

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

VETS...page 7



OCTOBER 1954

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THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis
Manager

Marc Green Marie Hotton
Editor Assistant to Editor

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

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Do You "Talk Railroad"?

MY ATTENTION was caught recently by a magazine article having to do with ways of determining whether one is well suited to the work he is doing. Being a railroad man, I found myself smiling in amusement as I read, because one of the tests involved the matter of whether or not a person talks about his work. According to the author of the article, even an employe's complaints about the job are a pretty good sign that he is doing work which is at least close to that which he was cut out to do.

It is a well known fact, of course, that people in railroading have few equals when it comes to preoccupation with their work. Many a railroad man's wife will be quick to agree that her husband lives, thinks and talks railroading. To a degree the same can be said of seamen, farmers, scientists and some others, but in none of these callings does one find the singleness of interest displayed by the average railroad man. I suppose that's why it has been said that if you set two of them down in a crowd of a thousand people they'll find each other in less than five minutes.

Railroad men, and some women, just naturally "talk railroading".

Having spent my entire working life among them, I can say with complete sincerity that the good railroad man respects himself and the work he does. It follows logically that he is interested in his work. Listen to him during the noon hour or among his friends in the evening and you'll detect a heartening enthusiasm for his calling.

And I say it is to his credit that when he is genuinely dissatisfied with anything about the job, he speaks up and says what's on his mind.

In recent years all of us have had to take a hard, close look at every aspect of our industry to see how we can make the most of its tremendous natural advantages in a keenly competitive field. As individuals we have had to re-examine our own efforts, evaluating them anew in terms of what they contribute to the needs of a hard-pressed industry and what, ultimately, they will contribute to our personal welfare. But throughout this period of study and worry and change, one factor has remained constant:

Our railroad has never been cursed with the blight of disinterest which plagues so many other industries. The average Milwaukee Road employe's demands are not always easily met, but he never lies down on the job, and he never stops doing his best.

He is a man who talks about his work—both what's right and what's wrong. And, listening to him talk, I sense that things are mostly right.

J. P. Kiley



ECONOMICS OF THE MILWAUKEE ROAD



CHAPTER SIX

Our Railroad Has Budget Problems Too

BY THE time each payday rolls around, part of your paycheck is committed for certain "fixed charges" such as rent, taxes, insurance and other items. Another part must be kept on hand for your "operating expenses" until next payday. The remainder, if you are provident, you can put aside for the future.

The same is true of our railroad's revenue. As it comes in most of it is earmarked to go out for expenses, just as your paycheck is.

You may keep books on your personal finances, but if you don't you mentally

budget your paycheck so that it will stretch. In an organization as large as our railroad, it takes the full time of about 1250 people in the accounting department to account for the receipts and expenditures.

Suppose we draw a few parallels between your home budget and the budget of The Milwaukee Road.

Take the basic item of food. A pound of steak, a can of string beans, a dozen apples—almost anything you take off the shelf in your supermarket—costs more than it did before World War II. The same is true of fuel, gas and electric

service, clothes for yourself and the wife and kids.

Our railroad is faced with exactly the same problem when it goes out to shop for needed supplies.

In the opening chapter we mentioned the price increase in a few items. For instance, a 39-foot, 115-pound rail that in 1940 cost \$28 now costs \$71. A track spike that cost three cents in 1940 now costs six. Here are a few more examples. Woven wire fencing for which we paid 28 cents a rod in 1940 now costs 93 cents a rod. Steel freight car wheels now cost about \$95 apiece compared with \$49 in 1940. So on through the entire list of some 220,000 items the railroad buys.

Now suppose there is a maintenance job to be done around the house. Perhaps the plumbing needs repairing. You take a look at your budget, decide you can squeeze it in, and perhaps hire a man to do it. You aren't too surprised at the cost, because you know both materials and labor have gone up.

Our railroad encounters the same situation. As we told you in the first article of this series, it now costs \$4,008 to maintain an average mile of track compared to \$1,654 in 1940. This increased cost is due to higher materials prices and higher wages. Yet our railroad can't afford to let its track and equipment run down any more than you can afford to allow your home to fall into disrepair, so a full maintenance schedule must be kept up.

Perhaps you need a new furnace. Possibly your family has grown to the point where your wife needs a new, modern washing machine. These improvements call for a somewhat bigger outlay. You look over your budget again. You conclude the budget won't stand it. In this case you dip into your savings, make a loan at the bank, or in the case of the washing machine, you buy it on the installment plan.

Our railroad constantly requires such improvements too. Modern transportation calls for the best in motive power, so in recent years we have invested many

millions in diesel locomotives. More millions have gone into automatic freight yards, new signalling systems and other improvements. Passengers demand the best in accommodations, so we must have the finest passenger equipment that money can buy. Our fleet of Olympian Hiawathas, for instance, represents an investment of \$12,500,000.

Sometimes you may find your resources taxed by sickness in the family. This situation has a parallel on our railroad too. Heavy snows, floods or other emergencies occasionally require unusually large expenditures which play hob with our railroad budget.

As you saw in the fourth article, the many costs of operating the railroad left us with only \$3.51 out of every \$100 we took in last year. This represents the amount available to pay dividends to our stockholders and finance additions and betterments—what we might call our "savings" for the year.

Obviously, it doesn't leave enough to pay for our many improvements, so we must find other means of paying for them. Improvements to fixed property—yards and signaling systems for example—are paid for in part through depreciation reserves and funds realized from salvage and other sources. Most diesel locomotives, passenger and freight cars are paid for through equipment obligations similar to the conditional sales contract you make with the dealer when you buy a washing machine on the time payment plan.

We made the point at the beginning of this series that railroads are almost unique in having to maintain a very expensive plant whether traffic is light or heavy. This operates as a disadvantage under light traffic conditions because the cost of hauling each ton of freight or each passenger then goes up. As traffic increases the cost per unit goes down. The clue to the future of the railroads, including our own, is to make use of the railroad plant to as near full capacity as possible.

The concluding chapter of the "Economics of The Milwaukee Road" series will appear next month.

Board Announcement Marks End of Steam Power



Shown prior to the board meeting in Seattle, left to right, seated: Directors Elmer Rich, John D. Allen and Joshua Green, Chairman Leo T. Crowley, President and Director John P. Kiley, and Directors James M. Barker and Robert J. Marony. Standing: Directors Walter T. Mahoney and William J. Froelich, Lines West General Passenger Agent Oliver R. Anderson, Vice President and Western Counsel Larry H. Dugan, Director William J. Sinek, Public Relations Officer Walter A. Dietze, Vice President and General Counsel Carson L. Taylor, Lines West General Manager C. E. Crippen, Western Traffic Manager Paul Wilson, Director John B. Gallagher, Vice President-Traffic Paul H. Draver, Lines West General Freight Agent Joseph E. Marshall, Vice President-Operations Lloyd F. Donald, General Solicitor William J. Quinn and Secretary John J. Roche.

FOLLOWING the meeting of the Milwaukee Road board of directors held in Seattle on Sept. 16, President J. P. Kiley announced that this railroad will replace all of its remaining steam locomotives with diesel power early next year. This action will make the Milwaukee the first railroad in the Northwest to be completely dieselized. The electrified divisions in Montana, Idaho and Washington will, of course, continue to operate electric motors.

The meeting was held in the Peoples National Bank of Washington of which Joshua Green of Seattle, a long-time director of the railroad, is chairman of the board.

The tour of inspection climaxed by the board meeting in Seattle began with a trip through the car and locomotive shops in Milwaukee on Sept. 13. Following the meeting, the directors inspected the new passenger station and other properties in Tacoma.

On the eastward trip a 24-hour stop-over was made in Othello, Wash., for a tour of the Columbia River basin where they had an opportunity to observe the tremendous forward strides taken by agriculture in that area.

The directors elected Charles T. Lannon treasurer of the railroad and James M. Hazelton assistant treasurer, as reported elsewhere in this issue.

THE FIRST FREEDOM

If we were to ask ourselves which one of our economic freedoms has contributed most importantly to our present high standard of living, I think many of us would agree that our first and foremost freedom, in the economic sense, is Freedom to Compete. It is that freedom, more than any other, I believe, which distinguishes our American industrial system from the capitalistic societies of the Old World. It is that freedom, primarily, which has opened the door of opportunity to each successive generation of Americans and to more than 40 million immigrants who have come to these shores during the life of our Republic.

But it is precisely that freedom which has been denied to the railroads of this nation for the past two-thirds of a century!

—from an address by Benjamin F. Fairless,
Chairman of the Board, United States Steel Corporation

THE Milwaukee Road golf outing, which was resumed last year as an annual affair in the Chicago area, was held again on Sept. 25 with the number of players almost tripled. A total of 86 Milwaukee Road men from offices and shops in Chicago, Bensenville and other points in the area were on hand for the sport at White Pines Golf Club near Bensenville.

Play began at 8 o'clock in the morning and, at least for the five high scorers who added a playoff nine-hole round to their first 18 to determine the winner of the Booster Club championship trophy, was still in progress as dusk settled over the course. The five who finished ahead on a basis of actual score were R. K. Merrill, assistant general solicitor, J. D. White, chief caller at Bensenville, R. D. Claborn, special assistant to vice president—operation, Glanz Dierking, bill clerk at Galewood station, and Stanley Krause, check clerk in the Galewood freight house. Mr. White shot a 36 for nine holes to win the coveted trophy held by W. A. Dietze, public relations officer, who won it in last year's tourney.

The Maurice C. Chier trophy, awarded under the "blind bogey" system, went to W. A. Wires of the office of auditor of capital expenditures. Twenty-six merchandise prizes were also given to the top scorers under this system.

The committee which handled the outing this year consisted of R. D. Claborn, R. K. Merrill, G. G. Macina, assistant auditor of joint facility accounts, W. E. Nelson, chief clerk to passenger traffic manager, and H. A. Klemmer of the treasurer's office. Mr. Klemmer took all of the pictures appearing on this page.

Right: J. D. White, who later won the tournament, prepares to tee off in the nine-hole playoff. Other top scorers in the final round are in the background. Left to right: R. K. Merrill, R. D. Claborn, Glanz Dierking and Stanley Krause.



W. A. Dietze (left), public relations officer, who won both the Booster Club championship trophy and the Maurice C. Chier trophy last year, presenting this year's Chier trophy to the new winner, W. A. Wires of the office of auditor of capital expenditures. Ernest Buchholtz, district general car foreman, Chicago, tied with Mr. Wires for the trophy, each having a score of 69 on a "blind bogey" basis. A flip of a coin decided the winner.

86 Play in Booster Golf Tourney

Below right: F. L. Clark (standing, left), chief clerk to chief engineer, and vice president of the Booster Club, presents the Booster Club championship trophy to J. D. White, chief caller at Bensenville. Seated, left to right: B. H. Perlick, retired head of the tie bureau, purchasing department; C. C. Denz, bureau head, auditor of equipment accounts office and president of the club; and F. E. Miller, freight auditor's office, club secretary.



Group of golfers, about half of the number who played, shown before the start of the tournament.





Officers of the Veteran Employees' Association of The Milwaukee Road, pictured just prior to the banquet on Sept. 1. Left to right: L. J. Benson, president; Florence M. Walsh, secretary-treasurer; J. J. O'Toole, vice president; and J. T. Gillick, president emeritus.



Scene at the registration desk as the reunion opened on Sept. 1.

Scene at the Ladies' Luncheon in the Crystal Ball Room of the Schroeder Hotel in Milwaukee on the opening day.





J. A. Jakubec (left), general superintendent, Milwaukee, and general chairman of the convention committees, enjoys a talk with some of the veterans of longest service at the reunion. Left to right: John Little, 83, Portage, Wis., who began work for the Milwaukee in 1888; Thomas Birch, 66, Oconomowoc, 1904; E. H. Bannon, Milwaukee, 1898; A. A. Horton, 86, Fairmont, Minn., 1885; and Leo F. Denz, 66, Chicago, 1904.

AS ONE of the Milwaukee newspapers expressed it, "phantom cinders flew out of the past" on Sept. 1 when about 1,200 veteran employees arrived in town. It was the 21st reunion of the Veteran Employees' Association of The Milwaukee Road, which now meets every other year.

Although many were unable to attend because of the requirements of their work or the distance they would have had to travel, those who were in Milwaukee for the two-day meeting came together in the spirit voiced by J. T. Gillick, retired vice president of the railroad and president emeritus of the association, in his brief address at the banquet on the night of the first day.

"The years we grew up together were happy years," he said, "because we liked each other. I hope that in the years to come we will all continue to attend these conventions, and for the same reason—because we like each other."

VETERANS HOLD 21st REUNION



Scene at the speaker's table as J. T. Gillick, retired operating vice president, addressed the veterans at the banquet. Seated, left to right: President J. P. Kiley; L. J. Benson, president of the association; M. L. Bluhm, retired vice president and general counsel, who served as toastmaster; Leo T. Crowley, chairman of the board of directors; and C. L. Taylor, vice president and general counsel.

Several features of previous reunions which have proved to be especially popular with the veterans, such as the "Baker Heater Committee" sessions in the Hotel Schroeder's version of a switch shanty, were enjoyed as always.

On the second day of the reunion more than 800 veterans and members of their families boarded a 20-car train of modern, air-conditioned coaches for a trip to Wisconsin Dells.

Many of the veterans returning to points west of Wisconsin Dells boarded No. 101, which made a stop there for them, while the special returned to Milwaukee and Chicago, stopping at a number of points enroute to leave homeward bound veterans.

At the banquet which climaxed the reunion on the night of Sept. 1 the veterans were addressed briefly by Leo T. Crowley, chairman of the board of directors of The Milwaukee Road, President J. P. Kiley, L. J. Benson, retired assistant to president and now president of the association, as well as by Mr. Gillick. M. L. Bluhm, retired vice president and general counsel of the railroad, served as toastmaster.

In his address, President Kiley expressed himself as being greatly im-

The climax of the banquet program came as President Kiley presented Mr. Gillick with a book containing signatures of many of his oldest friends in the association. Like all of the 964 men and women at the banquet, Mr. Benson arose and applauded as the book was presented.





Scene in the Municipal Auditorium in Milwaukee as the veterans watched the entertainment program following the banquet.



THE COVER

There were approximately 820 veteran employes and members of their families who boarded the long special train for the trip to Wisconsin Dells on Sept. 2 and then took the boat ride up the river for a delightful outing. The picture on the cover of this issue shows one of the first boatloads of vets pulling away from the dock. Box lunches awaited them upon their return.

"All's well . . . only a couple of minor scratches," reports Mrs. Olive Daley, Milwaukee shops nurse, to General Superintendent J. A. Jakubec, who served as general chairman of convention committees. At the extreme left, J. F. Altenbern, captain of police at La Crosse, who worked with Mr. Jakubec, and at extreme right George Jung, who was on the food committee.

pressed by the enthusiasm for The Milwaukee Road which all of the veterans maintain. He complimented Mr. Gillick, Mrs. Grant Williams, Mr. Benson and other old-timers in the organization for the work they have done over the years in keeping the association alive and functioning and the bonds of common interest strong. Recalling the reunion of 1952 and the trip which the group made to Air Line classification yard in Milwaukee, he told his audience about the Road's newer and larger yard at Bensenville, as well as some of the other forward strides the railroad has taken.

Mr. Kiley climaxed his address by presenting Mr. Gillick with a book containing the signatures of many of his oldest friends in the association.

"There is much of the history and the heart of our railroad between its covers," he said. "I am sure you all agree that it belongs where it is being affectionately placed—in the hands of the one and only Mr. Gillick."



Among the many family groups making the trip aboard the veterans' special to the Dells was Henry Jungk (Young), retired dining car steward now living in Sioux Falls, S. D., his daughter, two granddaughters, and two great grandchildren.

the Vets at the Dells

Below: Scenes in the park at the Wisconsin Dells station where coffee and doughnuts awaited the arriving vets.



October, 1954

Vets ▶
board the
Dell
Queen ...



For a ▲
pleasant
trip in
the sun.



As the ▶
first boat-
load left
the Upper
Dells ...



Others ▲
debarked
for a walk
along the
scenic paths.



