

**THE  
MILWAUKEE ROAD  
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

**SEPTEMBER 1954**

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# THE MILWAUKEE ROAD MAGAZINE

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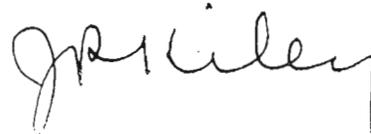
## Report For August

IT IS a genuine pleasure for me to report that The Milwaukee Road's operations during August produced a net income "in the black", and higher than any previous month this year.

As the financial statement in this issue of the Magazine indicates, our railroad's net income for the first seven months represented a *deficit* of \$2,855,934. In August, however, our estimated *net railway operating income* was \$2,148,000. Deducting from that the payments we must make each month on our bonded indebtedness and the interest on our equipment obligations, leaves us with an estimated *net income* of \$1,536,000 for the month. In other words, a good eighth month resulted in our deficit for the calendar year being cut to approximately \$1,320,000.

Results of this kind come as very good news to me and to the other Milwaukee Road men whose responsibility it is to operate this property profitably. I know that most Milwaukee Road men and women likewise appreciate the necessity of keeping our operation "in the black."

There is good reason to believe that by continuing to pull together as we are now doing we can end the year 1954 much better than it began.






## ECONOMICS OF THE MILWAUKEE ROAD



### CHAPTER FIVE

## Our Railroad as a Taxpayer

YOU'VE all seen cartoons of John Q. Public staggering under a big load of taxes.

You can appreciate such pictures because nowadays taxes of all kinds have become quite a burden to the average individual. Taxes take a very large part of our railroad's income, too.

As a home owner you pay a certain amount of property tax on your home. This would vary depending on where you live and the size and location of the property. Say the amount is \$150 a

year on the average. It may surprise you to learn that The Milwaukee Road pays nearly twice that much in property taxes alone for each employe on the railroad—actually \$297 per employe.

This money is used just as your own state property taxes are—for the upkeep of the schools to which you send your children, to pay your local police and firemen and for various other governmental services in your state and community, including the maintenance

of your highways.

In 25 counties of Montana our railroad's 1953 tax bill was nearly 1¼ million dollars in state property taxes. In one county, Mineral, our tax contribution is the county's principal source of tax income.

We are the largest taxpayer in South Dakota and our tax bill there in 1953, distributed to 44 counties, amounted to \$900,000.00.

It is a fact that in many of the less thickly settled areas through which our railroad passes, we carry a heavy share of the local tax burden. If it weren't for our tax contributions, the people in these areas would find it a big problem to provide the schools and other services needed.

Then there are federal income taxes. These amounted to another \$41 per employe. In addition there were payroll taxes for employe retirement and unemployment benefits averaging \$239 per employe.

Altogether, our railroad's taxes of various kinds for last year totaled \$577 for each man or woman on the payroll.

Whether you live and work in Chicago, Milwaukee, Minneapolis, Harlowton, Missoula, Seattle or anywhere else on our lines, part of the revenue from every ton of freight we handle, every passenger we serve, goes to support your local and state governments, the federal government and to provide for employes' retirement.

In dollars and cents, the taxes we paid last year amounted to about 18 million dollars, including over 1¼ million dollars in federal income taxes, nearly 7½ million dollars in payroll taxes and 9¼ million dollars in property taxes.

That 18 million is the equivalent of what we took in from 124,000 cars of freight—1,240 trains of 100 cars each. In terms of passenger service it equals the revenue from carrying 5,500,000 passengers—about 1½ times the people there are in the city of Chicago.

Next Month: OUR RAILROAD HAS BUDGET WORRIES TOO.

# F. H. Jeffrey Retires as Treasurer

F. H. JEFFREY, who left Scotland with his family at the age of 11 "so that the boys might have a better chance in America," retired as treasurer of The Milwaukee Road on Aug. 31. His retirement ended a railroad career of more than half a century, the last decade of which was devoted to the responsibilities of being chief custodian of the company's funds.

He was honored at a retirement luncheon in the Chicago Club on Aug. 30 which was attended by 37 of his associates on the railroad.

Mr. Jeffrey was born in Edinburgh in 1889, but spent the greater part of his youth in the town of Carnoustie, where his father had a decorating supply business. He recalls that although he and his father and brother used to play golf on the beautiful course alongside the North Sea near his home, he has never had a club in his hands since coming to the United States in 1900.

Losing no time in taking advantage of the opportunities which his family had come to America to realize for the boys, Mr. Jeffrey went to work for the Chicago & Eastern Illinois Railway immediately upon leaving grade school in 1904. He worked as a ticket sorter in the office of ticket auditor, and the wage was \$15 a month.

He moved on to the general auditor's office a year later, became chief voucher clerk in 1908, and resigned from that position in 1913 to accept the position of general bookkeeper with the Chicago, Terre Haute & Southeastern Railway. He was assistant auditor of that road when it was taken over by The Milwaukee Road on July 1, 1921. Four months later he was appointed auditor of station accounts and became credit officer in 1930. Upon consolidation of the two offices in 1933 he was again appointed auditor of station accounts. On July 1, 1941, he was made assistant treasurer, and on Mar. 1, 1945 was advanced to the position of treasurer.

It was typical of Mr. Jeffrey that he should state at the luncheon in his honor that he had always directed his efforts toward doing a full day's work, and that he felt his efforts had been well rewarded.

"It has been a satisfaction to be connected with an organization which is in the forefront of progress", he said. "I have always been accorded the most



F. H. Jeffrey

friendly treatment and thorough cooperation, and I have been proud of my association with The Milwaukee Road."

