182 | 5 |
| Chicago Fullerton Ave. | 522 | 28 | | 941 | 284 | | 1,463 | 312 |
| Davenport, Ia. | 65 | 1 | | 118 | 1 | | 183 | 2 |
| Des Moines, Ia. | 69 | 1 | | 80 | 10 | | 149 | 11 |
| Dubuque, Ia. | 85 | 8 | | 124 | 4 | | 209 | 12 |
| Green Bay, Wis. | 134 | 1 | | 212 | 31 | | 346 | 32 |
| Harlowton, Mont. | 119 | | 9 | 97 | 17 | | 216 | 8 |
| Iron Mountain, Mich. | 70 | 1 | | 87 | 1 | | 157 | 2 |
| Janesville, Wis. | 206 | 3 | | 252 | 1 | | 458 | 4 |
| Kansas City, Mo. | 82 | 3 | | 118 | 21 | | 200 | 24 |
| La Crosse, Wis. | 153 | 2 | | 284 | | | 437 | 2 |
| Lewistown, Mont. | 127 | 3 | | 172 | 1 | | 299 | 4 |
| Madison, S.D. | 47 | 1 | | 48 | 5 | | 95 | 6 |
| Madison, Wis. | 159 | 7 | | 190 | 32 | | 349 | 39 |
| Marion, Ia. | 139 | 1 | | 128 | 5 | | 267 | 6 |
| Merrill, Wis. | 39 | 1 | | 31 | 1 | | 70 | 2 |
| Milbank, S. D. | 69 | 1 | | 122 | 1 | | 191 | 2 |
| Miles City, Mont. | 262 | 2 | | 303 | 4 | | 565 | 6 |
| Milwaukee, Wis. | 265 | | 51 | 1,151 | 60 | | 1,416 | 9 |
| Minneapolis, Minn. | 187 | | 36 | 855 | 46 | | 1,042 | 10 |
| Mitchell, S. D. | 93 | 23 | | 119 | 2 | | 212 | 25 |
| Mobridge, S. D. | 157 | 2 | | 156 | 13 | | 313 | 15 |
| Montevideo, Minn. | 95 | 7 | | 140 | | 4 | 235 | 3 |
| New Lisbon, Wis. | 90 | 1 | | 76 | | | 166 | 1 |
| Ottumwa, Ia. | 265 | 11 | | 400 | 30 | | 665 | 41 |
| Perry, Ia. | 261 | 5 | | 268 | | 2 | 529 | 3 |
| Portage, Wis. | 124 | 5 | | 173 | 2 | | 297 | 7 |
| St. Maries, Idaho | 72 | 3 | | 106 | 11 | | 178 | 14 |
| St. Paul, Minn. | 115 | 3 | | 323 | 2 | | 438 | 5 |
| Sanborn, Ia. | 84 | 1 | | 94 | 1 | | 178 | 2 |
| Savanna, Ill. | 161 | 23 | | 253 | 167 | | 414 | 190 |
| Seattle, Wash. | 173 | 19 | | 171 | 14 | | 344 | 33 |
| Sioux City, Ia. | 222 | 23 | | 258 | 4 | | 480 | 27 |
| Sparta, Wis. | 39 | 5 | | 55 | | 3 | 94 | 2 |
| Tacoma, Wash. | 162 | 5 | | 372 | 19 | | 534 | 24 |
| Terre Haute, Ind. | 208 | 1 | | 221 | 26 | | 429 | 27 |
| Three Forks, Mont. | 76 | 4 | | 72 | 5 | | 148 | 9 |
| Wausau, Wis. | 90 | 4 | | 101 | 12 | | 191 | 16 |
| West Clinton, Ind. | 56 | 5 | | 70 | 1 | | 126 | 6 |
| Yankton, S. D. | 46 | 1 | | 57 | 4 | | 103 | 5 |
| Membership prizes awarded by the general governing board | | | | | | | | \$5,170 |

did you know?

Five Milwaukee Road specials carried about 2,500 baseball fans to the Milwaukee Braves-Chicago Cubs doubleheader in Milwaukee on Aug. 23. Fans who left the trains at the recently installed Bluemound yard platform adjacent to the County Stadium included 900 Legionnaires from Winona, LaCrosse, Bangor and Sparta; 250 V.F.W.'s from the Ripon area; 750 Jack Dittmer Day fans from Marquette; 250 members of the Rockford Junior Association of Commerce; and 300 members of American Legion Post 146, Menominee. Fifty eight cars were required for the round trip movement. Some 1,200 Braves fans from the vicinity of Iron Mountain, Berlin and Tomah were scheduled to attend the Sept. 13 doubleheader in Milwaukee. The Road furnished three specials for the occasion—27 cars.

Reports have been circulating in Canada that diesel trains are seriously thwarting the love life of the moose. President Donald Gordon of the Canadian National has been quoted as saying that he has heard from animal lovers that during the mating season the bull moose has mistaken the sound of a diesel klaxon for the vocal response of an amorous moose cow. "The results," he said, "have been very frustrating to the male animal."

Mendota, Ill., on the Madison Division Second District, which calls itself the "world's greatest little city" (pop. 5,200), held a week-long festival last month in honor of its 100th anniversary. Jubilee events included the city's 6th annual sweet corn festival at which more than 10 tons of buttered sweet corn were served to centennial visitors. Mendota is the hub of the sweet corn belt in northern Illinois and owes its early growth to the railroads. The Milwaukee Road line was completed through the city in 1903.

The railroads spent \$1,800,000,000 in 1952 for purchases of materials, supplies and fuel; \$1,058,000,000 for new locomotives, cars and other equipment; and \$316,000,000 for additions and betterments to fixed property—a total outlay for materials, supplies, fuel, equipment and betterments of \$3,174,000,000.

F. J. Foerster Heads Seattle Passenger Club

F. J. "JACK" FOERSTER, ticket clerk in the Seattle city ticket office, was recently elected president of the Seattle Passenger Club. The club, which is composed of passenger men from all transportation groups in the Seattle area, has about 200 members. Meetings are held monthly, except during the height of the travel season.



F. J. Foerster

Starting with the Road as a reservation clerk in 1946, Mr. Foerster has been clerk in the Seattle ticket office since Aug. 1, 1947. He served the passenger club as treasurer in 1951 and as vice president in 1952.

The Cover

The picture on the front cover shows an electrification line crew at work with a light tower car at the mouth of a tunnel in the Cascade Mountains. Developed recently for the convenience of trolley maintenance men, the new car replaces a much larger, coach-type car for ordinary repair work. The picture was taken by E. K. Randle, Coast Division trolley foreman.

U.S. MAILMAN No. 1



appointments

Operating Department

Effective Sept. 1, 1953:

W. F. Bannon is appointed trainmaster of the Terre Haute Division with headquarters at Faithorn, Ill., following the resignation of J. S. Conn. Starting with the Road in 1941, Mr. Bannon was a train conductor on the Madison Division and since May of this year trainmaster of the Chicago Terminals.

R. C. Lewin is appointed trainmaster of the Chicago Terminals with headquarters at Bensenville, Ill. Mr. Lewin, an employe of the Road since 1945, was formerly switchman and yardmaster at Bensenville.

Effective Sept. 16, 1953:

W. A. Horn is appointed assistant superintendent of the Trans-Missouri Division with headquarters at Miles City. Mr. Horn started with the Road as an agent-operator on the Idaho Division in 1912. Subsequently he was a dispatcher and chief dispatcher at various points on Lines West and since June, 1943, trainmaster at Miles City.

P. Bridenstine is appointed trainmaster of the Trans-Missouri Division with headquarters at Miles City. Starting with the Road in 1938 as an agent-operator, Mr. Bridenstine has been dispatcher and assistant trainmaster at various locations and most recently trainmaster at Sioux City.

E. A. Duszak is appointed trainmaster of the Iowa & Dakota Division Second District with headquarters at Sioux City. Mr. Duszak entered service as a rodman in 1943, was subsequently an instrumentman and since 1952 assistant engineer at Western Avenue yards in Chicago.

Traffic Department

Effective Sept. 1, 1953:

C. P. Cassidy is appointed division freight and passenger agent at Mason City, following the retirement of R. H. Conrad. Mr. Cassidy entered the employ of the Road at Mitchell, S. D., in 1920 and subsequently served as city freight agent and also traveling freight agent with headquarters at Minneapolis. Since 1950 he has been division freight and passenger agent at Terre Haute.

P. Braun is appointed division freight and passenger agent at Terre Haute. An employe of the Road since 1924, Mr.

Braun has been with the traffic department in Los Angeles (1936), city freight agent at San Francisco (1945) and traveling freight and passenger agent in San Francisco since 1950.

L. Cowling is appointed traveling freight agent with headquarters at San Francisco. Starting with the Road in 1941, he has served in the traffic departments at Great Falls and Tacoma, was city freight agent at Seattle from 1950 to 1952, and most recently chief clerk to western traffic manager.

J. F. Haggerty is appointed traveling freight agent with headquarters at Des Moines, succeeding E. I. Johnson, retired. Mr. Haggerty started with the Road in the general agent's office at Chicago in 1942. He has been city freight agent in Chicago since September, 1947.

R. W. Wetzell is appointed city freight agent at Chicago. Mr. Wetzell came to the Road in 1928 and has been chief clerk to the general agent in Chicago since August, 1951.

Effective Sept. 16, 1953:

A. W. Dreutz is appointed assistant to passenger traffic manager, Chicago, following the death of R. A. Klotz. Mr. Dreutz started with the Road as a clerk in the passenger rate department, Chicago, in 1905. He became chief rate clerk in 1944, and since 1948 he has been assistant to general passenger agent.



A. W. Dreutz

J. K. Pain is appointed assistant to general passenger agent, Chicago. Mr. Pain started with the Road in the Seattle general office in 1918 and was subsequently city ticket agent in Spokane. He was district passenger agent in Portland, Ore., from 1944 to 1947, since when he has been district passenger agent in Seattle.

M. P. Burns is appointed district passenger agent in Seattle. Since starting in the passenger rate department in Chicago in 1926, Mr. Burns has served as ticket clerk in Seattle (1939), city passenger agent at Butte (1941) and since 1947 as district passenger agent at Tacoma.



The salad bowl with Mr. Gruber's famous Roquefort dressing is a luncheon specialty of the house.

Duncan Hines Ate Here

THE people whose business it is to find out how America eats have concluded that the food served in the desert resort area around Phoenix, Ariz., is as good as any in the country. Where, then, do the experts dine on their nights out? Three to one, it will be at El Chorro Lodge, just a few miles out of Phoenix next to Camelback Inn. Gourmets who have pronounced El Chorro one of the nation's best eateries include no less than Mr. and Mrs. Duncan Hines and Clementine Paddleford of syndicated food column fame. Broadwayite Dorothy Kilgallen is another who has discovered the charm of El Chorro, and when Clark Gable is in the vicinity he never fails to stop there. Apparently it is his favorite eating place.

It so happens that the proprietor of El Chorro Lodge is a former Milwaukee Road employe and one who is well remembered in the Twin Cities area. Mark Gruber attended Central High School in St. Paul and the University of Minnesota and, following a turn in the Navy during World War I, entered service as a fuel supervisor. He was trainmaster at various locations until 1927 and subsequently assistant superintendent of the Twin City Terminals and the Terre

Haute Division. A bout of pleurisy sent Mr. and Mrs. Gruber west to soak up Arizona sunshine in 1937, and they opened up El Chorro Lodge that winter. They have been operating it ever since. Starting out in a small way, the Grubers still have accommodations for only 10 staying guests, their main business being good American food. People come for a hundred miles around to eat there and several Milwaukee Road officials on stopovers through the West have been among their guests. The trademark of the place is a hooded fireplace, of which there is one in the bar and another on the outdoor terrace around which guests gather while waiting their turn in the dining room. Dorothy Kilgallen on a recent visit described the atmosphere as "sheer Arizona," from the purple bougainvillea clinging to the walls of the low white painted brick building to the tangerine trees hedging the walk and gardenias blooming on the terrace.

"Mesquite burned in the fireplace, giving off an exotic, wild sweet aroma," she said. "There was something hypnotic about the pattern of smoke veiling the flames. The night was just cool enough . . . and the air had a clarity

that made you want to sniff it. To a New Yorker it seemed impossible that every delicious breath wasn't costing money."

El Chorro Lodge is considered one of the three top eating places around Phoenix. A typical menu includes jumbo shrimp, frog legs, roast crab and a dozen other dishes, from a complete five-course dinner at \$2.75 (pineapple and ham ring) to \$4.50 (filet mignon). At the height of the season some 400 people may be served in a day. Gourmets rave about the desserts, such as strawberry Chantilly, black-and white pie and chocolate icebox cake.

It was the quest for the icebox cake recipe which took food columnist Clementine Paddleford to El Chorro recently for lunch. Friends had recommended a light meal to go with it, so she had a clear, hot soup and a salad with the Gruber's famous Roquefort cheese dressing before tackling the dessert. The dressing and cake are among the recipes which are requested most frequently by people who, having eaten, go home to talk about it. Through the courtesy of the Grubers—Mark and his wife Janet—they have been made available to readers of The Milwaukee Road Magazine.

Roquefort Dressing

½ lb. Roquefort or Bleu cheese
2 tbsps. lemon juice
¼ cup mayonnaise
2 tbsps. chopped chives
dash of Worcestershire sauce
dash of Tabasco
salt, if desired

Mash cheese until softened, add remaining ingredients and beat until fluffy as whipped cream. Yield: 1½ cups dressing.

Chocolate Icebox Cake

1 lb. semi-sweet chocolate
1½ tbsps. water
4 eggs, separated
2 tbsps. confectioners' sugar
½ cup chopped walnut meats
1 cup heavy cream, whipped
1 doz. ladyfingers, split

Melt chocolate in top of double boiler over boiling water; add water and blend. Remove from heat and add egg yolks one at a time, beating vigorously after each addition until smoothly blended. Add sugar and walnuts and mix well. Beat egg whites until stiff; fold gently into chocolate mixture along with whipped cream. Line a 1½ quart baking dish or bread loaf pan with ladyfingers. Pour in mixture. Refrigerate 12 to 24 hours. Serve with additional whipped cream, if desired. Yield: 8 to 12 portions.

The Milwaukee Road Magazine

Back-to-School EYE CHECK-UP

BECAUSE a young child's eye is small—about two thirds as large as it will be when full grown—young children are naturally farsighted. (Anybody, young or old, is farsighted if his eyeball is too short from front to back.) The eyes, however, have a remarkable amount of accommodation and the child can force itself to see close-up objects. This is hard work for the muscles, though, and may produce eyestrain or permanent damage.

So, when a youngster keeps glancing out of the window instead of fixing his gaze on his schoolbooks, it does not follow that he is being perverse or showing a dislike for reading. It may indicate that his eyes are tired.

Growing children are interested in games, sports and contests, because it suits their seeing powers. It is fortunate that this is so, because games and outdoor activities make for the ability to get along with people and a sense of teamwork.