Back at ▲
Wisconsin
Dells the
long special
train was
waiting.

Star in the Family

SOME years back at Chicago's William Penn Elementary School a leggy youngster named Marilyn Novak played the role of a starving waif in a class play with such effectiveness as to wring the hearts of her schoolmate audience. Watching the sobbing youngster cry real tears, even the teacher was impressed. Marilyn, she reported to Mr. and Mrs. Novak, was destined to be an actress.

For once such a prediction was right. Just a few years ago Marilyn, the daughter of Joseph A. Novak, a dextrous operator at the Galewood freight office, was riding her bicycle to coke dates and otherwise enjoying life as "the prettiest girl at Wright Junior College". Then a job with a modeling agency took her to California where she was "discovered" by a Hollywood talent scout, and now she appears to be there to stay. Traveling the path to stardom in one short year, Marilyn, her first name changed to "Kim", made her debut in the first run theaters this fall with Fred MacMurray in the film "Pushover".

A role opposite the popular Mr. MacMurray would be an acting test for any newcomer in the movie industry, but Kim proved to be equal to her big chance. On the strength of her performance, Columbia Pictures signed her to a seven-year contract.

Miss Novak's overnight success in a highly competitive business reads almost like a press agent's build-up. It began as far back as her early teens when,

with her older sister Arlene, she was a student at the Chicago Art Institute. There her blonde beauty attracted the attention of instructors and she became a fashion and photographer's model. She was doing well in modeling, radio and television last spring when she interrupted her course at Wright Junior College to tour with a trade show featuring a line of refrigerators and wash machines. Kim's job was to look beautiful and answer the questions of prospective buyers.

After the show closed in California, Kim, who loves outdoor sports, stayed on for a vacation in the sunshine. Still a bicycling enthusiast, she was pedaling around the Hollywood hills when she was introduced to an actor's agent. Noting her resemblance to Marilyn Monroe and the late Jean Harlow, he arranged a screen test at Columbia



On a recent visit home to Chicago, Kim posed for this picture with mother and dad in the garden of the Novak home at 2045 N. Sayre Avenue. The dress is one she wears in her new film, "Phfft!", in which she is featured with Judy Holliday and Jack Carson.

studio which was on the lookout for a successor to Rita Hayworth who has temporarily forsaken acting. The test made a hit. Kim, it appeared, had just the combination of beauty and personality they were looking for.

Kim is now one of Columbia's prize properties with pictures in Life (June 28), Coronet (October issue) and all the leading motion picture magazines in this and foreign countries. Still awed by her big break, though, she refuses to be classified as a Hollywood type and is continuing to live at the Hollywood Studio Club where for the past year she has shared room and board with several hundred other ambitious young starlets. A hard worker, she just recently finished her second film, "Phfft!", in which she is featured along with Judy Holliday and Jack Carson.

Mr. and Mrs. Novak are naturally glad for their daughter's success, but accustomed to family living, they miss her greatly. However, Kim recently spent a brief vacation at home, and letters pass between them constantly. Also, the Novaks have one advantage over other parents whose children are far from home. When they get lonesome for her they can always see her on a movie screen.

Left: Visiting with Kim in Hollywood during his vacation, Joe Novak watched her at work on the studio lot. Here they are pictured in a sound truck.

Extreme left: "Auspicious, to say the least," was the critics' verdict of Kim's film debut in "Pushover," in which she played opposite Fred MacMurray.



Pioneers Meet in Tacoma

THE ANNUAL meeting of the Milwaukee Road Pudget Sound Pioneers Club, an organization whose membership is restricted to men who were working west of Butte when the coast extension was completed in 1909, was held Sept. 11 in Tacoma. Time having thinned their ranks to about 50, the members who met in the Tacoma Hotel represented the hardiest of the old guard.



L. K. Sorensen

Three of those who attended the 1954 reunion are still working on the railroad, namely Engineers Sam Winn and Lee Foreman, and Conductor Roy Gardner. The oldest present were Retired Engineers Bill Emerson and Harry Callahan, 87 and 88 respectively. Mr. Callahan has been retired since 1937 and Mr. Emerson since 1938. R. W. Hanicker, 65, was the youngest of the crowd.

Others who answered the roll call were L. K. Sorensen who followed the railroad to the coast in 1907 and retired

last year as general manager Lines West; C. F. "Cap" Allen, roadmaster at Spokane for many years; J. A. "Owl" Drake and George Tierney, veteran engineers; and Pete Nickoloff, old-time roundhouse employe who retired in 1941. Rounding out the group were E. B. Crane and Tom McFadden. Mr. Crane was resident engineer in charge of terminals when the Milwaukee reached Tacoma and Mr. McFadden was chief carpenter.

The meeting opened with a business session at which Mr. Sorensen was re-elected president. Mr. Gardner was re-elected secretary-treasurer and "Cap" Allen was elevated to vice president. The gathering wound up with a dinner at Rose's Inn on the Tacoma-Seattle highway. Plans were also made for the 1955 reunion which will also be held in Tacoma.

O. W. Dynes

OWEN W. DYNES, former general counsel, who retired in 1939, died Sept. 3 in a sanitarium at Hinsdale, Ill., after a long illness. He was 85 years of age.

Mr. Dynes was known professionally as one of the railroads' most talented lawyers. He was born in Columbus,

Wis., and educated at the Oshkosh State Normal School and Cornell University. Admitted to the bar in 1895, he began the practice of law in Chicago but decided later on a railroad career and came to the Milwaukee in 1908 as assistant general solicitor. Subsequently he was appointed commerce counsel, then general attorney, and in 1922, general solicitor. He became general counsel with jurisdiction over the entire system in 1931, and served in that position until he was retired at his own request on Sept. 1, 1939.

Mr. Dynes is survived by his wife, the former Lucille M. Crosby, whom he married in 1900. Mrs. Dynes is interested in floriculture and the gardens of their home in Hinsdale are nationally famous. Mr. Dynes was one of Hinsdale's prominent citizens, having taken an active role in village affairs since he established his home there in 1910. He was a director of the First National Bank of Hinsdale, a former president of the Hinsdale Golf Club and a former village trustee; he was also a member of the American, the Illinois and the Chicago Bar Associations, and of the Union League Club. Funeral services were held at the Union Church in Hinsdale.

how are we doing?

	AUGUST		EIGHT MONTHS	
	1954	1953	1954	1953
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$21,624,820	\$22,702,492	\$155,235,793	\$172,272,513
PAID OUT IN WAGES				
10,365,881	11,460,570	79,369,888	87,363,550	
PER DOLLAR RECEIVED (CENTS)	(47.9)	(50.5)	(51.1)	(50.7)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	571,357	639,834	4,491,528	4,998,854
PER DOLLAR RECEIVED (CENTS)	(2.6)	(2.8)	(2.9)	(2.9)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest ...	9,023,342	10,137,827	72,566,071	77,040,333
PER DOLLAR RECEIVED (CENTS)	(41.7)	(44.7)	(46.7)	(44.7)
NET INCOME	1,664,240	464,261		2,869,776
NET LOSS			1,191,694	
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	116,483	133,380	877,729	995,382
Decrease 1954 under 1953	16,897		117,653	

VOTE on Nov. 2

The 435 representatives, 32 senators, 33 governors and other public officials to be elected on Nov. 2 make going to the polls on Nov. 2 as important as the national election in 1952. It is necessary that you exercise your right as a citizen and vote!

R. G. Simmons Heads Roadmasters' Association

GENERAL Roadmaster R. G. Simmons of The Milwaukee Road was elected president of the Roadmasters' and Maintenance of Way Association of America at the annual convention of that association held in Chicago on Sept. 13-15.



R. G. Simmons

The association which Mr. Simmons has been chosen to head is considered to be the oldest railroad association in the United States, having been organized in 1883. It has a membership of 1,300, including 60 Milwaukee Road engineers and track supervisors, and meets each year in conjunction with the American Railway Bridge and Building Association, of which many Milwaukee Road men are also members. Membership in the roadmasters' organization includes representatives of American, Canadian, Mexican, Alaskan and Brazilian railroads. In addition, this year's meeting was attended by three officers of the Indonesian National Railroads.

In line with the organization's established purpose of "raising the standard of work committed to the charge of its members", the officers last year set up standing committees on track, track machinery, and roadway, whose purpose it is to make on-the-spot inspections for the purpose of developing practical suggestions with regard to the purchase of new track machinery and the general handling of track and roadway problems. The work of these three committees is in addition to other regular projects engaged in by the association.

Mr. Simmons is the fourth Milwaukee Road man to hold the presidency of the 71-year-old association. The others were

R. B. Long, assistant industrial engineer, and friends at the retirement luncheon. From left: Paul Wilson, western traffic manager; B. E. Lutterman, general attorney; Mr. Long; C. E. Crippen, general manager Lines West; and A. L. Sedgwick, western industrial commissioner.



Two Retire in Seattle

R. B. LONG, assistant industrial engineer, and J. F. McConahay, assistant superintendent of telegraph and signals, both with headquarters in Seattle, were honored last month by their colleagues as they retired from active service.

Mr. Long, a native of Lebanon, Tenn., was briefly with the Northern Pacific before coming to the Milwaukee in 1906. Starting as a secretary to the chief engineer in Seattle, he served in the office of the president of the Puget Sound line and was later chief clerk to the general superintendent. In 1919 he went into business for himself, but after a short time took a job with the Milwaukee Hospital Association and later with the Milwaukee Land Company. He joined the Road's real estate department, as the industrial department was formerly known, in 1925, since when he had made many friends among the farmers and

businessmen along the railroad's right of way.

As a token of their regard, Mr. Long's fellow employes presented him with a number of useful retirement gifts. Following a motor trip through Canada, he was looking forward to living on a 10-acre tract he has north of Seattle at Woodinville.

Mr. McConahay, who was born at Palo, Ia., started his railroad service with the Illinois Central in Chicago in 1906 and later worked for several midwestern and southern lines. Joining the Milwaukee Road in 1914 as a signal maintainer in the Twin City terminals, he was shortly promoted to signal inspector on Lines East, and in turn to signal supervisor, general signal inspector, and superintendent of signal construction. He had served as assistant superintendent of telegraph and signals on the coast since June, 1947.

J. F. McConahay, retiring assistant superintendent of telegraph and signals, receives a gift from his fellow employes, presented by L. H. Dugan, vice president and western counsel. Mrs. McConahay is looking on.



General Roadmaster William Shea, who held the office in 1913; Roadmaster John C. Burke, 1917; and Roadmaster A. H. Peterson, 1939, all of whom are now deceased.

Mr. Simmons has been with the Milwaukee Road since 1928 when he began as an extra gang assistant foreman on

the Kansas City Division. He was appointed roadmaster for the Chicago Terminals in 1940, advancing to general roadmaster with headquarters in Chicago in 1943. He has been a director of the association since 1948, and was first vice president during the year preceding his election to the presidency.

C. T. Lannon Elected Treasurer; J. M. Hazelton Becomes Assistant



C. T. Lannon

J. M. Hazelton

AT A MEETING of the board of directors held in Seattle on Sept. 16, C. T. Lannon was elected treasurer of the railroad to succeed F. H. Jeffrey who retired Aug. 31. Mr. Lannon, who had been assistant treasurer, is a native Chicagoan whose

entire business career has been spent in the department which he now heads. He started in 1917 as an office boy during summer vacations from school and rose to chief clerk holding every position in the department. He was elected assistant treasurer in September, 1952.

J. M. Hazelton, transfer agent in the treasurer's office, was elected assistant treasurer. Mr. Hazelton, who is also a native of Chicago, has been with the Road since 1930, starting as a clerk in the accounting department. He was on leave for naval duty during World War II, but returned to the railroad in 1946 as head clerk in the office of the comptroller in Chicago. Transferring to the treasurer's office in 1951, he has been transfer agent since September, 1952.

Retires at Spokane



Mr. and Mrs. J. Z. Ramsey

A DINNER at the Spokane Hotel marked the retirement on Sept. 30 of J. Z. Ramsey, a veteran of many years of service and agent-operator at Spokane since 1941. About 60 employes and their wives were present.

Mr. Ramsey had been railroading since he was 17, getting his start as a telegrapher with the New York Central and later with the Rock Island and Northern Pacific before coming to the Milwaukee. His first position was at Three Forks and his first agency at Willow Creek. Later he was agent at Denton and Lewistown before being appointed agent at Spokane in 1941. The duties of yardmaster were added later.

Planning to travel extensively, Mr. Ramsey has sold his home and purchased a trailer. On Oct. 1 he and Mrs. Ramsey were ready to start on a trip through California and into New Mexico.

a p p o i n t m e n t s

Engineering Department

Effective Oct. 1, 1954:

M. A. Nyberg is appointed signal and communication supervisor, Idaho and Coast Divisions with headquarters at Seattle, following the retirement of J. F. McConahay.

T. J. Hanlon is appointed signal and communication supervisor with headquarters at Milwaukee, succeeding M. A. Nyberg, transferred.

R. R. McConahay is appointed signal and communication supervisor with headquarters at Perry, Ia., succeeding T. J. Hanlon, transferred.

The position of signal and communication supervisor with headquarters at Mobridge, S. D., is abolished.

R. M. Lloyd's territory, Marmarth to Harlowton, is extended Mobridge to Marmarth to include the entire Trans-Missouri Division, with headquarters as before at Miles City, Mont.

O. P. Hansen's territory, St. Louis Park to Bath, is extended to include the territory Aberdeen to Mobridge comprising the Hastings & Dakota Division with headquarters as before at Minneapolis.

Operating Department

Effective Oct. 1, 1954:

W. J. Hotchkiss is appointed super-

intendent of the Iowa & Southern Minnesota Division with headquarters at Austin, Minn., succeeding M. T. Sevedge, transferred.

J. T. Hayes is appointed superintendent of the Dubuque & Illinois Division with headquarters at Savanna, Ill., succeeding W. J. Hotchkiss, transferred.

S. E. Herzog is appointed superintendent of the Rocky Mountain Division with headquarters at Butte, Mont., succeeding J. T. Hayes, transferred.

M. T. Sevedge is appointed superintendent of the Idaho Division with headquarters at Spokane, Wash., succeeding S. E. Herzog, transferred.

A. J. O'Rourke is appointed assistant agent at Fowler Street, Milwaukee, following the death of E. J. Hoerl. Mr. O'Rourke, who started with the Road at Monticello, Ia., in February, 1943, has been assistant agent at Rockford, Ill., since Jan. 1 of this year.

A. F. Tracy is appointed assistant agent at Rockford, Ill., succeeding A. J. O'Rourke. Mr. Tracy started with the Road as agent-operator at Fall River, Wis., in June, 1946.

As another example of the fact that living expenses are constantly mounting, we now have to have our car washed to get a rain, when back in the old days we could get a nice shower by having our shoes shined.—West Point, Miss. Times Leader

CAN YOU NAME THEM?

MANY railroads have slogans or nicknames which are used in time-tables, dining car menus, posters, advertisements and other publicity; some are painted on freight cars. See how many of the railroads you can identify by the following slogans or nicknames. Then turn to page 33 for verification.

1. Route of the Eagles.
2. Overland Route.
3. Delta Route.
4. Sunset Route.
5. Green Mountain-Lake Champlain Route.
6. Katy Lines.
7. Through the Heart of the South.
8. Richmond-Washington Line.
9. First in Florida Travel.
10. Natchez Route.

AAR Rounds Out 20 Years of Service

ON OCT. 12, 1954, the Association of American Railroads reached its 20th birthday. On that day, in 1934, the AAR was organized as a consolidation of the American Railway Association, the Association of Railway Executives, the Railway Accounting Officers Association, the Railway Treasury Officers Association, and the Bureau of Railway Economics.

The Association is the central coordinating and research agency of the

American railway industry, dealing with matters of common concern in the field of railroading.

The association's active membership consists of 124 Class I railroads and 61 other railroads in the United States, and 11 railroads in Canada and Mexico—196 in all. The 124 Class I railroads in the United States which are full participating members account for 97.7 per cent of the mileage and 96.7 per cent of the revenue of all Class I railroads.