Mr. Jeffrey's success as an officer of the company was evident in the many expressions of regard which came to him as his retirement date approached. Among them, in addition to a tribute from Leo T. Crowley, chairman of the board, was a card and bouquet from a group of women who had worked with him on the Chicago, Terre Haute & Southeastern, some of whom are still with the Milwaukee; and a letter of appreciation from one of the women in his office. "You have been an executive who executed wisely, patiently and capably, and a boss without bossing," the letter stated.

In his friendly note to the retiring treasurer, Mr. Crowley wrote:

"Your career and advancement to the higher positions that you filled with great distinction in the railroad field typifies, I think as well as anything, what makes America. At the same time it demonstrates the fine type of citizenry that Scotland and some others of the countries of the Old World have given to America, a citizenry that was not discouraged by its early environment but that was courageous enough to avail itself of the wonderful opportunities of the new world without shirking the responsibilities and obligations that are the natural concomitant of these opportunities."

Mr. Jeffrey's retirement plans involve no sharp change from the pleasant living plan which he and Mrs. Jeffrey have built around their comfortable apartment facing Jackson Park on Chicago's south

side. Mr. Jeffrey's principal interests center about church work and the responsibility for the financial welfare of that and other organizations, a task which seems to fall inevitably to his hands.

F. H. Jeffrey leaves The Milwaukee Road with the affectionate regard of all who know him.

## did you know?

A trainload of gold—or its equivalent in value—is required to pay the annual tax bill of the American railroads. Taxes paid by Class I railroads in 1953 to federal, state and local governments added up to \$1,185,000,000. Gold is valued at \$35 per fine troy ounce. This equals about \$500 per pound avoirdupois, or \$1,000,000 per ton. Therefore, to pay their taxes in 1953 the Class I railroads of the United States had to shell out the equivalent of 1,185 tons of gold. If all this gold were loaded in railway express cars, containing 40 tons each, a train of 30 cars would be required to transport it.

The following is from a composition assignment turned in by a St. Paul grade schooler—her subject, a trip to Tacoma on The Milwaukee Road: "I enjoyed it very much because the conductors were so kind and courteous, and the service was prompt and efficient. The scenery was the most marvelous in the whole Northwest. I was reminded of the song, 'America the Beautiful' when I saw the amber waves of grain, the mountains towering majestically over all below. Milwaukee floats on electric wings!" She got an A-plus.

According to a report from the Road's agricultural and mineral development department, samples of the huge deposit of green sand of glacial origin near Caledonia, Minn., have been analyzed by the Metallurgical Division of the Bureau of Mines and found to contain a potassium-bearing mineral known as glauconite, a silicate of potassium and iron. Glauconite may also contain some alumina, calcium and magnesium. Because of its potash content green sand is used as a soil conditioner and as a zeolite-type water softener in commercial installations such as laundries.

# Chicago Railroad Women Study Bensenville Yard



The Milwaukee Road delegation waiting its turn to mount the stairs to the control tower at the crest of the yard.



The arrival of the 170 summer-clad visitors was a sight to make old timers scratch their heads and wonder.



PARTICIPATING in the nationwide "know your railroad" program of the Railway Business Woman's Association, The Milwaukee Road was host on July 31 to 170 members of that organization's Chicago Chapter. The study, which was part of a project endorsed by the Association of American Railroads, took the group behind the scenes of the Road's new \$5,500,000 freight classification yard at Bensenville, Ill.

The party, which included a large delegation from the RBWA's Milwaukee Road unit, traveled from Chicago in two special cars. Escorted by yard personnel, the visitors were taken on a

field trip which highlighted all operations at the new ultra-modern yard, the largest of its type in the world.

After the inspection tour, the party went by bus to Plentywood Farm, a well known eating spot nearby, and returned to Chicago later on a Milwaukee Road suburban train. Dorothy Hallwachs, secretary to the assistant superintendent of transportation, who is serving this year as co-chairman and also membership chairman of the Milwaukee Road division of the RBWA, was a member of the committee which planned the tour. Similar educational trips have been taken in the Chicago area on the EJ&E, the C&EI and the South Shore line.

Above, left: Switchman A. C. Gaffga, checking the retarder list, and Conductor E. E. Whalen, at the switch machine, never had a more interested audience.



G. F. Wilson, superintendent of the Chicago Terminal Division (right) and Officer E. H. Ingle of the Road's police force discussing the field trip with officers of the Railway Business Woman's Association. From left: O. Mae Marsh, educational chairman, the Pullman Company; Lorraine Lewand, chapter president, CSS&SB; Lorayne Schockmel, secretary to Mr. Wilson; Dorothy Hallwachs, co-chairman and membership chairman of the Milwaukee Road division; and Sophie Kustron, chairman, Milwaukee Road division.

# Challenge Legality of Experiment In Flying First-Class Mail

IN A statement filed early this month with the Civil Aeronautics Board, 69 railroads which handle about 97 per cent of railroad mail, including The Milwaukee Road, challenged the legality of the "experiment" being conducted in flying first-class mail at less than air mail rates between New York and Washington and Chicago.

Commenting on the action, C. F. Rank, manager of Milwaukee Road mail service, stated that although The Milwaukee Road is not directly involved at the present time, any expansion of the practice of flying three-cent surface mail might well affect all western lines, including our own.

The challenge made by the mail carrying roads was accompanied by a plea for a full hearing on the issues involved in the practice, which, the railroads contended, has eliminated almost entirely railroad transportation of first-class mail between these key cities. If expanded, they pointed out, the practice would pose the threat of discontinuance of many passenger trains.