Occasionally, however, a child is nearsighted, or able to see better close by than at a distance. Such a youngster



is likely to be a bookworm, ill at ease with people, a poor performer at games. While the bookish-ness is probably something to be prized, the tendency to avoid people is not. In such cases a pair of glasses for distant vision, which will enable a boy to hit a baseball, may be a wise investment in the child's welfare. Not until the late teens, as a rule, is youthful farsightedness outgrown. Sometimes the process goes too far, and nearsightedness, or myopia, results. That, too, may indicate the need of glasses. Schoolchildren can also be af-

ected by astigmatism, an eye condition resulting from a slight malformation of the cornea. As long as a boy's activities consist mainly in hitting baseballs, astigmatism may not bother him. But when he applies his eyes to the printed page it may cause trouble if it is a pronounced case. As a rule it can easily be corrected with spectacles.

Most schools go no further with eye examinations than the well-known Snellen test, which consists in discovering how well a child can read type of various sizes at 20 feet distance. Even if the score is 20/20, or so-called normal vision, that tells nothing about the child's ability to see at 15 inches, or to focus first on the blackboard and then on the desk work, or whether there is a trace of cross-eye.

The solution is for the parents to watch out for symptoms of eyestrain or seeing difficulty. Authorities state that a child should have an eye examination by a competent specialist at the age of three or four, another on entering school, and still others at stated intervals during the school years. This looks like a lot of bother and expense, but after all, those eyes must last a lifetime.



Zwiebach Torte



Boston Cream Pie

with that old-fashioned flavor

in a breeze with the electric mixer. Old-fashioned elegance turned out with modern-day ease—that's the story of this zwiebach torte, filled and topped with flavored whipped cream.

Zwiebach Torte

½ box zwiebach
5 eggs, separated
1 cup sugar
1 cup finely chopped walnuts
few grains salt
1 tsp. baking powder
1 tsp. rum flavoring
1 cup heavy cream

Roll zwiebach into fine crumbs. Beat egg whites stiff, then gradually add ½ cup sugar while continuing to beat. Beat egg yolks until thick and light and gradually beat in remaining sugar. Add zwiebach crumbs, walnuts, salt, baking powder and rum flavoring to egg yolk mixture. Fold in egg white mixture. Pour into two greased 8-inch layer cake pans. Bake in moderate oven, 375°F., 25 minutes or until top springs back when touched with fingertip. Remove from pans and cool on wire rack. Whip cream, flavor with a little rum flavoring and sweeten to taste if desired. Spread between layers and on top of cake. Makes 10 servings.

* * *

An old-time favorite, Boston cream pie, never fails to please. Recipes vary for this pie, which is really a cake, and when the layers are put together with jam or sugar-sweetened fruit it is sometimes known as Washington pie. Try this two-egg cake with creamy chocolate filling and confectioners' sugar topping.

Boston Cream Pie

½ cup shortening
1 cup sugar
2 eggs
1¾ cups cake flour
2 tbsps. baking powder
½ tsp. salt
½ cup milk
1 tsp. vanilla extract

Cream shortening until light and fluffy. Add sugar gradually while continuing to cream. Beat eggs thoroughly; add. Beat well. Sift flour; measure. Mix and sift flour, baking powder and salt; add alternately with milk to shortening and egg mixture. Add vanilla extract. Pour into 2 greased and floured 8-inch layer cake pans. Bake in moderate oven, 375°F., 25-30 minutes. Cool.

Put layers together with chocolate cream filling. Sprinkle top liberally with confectioners' sugar.

Chocolate Cream Filling

4 tbsps. flour
 1/3 cup sugar
 few grains salt
 1 cup milk
 1 sq. (1 oz.) unsweetened chocolate, melted
 1 egg
 1/2 tsp. vanilla extract

Combine flour, sugar and salt. Scald milk; add. Add melted chocolate; cook over hot water 15 minutes, stirring constantly until thick, then occasionally. Beat egg. Add to hot mixture slowly. Cook 3 minutes longer. Cool. Add vanilla extract.

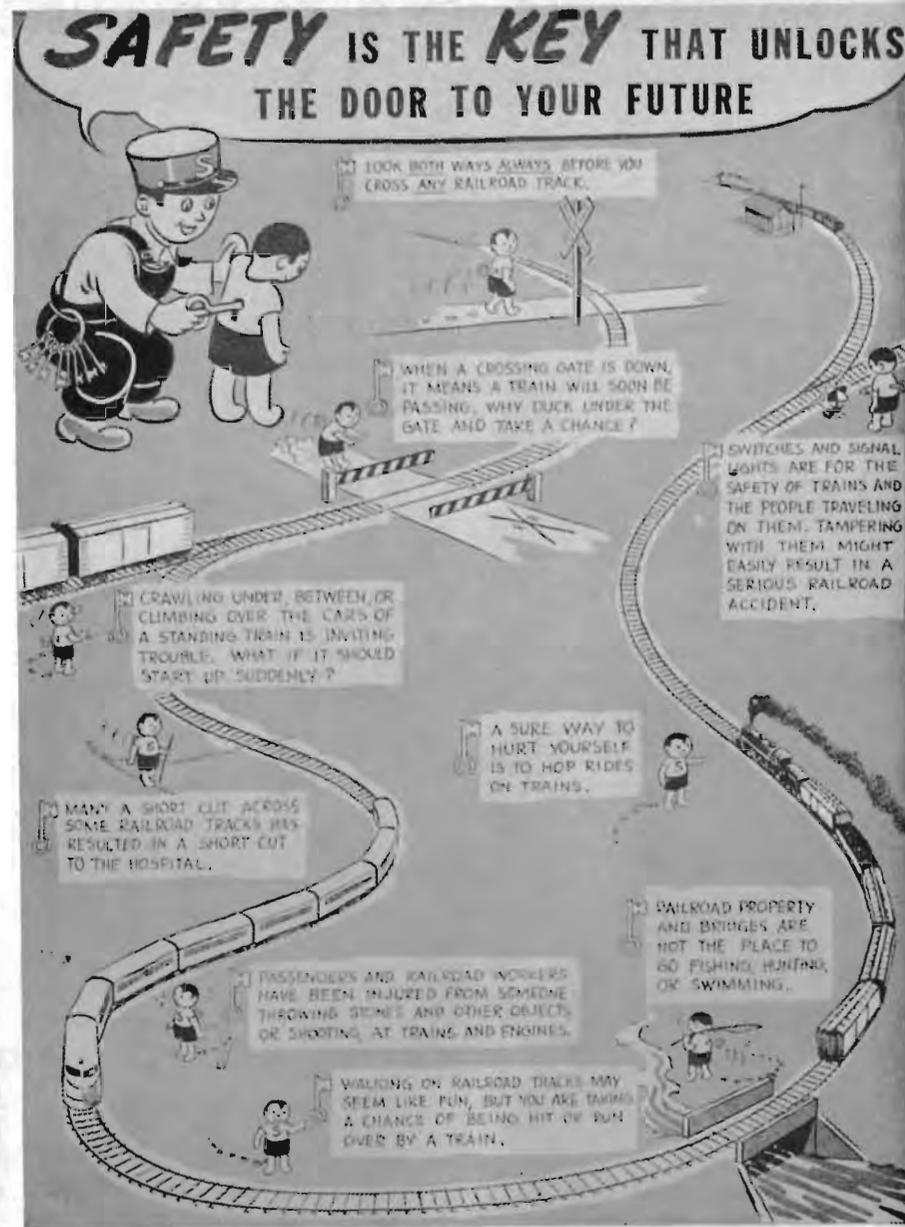
It's an Idea!

Don't throw away jams and jellies if there is a separation of a small amount of liquid on top of the paraffin. This is called weeping and does not harm jams and jellies unless yeast or mold starts growing on the seepage.

To wash a soiled veil, shake it in a small jar of warm soapsuds. Rinse well by the same method and blot in a towel. To restore a crisp finish, press flat with a warm iron between two layers of waxed paper.



TABLE-TOP ELEGANCE. Doilies, like all parts of a room's decor, have changed in design with the tempo of the times. This square centerpiece is an adaptation of the elegant living of the 1800's. As shown here, it is a linen square 22 1/4 inches with a crocheted insertion and a firm but fragile-looking border. Free directions for crocheting SHERIDAN SQUARE DOILY may be had by writing to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



Safety Is the Key

FOR the next school year the poster reproduced above will be a familiar sight to children of school age throughout the nation. Designed to impress youngsters with the danger of playing on or tampering with railroad property, it is being distributed by the Protective and Safety Section of the Association of American Railroads in cooperation with the National Safety Council. First released about a year and a half ago, three and a half million are already on display on schoolroom bulletin boards in this country and Canada.

In a recent year 82 youngsters under the age of 14 were killed as the result of taking chances on railroad property. Walking on tracks, hopping rides, taking short cuts over railroad bridges and scooting under crossing gates were just

a few of the foolhardy practices which cost them their lives. Every now and then accidents still occur to youngsters as the result of playing so-called games. Take for instance the case of four youngsters who matched each other to see who could stay in front of an on-coming train the longest. The one who did was the winner, but what would his future have been if he had lost a leg or an arm, or maybe his eyesight?

A child's future may be no further away than his next visit to the movies, a new bicycle or maybe some wonderful party invitation, but whatever it is, it will be secure only if he respects safety precautions. The poster serves as a reminder of this fact and that the job is up to the individual, that "safety is the key that unlocks the door to your future."

The Milwaukee Road Magazine

How to Take Care of Your New Home

An article in August described the initial inspection you should make before you move into a new house and told of some of the effects which weather and other factors can have on foundations and cement work. This article discusses the problems of lumber, millwork and windows.

Lumber and Millwork

The frame of a house is designed so that shrinkage may be as nearly even as possible and the house will settle equally. This shrinkage in the framing explains why mouldings, trim and quarter rounds sometimes work out of their original positions.

Wood shrinkage can cause the joints in the woodwork to open, doors to warp and cracks to appear in plaster, particularly around door openings, plastered arches and stair wells. Shrinkage can be minimized by keeping the heat at 70 degrees, more or less, according to the climate, particularly during the first heating season. This will permit a more uniform drying-out process. Avoid overheating in a new house.

In the case of a tight-fitting door, don't be too quick to plane the edge, but

wait for warmer weather when the door has dried to normal. Outside doors are more subject to severe conditions, the reasons being the heat inside and cold outside. They have a tendency to twist or pull toward the heat.

Tiling

If wood shrinkage occurs in the bathroom, the result usually is a separation between the tub and wall tile, or between the floor tile and the tub. This may be fixed by filling the crack with white cement.

Windows

Even though windows are weather-stripped, cold panes can set up a current of cool air. Often this air may feel as though it is coming from outside, and lead to the belief that there is a leakage around the windows. Actually it is caused by the chilling of the air against the window panes. Air in motion feels cooler, as in the case of an electric fan which does not cool the air but sets it in motion. Storm sash will minimize this.—National Association of Home Builders



Don't be too quick to plane a tight fitting door. Wait for warm dry weather, when the door may have dried to normal.

The One-Color-Scheme House

ONE color used throughout your home will save decorating costs at the same time that it gives the illusion of more space. As a further economy it allows you to interchange furniture from room to room.

For instance, a bedroom chair can be pulled up to the dining table without looking out of place, or a living room rug may be retired to a bedroom when you buy a new carpet.

Most families can't afford to redecorate their homes completely at one time, but it is possible to pick out the color you want and add as you go along. Maybe you already have a carpet that you like. Then you can make the walls the same color when you decide to repaint or put on new wallpaper. When you reupholster the dining room chairs, or plan new draperies, you can add more of the selected color. Before you know it, you will have the one-color look throughout the house.

Chrysanthemums by any other name would be easier to spell.

September, 1953

retirements

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

CHICAGO GENERAL OFFICES

BUFORD, CHARLES H.
 Consultant Chicago, Ill.
 DEMOORE, JAMES H.
 Waiter Chicago, Ill.
 FLYNN, JEREMIAH M.
 Sleep. Car Cond. Chicago, Ill.
 JACKSON, JOHN J.
 S.C. Porter Chicago, Ill.
 MOONEY, WILLIAM R.
 Gen. Insp. Chicago, Ill.
 PFANNERSTILL, CHARLES J.
 Bureau Head Chicago, Ill.
 SEMLOW, GEORGE A.
 Advertising Agent Chicago, Ill.
 TATE, AUBREY O.
 Industrial Engr. Chicago, Ill.
 ZANE, HARRY S.
 Genl. Frt. Traf. Mgr. Chicago, Ill.

CHICAGO TERMINALS

BAKER, EMMETT C.
 Loco. Engineer Chicago, Ill.
 BARTOLONE, SAM
 Sec. Laborer Chicago, Ill.
 BIRKHOLZ, FRANZ H.

Steam Fitter Chicago, Ill.
 BLASZCZYNSKI, FELIX
 Laborer Chicago, Ill.
 HERNDON, WALKER T.
 Car Cleaner Chicago, Ill.
 MATTIS, STANLEY
 Ex. Gang Laborer Chicago, Ill.
 MITCHELL, JOHN K.
 Clerk Chicago, Ill.
 TRUTY, JOSEPH J.
 Checker Chicago, Ill.

COAST DIVISION

BENNETT, LEWIS W.
 Loco. Engineer Tacoma, Wash.
 DELLINGER, JAMES A.
 Switchman Seattle, Wash.
 HOWES, ALBERT S.
 Plant Supervisor Seattle, Wash.
 KOPEL, AARON
 Loco. Engineer Tacoma, Wash.
 SANDSTEDT, WM. E.
 Working Foreman Bellingham, Wash.

DUBUQUE & ILLINOIS DIVISION

COKER, ROY J.
 Lineman Ottumwa, Iowa

DYKEMAN, MARVIN R.
Machinist Ortumwa, Iowa
NIELSEN, CHRIS H.
Sec. Laborer Reno, Minn.
PECK, RAY B.
Machinist Marquette, Iowa
RAY, ERNEST T.
Conductor Chicago, Ill.
SAYRE, ROSWELL A.
Lead Boilermaker Marquette, Iowa
SCHRADER, JOSEPH J.
Pumper Laredo, Mo.

HASTINGS & DAKOTA DIVISION

ADAMSON, HENRY J.
Loco. Engineer Montevideo, Minn.
BARNETT, RAYMOND H.
Boilermaker Helper Aberdeen, S.D.
CADWELL, HARRISON
Brakeman Aberdeen, S.D.
KAMLA, PETER J.
Roundhouse Foreman Montevideo, Minn.

IDAHO DIVISION

BOGARDUS, CLARK J.
Laborer Othello, Wash.
ELVERSON, EARNEST A.
Ex. Gang Laborer Spokane, Wash.