Other railroads in the United States participate in many association activities. Railroads located in foreign countries are associate members, receiving the benefits of the reports of the association's technical and research committees.

The association sponsors more than 200 standing research committees and its publications number more than 700 titles, ranging from pamphlets to extensive technical works of encyclopedic proportions.



test your knowledge of railroads and railroading

(Answers on page 34)

1. Is South Station in Baltimore, Chicago, Cleveland or Boston?
2. Is the rental of a freight car owned by a private car line usually on a per diem basis or a mileage basis?
3. Does a 19 train order have to be signed for or not?
4. Are railroad freight rates generally based on dollars or cents per pound, per hundredweight, or per ton?
5. When a locomotive is running light, is it pulling a string of empties, pulling a branch line train, or running without tonnage cars attached?
6. Which of these states are in "Official Territory" — Maine, Pennsylvania, Arkansas, Colorado or California?
7. When one speaks of a 4-8-2 locomotive, is he referring to a steam, electric, or diesel-electric locomotive?
8. Which takes the larger slice of the railroad dollar—property taxes or federal income taxes?
9. What is an interchange track—a track on which cars are delivered to or received from a connecting railroad, a track connecting a classification yard with the main line, or a spur track serving industrial plants?
10. Who is the swing man in a train crew—the conductor, the first brakeman or the second brakeman?

The Milwaukee Railroad Women's Club Membership Honor Roll—1954

THE following chapters had as of July 1 shown an increase in membership over that of Dec. 31, 1953, thereby qualifying for prizes awarded by the general governing board:

Chapter	Membership on July 1, 1954			Increase
	Voting	Contributing	Total	
Aberdeen, S. D.	362	479	841	73
Alberton, Mont.	72	66	138	6
Austin, Minn.	144	192	336	8
Beloit, Wis.	94	108	202	9
Bensenville, Ill.	128	247	375	47
Black Hills (Rapid City)	80	95	175	2
Butte, Mont.	55	60	115	10
Chicago-Union Station	248	734	982	3
Council Bluffs, Ia.	58	76	134	48
Davenport, Ia.	68	116	184	1
Deer Lodge, Mont.	70	88	158	1
Dubuque, Ia.	94	127	221	12
Green Bay, Wis.	135	213	348	2
Harlowton, Mont.	107	114	221	2
Iron Mountain, Mich.	72	89	161	4
Janesville, Wis.	210	253	463	5
Kansas City, Mo.	86	129	215	15
La Crosse, Wis.	154	284	438	1
Lewistown, Mont.	130	173	303	4
Madison, S. D.	50	49	99	4
Madison, Wis.	165	199	364	12
Malden, Wash.	68	75	143	2
Marion, Ia.	140	129	269	2
Marmarth, N. D.	35	37	72	1
Merrill, Wis.	40	32	72	2
Mitchell, S. D.	106	131	237	25
Mobridge, S. D.	160	166	326	13
New Lisbon, Wis.	92	77	169	3
Portage, Wis.	125	182	307	10
St. Paul, Minn.	116	342	458	20
Savanna, Ill.	166	250	416	2
Seattle, Wash.	177	188	365	21
Sioux City, Ia.	232	251	483	1
Sioux Falls, S. D.	63	84	147	25
Sparta, Wis.	40	56	96	2
Spokane, Wash.	109	110	219	51
Tacoma, Wash.	171	381	552	7
Terre Haute, Ind.	221	220	441	12
Tomah, Wis.	241	219	460	8
Wausau, Wis.	95	110	205	13
West Clinton, Ind.	57	73	130	4
Yankton, S. D.	40	65	105	2

Membership prizes awarded by the general governing board\$4,585

Railroad Relocation Around O'Hare Field Completed

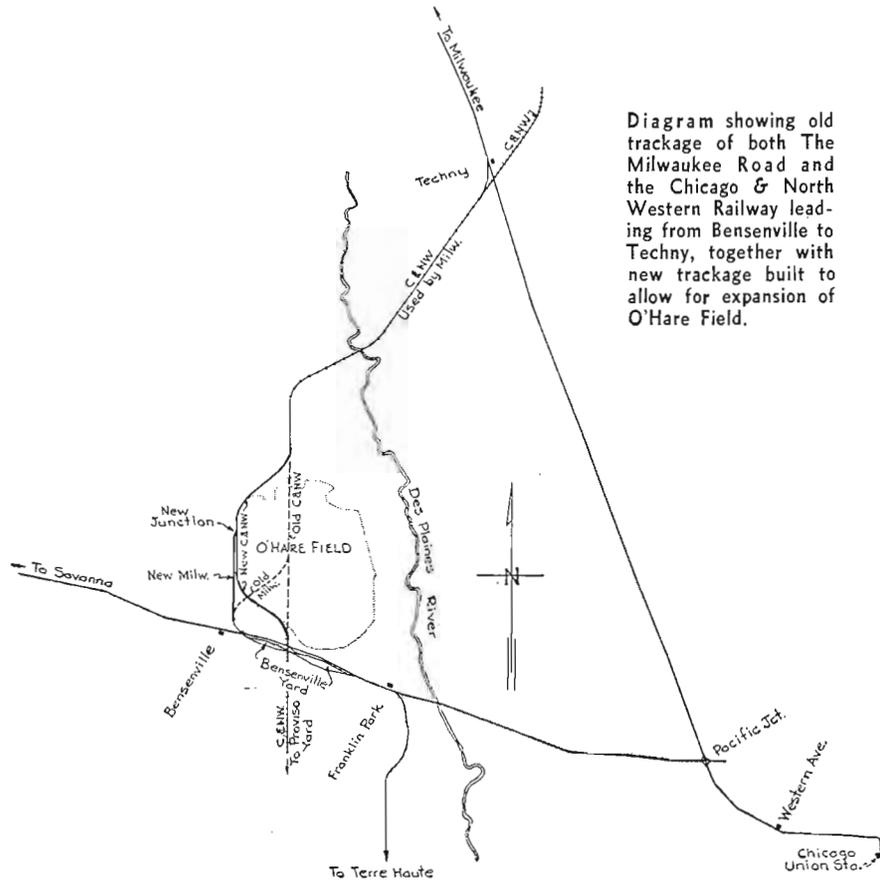


Diagram showing old trackage of both The Milwaukee Road and the Chicago & North Western Railway leading from Bensenville to Techny, together with new trackage built to allow for expansion of O'Hare Field.

THE relocation of tracks connecting The Milwaukee Road's largest freight classification yard, at Bensenville, Ill., with the main line north out of Chicago to make room for the expansion of O'Hare Field was completed and put into operation on Sept. 7. The project, involving the construction of new double track lines for both the Milwaukee and the North Western, has been in progress for three years.

In 1948, after a number of years of study, the City of Chicago reached the conclusion that to relieve the congestion at Midway Airport and to provide for the future, a large airport with runways to accommodate the largest aircraft should be constructed in the area northeast of Bensenville. The new airport will eventually cover an area extending about three miles east and west and four miles north and south. The original airport on the O'Hare site was built by the Army and known as Douglas Field. The overall cost of the expanded airport, which will be the largest in the world, is estimated at \$75,000,000. Money for the expansion is being provided by city, state and federal funds.

Former lines of both railroads passed through the heart of the huge airport, which lies just to the north of Bensenville yard. It was necessary that the Des Plaines Valley line of the North Western, which is used by Milwaukee Road freight trains to and from the Northwest between Bensenville yard and Techny on the main line leading north out of Chicago, be relocated about 1.5 miles to the west and around the airport area for a distance of 5.8 miles, and that the Milwaukee Road's double track connection to the North Western be relocated for 2.3 miles.

The work was done under an agreement with the City of Chicago prepared in 1951 whereby the city was to construct the new lines and turn them over to the railroads in exchange for the old lines which would then be given to the city to be used in part for trackage within the airport.

About two miles north of Bensenville the new lines cross a marsh for a distance of 1,800 feet containing peat and muck to a depth of about 20 feet. The first stage of the actual construction was the stabilization of this area by a relatively

new method which has been used successfully in recent years and was the most unusual part of the actual construction. A sand blanket was first placed and vertical sand drains were installed about 12.5 feet apart, after which the area was overloaded with dirt to a height of 10 feet above the final subgrade elevation for the tracks. Where the muck was the deepest, the top of the original ground settled about four feet. After the settlement had practically stopped, the overload was removed. Also, to improve the condition at the marsh, extensive ditching was done for about two miles downstream. This phase of the work was started late in 1951 and completed in the summer of 1953.

All of the new trackage is constructed with new 132-pound rail and track materials, and with 12 inches of crushed and washed gravel ballast under the treated hard-wood ties. The new junction is remote-controlled from Tower B-17 at Bensenville.

Milwaukee Road Joins In Drought Aid

FOR the second consecutive year the nation's railroads have responded to a plea from President Eisenhower and come to the aid of drought-stricken farmers by cutting in half their rates on hay moving in carloads to emergency areas. As reported in this magazine in September, the railroads had declined a previous request.

The Milwaukee Road's contribution to the drought emergency relief program in the form of reduced rates amounted to \$265,000 in 1953.

Last year the western railroads reduced their rates on emergency feed, and railroads throughout the nation later extended the half-rate charges to disaster shipments of hay.

The current reduced rates took effect Oct. 1 as a measure of relief for drought conditions existing in 700 counties in 15 states in the South and Southeast, as well as Colorado and Wyoming, and will expire Dec. 15. Shipments from Milwaukee Road territory originate in Washington, Montana, North and South Dakota, Minnesota and Wisconsin.

Although the railroads of the country are not the principal carriers of cattle bound for market, they are the only agencies of transport which have acted—either this year or last—to move cattle feed to drought areas at greatly reduced rates.

r e t i r e m e n t s

The following employes' applications for retirement were recorded during September, 1954

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

DREBES, MINNA M.
Bookkeeper Chicago, Ill.
GRUBNER, GERTRUDE G.
Clerk Chicago, Ill.
JEFFREY, F. H.
Treasurer Chicago, Ill.
McCONAHAY, JOHN F.
Supervisor Seattle, Wash.
PETERSON, WILLIAM G.
Telegrapher Chicago, Ill.
PITNER, HAROLD L.
Asst. Engr. Chicago, Ill.
SMITH, SR., HACO A.
D.C. Steward Chicago, Ill.

CHICAGO TERMINALS

ELDRIDGE, HARRY
Sec. Laborer Chicago, Ill.
ERLENBAUGH, CHARLES F.
Machinist Chicago, Ill.
HARRIS, WALTER
Track Laborer Chicago, Ill.

JOHNSTONE, G. Y.
Mach. Helper Chicago, Ill.
KAMRADT, OTTO F.
Yd. Engineer Chicago, Ill.
MALVIN, JOHN N.
Trainmaster Bensenville, Ill.
SCHROEDER, HERMAN A.
Abatement Smoke Engr. Chicago, Ill.
STASICA, CAROLINE
Janitor Chicago, Ill.
WALLIN, GUSTAVE A.
Check Clerk Chicago, Ill.

COAST DIVISION

BEALL, OTTO H.
Mach. Helper Tacoma, Wash.
BRILL, LEROY C.
Carman Tacoma, Wash.
HAYNES, HARRY
Car Inspector Tacoma, Wash.
HOFFMAN, CARL E.
Conductor Tacoma, Wash.
MAASS, FREDERICK H.
Mach. Helper Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

BURT, GORDON A.
Conductor Chicago, Ill.
GRADY, DANIEL A.
Conductor Savanna, Ill.
HANSON, LEWIS
Track Foreman Itasca, Ill.
HURLEY, JULIUS E.
B&B Carpenter Savanna, Ill.
MAAS, FRED B.
Engineer Dubuque, Iowa
MIELKE, ERNEST A.
Mach. Helper Savanna, Ill.

HASTINGS & DAKOTA DIVISION

ROSTRATTER, EDWARD F.
Engineer Minneapolis, Minn.
RYAN, WINIFRED A.
Clerk Aberdeen, S.D.

IDAHO DIVISION

HANSON, THEODORE M.
Ice Handler Othello, Wash.
JAMES, JOSEPH E.
Switch Foreman Spokane, Wash.
STINEBAUGH, LEONARD L.
Machinist Othello, Wash.

IOWA DIVISION

ANDERSON, SAMUEL H.
Boilermaker Helper Perry, Iowa
DAVIS, EMERY E.
Chief Clerk Omaha, Neb.
DEVOE, MARTIN A.
Agent Olin, Iowa
McDONOUGH, HARRY
Car Cleaner Cedar Rapids, Iowa
STRUCK, GEORGE A.
Clerk Cedar Rapids, Iowa

IOWA & DAKOTA DIVISION

BROWN, ROY O.
Section Foreman Armour, S.D.
CLARK, HENRY C.
Section Foreman Everly, Iowa
CUSSEN, EDWARD J.
Conductor Sioux City, Iowa
DASLIN, HARVEY A.
B&B Carpenter Elk Point, S.D.
DAVIS, HAROLD O.
Conductor Rapid City, S.D.
WALTON, GEORGE W.
Engineman Yankton, S.D.
WEILAND, AUGUST
Sec. Laborer Yankton, S.D.
WHITEIS, GEORGE O.
Hostler Mason City, Iowa

LA CROSSE & RIVER DIVISION

OFFERMAN, BERNARD J.
Train Baggage Man ... Minneapolis, Minn.

How Employment Affects Payment of Benefits to Retired Railroaders

THE Railroad Retirement Board reminds beneficiaries drawing retirement benefits that the payment of these benefits may be affected by employment after retirement.

This reminder is particularly timely in view of the fact that the amendments to the Railroad Retirement Act which were enacted in August modified the work restriction on disability annuitants. The board summarizes the conditions under which employment and self-employment now affect the payment of retirement benefits.

1. An employe annuity — whether based on age or disability — is not payable for any month in which the retired employe works in the railroad industry or for the last person or company for which he worked before his annuity began.

There is an additional restriction on the payment of an annuity to a *disabled* employe under age 65. If such an annuitant earns more than \$100 in any month in any kind of employment, in-

cluding self-employment, his annuity is not paid for that month. Any annuitant who earns more than \$100 in any month must notify the board before accepting his annuity check for the second month following that month. If he fails to do this, he will lose benefits for one or more months in addition to not being paid for the month in which he works.

2. Retired employes who are drawing pensions, as distinguished from employe annuities, are not restricted in any way as to the type of work they may do or as to the amount of money they may earn. (Pensioners are those retired employes who were taken over from the private pension rolls of the railroads in 1937.)

3. A wife's annuity is not paid for any month for which the employe's annuity is withheld because he is working. Also, a wife cannot be paid for any month in which she herself works for a railroad or for her last non-railroad employer.

SMITH, CHARLES H.
Carman La Crosse, Wis.
SUNDET, ARTHUR O.
Agent La Crosse, Wis.
UBL, GEORGE
Loco. Engr. Minneapolis, Minn.

MADISON DIVISION

TRUCHETTI, MATTHEW E.
Conductor Ladd, Ill.
WICKHAM, LEON V.
Section Laborer Clinton, Wis.

MILWAUKEE DIVISION

ADAMS, HENRY F.
Track Laborer Spring Grove, Ill.
CASTELLI, JOHN
Section Laborer Ladd, Ill.
JONES, WILLIAM
Engr. Milwaukee, Wis.
WARD, CHARLES L.
Water Pumper Milwaukee, Wis.

MILWAUKEE TERMINALS & SHOPS

EL, HENRY MCCOY
Track Laborer Milwaukee, Wis.
FARRELL, JAMES
Blacksmith Milwaukee, Wis.
FRIEDMAN, DAVID
Switchman Milwaukee, Wis.
MUELLER, JOHN
Electrician Milwaukee, Wis.
NIELSEN, NELS J.
Foreman Milwaukee, Wis.
POLLNOW, ALBERT O.
Boilermaker Milwaukee, Wis.
RIEMER, GEORGE F.
Steamfitter Milwaukee, Wis.
SCHIFF, JOHN J.
Patrolman Milwaukee, Wis.
SCHMIDT, LOUISE A.
Clerk Milwaukee, Wis.

OFF LINE & MISCELLANEOUS

GRIFFIN, GEORGE
Asst. Secretary New York, N.Y.