The railroads' position was placed before the C.A.B. as that body prepared to consider a petition of United Air

Lines to extend its permission to continue flying first-class mail at less than air mail rates until Dec. 31, 1955. Authority to render this service is due to expire Sept. 30, 1954.

The main legal points raised by the railroads are:

1. *The practice is being carried on in direct violation of congressional statute providing that the postage rate to be charged for all mailable matter being transported by air shall be six cents an ounce.*

2. *The C.A.B., while empowered to fix compensatory rates for air mail service, "has no authority to fix compensation for the non-obligatory transportation of mail on a 'space available' basis," as is provided under the experiment now in progress. The railroads pointed out that every air carrier certified to carry mail is obligated to carry all mail tendered to it, and that the practice of carrying mail on airplanes only when space is available is not even contemplated by law.*

3. *Rates set for flying three-cent mail were arrived at without consideration of the elements required by statute to be weighed in establishing rates for mail transportation.*

"The proposed rates, as shown by the Postmaster General's original petition, were based not on the air lines' cost of rendering the substituted service, but rather in relation to the cost that would have been incurred by the Post Office Department had the service been rendered by their rail competitors," the railroads stated. There is no sanction in the law for establishment of rates on such a basis, they added.

The statement said that just those railroads affected by the New York-Chicago-Washington mail diversion are losing an estimated \$825,000 in mail revenues annually, and contended that the spread of such mail revenue losses could lead to the removal of many individual trains where the ratio of mail to total revenues is high, thus depriving the public of service and many railroad employes of jobs. The railroads also pointed out that they have close to one billion dollars invested in mail handling facilities.

The railroads requested that they be permitted to participate in any hearing held in connection with the matter.

## how are we doing?

	JULY		SEVEN MONTHS	
	1954	1953	1954	1953
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc.....	\$19,528,809	\$21,955,444	\$133,610,973	\$149,570,021
<b>PAID OUT IN WAGES</b> .....	10,299,238	11,686,671	69,004,007	75,902,980
PER DOLLAR RECEIVED (CENTS) .....	(52.7)	(53.2)	(51.6)	(50.7)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	577,925	655,837	3,920,171	4,359,020
PER DOLLAR RECEIVED (CENTS) .....	(3.0)	(3.0)	(2.9)	(2.9)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest ....	9,031,171	9,591,071	63,542,729	66,902,506
PER DOLLAR RECEIVED (CENTS) .....	(46.2)	(43.7)	(47.6)	(44.7)
<b>NET INCOME</b> .....		21,865		2,405,515
<b>NET LOSS</b> .....	379,525		2,855,934	
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	107,643	121,940	761,246	862,002
Decrease 1954 under 1953 .....	14,297		100,756	

# Mary Grace Baldwin First Woman to Receive a Gold Pass



President J. P. Kiley, presenting Miss Baldwin with her Gold Pass, congratulates her on the fact that her service record of 50 years is unique among women employes; Vice President J. W. Severs stands ready to add his congratulations.

ON THE MORNING of Sept. 1, 1904, a young white collar girl, fresh from business college, started to work in the Milwaukee Road's accounting department in Chicago. On the morning of Sept. 1, 1954, still young in everything but years, she became the first woman employe to receive a Gold Pass, which is the company's way of saying "thank you" for the loyalty of a 50-year veteran.

Although a half century of service is not uncommon among railroad men, Miss Mary Grace Baldwin, secretary to R. S. Stephenson, the Road's comptroller, is one of the few women in the industry who have attained that record. President J. P. Kiley congratulated her on that fact as he presented the lifetime pass before an audience of Union Station co-workers.

In the case of Miss Baldwin the pass represents, as much as an award for faithful service, the respect and affection of a grateful employer. Fifty years ago, when women were beginning to find a niche in business and the professions, the railroad industry was still a masculine stronghold. Miss Baldwin's father had hoped she would follow the "lady-like" calling of a teacher, but the prospect paled before the more exciting future opening to girls who could write Pitman shorthand and operate an Oliver typewriter.

With Irish determination, Miss Baldwin overcame parental agitation and, following her graduation from Medill High School, entered the Metropolitan Business College. Six months later, equipped with a diploma in "secretarial science," she was ready for anything the business world had to offer.

While hoping for a secretarial position, Miss Baldwin started with the Road as a general clerk, stenographer—anything that was needed. Two years later

she transferred to the comptroller's office, then located in the Railway Exchange Building, as personal stenographer to the comptroller, W. N. D. Winne, and subsequently worked for his successors, including such well remembered financial officers as Benjamin A. Dousman, G. J. Bunting and W. V. Wilson.

During that time Miss Baldwin's duties were secretarial, but recognition was slow in coming. However, shortly after World War I her status of private secretary was made official.

Miss Baldwin, a born secretary, has never regretted her choice. Through long experience she has an exhaustive knowledge of every detail that goes into the work of her department. For instance, she remembers, in the gradual transition from manual processes to mechanization, the furore when the first comptometer

was brought into the office; the sensation caused by the first dictaphone. And always she has found the work colorful and interesting, she says, and she has enjoyed the daily contact with people.

Miss Baldwin has been Mr. Stephenson's secretary since 1944 and, unlike her contemporaries, is not thinking of retiring for a while. Occasionally she may remark that her figure, which is petite, is not quite what it once was, or that bifocals are a nuisance, but she continues to be a marvel to the people she works with.

Because employment records were of little moment in the early days of railroading, it is not known how many of the Road's women employes may have equalled Miss Baldwin's years of service. Only one is known to have exceeded it—Miss Minnie H. Smith, (her actual name was Minnehaha), one-time agent at Zumbro Falls, Minn., who at one time could claim to be the oldest woman telegrapher in the country.