IOWA DIVISION

BITNER, CHARLES W.
Laborer Cedar Rapids, Iowa
ROBINSON, ORIZEL, V.
Loco. Engr. Perry, Iowa

IOWA & DAKOTA DIVISION

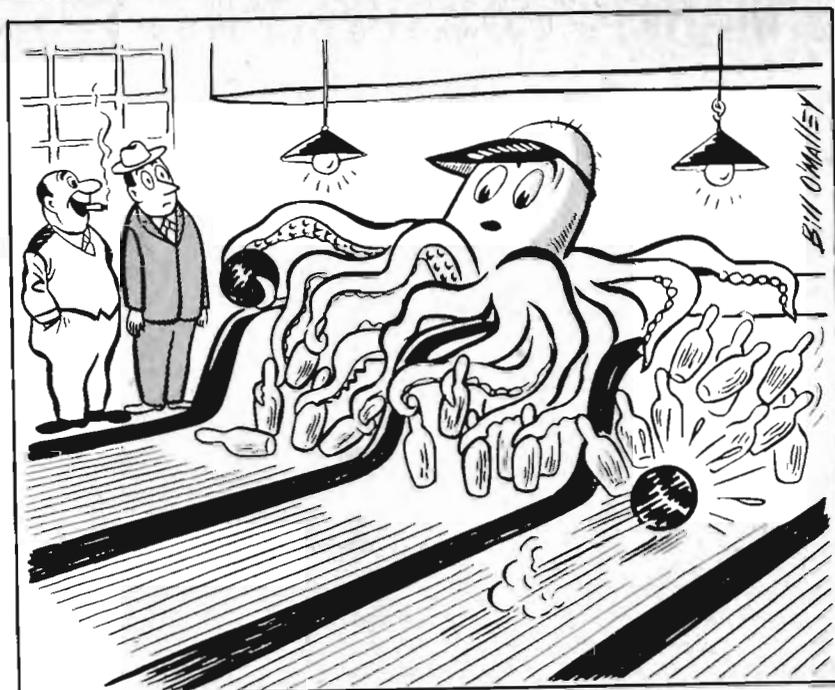
CONKLIN, WILLIAM C.
Machinist Mason City, Iowa
KIRCH, EDWARD H.
Loco. Engineer Mitchell, S.D.

IOWA & SOUTHERN MINNESOTA DIVISION

CHESTERMAN, BERT C.
Agent Prosper, Minn.
SMITH, ROY A.
Loco. Engineer Austin, Minn.

LACROSSE & RIVER DIVISION

DICK, ANDREW E.
Inspector & Repairer Car. Wabasha, Minn.



"He's the only pin boy we have who can handle the gang from The Milwaukee Road!"

VAN WORMER, MERTON H.
Conductor Portage, Wis.

MADISON DIVISION

CORBETT, JOHN T.
Loco. Engineer Beloit, Wis.

WHALEN, GEORGE L.
Engine Watchman Madison, Wis.

MILWAUKEE DIVISION

PERRY, ROBERT W.
Trucker Marinette, Wis.

ZIEJESKI, JOHN
Sec. Laborer Cirovitz, Wis.

ZUBKE, FRANK F.
Train Baggage man Milwaukee, Wis.

MILWAUKEE TERMINALS

BEHRENDT, JULIUS J.
Valve Repairer Milwaukee, Wis.

DESMOND, JOHN
Trucksmith Helper Milwaukee, Wis.

HAGEN, FRED J.
Clerk Milwaukee, Wis.

HOERL, ALEX
Delivery Clerk Milwaukee, Wis.

METZELFELD, PAUL O.
Supr. Matl. Delivery Milwaukee, Wis.

PIGULSKI, VALENTINE
Laborer Milwaukee, Wis.

RADAWICK, CHARLES
Painter Milwaukee, Wis.

RODRIGUEZ, EMILIO
Laborer Milwaukee, Wis.

SCHNEIDER, GEORGE A.
Foreman Milwaukee, Wis.

TEICHMANN, CASPER A.
Cabt. Maker Helper Milwaukee, Wis.

THELGES, HERMAN J.
Loco. Engineer Milwaukee, Wis.

WISNIEWSKI, STANLEY
Hammersmith Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

GRIVETTI, DOMINIS
Yardmaster Harlowton, Mont.

TODD, JOHN H.
Machinist Harlowton, Mont.

TRANS-MISSOURI DIVISION

BELCHER, WALTER M.
Carman Miles City, Mont.

HUNKLER, HALLIE C.
Clerk & Rel. Agt. Mott, N. D.

LAMPHEAR, LESLIE W.
Laborer Mobridge, S. D.

TWIN CITY TERMINALS

ANDERSON, PAUL E.
Stockman Minneapolis, Minn.

DEGEL, JOHN
Laborer Minneapolis, Minn.

GARDNER, GEORGE H.
Machinist Helper Minneapolis, Minn.

GARDNER, HARRY G.
Truckman Minneapolis, Minn.

JOHNSON, GUST A.
Mach. Helper Minneapolis, Minn.

KITZROW, OTTO
Pipefitter Helper Minneapolis, Minn.

LEEVERS, WM. T.
Counterman Minneapolis, Minn.

NELSON, ERNIE
Mail Piler St. Paul, Minn.

NOWAN, JOSEPH J.
Car Insp. St. Paul, Minn.

ROSS, JAMES P.
Blacksmith Foreman Minneapolis, Minn.

SWANSON, JOHN
Carman Minneapolis, Minn.

THEILEN, JOHN R.
Boilermaker Helper Minneapolis, Minn.

VONZOL, JOSEPH G.
Carman Minneapolis, Minn.

Like a Visit With Friends

"BECAUSE my life was so wholly a part of The Milwaukee Road for many years, the monthly visit of the Magazine seems like that of a personal friend", read a recent letter from G. J. Griesenauer, a retired employe now living in Clearwater, Fla.

"One might think that as time goes on the Magazine would become less familiar as to the names of friends, but that is not the case", he wrote. "The July issue, for instance, carried those of a number of good friends of mine, to mention just a few, Jerry Hansen and Jim Shea. And in July that fine person, Miss Mary Maney. Back to July, Glen Berg and his folks, and in the 'About People of the Railroad' department, W. G. Powrie—I knew his father years ago—H. B. Christianson, B. O. Johnson and B. J. Ornburn. I also enjoy the 'Quiz' test, although I missed three in the July issue, Nos. 2, 8 and 10. The treat of the month, though, is President Kiley's message. Every one has been thought provoking and inspirational.

"And so it goes, month after month. Each issue is like a visit with the friends I have made since my first day with the Milwaukee in 1898."

Personalities in Railroad History

THOMAS LEIPER



Thomas Leiper

WAS Thomas Leiper the first railroad operator in America? Historians disagree on whether he built his road of rails in Delaware County, Pennsylvania, in 1806 or in 1809. If the first date is correct, he was one year ahead of Silas Whitney, who built a wooden railway on Boston's Beacon Hill in 1807.

Leiper was born in Scotland in 1745 and received his education in Edinburgh and Glasgow. At the age of eighteen, he migrated to the United States, settling first in Maryland. At twenty, he moved to Philadelphia and engaged in the tobacco export trade.

When the American Revolution broke out, Leiper was 30 years of age. He assisted in organizing the Philadelphia City Horse Troop and served as a cavalry officer during the war, taking part in the battles of Princeton, Trenton, Brandywine, and Germantown.

After the Revolution, Leiper became the leading tobacco merchant of Philadelphia. Expanding his activities, he established several mills in Delaware County, Pennsylvania, for the manufacture of snuff and also bought and operated several stone quarries in the vicinity.

One of Leiper's problems was to transport stone from his quarries on Crum Creek to a boat landing on Ridley's Creek, about three-quarters of a mile distant. This led to the

construction in 1806 or 1809 of his wooden railway or tramroad—probably patterned after those used in the mining regions of England. Leiper first had an experimental track, 180 feet in length, built near Bull's Head Tavern, Philadelphia. It worked so satisfactorily that he engaged John Thomson, father of J. Edgar Thomson, the noted Quaker railroad engineer, to construct a similar road at the Crum Creek quarries. The Leiper road, as it is commonly known in history, was operated by horse power. It continued in use until 1828, three years after Leiper's death.

Thomas Leiper was not only an officer of the American Revolution, but he helped to put down the Whiskey Insurrection in Western Pennsylvania in 1794, and he was United States Commissioner for the defense of Philadelphia in the War of 1812. Later he served as president of the Common Council of Philadelphia.

Army Mail Bag

A LETTER which is notable chiefly because it expresses the sincere feelings of an employe now in military service was received recently from Corp. John A. Hoker, a former agent-operator on the Trans-Missouri Division. Writing from Camp Catlin, T. H., where he is now with the Army railroad, Corporal Hoker said, in part:

"For the past two years I've received the Magazine and enjoyed reading about the people I recognized in the photos,

features and shop talk articles. Every month I looked forward to its arrival, and studied each issue with interest. In the retirements I looked for news of the old timers who taught me more about railroading than will ever be taught in a college classroom—sometimes I found their names in the obituaries.

"In Korea I could smile when I remembered the railroad through the Magazine, and here in Hawaii it still keeps me going. Until I ride home on No. 16 and in a Super Dome car, I thank you."



RIGHT HAND MAN. Pvt. Arnold W. Helfenberg, a LaCrosse & River Division fireman who enlisted in April, is now attending the Army's school for locomotive engineers at Fort Eustis, Va. This picture shows him in the process of transferring to "the right hand side".

about people of the railroad

Iowa Division

COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent
Perishable Freight Inspector

Elmer I. Johnson, traveling freight and passenger agent with headquarters at Des Moines, retired Aug. 31, having completed 42 years of service. Mr. Johnson started railroad-ing as an IC employe at Paxton, Ill., and entered the service of the Milwaukee in the Chicago city ticket office in 1911. In 1920 he was promoted to traveling passenger agent at Denver and Salt Lake City and shortly afterward transferred to Omaha where he was traveling passenger agent until he went to Des Moines in 1951. He had continued to make his home in Omaha. Mr. Johnson's hobbies are music and photography. His son is an accomplished musician and Mr. Johnson himself has sung with the Elks Apollo Club and the Shrine Chanters in Omaha. He also studied law and in 1931 was admitted to the Nebraska bar. Since 1950 he has served as district deputy for Iowa and Nebraska.



E. I. Johnson

J. W. (Bill) Wroth, retired switchman, died recently at his home in Council Bluffs. He retired in 1937 after working about 30 years. He was 83 at the time of death.

The new relief PFI is R. K. Williams, better known as "Rich."

The Milwaukee Road Veterans Club held its annual meeting Aug. 18 at the home of T. P. Schmidt, retired car foreman. A pot-luck dinner was served after which a meeting was held to elect officers, collect dues, etc. The rest of the evening was spent in swapping stories. There were 35 present, including the globe trotter, Retired Car Inspector Albert Fleak.

Eldon (Happy) Stangl of the signal department reports that his brother Warren, 9, is recovering from injuries received when struck by a car July 4. He is the son of Albert Stangl, section foreman at Neola.

Those back from vacations include Yard Clerk Less Bird, Car Inspector Henry Jensen and family who took in the sights of Chicago, Soda Blake and family who visited in California and Oregon, and Lead Carman Carl Scenberg who visited with his son who is in the armed services in California. Freight House Clerk Frank Adrian and family spent their time fishing at Lake Kandyohi, Minn. Switchman Fred Dunow's wife and daughter Sandra spent their vacation at Evergreen, Colo.

Henry Hansen of the car department reports that his 11-year-old daughter Marilyn had the misfortune to break her arm.

Miss Janice Marie Rooney, daughter of

Retired Yard Clerk Howard Rooney, became the bride of John Arnold Flaton at the Grace Presbyterian Church Aug. 22. Following the church reception the couple departed for a honeymoon trip to the Black Hills. Upon their return they will live at Gering, Neb., home of the groom.

Mrs. Harvey Shiery, wife of retired round-house machinist, passed away Aug. 26. Mrs. Shiery was well known for her social work.

Car Inspector Nels Jensen has returned from a vacation trip through the canyons of Colorado, including Colorado Springs, and Mesa Verde Park. He also visited the Indian ruins. Max Eckert of the store department and family vacationed in Colorado, including Estes Park.

Fred (Buck) Bucknam, chief clerk at the freight house, recently underwent surgery. He is still in the hospital at this writing, but doing fine.

Yardmaster Earl Hannum is recuperating at home at this writing after spending some time in a local hospital.

Retired Engineer John Kenyon who has been in a local hospital is home now and O. K.

EAST END

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

Switchman Daniel D. Harrington, age 60, passed away Aug. 15 as the result of an accident at work. Funeral was from St. Mathew's Church. Surviving him are his wife, son Jerry and daughter Mary.

Florian Francik, retired switchman, passed away July 24 at the Veterans Hospital in Des Moines. He had worked as switchman for 30 years before retiring 12 years ago. Funeral services were held in Cedar Rapids. He is survived by his wife and a daughter, Mrs. Harry Williams, of Cedar Rapids.

Ora I. Miller, 74, of Marion passed away latter part of July in a Des Moines hospital. He started with the Milwaukee Mar. 28, 1898 in the track department and retired in 1942 after 34 years as a roadmaster. He is survived by two daughters, Mrs. Vernon Lent of Marion and Mrs. Lyell Shellenberger of Roselle, Ill., a stepdaughter, Mrs. Lewis Papes of St. Maries, Idaho, and five grandchildren.

Paul Selzer is the present car foreman in Cedar Rapids. Coming from Tacoma, he succeeded Carl Reuter, who went to Bensenville in the same capacity.

On Aug. 19 Carol Ann Gorman, age 15, daughter of Train Dispatcher N. J. Gorman, shot a hole-in-one on the 165-yard hole at the Elmcrest Country Club in Cedar Rapids. She is the first woman golfer in the history of the club to shoot a hole-in-one on the course.

The V. M. Reicherts and their daughter Helen Irene left for California on Aug. 17. They have sold their home in Marion and plan to purchase one in California. Verto had worked in the Marion office for a number of years and was presented with a pen and pencil set by his fellow employes.

Chief Carpenter R. R. Cheney was in Bellevue, Ia., for the wedding of his daughter Jeanette on Aug. 8. She was married to Dean Rathje, brakeman in service between Marion, Atkins and Savanna. Upon their return from Niagara Falls the couple will establish a home in Savanna.

Mrs. J. R. Meagher, wife of Jordan, ditcher operator, was a patient in an Ottumwa hospital in July. John Meagher entered the Veterans hospital in Iowa City late in August for medical attention. Operator Kerfoot will handle ditcher 285 during the absence of Operator Meagher.

S. J. Underwood of Blakesburg, Ia., father of Section Foreman Fay Underwood at Martelle, died on July 18 in a nursing home in Ottumwa, where he had been confined for about six weeks. He was past 83 and had been a long time resident of Blakesburg, where the funeral was held. Burial was in Unionville, Ia., the place of his birth. Besides Fay he is survived by his widow and one daughter of St. Louis.

Section Foreman B. A. Jenkins, Springville, is at this writing a patient in St. Luke's Hospital, Cedar Rapids. L. C. Pritchard is working as foreman during his absence.

General Agent O. R. Lambertson and wife are touring the South and West on their vacation.

Trans-Missouri Division

WEST

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

The big fall season is on. Fairs are being held everywhere, school kids are having a last fling before the roundup, collegians are packing their bags and making their plans, and all the vacationists are heading for home.

H. H. Kruse, chief carpenter transferred to Minneapolis, with Mrs. Kruse was the guest of approximately 50 fellow employes and their wives at a farewell party held at the Crossroads Inn in Miles City on Aug. 1. The party got under way with H. E. Hurst, division engineer, acting as master of ceremonies. Master Mechanic L. H. Rabun, Trainmaster W. A. Horn, Storekeeper H. L. Stamp, Claim Adjuster Ray Moore and Claude O'Brien, PFI, gave brief talks on the highlights of the years Pat Kruse was with us on the TM. W. D. Ostrom of Wabasha was introduced as the new chief carpenter for the division. Going away gifts were presented to Pat by Walt Horn.

In a ceremony held recently in Great Falls, Elizabeth Weber was married to Carman Earl Shunkwiler. Earl's parents are Mr. and Mrs. Dan Shunkwiler of Miles City.