ROCKY MOUNTAIN DIVISION

COPENHAVER, ROBIN L.
Section Laborer Bozeman, Mont.
DILDINE, JAY
Machinist Deer Lodge, Mont.
HAANES, OLAF
Roadmaster Lewistown, Mont.
HANSEN, HERMAN
Section Foreman Missoula, Mont.
LEIBEL, GEORGE L.
Signal Maintainer Butte, Mont.
SAMMUEL, GUST
Carman Great Falls, Mont.

TERRE HAUTE DIVISION

BROWN, CHARLES E.
Loco. Engr. Terre Haute, Ind.
ELMORE, C. E.
Agent-Operator Seymour, Ind.

TRANS-MISSOURI DIVISION

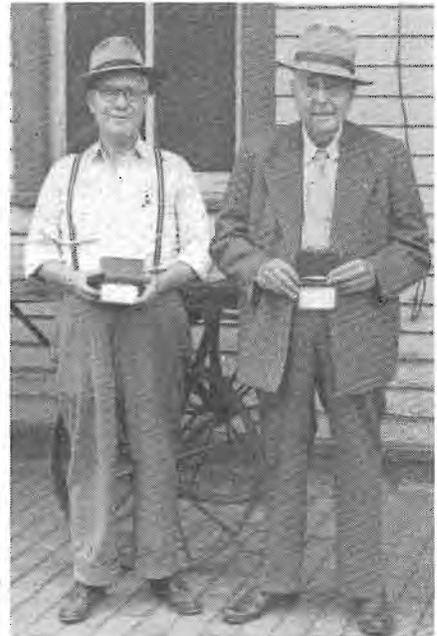
CHILDERS, SANFORD W.
Telegrapher Marmarth, N.D.
JOHNSON, HENRY P.
Storehelper Miles City, Mont.
KESSLER, FRANK L.
Section Foreman Train City, S.D.
NILLES, LOUIS A.
Engineer Miles City, Mont.
PHEBUS, FLACE S.
Warehouse Foreman Baker, Mont.

TWIN CITY TERMINALS

BEBLAR, GEORGE
Carman Helper Minneapolis, Minn.
LEASER, ERNEST A.
Loco. Engr. Minneapolis, Minn.
QUIRK, FRANK E.
Chief Clerk Minneapolis, Minn.
STRUNK, HENRY J.
Machinist Helper Minneapolis, Minn.

A small town is a place where a fellow with a black eye doesn't have to explain to people: they know.—Siloam Springs, Ark. Herald & Democrat

Father Holds a Gold Pass; Son a Silver One



H. C. and G. E. Crosby, father and son team, displaying their Gold and Silver "lifetime" Passes.

H. C. CROSBY, retired agent of Sisseton, S. D., and his son, George E. Crosby Sr., the present agent, are believed to be the first father and son on the railroad to receive their Gold and Silver Passes, respectively. Together they have 95 years of Milwaukee Road service.

The senior Mr. Crosby, now 86, started his half century and more of Gold Pass service on the old Prairie du Chien Division in 1885. He had been agent at Britton, Andover and Abercrombie before going to Sisseton. G. E. Crosby, who replaced his father as agent at Sisseton when the later retired in 1937, started at 13, working on the section, but counts his Silver Pass service from 1909 when he made his date as a telegrapher.

our safety score

reportable employe casualties on The Milwaukee Road through September, 1954, compared with 1953

Month	1954		1953		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January		20	2	41	-100	-51
February		16		19		-16
March		12	1	29	-100	-59
April		16		26		-38
May	1	16		28		-43
June	1	29		31		-6
July		21		31		-32
August		14	1	40	-100	-65
September	1	21		30		-30
TOTALS	3	165	4	275	-25	-40
Casualty Rates	.07*	3.89*	.08	5.65	-13	-31

* Estimated

VOTE on Nov. 2

The course which lies ahead for the United States may well depend on the outcome of the election on Nov. 2, as any major shift in the narrow margin in both House and Senate will have far-reaching consequences. Do not fail to vote on Nov. 2.

new mother

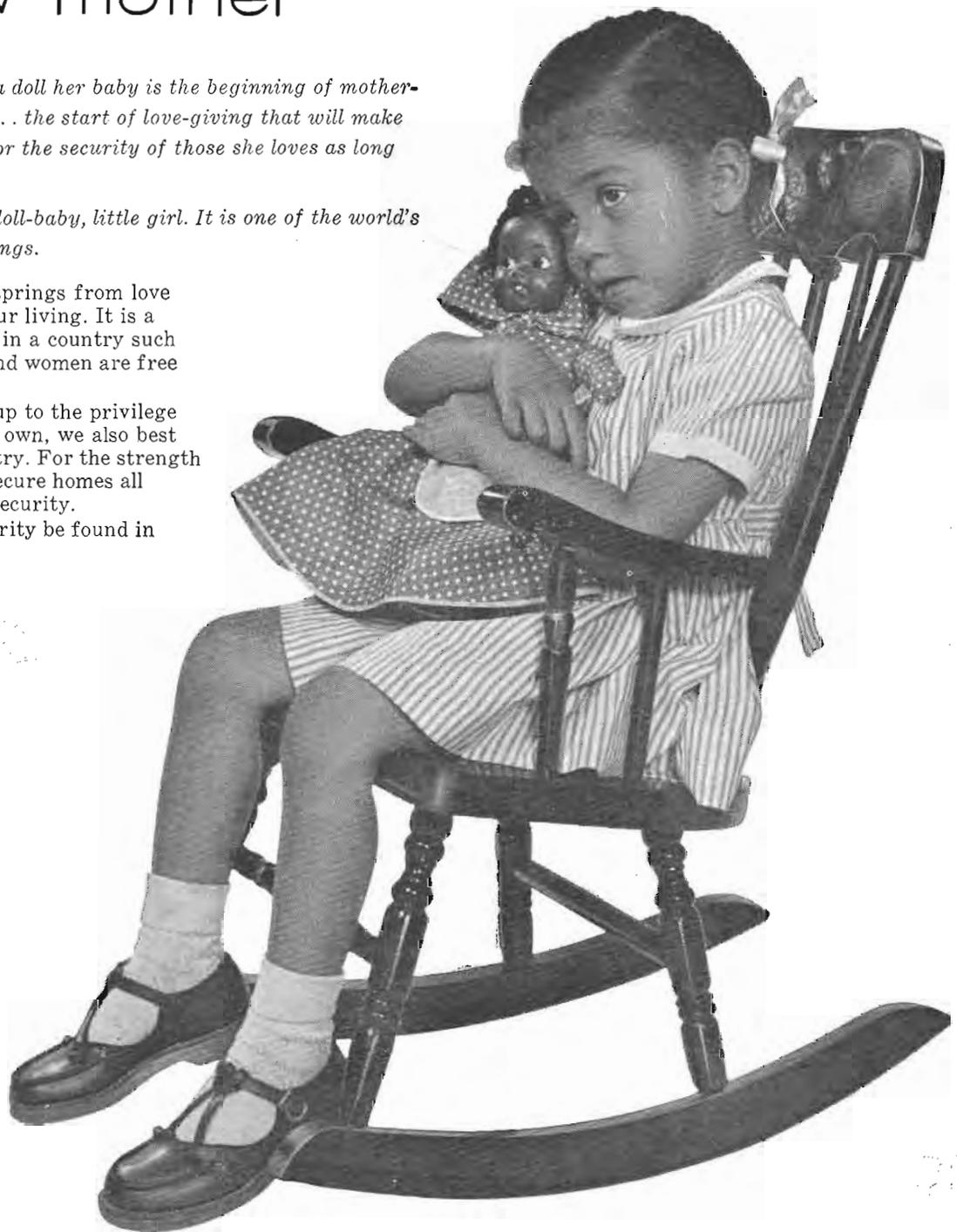
The love that makes a doll her baby is the beginning of motherhood for a little girl . . . the start of love-giving that will make her strive and fight for the security of those she loves as long as she lives.

Take care of your doll-baby, little girl. It is one of the world's most precious playthings.

The security that springs from love is the very heart of our living. It is a privilege known only in a country such as ours, where men and women are free to work for it.

And when we live up to the privilege of taking care of our own, we also best take care of our country. For the strength of America is in its secure homes all joined in a common security.

Let America's security be found in *your home!*



Saving for security is easy! Read every word—now!

If you've tried to save and failed, chances are it was because you didn't have a *plan*. Well, here's a savings system that really works—the Payroll Savings Plan for investing in U.S. Savings Bonds. This is all you do. Go to your company's pay office, choose the amount you want to save—a couple of dollars a payday, or as much as you wish. That money will be set aside for you before you even draw your pay. And automatically invested in Series

“E” U.S. Savings Bonds which are turned over to you.

If you can save only \$3.75 a week on the Plan, in 9 years and 8 months you will have \$2,137.30. If you can save as much as \$18.75 a week, 9 years and 8 months will bring you \$10,700!

U.S. Series “E” Savings Bonds earn interest at an average of 3% per year, compounded semiannually, when held to maturity! And they can go on earning interest for as long as 19 years and

8 months if you wish. Eight million working men and women are building their security with the Payroll Savings Plan. For *your* family's sake, how about signing up today?

If you want your interest as current income, ask your banker about 3% Series “H” Bonds which pay interest semiannually by Treasury check. An excellent investment.

The U.S. Government does not pay for this advertisement. It is donated by this publication in cooperation with the Advertising Council and the Magazine Publishers of America.



about people of the railroad

Trans-Missouri Division

WEST

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

Mrs. Frank Merrifield, a former resident of Miles City, died suddenly in Los Angeles last month. Her husband, a locomotive engineer, was killed in the Saugus wreck many years ago.

Automatic warning signals have been installed at Seventh Street, Woodbury, and Montana Avenues in Miles City. The new signals are designed to give protection to traffic crossing the main line and side tracks on those streets.

William F. Kelly, 68, locomotive engineer, passed away at a Miles City hospital Aug. 26. He had been hospitalized since mid July. He was born Sept. 1, 1885 and came to Miles City in 1907. Survivors include a daughter, a son, two brothers, two sisters and three grandchildren. Solemn high mass was celebrated at Sacred Heart Church and burial was in the family plot in Calvary cemetery, with Earl Hogan, Jack Riley, Martin Walsh, Joe Doyle, Bill Siegel and Dan Brady as pallbearers.

Betty Carter, daughter of Mr. and Mrs. Dan. W. Carter, became the bride of Eugene O'Brien, son of Mr. and Mrs. Claude O'Brien, recently in a ceremony at Sacred Heart Church.

Now living in Duluth, Minn., are Mr. and Mrs. Arne Reini. The bride is the former Martha Ellen Montayne, daughter of Mr. and Mrs. C. A. Montayne of Miles City.

Mrs. Albert Shear of Mildred, Mont., passed away recently at a Miles City hospital after a long illness. Her husband is employed by the railroad at Mildred.

Word has been received of the death of Victor Newman at Galen, Mont. He entered the employ of the Milwaukee in 1908 and worked until 1928 when he became marshall at Terry, Mont., which post he held until 1949.

As this news goes in, approximately 95 per cent of the residents of Custer County have been X-rayed by the Montana chest X-ray survey mobile units operating in this area.

EAST END

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

Mr. and Mrs. Verne Cotton of Whittier, Calif., were called to Miles City by the death of Mrs. Cotton's son, John Shields. Funeral services were held in Miles City Sept. 24.

John Rode, retired pumper, and wife of Kirkland, Wash., stopped off in Mobridge to visit old friends en route home from a trip to Chicago.

Signal Supervisor R. R. McConahay has been transferred to Perry. The office at Mobridge has been closed and this territory will be under the supervision of the Miles City signal department.

Section Foreman John Taukof of Scranton who was ill for some time is back on the job.

During Cashier Roy Owens' vacation his position was filled by Myrel Dokken.

Section Foreman G. Poulos of Baker, who had been with the Milwaukee since 1915, retired Oct. 1.

While Engineer Edgar Miller and wife were taking Edgar Jr. and Gene Steinecker to Rapid City to enroll the boys in the School of Mines, they met with an auto accident near Belle Fourche in which Mr. Miller sustained a broken arm and shoulder. He was in the Belle Fourche hospital for some time, but has since been recuperating at his home here.

Dan Cupid has been busy among our operators here. Leslie Imbery was married recently to Miss Lorna Volk of Bismarck, and A. N. Kast to Miss Shirley Bieber.

The recent marriage of Mrs. Sam Hunter of Rapid City and Bert King, retired engineer, was followed by a trip to Denver. They will make their home in Rapid City.

Brakeman Jim Heil was married to Miss Kathryn Lindeman on Sept. 12.

The roundhouse force has been reduced to two working foremen, W. H. Klucas as day foreman and Ervin A. Schueler as night foreman.

Mrs. Lily Anne Nylen has returned from Minneapolis where she underwent eye surgery.

Martin Hettle, retired water service foreman, has left the sanitarium at Hot Springs, S. D., and is back at the St. Paul Hotel in Miles City.

Miss Marion Riddell, daughter of Conductor Riddell, has enrolled as a freshman at the State College at Brookings.

Engineer Louis Madsen and wife enjoyed a few days' hunting in the Black Hills and got their antelope.

Carl Schneider, retired conductor, who underwent an operation at the Providence Hospital in Seattle, is convalescing and will soon be home.

Conductor L. W. Schiefelbein and wife attended the centennial celebration at New Lisbon, Wis., Sept. 10.

Trucker John Baun, with his daughter and son-in-law, Mr. and Mrs. Walter Haefner of Minneapolis, spent a vacation in Glacier Park and Spokane, then took the ocean drive to Woodland, Calif., and on to Sacramento, Lodi, Stockton, Salinas and Santa Cruz. They returned via Yellowstone National Park, the Big Horn Mountains and the Black Hills.

A son born recently to Special Officer Alfred Holsten and wife has been named Milo Ray.

Due to the reduction of forces, Special Officer George Swanton has been taken off.

Car Clerk Larry Hourigan and wife spent their recent vacation in North Dakota and touring the Black Hills. Mrs. Hourigan is now attending Teachers College at Aberdeen to get her master's degree.

Trainmaster L. H. Walleen was called to Ellendale by the death of his father who passed away Sept. 21. His father was the Milwaukee agent at Ellendale.

Chicago General Offices

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Sympathy is extended to the family of Anthony Ficht, who passed away Sept. 11. Tony had 34 years of service with the Road.

John Bulczack, formerly of the machine room and now in the service of Uncle Sam,



MOBRIDGE VETS. This party from Mobridge, S. D., was spotted at the veteran employees' reunion on Sept. 2, killing a little time in the park next to the station at Wisconsin Dells, where the vets went on the second day of the reunion. Watching the crowd pass by are, from left: Conductor L. W. Schiefelbein and Mrs. Schiefelbein, Mrs. Dora H. Anderson, retired cashier and Milwaukee Road Magazine correspondent for the east end of the Trans-Missouri Division, Mrs. L. W. Clark, Mrs. Hewitt Patten, Conductor L. W. Clark and Engineer Hewitt Patten.



THE KLEMMERS. Mr. and Mrs. Hans Klemmer are shown as they cut their wedding cake at the reception following their marriage at the Church of the Immaculate Conception in Elmhurst, Ill., on Aug. 28. Mrs. Klemmer, the former Florence Santeju, is employed in the office of assistant to vice president—personnel, Chicago, and Mr. Klemmer is in the treasurer's office. The marriage of the popular couple was attended by a number of Milwaukee Road people. They are making their home on the north-west side of Chicago.

was married at St. Josephat's Church Sept. 25. Milton Foreman, supervisor of the machine accounting office, sang at the ceremony.

On Sept. 4 Dennis Slodoway was married to Cynthia Schmid at St. Paul of the Cross, Park Ridge, Ill. Bill Slodoway of the auditor of station accounts and overcharge claims office is his proud father.

John Flickinger reports that his son Bob has made the St. George football team. Bob spent a summer working here for the Road.

Betty Howard, ace photographer of the key punch section, is beaming over her prize entry in the Brookfield Zoo photography contest. Her prize picture was that of a python.