In honor of her 50th anniversary, employes in the comptroller's and chief statistician's offices and the central typing bureau presented Miss Baldwin with a handsome wrist watch and a large bouquet of flowers. The Union Station chapter of the Women's Club also gave her a large orchid.

Every man is valued in this world as he shows by his conduct that he wishes to be valued. —Bruyere



"Just what I needed", Miss Baldwin smiles as R. S. Stephenson, comptroller, presents her with the wrist watch which was an anniversary gift from her co-workers.

# Island Magic

by Claire Braun

Secretary, Law Department, Chicago

"WHAT is a vacation on an island like?" The only answer I can give to that is, "just about perfect". At least we think so, those of us who go up to Shatterrack Island in Butternut Lake. Butternut is a small Wisconsin town of about 500 people, nearly 400 miles north of Chicago and about 40 miles west of the Milwaukee Road town of Minocqua. Just south of the town is the lake, six miles long, and at the southern end of the lake is the island. It is triangular in shape and 17 acres big. There is only one house on it.

That, of course, is one of its charms. All around the mainland are farm lands, resorts and summer homes, but there you are, all by yourselves on an island! The feeling of privacy with none of isolation is delightful. There are no neighbors crowding in on either side. Your "view" isn't circumscribed by the size of your front porch, as you are literally surrounded by breathtaking beauty.

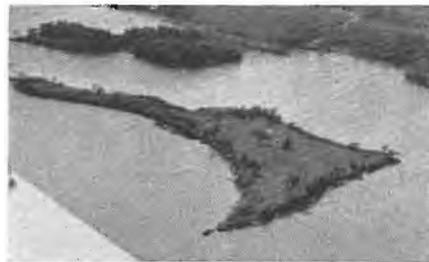
One of the questions we are often asked is whether we ever feel marooned when we are on the island. No, we don't, if there is a boat at the pier. It is a very good thing to have a couple of boats if you are on an island. But let us suppose that there is only one available . . . the other is being painted or repaired. Some of the gang are going into town for supplies and take the only boat. Almost at once an uneasy feeling comes over you.

There you are—on an island with no way of getting off, and the mainland a half mile away. You just know all sorts of things are going to happen. Someone is sure to have an attack of appendicitis or break an arm. What will you do? There is no telephone on Shatterrack. It is a little too far to swim, even for those who can. You could shout yourself hoarse if the wind isn't right.

Yes, it's a good idea to have an extra boat at the pier!

How did we come to have the island? It has been in our family since 1922 when my father bought it as a real estate investment. He never realized anything on the investment, though, because every

Everyone in the family feels a strong attachment for the island, and a vacation spent there is "just about perfect." The house will accommodate seven. Shown on their vacation there this summer are the author, Claire Braun (right) with her sister Marie, an employe in the office of the general superintendent of transportation, Chicago (standing), and Elsie Hoffman, chief clerk of the statistical bureau, office of vice president-comptroller.



Shatterrack Island, 17 acres big, nestles like a triangular-shaped jewel in Butternut Lake. A feeling of privacy without isolation is one of its charms. The house is completely ringed with a stand of timber.

time there was even a hint of a prospective buyer, the family set up a howl.

The strong attachment that grows on one toward the island is exemplified, I believe, in its ownership history, for it has belonged to only two families since it was "discovered" back in the 1880's by the original owner. He, no doubt, was immediately captivated by the sight of the little island with its stand of virgin pine set like a jewel in the lake. And a romantic he must have been, indeed, to attempt to establish a homestead on an island in that northern wilderness. But homestead it he did, and he raised a family there, as did his son, who built the present house in about 1905. The homestead rights were acquired in 1889 in an interesting old document signed by President Benjamin Harrison.

The house is a small farmhouse of five rooms. We have added a large porch but there still is not enough room to accom-

modate all who like to go there—at least not all at the same time. It will accommodate seven quite *uncomfortably*.

How do we get furniture and supplies to the island? Everything is taken over by boat, and sometimes it isn't easy, especially if we are hauling heavy or awkward pieces like a roll of linoleum or a mattress and springs.

One thing we've had to learn is *not to hurry*, for patience and time and brawn in large quantities are required. The weather man has to be on our side, too. We don't go into town unless it is really necessary because what we call "island magic" casts its spell the minute we set foot on the island and we begrudge every minute we have to be away from it. But when there are six or seven people there, enormous amounts of food are consumed, and because we are always doing a little fixin' around the place and need paint, hardware supplies and the like, the time comes to spend a half day in town to stock up, and this is how it

goes:

Someone snatches up the list which has been several days in the making and off we troop to the pier. It is about a four minute motor trip across to the mainland to Thunderhead Lodge where the car has been left. Then we're off to town three miles away. This far it's easy. Several hours later we are on our way back to the lake with the car so loaded there is hardly room to sit, and we say jubilantly, "Oh, we won't have to go into town for days, we are so well stocked." Back at Thunderhead we remove the supplies from the car, carry them down to the dock and stow them into the boat. There'll probably be a tank of bottled gas for the stove, a five-gallon can of kerosene for the lamps, and cartons and cartons of food and other supplies. Now the motor trip back to the island and the same thing all over again.

The cartons and boxes and cans are taken out of the boat, carried or carted up the path, a good block long, to the house and everything stored away. At last we can relax.

For what is there to do on the island? There is fishing, of course. We can fish for perch, walleyes or the elusive muskellunge. Every evening at sundown the boats of the fishermen appear all around the island, for the lily pads and tall

rushes along its shores are the favorite feeding grounds of the fish.