Lou Grill, veteran Montana journalist and newspaperman, passed away at a Miles City hospital Aug. 6 after a brief illness. He came to Miles City in 1919 and soon began writing the historical columns under the pen name of "Mon Tana Lou" that were to make him known to Milwaukee people all over the system.



35-YEAR VETERAN. Miss Florence Paullin was honored with a gift from roundhouse employes at Mitchell, S. D., on Aug. 18, her anniversary of 35 years of service. Since starting as a roundhouse clerk in 1918, Miss Paullin has held that position under six different foremen. She assisted in organizing the local chapter of the Milwaukee Road Women's Club, serving as its first secretary, and is also a member of the Brotherhood of Railway Clerks. (Daily Republic photo).



PARTING OF THE WAYS. St. Paul traffic department personnel posed last month for this photograph with a popular colleague, Mrs. Brooksie Burk, who resigned Aug. 15 to follow a homemaking career. From left, seated: Mrs. Burk, General Agent G. F. Quinlan, and Mrs. Mary Borowske who replaces Mrs. Burk as secretary to general agent and correspondent for the Magazine. Standing: Clerk W. H. Stewart, Chief Clerk A. R. Brodin, P. J. Nikolai, general agent passenger department, and City Freight Agents W. A. Murley, D. C. Sutton, H. R. Genereau and R. J. Young. Mrs. Burk started with the Road at Minneapolis in 1943 and transferred to St. Paul in 1944, since when, as news correspondent for the St. Paul traffic office, her column has been a regular monthly feature of this magazine. Her winning personality made many friends for the railroad and she will be greatly missed both by her associates and the shipping personnel in the St. Paul territory.



SETTLING DOWN. The retirement on July 31 of Albert S. "Sid" Howes, chief engineer at the Seattle oil plant, served to recall the highlights of a colorful and active career. Born in England, Mr. Howes was educated at the Goldsmith Institute of Engineering in London and served in Africa during the Boer War. He emigrated to Canada in 1903 and for the next few years followed a Jack London existence in the course of which he sailed to Alaska and the Far East, was shipwrecked in the Pacific, visited China and Japan, worked a gold mine in the North Country and mined for quartz in California. During World War I he was with the Canadian forces in France and later served as supervisor of vocational training for veterans. He had been with the Road in Seattle since 1926 and chief engineer since 1928. He and Mrs. Howes have purchased a home at White Rock, Canada.



MILWAUKEE NUP-TIALS.

The wedding party of Mary Kowalski, daughter of Bruno Kowalski, rate clerk at Fowler Street, Milwaukee, and sister of Phyllis, secretary to the superintendent of the Milwaukee terminals, pictured at her recent marriage to Jack Bergeron in St. Adalbert's Church. Another sister, Anne, is the attendant at the left. The orchid leis were sent from Hawaii by one of the bride's classmates at Cardinal Stritch College.



GREEN LIGHT FOR GOLF. A set of new golf woods and pair of golf shoes were presented to C. J. Pfannerstill, material bureau head in the Chicago accounting department when he retired Sept. 1. Shown with him are Sophie Kustron (left) and Adeline Cotto of the auditor of expenditure's office who arranged a banquet in his honor on Aug. 11. Mr. Pfannerstill had been with the Road since 1905, serving in the stores accounting division in Milwaukee before World War I. Mustered out of the Marines in 1919, he was an AFE field accountant at Milwaukee until the disbursement accounting was centralized in Chicago, where he has been material bureau head since 1949. Mr. Pfannerstill, a resident of Wauwatosa, Wis., has been a golf fan for many years and plans to enjoy the sport for a long time to come.

Jacob T. Graff, 64, carman at Miles City, passed away at a local hospital Aug. 23 after a month's illness. He had been employed by the railroad for about 35 years. Mr. Graff was born in Russia Sept. 15, 1888 and came to Miles City in 1917. He is survived by two sons, three brothers and a sister. Burial was in the family plot in Custer County cemetery.

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Fireman J. W. Johnson and Mrs. Johnson announce the arrival of a baby boy born July 30 at the Lewistown Hospital. The young man was named Ernest Walter.

July 5 marked the wedding date of Carman Earl Shunkwiler and Elizabeth M. Weber of Great Falls. Matron of honor was Mrs. Charles Tadewaldt, wife of Conductor Tadewaldt. Earl was formerly from Miles City and his father and three brothers are carmen there. After a wedding trip to Canada and the west coast, Mr. and Mrs. Shunkwiler will



MILES CITY STAG. Good food, good sport and good comradeship were the highlights of the annual Miles City Service Club stag picnic held Aug. 15 at the municipal pumping plant park. A number of retired men were present to enjoy the fun and to get a briefing on the latest railroad doings. They included above, front row left to right; J. Noctor, Dan Shea and Andy Anderson. Back row: Mayor F. L. Denson, Carl Swanson, Judge M. A. Walsh and C. E. Hawkins. Below, front row left to right: A. F. Maile and P. J. Farley. Back row: G. F. Cobb, Lars Villanger and H. O. Schepper.



make their home in the Pennsylvania Apartments in Great Falls.

Miss Betty Kennett, daughter of Yard Foreman Noel Kennett, is leaving to teach school in Whitefish, Mont., for the coming year.

Born, to Brakeman and Mrs. Pete Zwolle on Aug. 12, a baby girl. The little lady was named Debbie Lee.

The annual Women's Club picnic was held Aug. 23 at the city park. After an enjoyable potluck dinner nearly everyone entered into a softball game. Those who didn't play sat around and complained about eating too much.

Fielding M. Thompson who is taking over the general yardmaster's job at Harlowton is a native of Harlowton, and has been yardmaster there for several years. He succeeds Dominic (Dom) Grivetti.

General Freight House Clerk Jake Sanford underwent surgery recently in the Seattle Hospital.

Section Foreman Sinclair from the main line received the Hanover section by bid.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

A joint picnic of Seattle Chapter of the Women's Club and The Milwaukee Road Service Club was held at Salt Water State Park, south of Des Moines, on Aug. 1, with 35 children and 100 adults turning out for the fun. All promises as to fun were fulfilled, even to the ants, sand and flies without which no picnic is complete. Games consisting of horseshoes, races, and so on were enjoyed, with prizes for the winners. Mrs. Hugo Engel was in charge of the committee for the Women's Club and Mr. Engel for the Service Club.

Sympathy is extended to L. E. Neumen, district adjuster in the claim department, on the death of his brother Jack, while returning from a vacation trip to Nevada in company with the Neumen family. Jack became ill at Bend, Ore., and died Aug. 18 as the result of a heart attack. Burial was in Seattle.

A. L. Piper, chief clerk in the general manager's office, with Mrs. Piper spent part of his August vacation at Long Beach on the Oregon coast.

Agnes Horak and her sister Blanche Swatosh of Cedar Rapids went to Mexico during August.

Roger Wilhelm, secretary to general manager, accompanied by his wife Donna, is spending his September vacation in North Dakota, visiting his parents at Dickinson and other members of the family in various parts of the state.

Mrs. Charlotte James, who has been filling in on stenographic positions during the summer, and Mr. James left Sept. 1 for an automobile trip to southern California.

Doctor Funk, co-author of Funk & Wagnalls dictionary, was asked what he considered the most expressive words in the English language. After giving the request deep thought, he decided on just five: the most bitter—alone; the most tragic—death; the most comforting—faith; the most beautiful—love; the coldest—no.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

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

Anyone having any bats they desire to find good homes for (I mean the furry things that fly around after dark) should contact Harriet Yore in the signal supervisor's office. She just loves the little rascals; in fact, keeps them in the wastebasket right beside her desk.

Word has been received of the death of Clint F. Holbrook, Gold Pass holder and for many years trainmaster and yardmaster in the Twin Cities. Clint was 70 and had 53 years of service to the date of his retirement in April, 1949. Burial was in Peru, Ill.

Sympathy is extended to the family of James Moes, mail and baggage trucker at Minneapolis, who passed away from an attack of polio on Aug. 10.

Farewell gifts were presented to Chief Carpenter Omar Denz on the occasion of his appointment as assistant engineer in Chicago effective Aug. 1. H. H. Kruse who has been chief carpenter on the Trans-Mo succeeds him.

The two new faces in the division engineer's office belong to Assistant Division Engineer E. C. Wheeler who hails from La Crosse, and to Instrument Man Fred A. Dittloff.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Samuel Adams, a former window cashier at this station, passed away July 28. Sam was a Spanish American War veteran and was buried with military honors.

Irvine Rothmund of the St. Paul roundhouse is still in a critical condition at Midway Hospital, St. Paul, at this writing.

Thanks to Larry Francis, of the freight house, for the lovely flowers now in bloom in the front yard of the freight office.

The writer took off for Milwaukee not long ago intending to see the Milwaukee Braves baseball team in action. Result: I am still intending. Every seat was sold. So back to the Schroeder to await my train back to St. Paul. The town is really mad about their team. They should be.

Attention Milwaukee Road Vets: Could any of you enlighten me about the Allanson family claimed to have had a lunchroom concession at the Milwaukee depot at Milwaukee, Wis., years ago? This inquiry is from George Allanson of Wheaton, Minn.

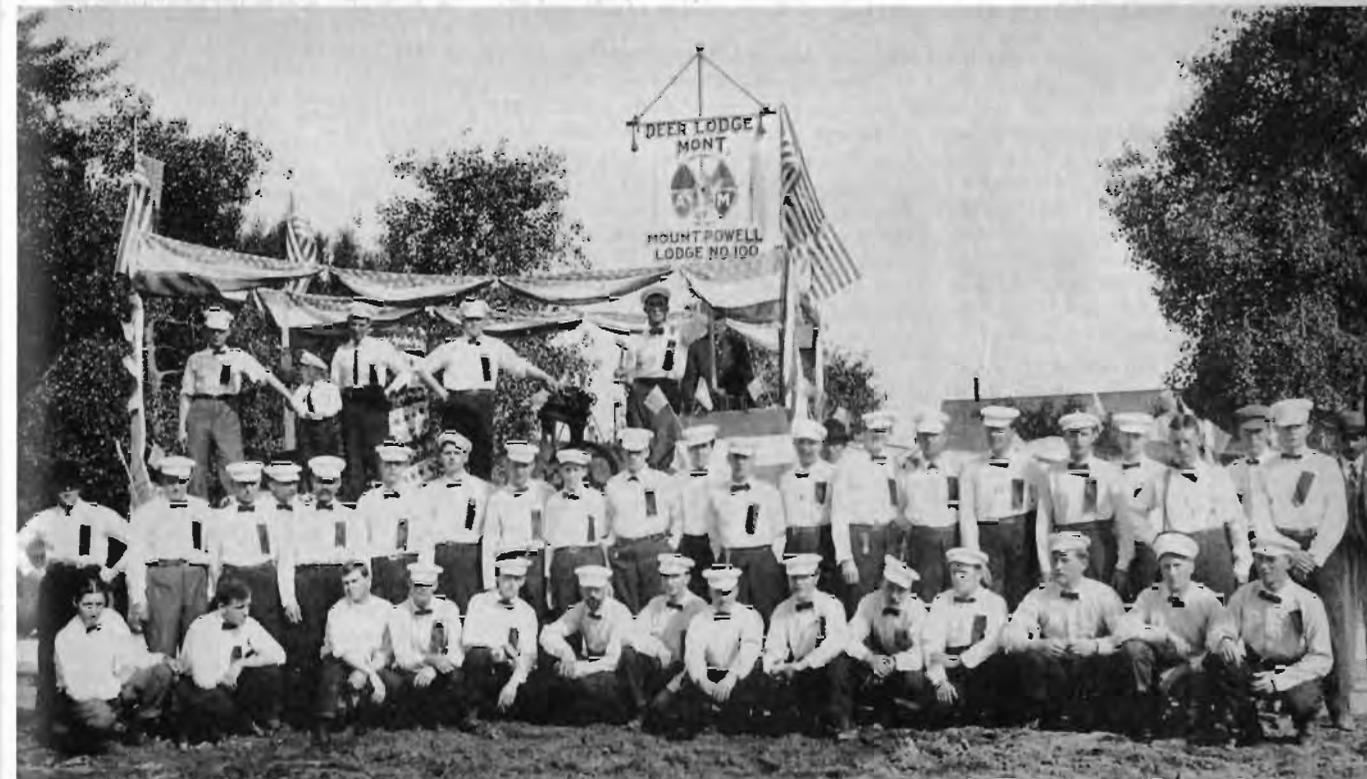
SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Harold R. Anderson, formerly assistant foreman at Sioux City, transferred to Minneapolis shops as wrecker foreman Aug. 1. Also, Leonard J. Barry, formerly equipment maintainer at Montevideo, has moved to Minneapolis shops as assistant foreman. Carman Nels Bjorn Dahl replaced Mr. Barry at Montevideo.

A. A. Penny, former mill foreman who

The Milwaukee Road Magazine



LABOR DAY, 1910. The first Labor Day parade in Deer Lodge, Mont., included this snappy turnout by Mount Powell Lodge No. 100 of the Machinists. The year was 1910. This memento of days gone by was contributed by J. C. Sheron, retired H&D roundhouse foreman.

retired two years ago, sustained shock and other injuries in a fall from a ladder while painting at home. He is confined to Ashbury Hospital at this writing.

Recent retirements: Laborer John Degel of light repair yard; John Swanson, carman in the schedule car shop; Joseph J. Nowan of the St. Paul repair track; and Blacksmith Foreman James P. Ross at Minneapolis shops.

Albert Sloan started as stenographer Aug. 1 in the store department office at Minneapolis shops.

Carman Apprentice Don Johnson and wife have a new baby boy—their second son.

Stenographer Ella Siegler enjoyed a week's vacation at her Lake Minnetonka home in August.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Emmett Keenan has taken a position in the traffic department of the Green Giant Canning Company at LeSueur, Minn.

Welcome to Melvin Anderson, Jr., our new LCL bill clerk, and to George Keenan who stopped in the office recently while at home on furlough from the Army.

We recently received a letter from Don Hessburg who is in boot camp at Great Lakes. He says his hands have lost that "car record clerk look" and he will be coming home with "clothes wash" hands.

The traffic department theme seems to be vacations. George Neu and family went to a secluded resort in Wisconsin, and as George returned to the job minus his family

we deduce that the spot must have met with considerable favor.

H. B. Erickson was last seen headed for Coon Lake, his car loaded with lumber and accessories, which means that some certain cottage got a complete overhauling.

Mr. and Mrs. Kolhoff enjoyed a vacation on the west coast. The last word we had was that they were in Los Angeles. Ray Schweitz headed for the north woods, and while we have heard no reports of any big fish being caught by his party, they were enjoying themselves along the north shore and at Fort William and Port Arthur.

Attention—Twin City Terminal Employees

THE FOURTH annual retirement party for Twin City terminal employees of all departments retiring during 1953 and a reunion of employees who have previously retired from service will be held in the Arizona Room of the Prom Ballroom, 1190 University Avenue, St. Paul, on Thursday evening, Oct. 22. Dinner from 6:30 to 7:30 P.M. is \$2.50 per person. The committee urges all terminal employees to keep this date open to honor the retiring veterans.