Helen Matros recently became the grandmother of a baby boy.

Charlie Kleeman, traveling auditor, is at home convalescing from an operation.

Kathleen McArdle is on a vacation and extended leave during which she is touring several European countries, including France, Switzerland and of course Ireland. Harlyn Hansen reports they're still not wearing shoes in them thar Smoky Mountains of Tennessee. Helen Gloeckner also went to the Smokies, to see the trees in their fall splendor. Mr. Trout reports a wonderful time in Washington, D.C., and the Smokies. Josephine Fisk spent her vacation visiting her brothers in Phoenix, Ariz., and Los Angeles, Calif.

We welcome the following new employees: Janet Wolf, Don Williams, Rich Bradley, Ocie Powell, Mildred Newell, Leroy Shermoske, Donald Ahbinanti, Thelma Doyle, Donald Kelley, Donald Papan, Irene Julian, Earl Essig, Maria LaPiana, Marine Peterson, Harriett Spira and Santo Garlo.

PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent
City Ticket Office

From Passenger Rate comes the regretful news that Roy Huntsman, cashier and former Magazine correspondent for the passenger department news, passed away suddenly Sept. 17 in Placerville, Calif. His death was attributed to a heart condition. A lot of us will miss Roy, for he had the talent of being able to imbue the most routine aspects of living with an incredible degree of enthusiasm and zest. Although his last association with our road dated from World War II, he started as a ticket seller on Feb. 1, 1905, in the city ticket office, then located in the Marquette Building on Adams Street. Before that he had been with the Canadian Pacific passenger office in Chicago. Roy left the Road in 1911 and the succeeding years found him in the freight side of the traffic business and eventually in real estate. Before rejoining the Milwaukee he was also with the Georgian Bay line in Chicago. Funeral services for Roy were held in LaPorte, Ind. He is survived by his wife, a son and daughter and several grandchildren, and by his mother.

The reservation bureau passes along this boy-gets-girl item: October 23 will be the big day for Reservationist Arden Sundheim, who will wed Jane McCaskey of the Pennsy reservation bureau. The setting will be the Graham Taylor Chapel of the Chicago Theological Seminary, after which the Sundheims will live on Sedgwick Street, on the near-north side.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Myrtle Cook and Ronald Petonen were married Sept. 18 at Lutheran Memorial Church, followed by a reception and dinner at the Fireside Restaurant. The young couple honeymooned in Canada.

Bob Chessman, who recently celebrated his 78th birthday, spent his vacation painting his home in Roselle, Ill.

Marie and Ed Lourent vacationed in the Smokies, followed by a family reunion in southern Illinois.

Gus Rohde is back to work after a long illness. Sam Weinstein is still ill at this writing, but coming along fine.

Cele Koob spent her recent vacation in Canada. The Melecks drove to Washington, D. C.

OPERATING DEPARTMENT

W. R. McPherson, Correspondent
Asst. to General Supt. Transportation

According to the following items it looks like this is new home month:

Deerfield is going to lose one of its leading citizens. George Harder of the vice president's office is moving to a new home he has built in Park Ridge.

Ted Livas and George Grudnowski, both of the general manager's office, bought new homes in Roselle and Elgin, respectively.

Quite a contest is on in the transportation department as to whether the Illinois or Milwaukee Division district is the best place to live. The latest score is an even seven a piece, with Vern P. Sohn buying a new home

and moving to Northbrook where, we understand, there will be plenty of grass to cut.

Mrs. Grace Manning, one of our most accommodating telephone operators, died suddenly on Oct. 5, after a stroke suffered a few days previously. She had been on the extra board since October, 1945. Mrs. Manning, widow of the late OI Manning, is survived by her daughter, Mrs. Evelyn McCune of Lansing, Mich., five grandchildren, two sisters and a brother. Funeral services were from St. Catherine of Sienna Church.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Jack Jennings and wife are rejoicing over the birth of a son, Thomas Patrick; Margaret Thiede and husband over a son born Sept. 24.

Art Petri and Art LaRue were both presented with new grandchildren recently.

We welcome Fred J. Janisch, rate clerk, who transferred from the freight auditor's office; Charles J. Duncan, office boy in the central station accounting bureau; L. D. Heidemann, to our record room; and Maurice O'Mahoney in the relief claim bureau. Maurice is from Rockchapel, County Cork, Ireland.

Sympathy is extended to the family of Charles Gardner upon his death; also to Carl Anderson, retired claim investigator, on the death of his brother.

R. J. Hopkins, traveling auditor with headquarters at Minneapolis, is confined to the Eitel Hospital at this writing, due to a heart condition.

Lawrence Fancher and Lorraine Montori exchanged marriage vows at St. John Bosco Church Sept. 11. A reception was held at the Tally Ho restaurant in Park Ridge. Marjorie Travis of the central station accounting bureau is now Mrs. Nielson. Wedding bells rang for William P. Ptack of the suspense bureau and Patricia Walter of the freight auditor's office Oct. 2.

Employees of this office were very happy to receive a visit recently from a former co-worker, Alvin L. Hills, retired claim investigator, and his wife, from San Antonio, Tex.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

A welcome is extended to George Sunagel, Ervin Zielke, Donald Peck and Henry Starzec. Congratulations, also, to George Ryan, Don Devitt and Edward Deutschlander on their recent promotions.

Gladys and Al Hehl have moved to their new home in Long Lake; Clarence Johnson to Park Ridge.

It is with deep regret that we report the death of Paul L. Reimers, retired mileage clerk, on Sept. 7. Interment was at Elgin, Ill.

Our sympathy goes to Clara Meyer on the death of her father Sept. 10, and to Robert Prescott on the loss of his mother Sept. 13. Josephine Fini is wearing a beautiful diamond.

Richard A. Staib and Arlene Schultz were married Oct. 2 at St. Alphonsus Church.

We are happy to have Hattie Kosen back after her long stay at home with a broken wrist.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Fred Meier who had been with us for four years, resigned on Sept. 9, and was married on Sept. 11. He will enter school to study restaurant management, having been a mess sergeant while in service.

Louis Skibici resigned on Sept. 24 to take other employment.

Another fine trip is reported by Martha Streit and Jean Izdebski who took off Aug. 27 for New York City where they enjoyed such sights as the boat trip to the Statue of Liberty, the United Nations and Empire State buildings, Chinatown and other attractions.

Our new office girl is Mary Alice Green who has taken over the duties of Marla Kruse, who was assigned to other work.

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

Assistant Engineers I. V. Wiley and Matt Lewis joined up with Retired Assistant Engineer Charles Kuchel and took in the veteran's convention in Milwaukee. They especially enjoyed the trip to Wisconsin Dells and are looking forward to the next veteran's meeting in Chicago in 1956.

P. G. Savidis, retired office engineer, of Orlando, Fla., visited with us recently. He and Mrs. Savidis drove up to call on friends and relatives in this part of the U.S.A. They planned on driving to Massachusetts from here and then south along the Atlantic seaboard back to Florida.

Fifteen men from our department took part in the Booster Club golf tournament at White Pines near Bensenville on Sept. 25. Mr. Christianson won a set of steak knives and Bob Bost won a share of the "blind bogey." Burt Johnson and Ken Clark won too, but didn't get any prizes from the Booster Club.

Roy Zechlin was in to say "hello." Uncle Sam has bade him farewell. Roy practically adopted an orphanage in Korea and Helen sent many packages with medication, vitamin pills, etc. which the orphanage needed. Roy looks good and Helen is walking around with that sparkle in her eyes again.

Daniel Terrence, born Sept. 10, is making it a threesome at the Fitzgeralds. His mother, (Barbara Brawley) formerly worked in the signal department as secretary to Mr. Glosup.

Mr. Klien, one of the new men in the signal department, comes to us from Austria where he was employed by the Austrian Federal Railways. He was born in Liezen and worked in Vienna, which is a sectorized city similar to Berlin. Mr. Klien waited five years for his visitor's visa and arrived in this country in January.

Another new draftsman is James L. Frohmader, who came to us from one of our signal crews. The former signalman just recently became engaged to a girl from his home town, Camp Douglas, Wis.

After 10 years of service in the signal department, Jayne A. Malchow has left to work for a firm in her home town of Oshkosh, Wis., and live with her family there.

Harold L. Pitner, assistant engineer with headquarters in Chicago, retired Sept. 30. Mr. Pitner was graduated with a degree in civil engineering by Cornell University in

October, 1954

SEND-OFF. Tony Babiarz, PFI man at Bensenville, pictured at an office send-off when he left recently to work for the URT company. Seated, from left: John Dominick, Joe Olszewski, former PFI now a Chicago policeman, and George McCamant, CPRGMS accountant. Standing, from left: Ray Melzer, Jim Brown, Mr. Babiarz, Lloyd Guthrie and Gene Valerugo.



TRANSFERRED. T. J. Hanlon (left), supervisor of signals and communications at Perry, Ia., receives a farewell gift at a party given in his honor in connection with his transfer from Perry to Milwaukee, where he has occupied a similar position since Oct. 1. Assistant Superintendent R. W. Riedl is shown making the presentation on behalf of the 50 fellow employees attending the dinner at Perry.



MR. AND MRS. A wedding-snapshot of Harriet Isaacson, daughter of Dispatcher E. M. Isaacson of Sioux City, and Richard W. Strand of Hampden, Mass. The newly-married couple are making their home in Minneapolis where Harriet is an X-ray technician and Mr. Strand is with a realty company.

GIFTED. Gertrude Essig Grubner, mileage clerk in the office of the auditor of equipment accounts, shown admiring the gifts presented to her when she retired on Sept. 10. Mrs. Grubner was leaving the railroad after 19 years of service in the Chicago accounting department.



LAST RUN. Terre Haute Fireman Edwin Sewell and the Hulman Street yard crew who were on his last trip before retirement. From left: Brakeman M. Wilkinson, Conductor G. Thompson, Engineer L. A. White, Mr. Sewell and Brakeman W. Jordan. Mr. Sewell is a veteran of 36 years of engine service.





THE RAILROAD ON PARADE. The float entered by A. P. Shaltanis, agent at Freeman, S. D., in the parade which was a highlight of the city's recent 75th anniversary celebration. Freeman, with a population of just under 1,000, drew over 5,000 for the spectacle. Agent Shaltanis, who was general chairman of the planning committee, built the float in his spare time.

1913 and started with the Road's engineering department in Spokane in April, 1926. He had worked at Miles City and at Savanna before transferring to the general offices in Chicago in 1938.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

FIRST DISTRICT

Extra Operator Francis Haasch was released from military service Sept. 29 and has resumed work.

Visitors to the assembly of Great Lakes Shriners at Columbus on Sept. 17, 18 and 19 included the following division employes: Dispatchers H. L. Martin and H. C. Cone, Conductor C. E. Strube and Agent M. A. Grenning.

Agent L. M. Oskins of Franksville, who has been ill, resumed work on Oct. 4.

Timekeeper Lou Knoebel took a motor tour through central and eastern Canada, doing general sightseeing and making stops at some of the religious shrines in the territory.

THIRD DISTRICT

M. P. Draeger, who has been a clerk at Beaver Dam since 1946, has been appointed freight service inspector on the Second District.

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

While being a grandfather is nothing new to Henry Rudd, this time it's a grandson. Bill Wire, of the traffic department, is the proud father of another boy.

George Keenan, freight office employe on leave of absence for military service, will be discharged Oct. 22 and married on the 23rd.

Vacation news: Amy Richard of the freight office went to Worcester, Mass., to visit relatives, and Martha Osbloom, also of the freight office, to visit relatives in Bellingham, Wash. Myrtle Henry, traffic department, went to the Smoky Mountains in Tennessee, and Ruth Miller to Seattle.

ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent
c/o General Agent

On Sept. 13 a little girl, Margaret Ann, was born to Mr. and Mrs. Bill Murley. And the following two weeks found Bill "vacationing" at home with his other four youngsters.

Maryln Quinlan, oldest daughter of George Quinlan, G.A., entered the convent of the Sisters of Charity of the B.V.M. at DuBuque recently.

Tony Demmers of the rip track and his wife viewed some of the most beautiful scenery our country has to offer on a recent motor trip through the Black Hills, Big Horn and Rocky Mountains, and Yellowstone Park. O. D. Wolke of the roundhouse went to Seattle and had a wonderful time vacationing with his son out there.

Something that will probably never happen again in my family took place recently. A family reunion was held at Kimball, Minn., and five babies from our family were baptized that day.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

A wonderful vacation was enjoyed by Miss Ella Siegler, personal stenographer, in Los Angeles and the surrounding area. She visited many interesting places, from the home of friends now living in California.

Carman Richard Conley is rejoicing over the arrival of a baby girl at his home in Aberdeen last month. Richard had been working temporarily at Minneapolis following a layoff at Aberdeen.

Arthur E. Evans, machinist, retired Sept. 17, and Machinist Helper Henry Strunk retired Sept. 1, both with over 30 years of service to their credit. Carman Helper Valentine Stasik, of the coach yard, retired recently with 34 years of service.

John Holubka, retired locomotive boiler-maker, passed away Sept. 11; Edward Schwenke, retired machinist on Sept. 9.

Local Chairman Henry J. Myrtvedt attended the Carmen's convention in Los Angeles Sept. 6 through 15. His wife joined him there after the meeting and they enjoyed sightseeing around L. A. and also visited Tijuana, Mexico.

Chief Clerk Charles Laird and family are nicely settled in their new home near Lake Nokomis.

Fred Berglund who retired as a machinist on June 18 has been presented with his Gold Pass, in recognition of more than 50 years of Milwaukee Road service.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House



Sharon King

Sharon King, daughter of Yard Conductor Martin King, had the honor of being chosen queen of the 27th annual Payne Avenue Harvest Festival last month. Sharon is a secretary for Field-Schlick and was selected by the St. Paul Unico Club as its candidate from the Helen Stefan modeling school. For the next year she will be known as "Miss Payne Avenue" and among other honors will represent the Payne Avenue Business Association as its princess in the St. Paul Winter Carnival.

Neal Johnson, our demurrage clerk, transferred to our commercial office in Minneapolis Sept. 1. Jim Olding, of the yard office, was assigned to the car booking desk here to fill the vacancy, and Robert Bruth moved up to the demurrage desk.

LaCrosse & River Division

SECOND DISTRICT

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

The recent retirement of A. O. Sundet as agent at LaCrosse was marked by a dinner at the LaCrosse Country Club, with Superintendent L. W. Palmquist serving as master of ceremonies. He was presented with a television set by LaCrosse railroad associates and shippers. Mr. Sundet had been with the Road 47 years, starting as a telegrapher at Scofield and subsequently working as agent-operator at Merrill, Minocqua, Tomahawk and Wisconsin Rapids. He had been agent at LaCrosse since Dec. 1, 1937.

Edward Hurley, agent at La Crescent, was one of the 50-year veterans who received Gold Passes early this month. He has been in Milwaukee Road Service since Mar. 9, 1903.

THIRD DISTRICT

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

Funeral services were held at Wausau for "Del" Warner, 77, retired train dispatcher, who passed away at his home in Wausau on Sept. 19, following a long illness. Masonic rites were conducted. Pallbearers were L. G. Fredrick, Paul Jensen, C. E. Shaft, Howard C. Parker, H. M. Balgord and E. E. Hazelwood.

Conductors Neal Davis and Dan Kallies are to be congratulated on being the proud

The Milwaukee Road Magazine

fathers of recently born sons.

Earl Hazelwood has joined the rank of "grandpas," a baby boy having arrived at the Roy Hobeck home. Mrs. Hobeck is the former Phyllis Hazelwood.

Car Foreman Alex Sawdy is back at work after a vacation spent "resting" in his new home at Tomahawk.

Engineer and Mrs. Charles Conklin have returned from a month's visit with their son-in-law and daughter at Shelton, Wash. Engineer Maurice Nelson chose Canada for a vacation trip with his family, and Conductor W. J. Hayes was in Miami, Fla., attending the B. of R. T. convention. Ticket Clerk and Mrs. LaRue Frazier will spend their vacation with their son in North Carolina; also some time in Washington, D.C.