We have our own beach. Not the nice sands of Lake Michigan, to be sure, but a private beach, nonetheless. Close to the house at the edge of the East Meadow is an outdoor fireplace where we have wiener and marshmallow roasts and can watch a sunset that is indescribably beautiful from Shatterrack. Or we can go for a moonlight motor ride on the lake and hear the lonely cry of a loon or the merry stamping of feet to the music of a square dance somewhere on the mainland. The northern air is like wine, and the stars are so bright and hang so low that it seems one could just reach up and pluck a basketful.

We work at all sorts of projects, too. There is an acre of lawn, and shrubbery and flowers to care for. One room or another is always in need of painting. Someone may be making new shutters for the windows, or repairing the pier. But there is no compulsion to work. A paint brush will be put down in the middle of a job while the painter hops into a boat for a couple of hours of fishing. A swimming party goes to Willow Beach for a dip. The sound of the lawnmower stops and someone picks up a book for an hour or two of reading or a nap under a tree. Another finds a small pail, whistles for the dog, and wanders

Returning from the mainland with a load of supplies, there is hardly room in the boat to sit. Claire (right) and Elsie, however, have two willing helpers in Claire's young nephews who visited at the island this summer.

There are no telephones on the island, but the lighting of the Aladdin lamps frequently brings friends from the mainland for whatever the evening holds; Claire (left) and Elsie waiting to join a table of Canasta.

down Hornbeam Trail to pick raspberries. For we have wild raspberries on the island and when they are gone the dewberries come. Hence, fresh berries for breakfast, and many, many fresh berry pies.

At dusk the Aladdin lamps are lit. Neighbors from Thunderhead Lodge or Do Drop In may motor over and soon a couple of tables of Canasta get into full swing. There will be the sound of popping corn, or the cracking of nuts for pralines. There is no radio. No newspapers and no mosquitoes!

It is infinitely peaceful and the world is far away.



### test your knowledge of railroads and railroading

(Answers on page 17)

1. Who built the first locomotive known to have run on rails in America—Horatio Allen, Peter Cooper, or John Stevens?
2. Is the total investment in the Class I railroads of the United States about 14, 24, or 34 billion dollars?
3. Is the fastest speed ever attained by a railway train in the United States above or below 120 miles per hour?
4. What type of locomotive is used most extensively in yard switching service in the United States—steam, electric or diesel-electric?
5. What per cent of the average revenue dollar is derived from passenger traffic—about 4, 8, or 12 per cent?
6. Are railway post office cars owned by the government or by the railroads?
7. What is meant by "spotting" cars—switching cars to specified locations, checking waybills before starting a run, or removing spots from cars in the cleaning yard?
8. Are there more or fewer operating railroads in the United States now than there were in 1900?
9. In what state is America's shortest railroad tunnel—Virginia, North Carolina, or Washington?
10. What is "company service equipment"—all rolling stock owned by a railroad, freight equipment only, or non-revenue equipment used to keep the railroad in working condition?



## COMMENTS FROM OUR CUSTOMERS



*"The most agreeable recompense which we can receive for things which we have done is to see them known, to have them applauded with praises which honor us."*

—Moliere

### OUR MISS WEST

"Thursday, Aug. 19. I inadvertently left some important papers on the train. When I got home I phoned your Fox Lake [Ill.] office and talked to a Miss West. She told me she would look for them as soon as the train got to Fox Lake. Later she phoned me back and said the papers had been found, and if I would meet the train at Deerfield at 10:10 P.M. the conductor would have them, and I could sign a receipt.

"I want to thank you for the splendid cooperation I received from Miss West, the train crew and your representative at Deerfield. It was a service that was much appreciated."

*Warren Smetters  
Assistant Cashier  
First National Bank of Chicago  
Chicago, Ill.*

### MAKING CONTACT

"My wife and I, who had undergone surgery at the Mayo clinic in Rochester, Minn., had some difficulty in getting train reservations home. I therefore contacted your district passenger agent in Butte, Kenneth Coughlin, who was able to expedite our arrangements and who contacted your Mr. McMillan, general agent passenger department in Minneapolis. When our ambulance arrived in Minneapolis, Mr. McMillan met us at the station . . . and upon our arrival in Butte, Mr. Coughlin personally helped carry my wife's stretcher from the train to another ambulance. We both want to thank you for the services of such courteous employees."

*A. C. Ducich  
Butte, Mont.*

### THE VERY BEST WAY

*From a letter received by B. H. Desens,  
traveling passenger agent, Cincinnati,  
Ohio:*

"Just a few lines to assure you I enjoyed every minute of my trip and stay

in Vancouver, also my trip and stay in Los Angeles, and then the trip home again. You had mapped out my itinerary so carefully that I had no trouble in getting places, taking sightseeing tours, and finding hotel accommodations everywhere.

"Modern train travel is such a pleasure, with reasonable dining car service, picture windows, travel folders, lounges, air conditioning and the like, combined with safety, comfort and the kind attention of porters, conductors, waiters and other employees, that I have decided it is the very best way to travel. I want to thank the Milwaukee Road for a perfect vacation."

*Mrs. Melvin L. Sams, Sr.  
Kentucky Branch President  
International Order of the King's  
Daughters and Sons  
Shelbyville, Ky.*

### SHE'S THE TOPS

"Back in March I stopped in your Chicago office to inquire about the fare to Seattle—my wife and I were thinking of spending our vacation there. I talked to a Miss Sullivan and she suggested that, as this was our first trip, to make it a good one, for which I will be forever grateful to her.