I & S M Division

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

O. C. Peed, chief train dispatcher at Austin, retired Aug. 31, having concluded 48 years of railroad service. He started at the age of 17 as a telegrapher on the old Big Four and came to the Milwaukee in 1908 as an operator on the old River Division, now the Second District of the L&R. He became a dispatcher in 1917. When the River and LaCrosse Divisions, together with the I&M and SM were consolidated in 1931, he transferred to Austin as a dispatcher for the I&SM and was promoted to chief dispatcher in 1946. With Mrs. Peed he plans to stay on in Austin until the fall and then drive to Florida, planning to live there if he finds it to his liking.

On July 9 Helen Jahren Holden, agent at Houston, celebrated her 35th anniversary with the Road. Helen had quite a varied career prior to joining the Milwaukee family, as she had previously worked for the Western Union in the Austin office and taught telegraphy in the commercial department of the old Southern Minnesota University at Austin. During World War I (in 1918), there was a shortage of operators and Helen started work on the third shift as



O. C. Peed

operator at Ramsey, Minn. She relieved at Spring Valley and Wells, bid in Spring Valley and later Fairmont as operator. She bid in Houston as agent in October, 1943. Helen has a nice little station which she enjoys keeping neat and clean, with a very fine but small flower garden at the east end. Raising flowers is her hobby and she has twice served as president of the Houston Garden Club since she started landscaping the depot grounds.

We extend a welcome to Ed L. McGuire, who has been appointed chief train dispatcher at Austin to succeed Clyde Peed.

We enjoyed visits from several of our retired boys during the past month. David "Skinny" Tallmadge from St. Petersburg, Fla., Dick Hinckley from Phoenix, Ariz., and Selby Raub from California.

H & D Division EAST END

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

This year when Engineer A. H. Stroben and his wife took their California trip, they didn't bump into a single earthquake such as entertained them last year. Consequently, they feel much friendlier toward California.

Agent Roy Fretts of Wheaton is spending some time at the Veterans Hospital in Fargo. Agent W. A. Witte of Waubay recently underwent an operation and is now recuperating at his home.

Conductor George Meyer of Minneapolis has been dismissed from the hospital and is planning to be back to work soon.

Retired Conductor "Happy" Johnson and wife from St. Petersburg, Fla., have been visiting around the H&D and enjoying reunions with former rails.

The north shore of Lake Superior has been a favorite vacation spot of a number of H&D rails this summer. Latest to visit the scenic spot were the C. J. Prantys and the Wayne Smiths . . . and me. We stayed at lovely Rockledge Lodge just out of Two Harbors

and enjoyed the hospitality of Mr. and Mrs. C. E. Simmons. Mr. Simmons was time-keeper at Aberdeen a good many years ago and some of you may remember him.

Car Foreman Leonard Barry has been promoted and transferred to Minneapolis. Nels Bjornndahl is now foreman at Montevideo.

Conductor H. H. Cadwell has taken a disability pension and is at his home in Hastings. He hopes to be back among us before too long. Brakeman Ray Martin is also off duty due to illness. "Red" is receiving treatment at the Veterans Hospital in Sioux Falls.

Fireman Walt Gallbrecht recently took a wife. He met Nancy while in the Army and during the time he was in Korea the letters went back and forth. By the time he came back to the States, Nancy was won. Walt attributes part of his success to his ability with his guitar. Rails who helped make the wedding a success were Cal Sorby who acted as usher and Norman Ronning who was the best man.

Milwaukee Shops

STORE DEPARTMENT

Virginia Schori, Correspondent



Robert Solverson

since his graduation from the Bay View High School in Milwaukee. In the years following his graduation (at which time he relinquished a scholarship to the University

Robert Solverson, son of Earl Solverson, your former store department correspondent, recently received his Doctor of Philosophy degree in aeronautics and mathematics at the California Institute of Technology at Pasadena. Although only 27, Bob has had rather an active life

of Wisconsin due to having received another award), Bob received many top honors and several scholarships. Among these were a scholarship to Harvard University through the Waite Memorial Fund and from which he received his B.S. degree in 1944, the Milwaukee Engineering Society Scholarship through the Stockle Fund, the Milwaukee Elk's Club top award, a graduate assistantship and part time instructor in aeronautics at Cal Tech, as well as a \$500 Douglas Aircraft Fellowship award. Two years, from 1944 through 1946, were spent in the Navy where he studied and taught electronics. While the years have meant continuous study, Bob seems well on his way to bigger and better accomplishments.



Elaine Knapp

Elaine Knapp, the popular check clerk in the diesel store, returned last month from Louisville, Ky., where she participated in the Midwest regional A.S.A. women's softball tournament. Elaine is a member of the G&W Construction team which took top honors in the tournament and represented the Midwest in the international tournament held at Toronto, Canada, on Sept. 4, 5, 6 and 7. Elaine has been playing softball the past 10 years and so is no newcomer in tournament play. She has played on six Wisconsin state champion teams and on seven West Allis champion teams. She has made two trips to Phoenix, Ariz., to compete in national championship games. The G&W team won the West Allis city title this year and was undefeated in 30 games played throughout the state of Wisconsin. Elaine is considered to be one of the best softball catchers in these parts, and is one of the few left-handed catchers in the business. She compiled a .355 batting average this past season and played an important part in her team's five wins at Louisville. The G&W team defeated Indianapolis in the final game 8 to 4 to win the title.

Section II at the Milwaukee County Stadium was literally jammed by stores division office employees the night of Aug. 10 when stenographers and clerks got together to help boost the battling Milwaukee Braves to a victory of 8 to 2 over St. Louis.

Helen Taylor, clerk in the GSK office, is recuperating at home following an operation at Columbia Hospital on Aug. 17.

Walter Zeller, check clerk in Davies repair yard, passed away on Aug. 8. "Squeaks," as he was known to his many friends, started with the Road on Sept. 15, 1917. Sympathy is extended to his family.

The brawny football player who was constantly forgetting his signals and wrecking plays was undergoing a verbal flailing from an indignant pint-size coach:

"Son," cracked the coach, "if I was as big and strong as you, I'd be the heavyweight champion of the world!"

"Maybe so," drawled the bulking one. "but what's stopping you from being the flyweight champion?"

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

We wish to welcome Jacob Hansen, former district general car foreman at Minneapolis, who is now our shop superintendent. Mr. Hansen feels right at home here in Milwaukee and in Wisconsin as he was born in Green Bay and started his railroad employment as a clerk for the Green Bay & Western in 1920. In 1925 he came with the Milwaukee as a carman at Green Bay; in 1934 he went to Madison as car inspector; in 1935 to La Crosse as wrecking foreman; in 1938 to Green Bay as car foreman; in 1942 to Davies yard-Milwaukee as car foreman; and in 1946 to Minneapolis as general car foreman, where he was later promoted to district general car foreman. He is a sport enthusiast and is very happy that he is now located in a big league baseball city as he played 16 years of semi-pro baseball and is therefore very much interested in the game.

We also wish to welcome Vernon L. Waterworth and Leonard L. Lentz as general foremen in the freight shop. Mr. Waterworth started his service with the Road as a helper in the passenger shop and later completed his apprenticeship and was promoted to foreman in the freight shop. Mr. Lentz started his service at Terre Haute in 1922 where he served his apprenticeship and was later transferred to Milwaukee shops where he was general foreman in the passenger shop and later engineer of car construction.

Martin Porubcan, Jr., welder in the freight shop, won second prize recently with his entry in the "Funny Face Contest" sponsored by Scotch Cellophane Tape. He had his choice of a television set or an air-conditioner, so due to the hot weather we experienced lately, Martin accepted the air-conditioner.

Louis Klein, cabinetmaker in the passenger shop, said "I do" to Anita M. Moths on Aug. 8.

Congratulations to Tom Bayer, blacksmith, who became the proud father of a baby girl on July 31.

Frank Heffling, assistant machine shop foreman, and Percy Duffus, cabinetmaker, were recently presented with Silver Passes in honor of the 45 years of service which each has with our company.

Tony Becker, welder in the freight shop, is at this writing still convalescing at home due to illness.

On Aug. 21 a party was held in honor of Anthony Beitzinger, air brakeman who retired and celebrated his 65th birthday on that date. Tony's only, but important, job during his 46 years with the company was the testing of air brakes. It has been estimated that he tested the brakes on over 11,000 passenger cars during that period and never suffered a personal injury. Another air brakeman, Julius Behrendt, retired on July 31 at the age of 65 after serving 31 years without suffering an injury. Foreman Tom Birch, in charge of the air brake department, is proud of the safety record of these two men.

Also on the retired lists are Frank Zieber, freight foreman, who retired on Sept. 1 at the age of 66 after serving 44 years with the company; Boleslaw Osinski, carman, who retired Aug. 6 at the age of 63; and Charles Radawick, painter, who retired on July 31 at the age of 65 after serving 40 years.

RETIREMENT COMBINATION. Ten employees with a combined service record of 439 years retired Aug. 31 at the Milwaukee, Wis., shops. Top man on the list was Carpenter Fred Kirschnik who had 52 years of service. The group included Machinist J. T. Ansberry, 35 years, and Yard Conductor Vern Swan, 36 years, who are pictured separately. Both are planning to spend some time in the West now, Ansberry with his daughter in Colorado and Swan at a cottage he has in the Bitter Roots near Missoula. Other members of the group are below, left to right: Machinist Frank Cauley, 45 years (intends to travel); Machinist Arthur Cross, 46 years (fishing and baseball); Machinist Ed Assmann, 46 years (moving to LaGrange, Ill.); Machinist Al Prier, 47 years (baseball fan); Machinist Ed Douglas, 36 years (baseball, fishing); Mr. Kirschnik (hunting and fishing); Machinist Helper Anton Matous, 51 years (baseball fan); and Machinist Al Wallwitz, 45 years (plans to travel, baseball fan, fishing).



V. Swan



J. T. Ansberry



Sympathy is extended to Kenneth Pezoldt, stenographer in office of shop superintendent, on the death of his mother on July 2; also to the families of Martin Walloch, retired tinsmith, who died Aug. 11 at the age of 76; Hans Arzberger, retired tinsmith, who died Aug. 5 at the age of 66; and Joseph Planic, carman helper, who died July 14 at the age of 75.

We wish to welcome back Alice Nelson, clerk in the shop superintendent office, who returned to work in August after being off six months due to a broken ankle.

Terre Haute Division

HULMAN STREET YARD

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

Sincere sympathy is extended to Carman L. O. Hannum on the death of Mrs. Hannum during July.

Brakeman Walter Powers and wife traveled through the West during July. We received their cards from Colorado.

Edward Acton, retired engineer, and Mrs. Acton of St. Bernice were California visitors during July and August.

A wedding of interest to railroad people of this area was that of Miss Margaret Wilkinson and Clifford Miles Aug. 21 at the Mt. Pleasant Methodist Church. Peggy is a niece of Conductor Clayton Wilkinson.

Conductor Bill Dowling retired recently after 51 years of railroad service. He worked on the B&O before coming to this road. Mr.

and Mrs. Dowling will continue to live at 1620 South 20th Street, Terre Haute.

Other "rails" to retire at this time are Engineer Reed McGinnis and Conductor H. E. McBride, both of St. Bernice.

Store Department Chauffeur Earle Roberts visited the Milwaukee, Wis., shops last month and received quite an education.

The stores department office took on a new staff in August while Chief Clerk Joe McMahon was on vacation. F. M. Carrico assumed Joe's duties while Bob Adelsberger assisted.

Several employees took long trips in the latter part of July and during August: Car Department Employee Lowell Chandler and wife and Karl Nipple went to California, Clarence Graf to Canada, Assistant Foreman T. C. Cons and wife to Arkansas, Engineer Wren Stultz and wife to California and Oregon, Gene Morris to Boston, and Conductor and Mrs. B. B. Dennison sent cards from Maine. Switchman and Mrs. Ralph Pound were in Virginia, and Switchman Clay Wilkinson and family drove to the Ozarks. Chief Clerk Herschel Austin and wife enjoyed a second honeymoon at Niagara Falls.

Homer T. McCown, chief clerk at the freight office, and Mrs. McCown drove to Yellowstone Park last month. Homer was relieved by Clerk Sam Whitaker. Carman and Mrs. John Graam also visited Yellowstone.

Scale Inspector O. E. Oertel made his last trip over the division in August. His retirement comes after 40 years of faithful service. He and Mrs. Oertel will live in Stratford, Wis.

ever consider what being a veteran means?

HAVE you ever considered the significance of your membership in the Veteran Employees' Association? As pointed out recently by Tom Birch, air brake foreman at the Milwaukee shops who serves on the executive committee, it is more than wearing a button or paying the yearly dollar to remain in good standing. Remarking that the word "veteran" is associated with something of long service and experience, he said:

"Loyalty thrives on long association, and our organization is like a family relationship where each member has a genuine wish to further the interests of the others. It is a compliment to both the employe and the employer when a concern can point by the thousands to men who have spent practically all of their working years in its service. There are many such veterans, both active and retired, on The Milwaukee Road and nothing should be left undone to keep this spirit of comradeship alive. This is what is being accomplished by the Veteran Employees' Association."

Florence M. Walsh, secretary-treasurer, reminds those members who have not as yet paid their 1953 dues to please remit them promptly. They should be sent to her in Room 862 Union Station, Chicago 6, Ill.



BRANCHING OUT. Retiring recently after 45 years in railroad service, Agent Edgar Talkington of Westport, Ind., is shown clearing up his deskwork; the onlooker is Traveling Auditor McCann. Mr. Talkington's main spare time interest is genealogy. A member of a pioneer Hoosier family, he has already done considerable research on his own family tree.

REA BUILDING

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

Our sincere sympathy is extended to the widow and other relatives of George F. Lundwall, retired yardmaster and clerk, who passed away suddenly in Terre Haute Aug. 10. Burial was at Terre Haute.

Agent Harry W. Green of Latta is at this writing recuperating at his home in Linton from an operation at Barnes Hospital early in August. We are glad to hear that he is up and around again.

Charles L. VanWinkle, retired locomotive engineer who now makes his home in Long Beach, Cal., visited in Terre Haute during July and August. Charlie came a long distance to attend the Old Settlers festivities at Odon, Ind.

The B&B forces at Terre Haute are working on the Wabash River bridge, replacing the steel in the span which was destroyed by a derailment in January.

Bob Stout, roadmaster's clerk, has completed his five-passenger pleasure boat after three months of hard work, and the boat is now docked at the Elk's Fort Harrison country club. Bob says he is going to start on a cabin cruiser soon for use on the new lake east of Terre Haute.

C. P. Cassidy, DF&PA, was promoted to DF&PA at Mason City effective Sept. 1. He will be replaced by Peter Braun, traveling freight agent, of San Francisco.

Cale C. "Doc" Craig, retired conductor, who has spent the past eight or ten winters in Mexico, is now wandering around in the Northwest. We get a card from him every few weeks.

E. L. Kenney, retired conductor, and Mrs. Kenney again spent their annual vacation at various cities in the Three Eye league circuit watching our Terre Haute Phillies play baseball—and they are keeping our team right up on top.

Chief Dispatcher Andrew J. Wright and Mrs. Wright (and their dog Skipper) vacationed in southern Indiana during August; Mr. and Mrs. Bruce Blaker, of the freight house, were in Colorado; and Frances Pettus, of this office, was in California. Frances just got home in time to greet her son Dick who was on leave from the Navy in Florida.