Announcement has been made of the recent marriage of Trainman Roland Weege and Janet Heise of Merrill. The young couple will reside in Merrill for the present.

Announcement has been made of the approaching marriage of Agent M. L. Lepinski, Pittsville, and Miss Mary Breitenstein of Knowlton.

St. Michael's Catholic Church in Wausau was the scene of a lovely wedding when Miss Josephine Gajewski became the bride of Conductor Raymond D. Myszka. The wedding breakfast, reception and dinner were held at the VFW clubhouse.

Herb Cleveland, retired agent, stopped at the office recently to say "hello". He and Mrs. Cleveland were returning to Berlin, where they make their summer home. They plan to spend the winter again in Long View,

Tex. John Steele, retired agent, and wife were also recent visitors. They also plan to return south for the winter, Florida being their choice.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Miss Shelleah Williams, former secretary in the office of assistant to general manager, was married Sept. 23 at the University Methodist Church to Jesse T. Conn. Mr. Conn was until recently an engineer in our electrification department and is now with the City Light Company.

Andy Winberg, clerk in the reservation bureau who recently returned to the Road after a year's absence spent in studying with the Pasadena Playhouse, has accepted a fine offer with the playhouse in T.V., so we lose him again. Andy is a graduate of the University of Washington and also studied drama at the Cornish School in Seattle for two years.

Mrs. Ann Hensel, steno in the freight claim department, returned to work Sept. 20 after spending a vacation visiting in Wisconsin, Minnesota and Montana. Miss Leona Murphy, telephone operator in the general offices, also vacationed in September, stopping in Butte, Los Angeles and Portland. Mrs. Bernice Campbell, clerk in the personal record bureau, spent her vacation in Denver, Colo., with relatives.

In the rose-growing season just ended, Wesley R. Nelson, assistant engineer on the

Coast Division, walked off with all the major prizes of the Northwest District Rose Show. The event, which is sponsored by the American Rose Society, brought competitors from all parts of Washington, Oregon, British Columbia and Idaho. Mr. Nelson's prizes included the Hershey Bowl, a national award from the Hershey estate in Pennsylvania, the McFarland District Trophy and the Schoen District Director's Trophy. To win all three is extraordinary by any standards.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

Switchman John Stilz is on leave on account of illness. He underwent surgery but is now home feeling fine, and ready to work soon, he says.

A baby girl was born recently to Mr. and Mrs. Dean H. Jessup—Mr. Jessup is a brakeman working out of Spokane.

Sympathy is extended to Car Clerk D. B. Sharpe on the sudden death of his father Sept. 13; also to Henry Harris, whose son-in-law was stricken fatally with polio in Texas, where he was stationed with the Navy.

C. F. Allen reports that he attended the meetings of the Retired Employees Club and of the Puget Sound Pioneers Club recently.

L. J. Setchell, formerly of Harlowton, took over the duties of agent-yardmaster at Spokane Oct. 1, following the retirement of J. Z. Ramsey. Years back Mr. Setchell was also



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 G. S. Turner

Mr. Ramsey's successor as agent at Denton when Mr. Ramsey was appointed agent at Lewistown.

On Oct. 1, M. Sevedge of Austin, Minn., became superintendent of the Idaho Division. Mr. Herzog has been transferred to Butte.

Mr. and Mrs. Earl Walters (retired round-house foreman) are leaving Spokane to spend the winter at La Jolla, Calif. If the location is what they are looking for, they will make their permanent home there.

I & D Division
SECOND DISTRICT

Fay Ness, Correspondent
 Superintendent's Office, Sioux City

At the September potluck meeting of the Women's Club it was voted to extend an invitation to hold the 1955 district meeting in Sioux City in May.

Engineer Earle B. Hansen, 56, who retired in August, 1949 on account of disability, died Sept. 1 at a rest home in Torrance, Calif., where he had been a patient for several months.

Harold Schmidt, 34, agent at Gayville, died in Sacred Heart Hospital at Yankton Sept. 15 after a brief illness. Death was attributed to sleeping sickness. He is survived by his wife Margaret and two children, Michael, 4, and Pamela, 2, his parents and several brothers. Mr. Schmidt was an Army veteran of World War II. He started with the Road in December, 1945 as a student telegrapher at Kaylor and had been at Gayville since June, 1950.

William J. Horner, retired carman, 74, died in Omaha while changing trains there on Sept. 24. He was employed as a carman at Sioux City from 1919 to his retirement in 1948.

E. E. Bastedo, 57, formerly carman at Sioux City, died Sept. 23. Burial was in Sioux City from Sacred Heart Church. He was a veteran of World War I and a member of the American Legion.

Dispatcher Don Friedenbach is recuperating at his home at this writing, after an emergency appendectomy in a Sioux City hospital.

August Weiland, sectionman at Yankton, aged 79, retired Sept. 1—his second retirement. He started with the Road at Marion Jct. in 1891 and later served as foreman at Platte when the branch line was built. He was subsequently at Parkston and yard foreman at Yankton from 1906 until 1946, with the ex-

ception of summers spent as extra gang foreman. He retired in 1946 but grew tired of being idle and returned to work as a sectionman in 1947, working steadily until his retirement on Sept. 1. He is the father of three sons, including Elmer A. Weiland, an engineer on this division, and of five daughters. The Weilands make their home in Yankton.

Iowa Division
EAST END

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

Retired Superintendent O. A. Beerman and wife vacationed in the Black Hills, the Bad Lands and Estes Park during September.

Mrs. W. E. Cooper, wife of retired round-house foreman, is a patient at the University hospital in Iowa City at this writing.

Mrs. C. E. Curtright, wife of Clerk C. E. Curtright, and Yours Truly's daughter underwent surgery recently in St. Luke's Hospital, Cedar Rapids.

Rau Burke, clerk in Cedar Rapids, is confined to the Oakdale, Ia, sanitarium.

The L. R. Boettchers' son Chandler left Sept. 21 for Denver, Colo., to enter Denver University.

Mr. and Mrs. Verto Reichert were in Chicago for the social activities in connection with the wedding of their daughter Muriel, who was married Sept. 4 to Emil Iverson, Jr. at Holy Name Cathedral. The bride was given in marriage by her father, and her sister Helen Irene served as maid of honor. Following the wedding, Helen Irene left for Victory Noll, Huntington, Ind., to enter the convent of Our Lady of Victory. The members of this order do missionary and social welfare work in the United States.

Leroy Blackledge, a former Marion resident and a retired Milwaukee employe, died on Sept. 7 at a Cedar Rapids nursing home, following a long illness. He was born in Seymour, Ia., on Oct. 17, 1878. For many years he was ticket agent in Marion. Interment was in Oak Shade cemetery, Marion.

Mrs. N. J. Gorman, wife of dispatcher, was a member of the nine-hole champion golf team of the Elmhurst Country Club the past season.

R. J. Demers, the relief agent who went to Granger when J. D. Shippey took his vacation, was in an automobile accident Aug. 28. He sustained injuries which kept him from work for several weeks.

Mrs. Oscar Woolson, wife of retired west division brakeman, died at the family home in Perry Sept. 5. Mrs. Woolson, who was 77, had been in poor health for some time. Burial was at Carson, Ia.

Frank Dow, retired conductor who made his home in Perry for many years, moved to Des Moines Sept. 1 to live with his sister. His health has not been good for some time.

Mrs. William Crabb of Madison, S. D., widow of a former Iowa Division roadmaster, suffered a cerebral hemorrhage while visiting in Coon Rapids in September. She has since returned to her home.

Seymour Brown, retired engineer who had made his home in Perry most of his life, sold his home to James McClellan, Milwaukee lineman, and left in September for Oak Ridge, Tenn., where he will live with a niece.

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PROMPT AND EFFICIENT SERVICE



HIAWATHA CONDUCTOR RETIRES. Finishing his last trip of 52 years and five months of service at Sioux City on Sept. 1, Passenger Conductor E. J. Cussen is shown (center) alongside the Midwest Hiawatha with Superintendent P. J. Weiland and brakeman C. M. Belknap. He started as a caller and yard checker in 1902 and had been in train service since 1906. With Mrs. Cussen, he is moving to El Cerrito, Calif., where he has a boat standing by for a lot of fishing.

Mrs. W. G. Hollander, wife of a Manilla yard section man, died recently following a short illness.

Mrs. Anna Bender, mother of Leo Bender, a Milwaukee car repairer, died recently at her home in Perry.

Conductor Harold Lientz of the middle division has a grandson. The baby was born in a Des Moines hospital recently to Mr. and Mrs. Roger Lientz.

Perry Chapter of the Women's Club resumed activities Sept. 3 following the summer vacation by having a family potluck supper. The director of special services at the Woodward hospital and school gave an interesting talk on the school's activities and the Happy Harmonizers, a group of boys from the school, gave a musical program.

William Sheets, boilermaker who was laid off in the force reduction at the Perry roundhouse, left recently for De Kalb, Ill., where he has temporary employment. The day after he arrived, he received word of the birth of a son to Mr. and Mrs. Frank Smith of Sacramento, Calif. The lad, named Frank William, is his first grandson. He is also a grandson of Mrs. Viola Ranes of the Perry force.

Brakeman W. R. Lindell, who is on leave while serving with the Navy, came from Corpus Christi recently to visit with his grandparents, Mr. and Mrs. Harry Boyens of Perry.

Mrs. Catherine Walker, who had made her home with her son-in-law and daughter, Mr. and Mrs. Fred Sies, in Perry for the last 17 years, died in a nursing home in Perry Aug. 29. She had suffered a broken leg in a fall. She was 85 years of age.

Fireman Ernest Rumley and wife are the parents of a son born recently in the new Dallas County Hospital in Perry.

Ensign Gerald Jensen, who graduated recently from Iowa State College at Ames, left in September for San Francisco where he will be assigned to two years' service in the Pacific area. His wife, who is also a graduate of Ames, will teach in the Dawson school this year.

James Santee, son of Conductor L. R. Santee of the Des Moines division, was married Sept. 12 at the Christian Church in Perry to Betty Schippers, whose father was for many years a Perry shops employe. The young couple will live in Perry.

D. H. Houghtaling, for many years an agent on the Des Moines division, died in Trinidad, Colo., in August. He had been on leave of absence for some time before his retirement, on account of ill health. His last work was as agent at Webb.

Miss Abbie Stout, sister of Engineer Charles Stout, died recently at her home in Des Moines. Burial was at the former home in Minburn.

Engineer Oliver Jensen has his first grandson. The baby was born Sept. 18 to his son-in-law and daughter, Mr. and Mrs. Hugh Pickens of Houston, Tex.

COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent
Perishable Freight Inspector

Jim Berner, relief operator at the east yard office in Council Bluffs and Manilla, passed out cigars to celebrate the arrival of No. 1 son, James Edward, on Sept. 8.

Car Inspector Russell Anderson is back on the job after a vacation spent in and around Los Angeles. Russ was also a member of a party which went to Chicago to see the White Sox and Cleveland Indians play baseball. Others in the party were Clerk Agnes Kinder and husband, Carman Eddie, Max Eckert of the store department and wife, and Switchman Fred Dunnaw.

Your correspondent and wife took a motor vacation trip, visiting friend in Iowa and Missouri, and touring through the mountains of Colorado. We got our biggest thrill crossing the Royal Gorge bridge, 1,043 feet above the Denver and Rio Grande and 1,055 feet above the Arkansas River, and riding the incline car to the bottom of the gorge. We also stopped off at Abilene, Kans., and went through Ike's boyhood home.

Car Inspector George Wehrhan retired Sept. 30 after 44 years of railroad service. George started with the Milwaukee in 1910, went to the Union Pacific in 1918 and returned to the Milwaukee in 1922. About 20 years of his service was spent on our interchange track at the U.P. transfer. He plans to take it easy now, and do some fishing.

Operator Clifford Klein is the new operator at the east yard office, replacing Bill Hamilton who is now agent at Defiance.

Operator Paul Karr is working first trick at the east yard office while Floyd Lacey is a patient at the Iowa City Hospital.

Then there was the statistician who was drowned trying to wade across a river with an average depth of 3½ feet.

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Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Agent E. W. Stewart of Danvers, who has been on the north line for several years, is taking over the agency at Two Dot on the main line.

Agent Vern Tronnes of Great Falls yard bid in the second trick at Lewistown, displacing Bill Baumgartner.

Agent Joe Shannon's daughter of Coffee Creek was brought to the Lewistown hospital for an emergency operation.

Agent Don Short of Three Forks displaced Agent Don Samuel at Moore. Agent Samuel is going to Spokane College under the G.I. Bill.

B&B Foreman Bob Reighard is busy making the changeover of depots, and plans to have the new depot in the freight house completed before winter.

Rudy Parac, son of Sectionman Joe Parac, was married to Gwen Rambo Sept. 26 in St. Leo's Catholic Church. Rudy works for the state highway, and they will make their home in Lewistown.

Fireman Anthony Valach was married to Patricia Baker Sept. 26 at the Presbyterian church. Mr. and Mrs. Valach will make their home at 416 W. Morase Street.

Roadmaster Tony Spatafore was invited to the trap shoot at Harlowton and walked away with two turkeys and a ham. Tony was raised in the pheasant fields of South Dakota, so that accounts for his good shooting.

I & S M Division

Erle Jorgensen, Division Editor
Office of Agent, Austin, Minn.

Henry F. Belling, retired coaler, passed away Sept. 3 at Chandler, Minn. He is survived by his wife and one son, W. C. Belling, who is agent-telegrapher at Good Thunder, Minn.

Section Laborer Hugh E. Monroe passed away in his sleep Sept. 5 at Fountain, Minn. He last worked with the Lanesboro section and had also worked as a relief foreman, having been with the railroad since Mar 1, 1917.

Section Laborer August Fieldmeir has been granted a six-month leave of absence from his duties at Austin to undergo surgery.

Harvey M. Peterson, roadmaster's clerk, underwent surgery at St. Olaf Hospital Sept. 20 and at this writing is on the road to recovery at his home in Austin.

Mrs. Bess Campbell was appointed agent at Matawan and F. J. Olson agent at St. Clair. R. H. Gass was appointed temporary agent at Matawan until Mrs. Campbell can take charge.

We welcome back Superintendent W. J. Hotchkiss, who was superintendent on this division from 1939 to 1942, when he left for military service. Superintendent M. T. Sevedge, who was transferring to Spokane, was honored by 65 friends and co-workers at a gathering at Austin. Trainmaster N. W. Soergel was toastmaster. Other speakers included General Superintendent F. R. Doud, Superintendent R. F. Fairfield and former Superintendent R. C. Dodds. Also present were H. H. Sass and Ed Filton of the G. A. Hormel Company at Austin.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

Sorry to report that Bob Helton, retired night operator of Sturtevant, Wis., is bed-fast after a heart attack. His friends have been sending cards, letters, flowers and fishing plugs (the plugs for when he is up again and at his favorite pastime), and all help the days to pass faster. As this goes to press Bob has about four to six weeks more ahead of him, so how about a card? Just address him at Sturtevant, Wis., and he'll get it.

While on a vacation, Gail, the daughter of Train Clerk Wally Grosnick, was badly

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DOG OF PARTS. This beautiful German shepherd is the favorite playmate of little Sally Melzer, daughter of Ray Melzer, perishable freight inspector at the Bensenville yard. The dog belongs to the owner of a gas station in Morton Grove and is letter perfect in his part of "playing gas station" with Sally, even to wearing glasses and trotting after her with a basket.

burned with boiling water and rushed to Doctor Kates', of "This Is Your Life" fame, hospital at Woodruff, Wis. She has since returned to school without any scars to show for the accident, a very lucky little girl.

Yard Clerk George Cornille and wife have just returned from a vacation through the Southwest, up through California to the northwestern states, and to Vancouver. Only one thing wrong; "Vacation wasn't long enough." Night Chief Herb Duga and wife Gert also enjoyed a vacation in the West, first with friends in Denver and then on the coast.

Trainmaster Johnny Melvin and wife Lill are out in the wide open spaces also, for a three-month rest. Hope by the end of that time Johnny will be well enough to return to work.

Lineman Frank Kramer, a proud daddy, has been transferred to Milwaukee. He recently moved his family to LaCrosse so he could get home over the week ends.