"Well, sir, we just got back from two weeks of the finest, most beautiful and enjoyable vacation we ever hope to have . . . Everything went smoothly. The Milwaukee Road can be mighty proud of the Olympian Hiawatha. It's a beautiful train—excellent service, wonderful meals and courteous employees. Your Miss Sullivan also deserves special commendation. She did such a beautiful job of lining everything up for us, there wasn't one hitch in our whole trip. I marveled at her patience with us. She is tops."

*Mr. and Mrs. R. A. McKinney  
7611 Cobles Ave.  
Chicago 49, Ill.*

## E. J. Hoerl

EDWARD J. HOERL, assistant agent at the Fowler Street freight station, Milwaukee, died Aug. 27 at Columbia Hospital in Milwaukee following an operation. He was 46 years of age.

Starting with the railroad in 1923 as a messenger in Milwaukee, Mr. Hoerl held various clerical positions there until 1940 when he transferred to the public relations department. He returned to station service in Milwaukee a year later, but from June, 1944 to August, 1949 again served as a representative of the public relations department in Milwaukee and Chicago. He later was appointed assistant agent at Rockford, Ill., and agent at Chicago Heights, Ill. He had been assistant agent at Fowler Street station since Jan. 1 of this year.

During his years of work with the railroad's Service Clubs as a public relations representative, and later as a supervisor in station service, Ed Hoerl earned the friendship and affectionate regard of a vast number of people.

He was the son of the late Joseph Hoerl, Sr., a veteran Milwaukee terminals employe, and a brother of Joseph, Jr., head rate clerk at Fowler Street station. He is survived by his wife, Lorraine, and two children, Richard and Mary Beth.

## J. Pelkofer

JOHN PELKOFER, vice president of International Brotherhood of Boilermakers and Blacksmiths in charge of the Blacksmith Department and formerly president of the International Brotherhood of Blacksmiths, passed away Aug. 13 at the age of 67. Long an active rail unionist, he started his career on The Milwaukee Road and was a former general chairman on the railroad for the International Brotherhood of Blacksmiths, Drop Forgers and Helpers.

Mr. Pelkofer started his railroad employment in the blacksmith shop in Milwaukee in 1903 and became general chairman for the brotherhood in 1917. He was vice president of the Blacksmiths for many years and was elected president in 1947. Following the merger of that organization with the Boilermakers in 1952, he was elected a Boilermaker's vice president. Mr. Pelkofer had also served as a vice president of the AFL Metal Trades Council and on the executive council of the AFL Railway Employees' Department.

Mr. Pelkofer is survived by his wife, Clara, and a daughter, Delores Krojski.

## H. D. Fletcher

HAROLD DONALD FLETCHER, former paymaster of The Milwaukee Road, died at his home in Evanston, Ill., Sept. 2. He had been ill for about a year.

Mr. Fletcher was born in Brunswick, Neb., on Oct. 6, 1892, and started with the Road as a traveling accountant for the auditor of expenditures in November, 1923. In 1928 he was appointed accountant in the comptroller's office in Chicago, and in March, 1930 became assistant paymaster. He was appointed paymaster in November, 1933 and served in that capacity until his retirement in May of this year. He had been ill at home about six months before leaving active service.

A Marine Corps veteran of World War I, Mr. Fletcher was a charter member of the American Legion post at Neligh, Neb., and of Pioneer Post, the Milwaukee Road unit in Chicago. Funeral services were held in Evanston. He is survived by his wife, Marguerite; two daughters, Barbara Jean and Florence Anne; and two sisters, Lila B. Fletcher and Mrs. Georgia H. Melick.

## E. H. Johnson

ERNEST H. JOHNSON, former division engineer, died suddenly at his home in Red Wing, Minn., on Aug. 29. He had been retired since 1950.

Mr. Johnson was born in Red Wing on Aug. 10, 1885 and started railroading with the Milwaukee in 1906 as a levelman. Following a brief period of service in the valuation department, he transferred to the engineering department in Chicago as an assistant engineer in 1919 and was appointed division engineer in 1928. He served in that capacity at Savanna, Miles City and Spokane until 1946 when he became budget engineer for the accounting department. He was assistant division engineer at Savanna when he retired on Aug. 31, 1950.

Funeral services were held in Red Wing. He is survived by two sons, Robert of Boston, and Roger, a government engineer at Bismarck, N. D.; three daughters, Mrs. Marion Goss, Missoula, Mont., Mrs. Shirley Kelly, Dearborn, Mich., and Sally at Red Wing; his sister, Miss Florence Johnson, who has lived with the family since the death of Mrs. Johnson in 1938; and six grandchildren. Roger Johnson is a former Milwaukee Road employe, having worked on various positions during school vacations in the '40s.



## Milwaukee Road Receives Award of Merit for Safety

PRESIDENT J. P. Kiley and E. G. Kiesele, superintendent of safety, are shown above with the Award of Merit from the National Safety Council recently presented to The Milwaukee Road. The award was based on a reduction of 21 per cent in the frequency of accidents (casualty rate per million man-hours) on the railroad in 1953, and a reduction of 50 per cent in the severity of accidents during the same period. These figures are arrived at by comparing this railroad's accident experience with the "par rates" established by the National

Safety Council. These are computed from the Milwaukee's experience in other years and from the rates of the industry classification.

The award, bearing the signature of Ned H. Dearborn, president of the council, was presented to Mr. Kiesele, who received it "on behalf of the employes of The Milwaukee Road."