Chicago General Offices

OFFICE OF FREIGHT AUDITOR

Louise Naumes, Correspondent

Sympathy is extended to the family of Ted Eckhardt, a former employe, who passed away Aug. 27.

Dorothy Henriksen became Mrs. Pete St. George while Mr. St. George was in on furlough Aug. 12.

Some of Marge Seneke's co-workers gave a bachelorette dinner for her at Caruso's as a prelude to her becoming Mrs. Mike Simons on Sept. 5.

The past month brought a few of our former employes in to visit. Charlotte Berck Cortesi brought her son along and Yvonne Potempa Bradtke her daughter on July 30. Rod Janesek, looking the same, came in on Aug. 28. Her home is now in Baltimore. George Christ, who visited Aug. 25, spends most of his time at his summer home in Baraboo, Wis.

Chuck and Louise Woelffer report that their son is now in Japan.

John Orłowski is on furlough because of ill health. Clara Linke is on a three-month sick leave.

Some of the late summer vacationists were: Olga Thal who went to northern Minnesota and Canada; Stella Mazar and son, St. Paul; Eleanor McDermott in Omaha; Ed Marx,

southern Illinois; Joe Chisesi in New Orleans and with the Mrs. in Springfield, Ill., for Governor's Day; Wilma Todleben with her son Richard on a trip along the east coast; A. F. Stevens in Seattle and points in the vicinity; Clem Carroll, Sr. and family at Shady Shores, Mich., and at Yellowstone; Earl Aldin and family also at Yellowstone; Joe Drews in Denver; Millie Schmunk and son in California; and John Mischke, Sr., Florida. Wisconsin was Rest Haven for Stanley Pufundt, C. C. Tarkowski, W. Hammel, W. Ducret, C. Hartel, and Mildred Kerns; Roy Kling, Carl Kemnitz and Pete Lencioni went to Michigan; Mary Cianci reported visiting relatives in Cape Cod. Roy Peters went to Red Granite, Wis., for the ninth consecutive year.

Jack Conway spent two weeks with the Illinois National Guard in South Carolina.

You all have heard of Dennis the Menace: Well, Ed Marx, Sr. reports that young Edward Dennis was well named three years ago. The other Sunday Ed and his wife stopped on the road to buy a bushel of tomatoes and while waiting at an intersection they turned to see how the youngster was doing alone in the back seat. They noticed the bushel didn't seem quite as full as when they bought it. After driving a while they caught little Ed throwing the tomatoes at the passing cars. It seems all Dennises are alike.

The following summertime employes are returning to school: K. Applehans, A. Gove-denza, Rita Witkowski, Kit Horten, Janet McCamant, Kathleen Naughton and Harriet Johnson.

The seniority roster has added these new names: Grace Bowe, Virginia Bruhn, Julia Foltanek, Toni Greco, Frank Nega, Robert Doolittle, Sally Anderson, Joan Maggio, Joe Slove and John Kardasz.

Al Gerke reports the bowling season started Sept. 8 with eight teams.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Evelyn Mazier spent her vacation touring Colorado, California, Washington, British Columbia and Banff; Kitty McCants went to Canada; Ardell Westerberg had a wonderful time at Blaney Park, Mich.; Agnes McGrath went to her native New York; Betty LeMay to Philadelphia and Richmond; Hazel Dillon

Calling All Theatergoers!

FULLERTON AVENUE Chapter of The Milwaukee Road Women's Club will sponsor a theater party on Saturday evening, Oct. 24, at the Goodman Theater, Art Institute of Chicago, East Monroe Street and Columbus Drive. The play scheduled for performance is the comedy "John Loves Mary". All Milwaukee Road people and their friends are invited. The club has taken over the entire theater for the evening, seating capacity (unreserved) 742.

Curtain time is 8:30 P.M. and there will be ample parking space for those who drive. Tickets are \$1.50 and may be had from any board member or by mail (please send stamped, self-addressed envelope with money) from Mrs. Norma Gunderson, president of Fullerton Avenue Chapter, The Milwaukee Road Women's Club, 1900 North Central Avenue, Chicago 39, Ill.



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had a wonderful time in the north woods; Kathleen Moran and Nora Chambers spent their vacation in Denver; Inger Langhans went to California; Helen Normayle went to Canada; Elvira Ahlberg picked New York as her vacationland; Naomi Johnson and June Mathisen had a good time in the Pacific Northwest (and I am sure they brought back some good movies). The Zahnens, Brandenbergers and Baumgartners spent their vacations in Wisconsin.

Harry Simon and family spent a wonderful two weeks in Florida. George and Edna Wilgref went to the Ozarks.

Erna Reck has taken a furlough to care for her brother who is ill in Florida.

Mary Kelly broke her wrist while on the boat returning from Alaska, but is getting along fine now.

The employes of this office wish to extend their sympathy to the family of Ralph Klotz who passed away Aug. 30.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

The club is resuming rehearsals for the 1953-1954 season as of Sept. 14. Rehearsals begin promptly at 5:30 P.M. in the Fred Harvey Cafeteria, Union Station. For information interested persons are urged to contact Ed Stoll, president, room 286 Union Station, Phil McDonald, vice president, room 64 Fullerton Avenue, or to come directly to the rehearsal room. This is an excellent opportunity to increase your knowledge of music, meet new friends and enjoy other social activities.

We already have a number of concert

requests and are looking forward to a full turnout of all members at the opening rehearsals.

Members having music in their possession are asked to turn it in at the first opportunity as a complete list is being made of all music in our library.

ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

The chesty fellow walking around the office these days is Roy G. Hoffman, whose niece Eileen Henry was a prize winner on the Morris B. Sachs amateur TV and radio broadcast of July 12. Eileen, who is 10 years of age and an accomplished piano accordionist, is the daughter of Irene Henry, a former employe in the Road's accounting department in the Union Station. "Uncle Roy" tells us that the little lady will be the owner of a brand new accordion.

Two other persons who feel mighty proud these days are D. A. (Doug) Rieser and D. R. (Don) Gabel who became members of the F.O.P.P. (Fraternity of Proud Papas). It was the fifth time for Doug when his wife presented him with a son, James Edward, at St. Joseph's Hospital, Aurora, Ill., on Aug. 12. The new arrival was baptized at St. Mary's Church in Aurora. It was the second time for Don on Aug. 22. His wife Constance presented him with a daughter, Terry Marie, at the South Chicago Community Hospital.

J. G. (Joe) Kirchen, of Ed Burch's office, has moved into his new home at 2148 Nulligan Avenue in Galewood. Joe says it certainly beats paying rent.

Ed Bruneau left the Road Aug. 15 to assume a position with the Pro-Con Company, a subsidiary of the Universal Oil Company.

Helen Zechlin, secretary to Ed Burch, reports that her husband Roy of Uncle Sam's Army has received his orders for a tour of duty in the Far East. This is Roy's second time around in the services. He served in the Navy for a period at the end of World War II and was re-inducted in January of this year.

John Kost, stenoclerk to B. O. Johnson, spent two weeks at Fort Sheridan in the U.S.A.R. (Reserves).

R. R. McGonahay of V. E. Glosup's office is moving to Moberg where his new headquarters as supervisor, signals and communications, are located.

It was nice to have a visit from P. G. Savidis, retired office engineer of Mr. Powrie's office. Mr. and Mrs. Savidis motored from Orlando, Fla., now their home, to Chicago, then on to Minong, Wis., to visit their daughter and to Libertyville, Ill., to see their son. They plan to go to Spokane by train to visit son George, assistant division engineer at Spokane, then return to Chicago and motor to Boston to see another daughter. From Boston they will motor back to Orlando. Quite an extended tour, but it will not be done in two weeks, either. "P. G." asked me to say "hello" to his friends whom he was unable to see on his visit.

Vacationists went to all points of the compass these past weeks. Wallace Nelson and family to Florida where Mrs. Nelson and family stayed for a prolonged vacation. Holger Johnson to the New England States and Canada. Norbert Zurkowski to the Chapleau District in western Ontario for some fishing.

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Glen Johnson and Roy Hoffman to Wisconsin. Glen Berg made a week end visit to Denver, Colo., and was told by some folks that he had seen and covered more territory in two days than they had in two weeks. Glen's trip included a 400-mile motor trip in the mountains. For all this, Glen says he wasn't rushed and had a real good time. Sando Monteon was different, going to Mason City to spend his vacation with his family. Lyle Shellenbarger spent several days fishing, etc. in Minnesota with excellent results. His two sons say that dad is a real oarsman and bait fixer.

B. O. (Bert) Johnson, office engineer in Mr. Christianson's office, and Mrs. Johnson made an extended tour of Ontario and the U. S. on their vacation. Bert made stops in Michigan, Toronto and had several days fishing at Burleigh Falls in the Kawartha Lakes regions of Ontario and wound up, of all places, at Niagara Falls.

We have a potential major league ball player in the departmental family. Billy Jones, son of Assistant Engineer Frank Jones of Mr. Powrie's office, plays third base for the Elgin National Little League champions who beat the Elgin Sox, whose team represents the American Little Leagues, for the championship of Elgin.

Cupid ran rampant in the engineering department during August. Four weddings to report. I'll probably run out of adjectives trying to describe the brides and the gala events, but here goes:

F. L. (Champ) Clark, chief clerk to Mr. Powrie, added a new member to his family on Aug. 15 when his daughter Mary Ellen was married to Lt. Michael Murphy of the

Air Force at St. Celestine's Church in Elmwood Park, Ill. The newlyweds will honeymoon in New York, Washington and points east after which the groom will report back to his base at Langley Field, Va.

Also on Aug. 15 at St. Philomena's Church, Chicago, J. S. (Joe) Kopec was united in matrimony to Marguerite (Marge) Marriott, both of Mr. Powrie's office. Mrs. Kopec's first husband, Cleland of the U. S. Air Force, was killed in action in World War II. Her daughter Mary Therese, aged 10, sang an Ave Maria during the nuptial mass. Your correspondent attended this wedding and is glad to report that he has never seen a happier couple than Marge and Joe. Prior to the wedding they were presented with a silver coffee service, electric rotisserie and broiler, electric food blender, silver candlestick holders and salt and pepper shakers by Mr. Christianson, assistant chief engineer-system, on behalf of the engineering department employees. The newly married couple plan a delayed honeymoon trip to Bermuda during October.

On Aug. 22 at Crown Point, Ind., Edward (Ed) Schmaltz, assistant to Ken Hornung, architect, was married to Myrna Stafford of Hobart, Ind. This happy couple went to Spooner, Wis., for their honeymoon. (Sounds much more appropriate than Niagara Falls.) Friends in the office presented Ed and his bride with a complete set of crystal ware.

The trip that T. H. (Tom) Strate, retired division engineer, made from Honolulu to the U. S. last year on a ship carrying 10,000 tons of bananas bore fruit in more than one way. As reported in this column some time ago, Tom was the only male passenger on this ship but there were five female passengers. Can you guess what happened? Yes, that is correct. Tom was married to one of the ladies on Aug. 12 at Houston, Tex. They will spend their honeymoon taking a trip around the world lasting probably 8 to 10 months and then plan to settle in Honolulu. We all congratulate these folks and wish them many years of health, happiness and success.

PASSENGER TRAFFIC DEPARTMENT

John Koepke, Correspondent pro tem
City Ticket Office

This reporter wasn't in on the cigar line on Aug. 24, but I hear that Bill Styer was passing them out to honor the birth of a son, Stephan Phillip, on Aug. 23.

Art Newell of the reservation bureau left Aug. 22 for Milwaukee to take a job in the depot ticket office. If our Milwaukee correspondent wants to visit the graveyard shift, (he-she) can find Art toiling with tickets and books from 11 P.M. to 7 A.M.

Right about now it's back to school time, and so the younger generation dominates the news. Gene Hammer, city passenger agent, is mighty proud of his daughter Irene who is going back to school on a newly-awarded four-year tuition scholarship. Irene, who graduated with honors from Grays Lake High (in our suburban territory) will go to DeKalb to study English at Northern Illinois State Teachers College. Irene wants to be a high school English teacher—and what's more—Gene has a son who is gunning for a scholarship to the same school next year to also become an English teacher.

John Trotter, of passenger rate, is going

The Milwaukee Road Magazine



"You were speaking of the railroads...?"

to go to Purdue this fall to study electrical engineering. (Who doesn't at Purdue.) John worked this summer as a messenger to put away some money for school.

The school bug has gotten Bill Dressel of Reservations too. Bill is going to start at Wright Junior College this fall to study commercial law.

This reporter is also going back to finish his last year at Northwestern University, so Fred Carney will resume his rightful post as correspondent in the next issue. I know that he will have as much fun doing it as I have had for these last three issues.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

A welcome is extended to Loretta Hilsher, Marilyn Vance, Charles La Rue, Marie Pulaski and Beverly Frazer. Among those leaving to continue school are Bob Vraney, William March, John Connors, Richard McConnell, Bob Burton, James Heuel, Roger Schoner and Donald Kuehn.

Anna Nasheim has returned from a tour of Norway where she enjoyed many thrilling experiences, together with visiting relatives and friends.

Marie Horatt has returned from sick leave. Gerald Heffron has recovered from his fall at home and is back to work.

Sympathy is extended to Elaine and Sally Brodd on the death of their father; to Richard Staib on the death of his father; to Bessie Governale who suffered the loss of her brother; and to a former employe, Mamie Reed, who announced the death of her husband, Dr. U. Dale Reed, at their home in Charlotte, N. C., on July 16.

Out of town vacationists were Herb Kirch, to Wisconsin; Clarence Johnson and Bill Enthof, eastern seaboard; Ralph Burton, Florida and Cuba; and Carl Larson, Eagle River, Wis. Louis Arnone went to Indiana to visit his father.

Elaine Janczak is the proud mother of a baby girl born Aug. 1.

September, 1953

Howard Muse, who was seriously ill for some time, expected to return by the time of this publication.

Lillian Synwolt has returned from a leave of absence spent with her son who was home from the armed services. Norine McGuire, recently promoted to senior dictaphone operator, spent a leave of absence with her son who was home from studying in St. Louis.

Bridget O'Malley has been promoted to senior dictaphone operator.

Fred Westlund, revisor, has left to assume the position of assistant freight claim agent for the Chicago, South Shore and South Bend Railway in Chicago. Fred began work with the freight claim department in 1940.

Wayne Helwig, formerly employed in the freight claim department, is now serving with the Marines overseas. Anyone desiring to write to him can secure the address from this correspondent.

**OFFICE OF AUDITOR OF EQUIPMENT
ACCOUNTS**

Harry M. Trickett, Correspondent

Les Kencaid, while on vacation, was taken ill and removed to the hospital on Aug. 21. Rita Fuhrmann resigned on Aug. 14 after three years of service. She was the recipient of many gifts.

Mary Lenke who was convalescing at home is now caring for her mother who sustained injuries in a fall.

Verna Gallagher has taken a furlough, due to the serious illness of her husband.

Martha Streit has been flying high, with a vacation trip to California by plane.

Evelyn Johnstone, of our office the past year, resigned on Aug. 21 to return to Minneapolis.