The new husband was asking his older brother for advice.

"I don't know how to address Mary's mother," he confided. "I can't call her 'mother' because that would be unfair to our own mother, and you don't go around saying, 'Hello, mother-in-law,' or 'How are you feeling, mother-in-law?' How did you handle it when you got married?"

"It was simple," he was told. "The first year I addressed my mother-in-law as 'hey,' and after that we called her 'grandma.'"

GALEWOOD

Norma Gunderson, Correspondent

Mae David, miscellaneous clerk, returned to work Sept. 7 after a long leave of absence.

Frank Roche, night messenger, had the mishap of breaking his arm Sept. 4 on the last day of his vacation.

Herman Hanson, route clerk, met with an eye injury just before returning to work on Sept. 14 from a leave of absence due to illness.

Annabelle Pugeseck returned to work in our miscellaneous department Sept. 7 after being away for the past three years.

Edna Trumbull, foreman's clerk, reports taking a trip to Texas to visit her son who is stationed there in the service.

Lula Hardgraves is the new miscellaneous clerk in the Galewood office.

Congratulations to R. P. Ortman, night chief and rate clerk, on the arrival of William Joseph Sept. 24.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Several Tacoma employes have entered the "Drive Safely" slogan contest sponsored currently by a leading Tacoma department store. The contest offers a Jaguar car for the best 10-word slogan for the state of Washington.

Mr. and Mrs. M. S. Raus were surprised recently by about 175 relatives and friends who had gathered in the social hall of the Summit Methodist Church to honor them on their golden wedding anniversary. Mr. Raus, a former messenger, is the father of Mrs. Fay Clover of the freight office force and the grandfather of Fireman Kingsley Clover.

The 51st edition of the Western Washington Fair at Puyallup opened with a bang on Sept. 18. A six-day bicycle rider couldn't cover everything there was to see in the 1954 extravaganza. Exhibits represented untold hours of preparation on the educational and commercial displays and many thousands of dollars worth of livestock.

Mr. and Mrs. Russell Sommers of Los Angeles called on old friends here recently. Mr. Russell was formerly employed in the freight office and Mrs. Russell in the superintendent's office. Both are now in school work in Los Angeles.

Mrs. Hazel Gottlieb, formerly assistant cashier and expense clerk in the freight office, is now in the chief carpenter's office. Mrs. Anne Beaumont, formerly assistant chief yard clerk, has taken over her position, and J. W. Murphy was the successful bidder for ACY clerk.

Sympathy is extended to W. M. Eshelman whose wife passed away recently. She had been ill for many years. Mr. Eshelman, a freight office employe, has been on a leave of absence for several months, due to ill health.

Sympathy is extended to Mrs. Arthur T. Watts in the recent loss of her husband, a Milwaukee Road fireman. Also to Conductor Harvey McDonald whose wife passed away suddenly Sept. 21.

Jack Horr, a Milwaukee Road fireman for

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many years who had just passed his 65th birthday and was planning to retire, died suddenly several weeks ago. His son Cliff is a Milwaukee conductor.

Train Baggage Man M. G. Roper was presented with his Gold Pass last month in recognition of more than a half century of service. Mr. Roper, who lives in Tacoma, started with the Road on Oct. 1, 1889.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Sympathy is extended to the family of Agent L. H. Walleen who passed away recently. He had been on the H&D for many years.

"Cowboy" F. L. Harvey, dispatcher at Aberdeen, went hunting in the Indian country of western South Dakota and bagged his antelope. Freddie also bought a house recently and now is all set; says in 19 years and seven months it will be his.

At this writing D. P. Friedenbach, first extra dispatcher, is convalescing in the Sioux Falls hospital from an appendectomy.

M. M. Geist has been appointed agent at Hillsview permanently, and A. C. Gilhoi permanent agent at Granite Falls. T. J. Fasching was appointed second operator at Montevideo permanently.

G. B. Flattum, formerly agent-operator and clerk at Aberdeen, is now working for the Socony-Vacuum Oil Co. with headquarters at Pierre.

VITAL THEN...AND NOW



EAST END

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

Fred Burdick, retired engineer, and his wife, who now live in San Diego, have been "up north" visiting us H&D-ers.

Brakeman "Blackie" Jensen has planted a diamond on the left hand of Dawn Gruba and everybody is waiting for the big event. Dawn is the stepdaughter of Agent Foster Beck of Wheaton.

Carol Diane has arrived at the home of Fireman Maurice Nelson. Engineer Reuben Nelson is the little lady's grandfather.

Conductor Carl Oswood has been stumping quite a few of the experts. He shows the way he cans his dill pickles, and you wonder how does he get those huge cucumbers into those narrow-necked bottles? Some of the "scientists" on the H&D have figured it out via slide rule.

Fireman Lawrence Lindell, who had been ill since last May, died recently at the veterans hospital in Minneapolis.

Conductor W. H. Petrick, who has been operating on passenger for some time, passed away recently of a heart attack. He was local chairman for many years.

Tragedy struck at the home of Fireman Philip Ward when his 13-year-old son Michael was drowned in a swimming accident in Minneapolis.

Conductor Frank Wilcox reports the arrival of two grandsons: Alan Lewis, born in Minneapolis, and Gregory John, at the home of his missionary son in Pakistan.

Agent Lloyd Walleen Sr. of Ellendale, N. D., died Sept. 21. He was the father of Lloyd Walleen Jr., trainmaster at Miles City.

F. M. Martinson has bid in the agency at Prior Lake and W. P. Unker, formerly operator at Montevideo, has gone to Hopkins, where F. M. formerly held forth.

Bob Fasching has returned from Korea and is back in the agent-operator business. He was happy to make the acquaintance of his little daughter Linda who was born while he was overseas.

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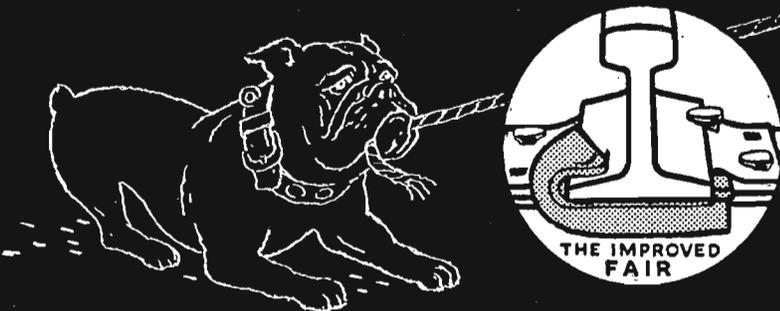
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The Milwaukee Road Magazine



ALL THE BEST. A wallet full of greenbacks conveys the best wishes of fellow employes to Frank Soike, checker at Aberdeen, S. D., upon his retirement Sept. 15. Mr. Soike, shown here being congratulated by Agent H. A. Hoeft (left) and Rate Clerk Frank Sanders, had completed 45 years of service.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Wedding bells will ring in the not too distant future for Patricia Daly, who has just announced her engagement to John Westburg of Chicago. Pat, who has been employed at Chestnut Street and Fowler Street, is presently employed in the traffic department at the depot as secretary to the general agent. She is also the corresponding secretary in the Milwaukee Chapter of the R.B.W.A.

The Minnesota Transfer— Story of a Mighty Midget

A BOOK which should interest railroad men the country over is "Gateway to the Northwest," the story of the Minnesota Transfer, written and published by Frank P. Donovan, Jr., the well-known railroad historian. Outside of the people who are concerned with its operation, few know much about this important little road which handles the transferring of freight among the nine Class I roads in the Twin Cities, the Milwaukee included. The book is 32 pages, with four additional pages of photographs and two detailed maps. The paper-backed edition sells for 60 cents and the cloth cover for \$2. It is now available in several stores, or directly from the publisher, Frank P. Donovan, Jr., 112 West 45th Street, Minneapolis 9, Minn.

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The important date will be sometime in February.

After admiring the beautiful floral specimens around the office since early spring, it seems only fitting to mention that this is quite a hobby with Evelyn Scharest, clerk in the cashier department. From daffodils and tulips to roses and dahlias, she has grown the finest, and her new little home is a very attractive spot.

Mrs. Edward Hoerl extends her thanks to all of Mr. Hoerl's friends and co-workers for their comfort and assistance at the time of his death.

Barbara McPhee, extension clerk, and husband Jim started a vacation trip to the East Oct. 1. Traveling by car, they expected to cover about 3,300 miles for the round trip, stopping at Washington, D.C., and Bangor, Me., for visits with relatives.

Walter Geisinger was the successful bidder for the position of assistant chief clerk. His former position as switching clerk has been assigned to Minnie Walters. William Spreeman and Willard Kinast have been assigned new positions in the cashier department.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Mrs. Hattie Mickelson, clerk, has returned to her desk after several months of recuperation following surgery.

Stationmaster Lester Canar is enjoying his vacation at this writing and is on an auto trip expecting to visit Fort Lauderdale, St. Petersburg, and New Smyrna Beach, Fla.

Ben Swang, former agent, and his wife were among the visitors at the Veteran Employees Association convention held here in September. He is retired and now lives in Porterville, Calif.

No well-run organization tolerates, or can afford, trouble-makers for long, regardless of how capably they perform their own duties. Friction is fatal. A good disposition, the radiating of friendliness, must supplement good work if you are ambitious to rise towards the top.—B. C. Forbes



AT HOME IN MILWAUKEE. Holy Assumption Church in West Allis, Wis., was the scene on Sept. 4 of the marriage of Virginia Freund, daughter of the Magazine's correspondent at the Fowler Street freight station in Milwaukee, Mrs. Pearl Freund, and Conrad Heinzelmann. Virginia attended Alverno College and her husband, an alumnus of Wisconsin State in Milwaukee, is presently attending the Marquette Medical School.

Off Line Offices

LOS ANGELES, CALIF.



R. H. Fortney

R. H. Fortney, city freight agent, is serving this year as president of the Los Angeles Freight Traffic Agents Association. The organization, known as the "Koots Club", is composed of railroad freight agents from all on and off line traffic offices in the Los Angeles area. Mr. Fortney who was with the CRI&P before coming to Milwaukee has been city freight agent in Los Angeles since October, 1952.

DALLAS, TEX.

On Oct. 1 the office of the general agent-traffic department was moved from the I.C.T. Building to room 911 in the Davis Building. The new address is in postal zone 2, telephone Randolph 5291; TWX DL-494. The Milwaukee Road staff in Dallas consists of General Agent J. G. Hatcher and Traveling Freight and Passenger Agents E. M. Smith and L. B. Raper.

Words without actions are the assassins of idealism.—Herbert Hoover

The Milwaukee Road Magazine

Madison Division

FIRST DISTRICT

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

Superintendent Rowley, who had been ill at his home for several weeks, has gone to Rochester, Minn., for treatment at this writing.

The marriage of Mary Ellen Cross and Joseph C. Meuer, ticket clerk and son of Baggage Agent Meuer, took place in the Blessed Sacrament Catholic Church at Madison on Sept. 11. Following a wedding trip to Niagara Falls, New York City, Atlantic City and Washington, D.C., the newlyweds are at home at 452 W. Doty Street.

Mrs. Rollie Marlett, wife of Train Dispatcher Marlett of Beloit, is convalescing at the Wisconsin General Hospital at this writing, following an operation.

Patricia Sullivan of the freight department at Madison is on sick leave. Lillian Lohneis is filling the vacancy.

On Sept. 11 General Agent John F. Conlin and Mrs. Dorothy Nee of Madison were married in the rectory of St. John's Catholic Church in Muscoda. They are at home at 441 W. Dayton Street, following a two-week trip to Seattle, Vancouver and Victoria.

F. J. Dempsey, assistant traffic department manager of the Aluminum Goods Manufacturing Co. of Manitowoc, Wis., and son of Storekeeper F. J. Dempsey of Madison, has received notification from Washington, D. C., of his admission to practice administrative

law before the Interstate Commerce Commission.

Mrs. Paul Smithson, wife of Conductor Smithson, is confined to the Methodist Hospital at this writing.

B. A. Allen, agent at McFarland, is convalescing at his home, following an illness.

Section Laborer R. C. Segebrecht of Cross Plains is confined to the Madison General Hospital at this writing with a broken leg.

Mrs. Walter Koenig, widow of Engineer Koenig of Madison, passed away recently in a Madison hospital after a long illness.

Michael G. O'Neill, 85, retired switchman, died at his home recently after a short illness. Mr. O'Neill retired in 1939.

Conductor G. A. Stuckey, a 50-year veteran with headquarters in Madison, was presented with his Gold Pass early this month. The pass, good for a lifetime of travel, includes Mrs. Stuckey.

In recognition of a half century of service, C. A. Howard, agent at Darlington, has also been presented with a Gold Pass. Mr. Howard has been with the Road since Feb. 18, 1903.

If one of King Arthur's Knights of the Round Table could have boarded a train back there in the dim and legendary dawn of British history, he could have been riding at the rate of a mile a minute for every minute of every day and every night of all the years since then, and, at the fatality rate of 1953, he still would not have met death on a railroad train.—W. T. Faricy, president of the AAR



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Milwaukee Shops

LOCOMOTIVE DEPARTMENT

Raymond Skiba, Correspondent

It is with deep regret that we report the death of Emmet A. Kelly, one of our co-workers in the SMP office, on Sept. 7. Mr. Kelly, who had 40 years of railroad service, had retired on Jan. 31, 1954. He is survived by his wife and by two daughters, one of whom, Joan, is a steno-clerk in the master mechanic's office.

Sympathy is extended to the family of Andrew Henderson, turntable operator in the roundhouse for the past 30 years, who died Sept. 26 after a short illness.

A daughter, Sharon Rose, born on Sept. 17, is the new member of the Norbert Dolney family. Mr. Dolney, who is a machinist helper in the shop, also has a son, Michael Edward.

Mr. and Mrs. Billyjack Zimmerman announced the birth of a daughter, Cheryl Jean, on Sept. 7. On hand to welcome the newcomer was Lynn Ann, her sister. Mr. Zimmerman is a machinist.

Our best wishes go to Machinist Frederick Zittel and Delores Ryan, whose engagement was announced recently. They plan to be married next summer.

The GI seemed puzzled by a letter from his wife. Noting his expression, his pal asked, "What's the matter, trouble at home?"

"Looks like it," was the reply. "At least, we've got a freak in the family. It says right here in the wife's letter, 'You won't know Bobby when you come back; he's grown another foot!'"



CANDLELIGHT CEREMONY. Mr. and Mrs. Elmer Bratz who were married recently at a candlelight service in Mount Hope Lutheran Church, Milwaukee. The bride was Sylvia Stenberg, daughter of Carman Olav Stenberg of the Milwaukee shops.

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Ray J. Duman, Correspondent

George F. Riemer, steamfitter in the passenger car department, retired Sept. 16. His original service date in the boiler shop was Mar. 13, 1905. On Sept. 15 his fellow employees presented him with a gold pocket watch. Mr. Riemer had a very good record and could boast of never being late on the job. His friends at the shops have a standing invitation to visit him at Phantom Lake, where he will make his home.

Best wishes were extended to Carman William Pecor, who retired Sept. 20.

Shop Superintendent Jacob Hansen recently had the pleasure of presenting Carpenter Emil Robel with a Silver Pass in honor of his 45 years of service with the company.

STORE DEPARTMENT

Virginia Schori, Correspondent

The John Ernst Cafe was brightened the evening of Sept. 23 when girls from the stores division held a party for Louise Schmidt, invoice clerk, and presented her with a lovely 400-day clock on her retirement.

Monica Bielmeier Krause, former steno to the district storekeeper, and husband Jim welcomed a new addition to the family in the

person of Christine on Sept. 8.

Day Nurse Olive Daly was among the many visitors who took the Dells trip during the recent veterans convention in Milwaukee. She was in charge of the First Aid station, and reported that fortunately there were no casualties.

His friends will be glad to hear that George Sheridan is enjoying his retirement in Tucson, Ariz., and is making good use of the strata-lounge presented by friends in the stores division.

Sympathy is extended to night nurse Mrs. Lillian Lucchesi on the loss of her brother, David Burian, Sept. 4.