The Award of Merit is second in order of importance among the four awards regularly presented by the council in recognition of good safety performance.

## our safety score

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

Month	1954		1953		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January	20	2	41	19	-100	-51
February	16	1	29	16	-100	-16
March	16	1	26	16	-38	-38
April	1	16	28	1	-43	-43
May	1	28	31	1	-10	-10
June	21	1	31	1	-32	-32
July	17	1	40	1	-100	-58
August	2	146	4	245	-50	-40
TOTALS	2	146	4	245	-50	-40
Casualty Rates	.05*	3.87*	.09	5.68	-44	-32

\* Estimated

## O. R. Anderson Heads Seattle Transportation Group

O. R. ANDERSON, general passenger agent in Seattle, was recently elected president of the Transportation Club of Seattle. The organization has a membership of more than 500. Mr. Anderson, who has a long record of service in the passenger departments in Minneapolis and St. Paul, has represented the Road in Seattle since 1948.



O. R. Anderson

The Seattle Transportation Club, now one of the leading traffic groups in the Northwest, was the outgrowth of a monthly get-together on the part of a few passenger agents in 1908. The present membership includes rail, steamship, auto freight, commercial traffic,

bus, air and allied business personnel. Headquarters are in the American Legion Building, 7th and University.

The objective of the club is to advance the interests of the transportation industry as a whole, and to cooperate with groups engaged in the promotion of the prosperity, growth and general welfare of the Pacific Northwest. In 1952 the club helped to organize a Junior Traffic Club, composed of younger men in traffic work. This club offers them an opportunity to widen their acquaintanceship in transportation circles and further their traffic education.

*One of the best instruments of public relations ever invented is the smile.*

—The Pangborn Rotoblast

### Safety—by Rail and By Air

Railway travel in 1953 was four times safer than air travel. The fatality rate by rail in 1953 was 0.14 per 100 million passenger-miles, as compared with 0.56 for domestic scheduled air lines.

## appointments

### Operating Department

Effective Sept. 1, 1954:



A. C. Andersen

A. C. Andersen is appointed agent at La Crosse, Wis., following the retirement of A. O. Sundet. Mr. Andersen started with the Road as a telegrapher in 1920 and has been agent at Faribault, Austin and Mason City, as well as assistant agent at Minneapolis. He had been agent at Aberdeen, S. D., since 1946.



H. A. Hoelt

H. A. Hoelt is appointed agent at Aberdeen, S. D., succeeding A. C.

Andersen. Since starting with the Road in Milwaukee in 1917 Mr. Hoelt has been agent at Racine, Wis., and Chicago Heights, as well as assistant agent at the Fowler Street freight station in Milwaukee. Since January of this year he has been agent at Chestnut Street, Milwaukee.

### Traffic Department

Effective Sept. 1, 1954

G. L. Porter is appointed chief clerk to the general freight agent at Seattle, Wash.

R. H. Holcomb is appointed city freight and passenger agent at Bellingham, Wash., succeeding G. L. Porter.

*Someone has compiled the following list of things the Father of Our Country never saw, or heard, or dreamed of:*

*A fountain pen, a sewing machine; a motor car, a submarine.*

*A street car, railroad, two-cent stamp; a flashlight, an electric lamp.*

*A football game, a telephone; a furnace, tank, an ice-cream cone.*

*Revolver, match, a Rocky Mountain; a postman, rubbers, drinking fountain.*

*An elevator, motion picture; typewriter, circus, buffalo.*

*A lighthouse, want ad, concrete walks; a bike, a radio, television.*

*An envelope, an airplane. Of these not a single one was ever seen by George Washington.*

—from Church Chimes

The Milwaukee Road Magazine



**HEADS CONSERVATION EFFORT.** Covert A. Dyke (right), Milwaukee Road agricultural agent, has been named chairman of the 1954 Soil Conservation District achievement program of the Spokane Chamber of Commerce Agricultural Bureau. He is shown with Larry Lothspiech, "Conservation Farmer for 1954" from Central Whitman Soil Conservation District, whose farm was among the first inspected by Mr. Dyke and other members of the Agricultural Bureau. Principal purpose of the program headed by Mr. Dyke is to encourage and help the various soil conservation districts to speed up the conservation program, and at the same time enlist the cooperation of all local people and organizations. Mr. Dyke has been with the Milwaukee as an agricultural agent since 1941, and now covers the Road's Washington, Idaho and western Montana territories from his headquarters in Spokane. (Photo courtesy the Spokane Chamber of Commerce)



Tony Cefalu, the Braves' most loyal booster, displaying his sheaf of tickets, the scrapbook which contains the team's exploits, and the various paraphernalia with which he spurs them on from back of home plate. The scrapbook will be a gift to the season's most valuable player. (Milwaukee Journal photo)

## To the Braves!

YOU may not have met Tony Cefalu, but if you live in Milwaukee and are a Braves backer, you have heard him. In this hot baseball town, where Charlie Grimm's players have captured the affection of every sports fan, Tony, a clerk in the stores department at the Milwaukee shops, is their most loyal, active—and noisiest—booster.

Tony holds a season ticket and sits back of home plate—section 5, row 9, seat 1. The seat is never empty. Because of his job he is unable to attend afternoon games, but on those occasions he sends his sister.

The noise-making equipment which is his trademark consists of a motorcycle battery which weighs 18 pounds in its carrying case, a siren powered by the battery, which weighs another six pounds, and two cow bells weighing two pounds each. Some fans might consider this quite a load, especially if, like Tony, they had to carry it a mile and a half from home. However, he doesn't take the full set when weak teams such as the Pirates and the Cardinals are in town. Visitors like the Dodgers, and of course the Giants, though, get the full impact of his heavy artillery.