**AUDITOR OF STATION ACCOUNTS
AND OVERCHARGE CLAIMS**

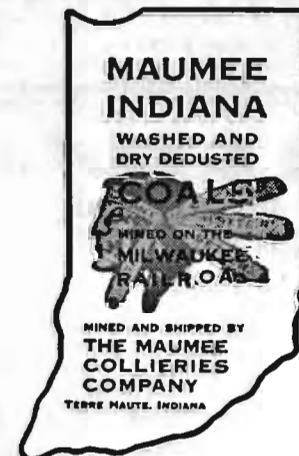
Lucille Forster, Correspondent

Barney J. Weichbrod is again confined to the Belmont Hospital at this writing, following surgery.

Ronald J. Zabinski left the Road on Aug. 14 and is now saving Uncle Sam.

A/2c Thomas G. Skehan, stationed in Labrador, paid us a visit recently while home on furlough.

Newcomers to our central station accounting bureau are Phyllis Kochl, Alice J. Struble, Virginia L. Poynter and Sydney T. Russell.



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Chief Traveling Auditor E. B. Wright and family are enjoying a vacation in the Pacific Northwest at this writing.

Clarence Heuel and family are enjoying their new home in Skokie.

Murray Graff resigned recently to accept employment elsewhere.

Sympathy is extended to the relatives of Traveling Auditor Leo J. Lutgen, who passed away Aug. 28 at St. Joseph's Hospital, St. Paul, after a lengthy illness.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Those traveling to the far away places the past month were: Leona Henning to Seattle and Lake Louise—while in Seattle she contacted Jimmy Kearns who is retired. Jean Sainio flew to Texas to visit her husband who is in the service. Ione DeCamp, back from a visit with her sisters in Oregon, fairly glows when describing the country out there—sounds like Shangri-La. Frances Schmutge also reports a wonderful trip to the Canadian Rockies and other points west. It sure looks like California gets the honors this year—Adelaide Schultz and family motoring there on a three week trip. Rose Chambliss and husband did it by air. Eleanor Miller and husband left Aug. 31 for four weeks of travel through the West.

A welcome to the following employees: Helen Sadowski, Martha Childers, Lillian Metz, Lucille Macaine, Mary A. Rush, John Panagaski, D. Slodowy, and Walter Smiskol.

Our sympathy to E. H. Soule whose mother passed away July 24 at Tomah, Wis.; also to Frances Meyers on the death of her father Aug. 26.

Tony Ficht is convalescing at St. Francis Hospital, Evanston, at this writing, after an operation.

Viola Zechlin wishes to thank all her friends for the cards and notes sent to her the past months. Her address is 2423 W. Homer Avenue.

The following employees have returned to work: Tom Razski from the Army—he is going to help out in the machine room, and Lucille Ball and Matilda Cully after a month's leave of absence.

Delphine Gracyk of the keypunch section left the Road Aug. 28 to take a job as an airline stewardess.

Helen Webb and Edward Buschick exchanged marriage vows Aug. 1 at St. Andrew's Lutheran Church, Mundelein, Ill. They are now settled in a ranch home in Mundelein.

A surprise shower was given for Mary

Holmberg by the keypunch operators at Math Iglar's Casino Aug. 11 in honor of her forthcoming marriage.

Miriam Getz, daughter of Walter Getz of the AFE bureau, was married Aug. 1 to Robert Lehman at Grace Evangelical United Brethren Church. Lorraine Davis, daughter of Emery Davis of the B&V bureau, was maid of honor. Marion and Lorraine were roommates for four years at college.

Walter Getz was promoted to bureau head of the material bureau as of Sept. 1.

Apology: Owing to a well-engineered get-away by Henry Russell, the report on the appendage to his car aerial last month was erroneous; and if *IT* is still knocking around the building somewhere (?) and is recognizable, direct to the back of the lot, third car from the end.

Coast Division

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

Box Packer Ed Boyles and Mrs. Boyles are on an extended trip to England, France, Italy, Switzerland, Ireland, and other European countries. They sailed on the steamer "Georgia" and in a postcard advised that they arrived in England and had a swell trip over.

Mrs. Hazel Cardle, stenographer in roadmaster's office, Tacoma, left Sept. 4 on vacation to spend some time with her daughter and son-in-law who are with the Mayo Clinic at Rochester, Minn.

Section Foreman George Kales is confined in the Doctor's Hospital, Tacoma, at this writing, undergoing surgery. L. A. Thomas will relieve as foreman until George is back on his feet.

Leo Jensen, engineering department, Tacoma, and wife have returned from a vacation in Yellowstone National Park and in Montana doing a little fishing.

Guy Bell, retired time revisor at Tacoma, stopped in the superintendent's office recently to inquire about passes. Seems he is finally making that trip he has dreamed about for so long. He will leave for Australia in January.

America's first botanist—John Bartram—became interested in flowers and botany when he noticed the unusualness of pansy petals. He founded the first botanical garden in America at Kingsessing, near Philadelphia, in 1728.



ICTHYOLOGIST. It's been said of Merle Gay, electrical foreman at the Tacoma shops, that he knows more about fish than they know themselves. He makes his own flies and equipment, with different types for different lakes, and when he's not at the shops it's a certainty that he is out fishing. This rainbow trout measuring 19½ inches was caught in Leland Lake, near Port Angeles.

SEATTLE YARD

F. J. Kratschmer, Correspondent

George Turner, retired carman, entered Providence Hospital on Aug. 6 for an operation. At this writing he is coming along fine.

A. E. Radcliffe, retired locomotive fireman, passed away in Seattle on Aug. 12. Mr. Radcliffe had a service date of September, 1912, and nearly all of his service with the Milwaukee Road was in Seattle yard. He retired in 1950.

Jimmy Frazzini, welder in the car department, went on a fishing and pleasure trip on Aug. 17, near Camano Island.

B. D. Dyer, B&B carpenter, attended the big salmon derby held at Astoria, Ore., which ran for one week starting Sept. 4. This is a national event for sportsmen throughout the country, and Mr. Dyer says there were about 16,000 entrants last year. Fishing limits are within an area five miles square at the mouth of the Columbia River. The grand prize for the largest fish caught is \$1,000, with a daily prize of \$100.

Carman J. B. Hurley and wife made a trip

to California during August. Jim has been on sick leave for about five months.

News from the local car department: J. T. Orwell has returned from a trip to California; Ernie Scheibel left Aug. 29 for a trip east to New York; Matt Dragin motored to eastern Washington; Claude Parker and wife motored to Portland; Hayden Weber spent a week on his farm; M. A. Thayer is settling his affairs in Minnesota to move his household goods to Seattle; Henry F. Jordan recently joined the force as carman helper.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Several of the men in the freight office rolled right into the beard-growing contest for Tacoma's celebration of the Washington Centennial Aug. 24-29. Mustaches, sideburns and goatees seemed to be the favorite adornment. Prizes were awarded Aug. 29 for the best looking, homeliest, longest and goofiest whiskers.

* Vacation cards were received from Chief Yard Clerk R. D. Shipley who drove to Wisconsin with his family; also from Ivar Berven, cashier, who took several motor trips in and around the state of Washington.

Repeat donors to the recent blood bank drive were Chief Outbound Revising Clerk R. D. LaHatt and his friend Bruce Andreasen of Lundgren Dealers.

Conductor A. H. Bland's daughter Georgia recently made her singing debut on TV in "March of Time of KMO".

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

Special Officer Charlie Atwood passed away in August. Charlie was loved by all who knew him and Galewood as well as Bensenville will feel his passing greatly. Sympathy is extended to Mrs. Atwood and family.

Yard Clerk Danny Sparks, along with his daughter Phyllis and grandson Reinhart Jr., is anxiously awaiting the arrival of Reinhart Miller Sr., released Korean War prisoner.

Conductor Maze of the Illinois Division and wife returned from their vacation with a much battered car. Even a serious auto accident couldn't keep the Mazes from enjoying a long and pleasant trip.

Sammy Perpetch, yard clerk, will be on a cruise with the Naval Reserve the first part

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of September. This will be his second cruise.

Night Chief Clerk Herb Duga and wife Gertrude celebrated their 36th wedding anniversary on July 28. The Dugas did their celebrating on a fast cross-country train while enjoying a vacation.

Sorry to report that Night Train Clerk Eddie Erickson's mother is hospitalized at this writing. Mrs. Erickson will soon be 86.

Special Officer Eddie Dietzel has been promoted to lieutenant on the railroad police force, while Special Officer Jim Hestor is the new lieutenant on the second trick.

Art Pembleton is our new janitor at Bensenville. Another new employe is James Kaminski, our yard clerk, the lad with the nice smile and the huge lunch box.

Bob Lewin, former switchman, is our new night trainmaster at Bensenville.

George Rauchenecker is now holding down the day train director's job while Charlie Neumann, our regular day man, is on sick leave.

George Wealer is the new chief rate clerk days at Bensenville. George took over after Wally Hamann went to Galewood as chief clerk.

Women in the United States now own 46 billion dollars worth of insurance. This is an increase of about 10 billion dollars since the end of World War II.

GALEWOOD

Norma Gunderson, Correspondent

On July 31 uninvited guests entered the home of Gilbert and Frances Mason and were in the midst of ransacking the house when they were disturbed by Gilbert returning from work. Several articles were found to be missing as well as some cash.

Tom Lecture, station accountant, passed away at the Elmhurst Hospital on Aug. 3. Tom had 49 years of service with the company when he retired the early part of this year.

On Aug. 6 Walter J. Hamann was appointed chief clerk to Agent A. E. Ward. He started with the Road Mar. 15, 1925, working on various positions at Galewood and Bensenville, the last three years as chief rate clerk at Bensenville.

Irene Dumanowski, assistant OS&D clerk, returned from her leave of absence Aug. 10.

Check Clerk Sam Bartosik is at this writing confined to Hines Hospital. He thanks those remembering him with get-well wishes.

Dwayne VanScoy, caller on the platform who was confined to the Swedish Covenant Hospital, is recuperating at home.

Sympathy is extended to the family of Caller Frank Niewiadoneski who passed away Aug. 12.



COINCIDENCE. A Milwaukee Division extra between Channing and Ontonagon recently carried by strange coincidence a father-and-son train crew. The family team consisted of Conductor George Carey and his sons A. L. and D. J. This picture was furnished by Conductor C. W. Dwyer, Green Bay, who said that as far as he knows, it is the only instance of a father and two sons composing a crew on our line.

Frank Roche, night messenger, went to Bermuda on his vacation.

New employes in the miscellaneous department are Patricia Frankman and Luwana Hamann.

Bill Clerk Ruth Rise and husband motored to Los Angeles Aug. 29 to spend their vacation with Ruth's mother.

Switchman W. F. Kimpel advises that his son, William H., returned from Korea with the Combat Engineers Aug. 18. He had been wounded by shrapnel in both arms and legs. He has since been released from the hospital and is awaiting release at a separation center. He served 17 and a half months on overseas front line duty.

UNION STREET

Florence La Monica, Correspondent

George Cairns, assistant foreman in house 2, retired at the end of August. He began his service with the Road in May, 1934 and during the years made many friends. For the future George plans on enjoying more

leisure at home and if the urge to travel appeals from time to time, just to get in the car and go. He has four children, three of whom are married and his youngest son just entered the service a couple of weeks ago. We all hope he enjoys many years of pleasant leisure.

Sorry to report a sad circumstance concerning Carman Rocha, towmotor operator in house 2. Carman had been confined to the hospital and on the day he was permitted to go home, found that his wife had suddenly passed away with a heart attack. Our sincere sympathy is extended to the bereaved family.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Miss Marjorie Keller, daughter of Elmer A. Keller, chief clerk at North Milwaukee, was the recipient of a \$500 scholarship offered to members of International Junior Achievement organizations. Marjorie has been working with the Milwaukee organization all through her school years, which have been spent at the Washington High School from which she was graduated in January and the Milwaukee Institute of Technology where she has been majoring in art display. This fall she is enrolled at Western Reserve University in Cleveland to continue her studies in commercial art.



Marjorie Keller

Due to the consolidation of the Chestnut Street station accounting with that of Fowler Street, the following clerks have been assigned

to positions at Fowler: Estelle Jorgensen, car-load bill clerk; Betty Bullock, OS&D clerk; Evelyn Scharest, extension clerk; and Max Woelfl, clerk, cashier department. Still in charge of operations at Chestnut Street are Agent I. G. Wallace, Chief Clerk Stanley Martin, Demurrage Clerk Harvey Corbett, and General and Demurrage Clerk Tony Stollenwerk. Needless to say, all Milwaukee Road clerks welcomed the settlement of the 75-day labor strike at the local breweries, which seriously crippled operations at Chestnut Street.

In addition, the following newcomers have been added to the force; Betty Lucka, LCL bill clerk, previously employed in the A. O. Smith traffic department; Don Hildebrand, LCL bill clerk, formerly associated with a trucking firm; John Gaffney, messenger, son of our 7th Street yardmaster, Tom Gaffney; and Peter Cary, messenger, son of Assistant Agent Ray Cary, Muskego yard. Peter, who has been employed temporarily, will return to St. Francis Seminary in September.

J. E. Boeshaar, Union Depot employe as well as Magazine correspondent, captained the baseball team which won a 30 to 1 victory over their rivals at the Victory Lodge picnic held at Gazvodas Park Aug. 8. Sounds like good material there for the Braves.

Ronna Vollbrecht Miles and Mary Barry McCormack are on leave of absence, both in anticipation of that well know bird, the stork.

Henry Miotke who was confined to St. Luke's Hospital for six weeks has now been transferred to his home from whence comes the good report that he is on the mend.

Our artist hobbyist, Barney Nowicki, was given space in the Milwaukee Journal Green Sheet recently, following the unveiling of his latest painting, a study of Queen Esther, Old Testament heroine. A Milwaukee resident, Mrs. Alex Himmelman, who has played the role of Esther in several presentations before Jewish organizations was the model for the painting.

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DAVIES YARD

Charles Pikalek, Correspondent

Merlyn Kruse is back to work after serving a hitch with Uncle Sam. He served 18 months in Korea and was awarded a Bronze Medal.

Pfc. Manuel Barba came down to the yards recently on furlough. He expects to be shipped to Japan.

There has been a switch of foremen at the yard. George Schram replaced Clyde McCredie and Ralph LePage replaced Henry Shannon.

Paul Pickerle, retired carman, payed us a visit recently and told us about his three-month vacation in Austria.

D & I Division

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

Best wishes are extended to Car Foreman J. H. Fisher and Mrs. Fisher, the former Lillian Neilsen-Winkler, of Savanna whose marriage took place in St. Peter's Catholic Church, Sabula, Ia., on Aug. 10. Mr. and Mrs. Fisher have returned from an eastern wedding trip and are now at home in Savanna.

Jeanette A. Cheney of Bellevue, Ia., daughter of Chief Carpenter Roy Cheney, Marion, became the bride of Dean E. Rathje, son of Conductor E. Rathje, Savanna, on Aug. 6 in the Presbyterian Church in Bellevue. Following a wedding trip to Niagara Falls, the young couple will make their home in Savanna, as Dean is employed on the Milwaukee.

Peter Spinosa of Savanna and Dorothy

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LAST CAB RIDE. Finishing the last run of his 51 years of service, Engineer H. T. Gregg is shown descending from the cab of the Midwest Hiawatha in Chicago on Aug. 31. He started with the Road as a fireman in the Chicago area and became an engineer in 1907, running between Chicago and Savanna. With his wife Helen he plans to do some traveling during which he will visit children and grandchildren in Portland, Ore., and then continue to make his home in Chicago.