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute



F. A. Newkirk

Conductor Frank A. "Slim" Newkirk recently made his last trip on No. 82-71, Latta to Bedford. Mr. Newkirk, who lives in Terre Haute, plans to enjoy his retirement in travel, seeing some of the sights of our country. He had been with the company

since May 10, 1910, all on the Terre Haute Division.

Also on our retired list since the last issue are Engineer E. L. Sewell, Agent C. E. Elmore of Seymour, and Harry W. Green, agent at Latta.

Ray Williams, claim clerk at the Terre Haute freight house, became the proud father of a boy, Larry Allen, on Sept. 2.

Clerk W. G. Hewitt and family enjoyed a vacation trip through Minnesota in early September.

After completing an assignment in the Air Force, Telegrapher A. C. Dressler has returned to work. We also welcome two new members to our telegraphers' staff—Peter C. Larsen and James M. Cornell.

Conductor T. W. Mulvihill, who was ill during the summer, is returning to work.

Dispatcher E. W. Bevington has entered the hospital for a check up at this writing.

Trainmaster O. L. Clawson is back on the

job, having recuperated satisfactorily from a few weeks spent in the hospital.

A. R. Gee has taken over the agency at Seymour, and C. C. Sims, Jr. has been assigned to the agent's position at Latta.

Planning vacations for early fall are Clerk Homer McCown of the Crawford Street freight office, who will motor through the Smokies, and Chief Clerk-Cashier J. R. Mahalek of the Terre Haute freight office who is anticipating a trip to Massachusetts.

Herbert Seehausen, Faithorn engineer, went to Hot Springs, Ark., early this month to take Mrs. Seehausen and their daughter Jocklyn back to their home in Crete. They had been in Hot Springs for five months due to Jocklyn being ill.

D & I Division

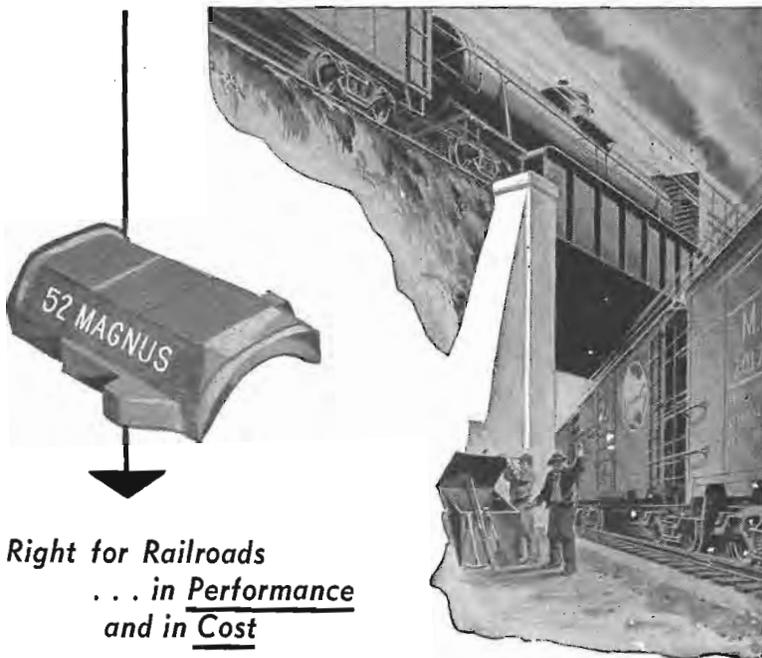
E. Stevens, Division Editor
Superintendent's Office, Savanna

David Wood, son of Storekeeper France Wood, Savanna, left Sept. 8 for Deer Lodge for a visit with his grandmother, then on to Missoula where he will enroll as a sophomore in forestry and conservation at the University of Montana.

Engineer Charles Staircar, Davenport, is recovering from a heart attack suffered on Aug. 10.

Iowa Division Conductor D. W. Adams, Savanna, welcomed a son, Donald Allen, on Sept. 10.

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



Right for Railroads
... in Performance
and in Cost

With on-line rolling stock, freight or passenger cars, 5 to 10 million trouble-free car miles with solid-type bearings is an often accomplished fact. And what about interchange? As standards of maintenance and inspection are improved, "on line" performance will be approached with interchange equipment. Just as important, the low-cost solid bearing makes possible the very lowest per diem interchange rates for car rental. That's vital to railroads because from 50% to 80% of the cars you operate are foreign and

necessary standby time keeps them idle 21 hours a day.

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

(Advertisement)

Answers to "Can You Name Them?"

1. Missouri Pacific Lines.
2. Union Pacific Railroad, Southern Pacific and Chicago & North Western.
3. Columbus & Greenville Railway.
4. Southern Pacific Company.
5. Rutland Railway.
6. Missouri-Kansas-Texas Railroad.
7. Seaboard Air Line Railroad.
8. Richmond, Fredericksburg and Potomac Railroad.
9. Atlantic Coast Line Railroad.
10. Mississippi Central, Louisiana Midland and Louisiana & Arkansas.

Free Meals? No Wonder!

WE WERE struck by a short news story back in the inside pages of the Seattle Times the other day headed: "Air Lines Say 'No' to Boost in Landing Fees." The substance of the story was that the Port of Seattle, which operates the Seattle-Tacoma International Airport on behalf of the taxpayers who own it, had proposed that the airlines using the field pay a flat rate of 15 cents per 1,000 pounds of each plane landing at the field, to help pay for a \$500,000 property acquisition.

The air lines said huh-uh.

Maybe that, in a nutshell, summarizes a glaring inequity in our transportation setup. . . .

No government body kicks in a dime for the support of railroad facilities—in fact, it works the other way—the railroads are probably among the county's major taxpayers. As such, nobody asks them if they would please like to up the ante to help the county finance something or other. The assessor just slaps it on when he's told.

Similarly, if a snowstorm blocks the line, or a mud slide swamps the tracks, no tax-supported highway department equipment rushes to the rescue, as they do for buses and trucks. No, the railroads hustle out their gandy dancers and clear up their own trouble.

Next time you enjoy a free meal on a plane, you might pause to reflect that probably you've already paid for it—through taxes. The railroads could probably serve free chow on their diners too if the taxpayers were good enough to ballast the right-of-way for them and build them nice free beautiful stations.

—from the Edmonds, Wash., *Tribune-Review*

S/Sgt. R. A. Cush of Savanna, son of Yardmaster A. J. Cush, was discharged Sept. 24 from the Army Air Force at Chanute Field, Rantoul, Ill.

Mrs. W. W. Henderson, wife of division master mechanic at Savanna, accompanied her daughter Rosemary to New York where Rosemary boarded a ship destined for the Panama Canal Zone, where she has signed up as a teacher at the Army base for two years. She will teach the third grade.

Merton Schroeder, son of Mr. and Mrs. Peter Schroeder (store department), Sabula, passed away in the Savanna city hospital on Sept. 11 following injuries received in an automobile accident Sept. 9. Surviving are his parents, two sisters and one brother. Merton enlisted in the Marine Corps in May, 1951, served in Korea 13 months, and received his discharge this May, since when he has been employed with the paint crew.

Baggage man B. B. Engleking of Savanna suffered the loss of his father who passed away in the city hospital on Sept. 16.

It is with deep regret that we report the

death of one of our co-workers in the superintendent's office at Savanna, Ticket Clerk Richard C. Mahood, who passed away in the city hospital on Sept. 26. He had been ill since Sept. 9. Entering the service of the railroad on July 1, 1925, Dick was appointed ticket clerk on July 28, 1936. Funeral services included Masonic rites at the grave. Pallbearers were Lieutenant of Police Clarence Wagner, Agent Henry Geu, Dispatcher Larry Nigus, Chief Clerk to DMM J. H. Mulder, Yardmaster Laird Castle and Clarence Plum. Dick's father, Milwaukee Road Engineer Charles Bryman, was killed when Dick was a small lad, and his stepfather, Second District Brakeman George Mahood, passed away Dec. 31, 1945. Only survivors are a cousin, Mrs. William Kostemis of Chicago, and two aunts, Mrs. George Humphrey of Savanna and Mrs. William Laughrin of Elizabeth.

Roy L. Colvin, Milwaukee Road affiliated switchman at the Milwaukee-Kansas City Southern Joint Agency in Kansas City, retired Sept. 15 because of physical disability. A veteran of 25 years of loyal service, Mr. Colvin has the best wishes of his many Milwaukee Road friends.

In recognition of 50 years of service, Engineer H. T. Dersch and Conductor L. M. Parnell, whose headquarters are in Dubuque, have been presented with Gold "lifetime" Passes. Mr. Dersch started with the Road on Feb. 8, 1904 and Mr. Parnell on Mar. 6 of that year.

A. F. "Bert" Eberling, popular conductor on the Chicago-Elgin suburban run who moved to Los Angeles this spring following his retirement, has put down stakes at Inglewood, Calif. He writes that he and Mrs. Eberling have bought a new home there, ranch

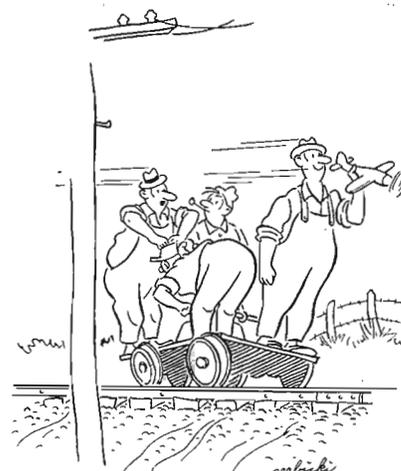
QUIZ answers

1. Boston.
2. Mileage basis.
3. It does not.
4. Per hundredweight.
5. Running without tonnage cars attached.
6. Maine and Pennsylvania.
7. Steam locomotive.
8. Federal income taxes. In the case of The Milwaukee Road, property taxes exceed federal income taxes. In 1953 income tax payments plus other U. S. Government taxes amounted to \$8,815,283 compared with \$9,156,717 for property taxes.
9. A track on which cars are delivered to or received from a connecting railroad.
10. The second brakeman.

style and only two miles from their daughter and her family. The climate is one of the attractions—warm during the day and cooled by ocean breezes at night. The address, for his friends' information, is 339 East Hyde Park Boulevard.

The old adage "You can't make a silk purse out of a sow's ear" is no longer true. Scientists of a manufacturing firm recently converted the gristle and skin of 100 pounds of sow's ears into glue, converted the glue into a filament, hardened and lubricated it, then dyed it to make a soft, lustrous thread. Using a small hand loom, they wove the yarn into cloth from which they fashioned a woman's purse.

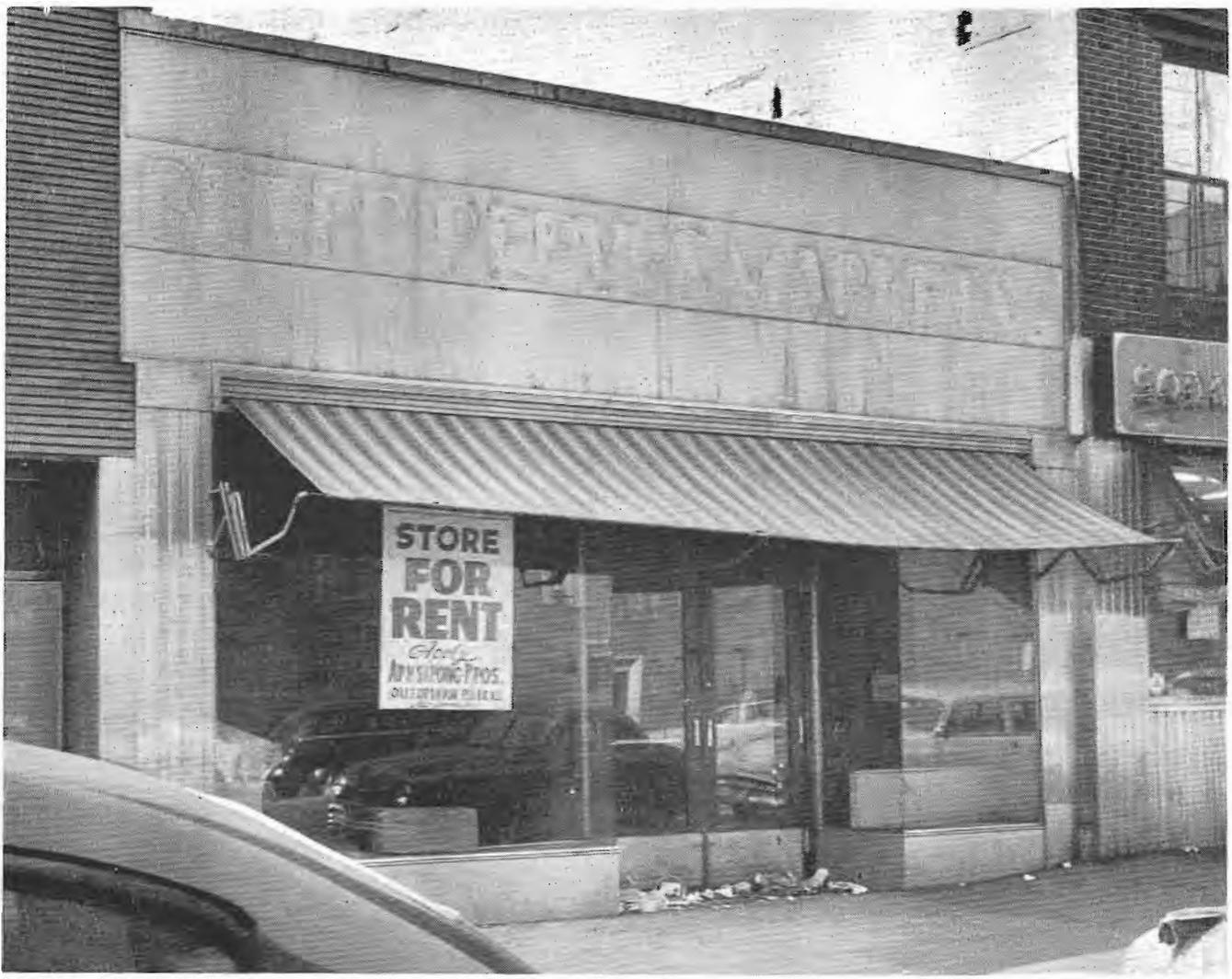
More than 1,000 firms in the United States and Canada are already using the atom in everyday routine operations.



"I wonder when Ormsbee will grow up."

Vote on Nov. 2

The upcoming election will decide the balance of power in Congress and have far reaching effects on the future of every American. Your duty as a citizen requires that you vote on Nov. 2.



Suppose the government forbade food chains to abandon unprofitable stores

During the past decade, the rise of the super-market and the shopping center has made advisable the abandonment of many no-longer profitable small store locations—moves which could freely be taken by chain store management in the best interests of stockholders, employes and customers.

There are few people who fail to see this as a sound and justifiable business practice—or who would expect the government to intervene to forbid it. In fact, if it did so intervene, the large food chains, for example, could no longer afford to sell such high quality food products at such low prices.

While other businesses are free

to make such moves as this, the railroads—under similar circumstances—generally are not free to do so. In many instances, before a railroad can discontinue a passenger train that no longer pays for itself, it must obtain permission from the regulatory body of the state or states in which the operation is conducted.

Such state regulatory bodies are understandably sensitive to local pressures. As a result, justified applications for discontinuance of service are frequently denied or subjected to inordinate delay.

The railroads believe that such unprofitable and unnecessary local operations place an unjust burden

on interstate commerce, with shippers having to absorb a large part of the losses in the freight rates they pay.

The railroads are especially hard hit by such operations. It is not in the public interest for the food chains—or the railroads—to maintain unprofitable operations. The railroads do not ask for complete relief from regulation—they ask only that regulation be brought into line with present-day conditions.

[The above picture and text are taken from an advertisement recently published by the Eastern Railroad Presidents Conference.]

—Editor]

THE MILWAUKEE ROAD MAGAZINE

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

AUTUMN in Wisconsin is always one of Nature's best shows. Here we see a typical October scene near Sparta, Wis.