Craig, daughter of A. Craig of Mt. Carroll, were married in St. John's Rectory on Aug. 1. They will reside in Savanna as Pete is employed as a clerk at Savanna yard.

Pat Kinney's lovely diamond on the fourth finger of the left hand was a pleasant surprise to all of us in the superintendent's office, and we were most happy to find that it came from Trainmaster Jim Elder, Milwaukee, Wis. No date has been set for the wedding, however, and Pat plans to teach another year in Evanston.

H. T. and Mrs. Bimm of Savanna have returned from a visit in Thermopolis, Wyo., and Des Moines, Ia. Herm retired recently after completing 50 years of service with the railroad, 26 of which were spent as yardmaster at Savanna.

Mr. and Mrs. Ivan May (labor foreman at Savanna roundhouse) celebrated their 25th wedding anniversary on Aug. 1 with a family picnic.

Engineer and Mrs. O. Croghan welcomed their first grandchild, Laura Virginia, who arrived in the home of their son at St. Joseph, Mo., on Aug. 10.

Rate Clerk Robert Tuite has a new son who arrived at the Tuite home in Elgin on Aug. 14.

Frank Schradeja, an employe of the store department since 1917, passed away at his home in Savanna on Aug. 11, following a heart seizure. He had been extra gang storekeeper, superintendent of the rail mill at Savanna, and stockman at Savanna since 1950. Surviving are his widow, son, stepdaughter, two sisters and three brothers.

Vacationists: Machinist and Mrs. O. C. Schmidt of Savanna, accompanied by their son and family, vacationed in the Bad Lands, Black Hills and Yellowstone Park during August. Dispatcher and Mrs. Z. G. Reiff visited in Vallejo, Calif., with their son-in-

law and daughter, Dr. and Mrs. A. G. Michels and family. Yardmaster and Mrs. J. Brodbeck vacationed in Deer River, Minn., and points in Canada. Freight House Foreman and Mrs. Russell Eaton took a motor trip to points in New York and Canada. Engineer and Mrs. Ben Hammen vacationed in Cheyenne, Denver and Estes Park. Clerk Frances Hansen of the superintendent's office and husband motored through the eastern states and up into Canada. Assistant Superintendent's Clerk Esther Nast and husband returned to their former haunts in Rhinelander, Wis., figuring the fishing would be better this year.

Genevieve Martin, clerk in the superintendent's office at Savanna, is convalescing at her home in Savanna at this writing, following surgery in Xavier Hospital during August.

Chief Clerk George Schmidel, Savanna freight house, is on sick leave.

I & D Division

EAST END

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

Audrey Hackett, daughter of Agent E. J. Hackett, and Ben A. Schori of Elgin were married at the Calmar Lutheran Church. Following a wedding trip to the west coast, they will reside in Elgin where the bridegroom will be employed by the Schori and Kaster Lumber Company.

Edward G. Larson, retired conductor, passed away at Mason City Aug. 9 following a long illness. Mr. Larson had been employed by the railroad 47 years at the time of his retirement in December, 1951. He is survived by his wife and a brother, Harry B. Larson.

While vacationing in St. Maries, Idaho, Roadmaster Paul Loftus had an opportunity to visit with F. H. Ryan, former trainmaster at Mason City, who asked about his I&D



NUPTIAL ROLE. Margaret Di Venti, daughter of Remigio Di Venti, whose marriage to Edward Clarke was solemnized recently in Our Lady of Pompeii Church in Chicago. Mr. Di Venti is currently working at the Savanna roundhouse.

Division friends and sent greetings to the gang.

W. F. Ingraham has sold his home in Mason City and he and his bride, the former Mrs. Genevieve MacLain, will make their home in Vista, Cal. They were married at the home of Mr. Ingraham's son William in Omaha.

SANBORN—RAPID CITY

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

Art Holtzner, employed at the roundhouse at Mitchell, is the proud father of a boy, Art Jr.

Dewey Smith, now a machinist at Western Avenue but formerly of Mitchell, called on the boys here for a visit.

Agent Robert J. Coleman of Sheldon is in the hospital at Sioux City with polio. It is reported that he had quite a siege of it but at this writing he is coming along in fine shape.

George Gowling, retired engineer at Mitchell, is in the hospital at this writing but is expected to be up and about shortly.

Jim McCall, mail and baggage handler at Mitchell, has returned from his annual trip to the west coast.

Ed Kirch, locomotive engineer, retired on July 11 after 47 years of service with the Road. He started at Sanborn, Ia., (Mar. 12, 1906) and came to Mitchell several months later. He became an engineer on Feb. 22, 1911 and had worked out of Mitchell since that time.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

Mrs. C. Petry, wife of Brakeman Petry, passed away suddenly at their home in Rosalia Aug. 15.

Mike Donovan, retired switchman, dropped



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LOTS OF TIME. When Warehouse Checker R. W. Capen retired recently at Spokane fellow employees presented him with a ship clock. Shown inspecting the unique timepiece are, from left: C. Watts, Mr. Capen, G. Doty and L. Collier; in the background, F. Cunningham and Cora Guthridge.

in at the Spokane freight office recently. He now lives in Lewiston, Idaho, and reports that he spent five weeks in bed as the result of a fall from a roof he was repairing, in which he incurred several broken bones.

Mr. and Mrs. Ed Grobel returned from a trip to Colorado Springs where they visited their son Henry, an ordained minister who was on a lecture tour. He is stationed at Nashville, Tenn., where he is connected with Vanderbilt University. Mr. Grobel is a retired Milwaukee man, having come up from the ranks of clerk to a position with the A.A.R. from which he has retired.

Yardman Beryl Rentel thanks his lucky stars that Conductor George Weseman was close at hand and quick acting in a recent

yard mishap. Rentel received cuts and bruises, but the results could have been much more serious if Mr. Weseman had not with great presence of mind pulled him to safety.

Mrs. Harriet Ashton, wife of deceased agent-operator, has for the past 10 years acted as house mother for the nurses' home at the Deaconess Hospital in Spokane. September 1 will find her a retired lady, and she hopes to enjoy herself visiting friends and traveling. Mrs. Ashton served as president of Spokane Chapter of the Women's Club for two years and hopes to renew her activity in that group, now that she has time.

We are sorry to report the illness of Bill Kramer, an employe of the Union Station.



HONEYMOON. Eugene Eggebraten, son of Section Foreman Vern Eggebraten of Artesian, S.D., pictured with his bride, the former Lois Gardine Bouton. Following their recent marriage in Seattle, they honeymooned at Mt. Rainier and in the Black Hills. Eugene is now with the Navy at Bremerton, Wash., while his bride is housekeeping in Seattle.

about his gardening down there, which even includes raising pineapples. Floyd Smoot, the retired terminal chief carpenter, had a set of pictures which gave us a look at his beautiful new home erected on a third of an acre plot about six miles outside of St. Petersburg.

June 16 numbering 200. From all indications everyone had an enjoyable trip, and for many fans it was the first train ride as well as the first major league ball game.

La Crosse & River Division

SECOND DISTRICT

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

W. G. Lindeman, former assistant division engineer of the LaCrosse office, was a recent visitor. Now in private business, he still maintains connections with the Milwaukee family at Terre Haute in that he visits Chief Carpenter F. E. Galvin down there, with whom he had worked on the L&R.

C. T. Finney, retired conductor of the Menomonic line, was away all winter visiting his children located at distant points, from one end of the country to the other. He has now returned to his old stamping grounds to enjoy his cottage and fishing in northern Wisconsin.

E. T. Lind, operator in the "AD" office at LaCrosse, was laid up the latter part of August with injuries received in an auto accident.

Time Revisor M. H. Brewer is confined to St. Francis Hospital, LaCrosse, at this writing. Section Foreman H. F. Brostrom of Dakota,

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Two of our oldtime agent-operators have retired after disabling illnesses. We hope that the rest will help Elmer Anderson of A-20 and Lem Oskins of Wadsworth to get fully back on the road to health so they may enjoy the retirement that their many years of faithful service entitles them to.

Agent J. P. Hanna of Walworth who has been ill for some time passed away Aug. 15. We would also like to extend sympathy to Ed Moran, C&M conductor, whose brother, an L&R trainman, died Aug. 6. We have also received word of the death of Hugh A. McManus, retired C&M engineer, who died at St. Mary's Hospital, Minneapolis, on Aug. 11. Burial was in Milwaukee. Engineer McManus pulled the Hiawatha on its maiden run between Chicago and Milwaukee.

Recent visitors from Florida were Axel Jensen, retired C&M conductor, who told us

SECOND DISTRICT

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

Tom Brady, retired engineer, passed away suddenly. We wish to extend our sympathy to the family.

Train Baggage man Sam Stanton died suddenly at his home in Stambaugh Aug. 13. He will be missed by his many friends.

We extend our sympathy to Florence Gatto, cashier in the freight office, whose mother passed away on Aug. 10, and to Frank Zubke, passenger TBM, whose wife died on Aug. 9. Also to Engineer Frank Schoepper, whose wife passed away recently.

In spite of threatening weather, 300 baseball fans from Chilton made the trip to Milwaukee via special train Aug. 11 to watch the Milwaukee Braves play the St. Louis Cardinals. This special was the second of the season for the Chilton fans, the first on

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Minn., while acting as extra gang foreman the latter part of August, was hospitalized for an appendix operation.

Asa A. Foster, LaCrosse, died suddenly Aug. 5 at the age of 62. Mr. Foster was night roundhouse foreman at LaCrosse when he retired Mar. 15, 1951, after 34 years of service in the mechanical department at LaCrosse, Wausau, Milwaukee and Savanna. Surviving are his wife, Bertha, a daughter, Mrs. Ernest (Corrine) Bauer, who is clerk-stenographer-telephone operator in the chief dispatcher's office at LaCrosse, and a son, Alfred J. of LaCrosse.

THIRD DISTRICT

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

Mr. and Mrs. Walter Lewandowski are visiting their daughter and son-in-law in California at this writing and will vacation at other western and southern points before returning home.

Frank D. Pond passed away Aug. 7 at the age of 87. Mr. Pond, who retired in 1936 after more than 50 years of service as fireman-engineer, continued to lead a very active life up to a short time before his last and brief illness. He is survived by a daughter, Mrs. C. H. Brimmer, and a son, C. D. Pond. Interment was in Pine Grove cemetery, Wausau, where Masonic services were conducted. The following active and retired railroad employes were among the pallbearers: L. E. Wilcox, G. F. Raese, B. A. Lemke, G. O. Schubring, R. E. Hintze, A. E. Griffith, M. M. Harrington, R. Cadden, L. G. Fredrich, W. A. Streeter, A. W. Warner and J. W. Held.

Roundhouse Employee Dell Engham and Mrs. Engman are the happy parents of a new baby girl. Grandpa Charlie (machinist) Streble is also very proud of his first grandchild.

After 33 years of service in the Wausau roundhouse as hostler helper and laborer, Bruno Godard retired on Aug. 24. Bruno will be missed around the railroad.

The marriage of Phyllis Hazelwood, oldest daughter of the Earl Hazelwoods, and Roy Habeck, son of the Otto Habecks of Shawano, took place on Aug. 29 at Wausau. A wedding dinner was served at the Hazelwood home and a reception was held later at the Habeck farm home in Shawano.

QUIZ answers

1. The same.
2. A station in which the tracks come to an end.
3. O.
4. The passage of electrical current through the rails of a track.
5. The amount left after expenses, taxes and joint facility and equipment rentals are paid.
6. Six feet.
7. Tail gate.
8. Creeping.
9. Comptroller.
10. Equipment trust certificates.



GOOD BOOKS FOR STREAMLINERS. Bibles for use in the Skytop lounge cars of the Olympian Hiawathas were recently presented to the Road by the Tacoma Camp of Gideons International. Shown at the presentation are from left: M. P. Burns, now district passenger agent, Seattle; R. W. MacDicken, C. Coomber and Werner Stay, the latter president of the Tacoma Camp of Gideons; B. W. Ganz, assistant to superintendent of sleeping cars, Tacoma; and Gideons A. A. Hanson, A. B. Stageburg and A. E. Reyler.

DADDY COMES HOME.

Cpl. John G. Johnston, Milwaukee Road fireman of Tacoma (formerly of Spokane) has his first look at his daughter, Pamela, 4 months old, who was born while he was in Korea. His wife is showing off the baby shortly after he debarked from the Navy transport Gen. M. M. Patrick at the Seattle Port of Embarkation Aug. 10. He had been in the Far East a year. Corporal Johnston is the son of George Johnston, master mechanic at Spokane. (Seattle Post-Intelligencer photo)



SALT WATER SPORT. Fishing with a summer vacation party off Miami Beach, Ralph Burton, freight claim adjuster, Chicago, and his son Bob, a temporary freight claim department employe (standing at the right with Mrs. Burton) each had the good luck to catch a sailfish. Bob's, which gave him a 25-minute tussle, weighed 75 pounds and measured 6 ft. 4 in. Ralph's took a little longer to catch—32 minutes—and was a husky 88 pounds; length, 7 ft. 1 in.

The Milwaukee Road Magazine



FIND YOUR OLD OUTFIT? Conductor A. F. Eberling of Elgin, Ill., poses with two "Mademoiselles" from a Chicago theatrical troupe and his banner containing all division shoulder patches and other army insignia from World War I, of which he is an 86th Division veteran. Banners of this type are a hobby with the well-known suburban conductor, his huge World War II banner (which has since been extended) having been pictured in the November, 1950 issue. He has also started work on a Korean War banner, now almost complete. Since the above picture was taken he has added a Croix de Guerre, given to him by William McMahon, a retired Hiawatha engineer of Savanna, Ill. The Victory Medal was presented by Warren Johnson of Marion, Ia, conductor on the Midwest Hiawatha, and the Purple Heart by Captain Vyrn of the Fifth Army Recruiting station, Chicago. The 1st Division medal (beneath flag) was contributed by Mike Healey, a CGNW trainman. Patches were donated by a number of Milwaukee Road men, including William Jones, retired engineer, Puyallup, Wash., Charles Shoop, retired engineer, Elgin, Ill., and Engineer Ed Green of Elgin. Most of the patches had to be made to order by a firm in New York. Altogether, the banner was three years in the making.

DRESS CLOTHES. The granddaughters of Engineer Ed Green, three-year-old Pat and Pam, 5, have been staying with their grandparents in Elgin while Daddy is in Korea—a Marine jet captain. They get themselves up in these outfits when they go to the depot to meet Grandpa when he is on the "scoots" between Elgin and Chicago.



GUBERNATORIAL TREK. En route from Baton Rouge to Seattle last month, Governor Robert F. Kennon of Louisiana, with Mrs. Kennon and Robert Jr., transferred to the Olympian Hiawatha at Chicago. In Seattle the gubernatorial party participated in the Navy Day program held in connection with the annual Seafair and Governor Kennon attended the 45th annual conference of governors Aug. 2-5.



Michael Sol Collection

REFRIGERATOR CARS by the hundreds are assembled daily in Bluemound yard, Milwaukee, for delivery to the Milwaukee breweries. With the brewery strike ended on July 29, The Milwaukee Road handled over 7,000 cars of beer during August. Picture taken from a foot bridge built across the yard to give access to the Milwaukee County Stadium, home of the Milwaukee Braves, which is just to the right of the picture area.