Tony uses the instruments to highlight important plays, such as strike-outs and stolen bases. Home runs call for full pandemonium. He boasts that he never attempts to rattle an opposing pitcher.

Even when the Braves are not playing

Tony does not relax his devoted schedule. Early in the season he began to collect everything about them which got into print, and when the team is out of town he spends his evenings clipping and pasting in his scrapbook.

The book is about two feet square and weighs almost 30 pounds. The cover has embossed aluminum lettering, made by a fellow employe in his home workshop, and features a copper-faced Indian head. Tony made the headdress himself of pheasant feathers.

When it is completed, the book's 235 pages will tell the complete story of the Braves' 1954 season. It is intended as a gift to the Brave who is chosen the team's most valuable player. Tony says he may not agree with the public's choice, but nevertheless it goes to whoever wins the "most valuable" title.

## Now It's Colored Panoramas

The Olympian Hiawatha is one of six famous trains whose pictures have been chosen by the Kellogg Company to be placed on the backs of cartons of Kellogg's Pep cereal. The pictures, on heavy cardboard and in natural color, are called the Famous Trains Stereo Series. When they are cut out and assembled they have a panoramic third dimensional effect. Watch for them on your grocers' shelves soon.



## Railroads End Rate Reductions For Drought Areas

WESTERN railroads advised Secretary of Agriculture Ezra T. Benson on Aug. 19 that they could not grant his request for a 50 per cent reduction in freight rates on hay and livestock for the drought-stricken areas in the West.

Business conditions in the railroad industry, they explained, did not warrant reinstating the emergency rates they put into effect last year.

Harry C. Barron, chairman and counsel for the executive committee of the Western Traffic Association, said that the western railroads' contribution to the drought relief program of 1953 and early 1954 totaled in excess of \$20 million. The Milwaukee Road was among the railroads which participated in this program.

"At the present time and during the entire first six months of 1954 the railroads' financial condition is not and was not in as good shape as in 1953," Barron said.

He explained that the western lines had experienced a drop of nearly one-third in net railway operating income for the first six months of this year as compared with the same period last year.

A further drop in revenue, he said, "could prove extremely embarrassing to many of our major lines." He said that the western lines' contribution of more than \$20 million to last year's relief program evidenced their concern over "the economic stability of our farmers and ranchers," but that it was necessary also "to keep our railroads in a sound financial condition."

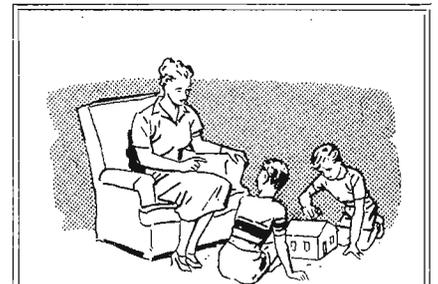
*The six sweetest phrases in the language, according to a survey, are: "I love you," "Dinner is served," "All is forgiven," "Sleep 'til noon," "Keep the change," and "Here's that five."*



NATIONAL BOARD OF FIRE UNDERWRITERS

out, provide the rope and see that they know how to use it.

Because little fires become big fires within minutes, show them how to test a door before opening it. Place the palms of their hands against it; explain that if it feels hot the air on the other side is deadly with heated gases and the door should be kept shut; that if it does not feel hot, it may be opened slightly, braced with one foot, and with the head turned away. A hand passed across the opening will test the heat of the air. If it appears safe, that way can be used for an exit. Tell them, too, that they can help the firemen by closing doors behind them as they leave.



## Your Children, In Case of Fire

WITHIN the next 12 months more than 3,000 children under 14 will die in fires. Additional hundreds will suffer painful burns or be maimed for life. You don't want one of those youngsters to be yours, do you?

The danger does not lurk in public places, where fire safety rules are enforced by laws, nor at school where special drills and safety talks stress the need for fire caution. The tragic truth is that an alarming number of these children will die as the result of being trapped in the flames that destroy their own homes.

Human carelessness is responsible for most residential fires. It's an old story. A study of newspaper clippings always shows that many children who die are alone in the house. The ages of the youngsters usually range from a few months to six years. In some cases older children start fires by playing with matches or other combustible materials. But whether the children are the cause or only the victims, they die because there is no one to save them. The

lesson is obvious. Parents who leave children at home alone have only themselves to blame for a tragedy.

Very often home fires start at night when the family is asleep—a carelessly emptied ash tray or an overloaded electric circuit will do it. Smoke and deadly gases kill the children before the fire can even warn them. Sometimes it kills the parents, too. Or young victims are found huddled under a bed or in a closet. Obviously they had no idea how to save themselves. If they had been trained in home fire drills, they might have been able to escape.

Fire safety training is the year-around responsibility of every parent. Concentrate on showing your children how to get out of the house in a hurry. Show them at least two ways to get out of their bedrooms—it is unlikely that both escape routes would be cut off by flames during the early stage of a fire. If you dislike waking them up at night to practice this drill, remember that they may need to follow it when they are drowsy with sleep. If a rope is necessary to get them

### PRECAUTIONS for PARENTS to TAKE

1. Instruct all responsible members of your family how to act in case of fire, and how to call the firemen.
2. Never leave matches where children can find them. Put them out of reach—on a high shelf.
3. Never leave children unattended or locked in the house. Arrange for a dependable baby-sitter to stay with the children while you're away. Give the baby-sitter specific instructions on what to do in case of fire.
4. In selecting clothing for your children, avoid flimsy, fast-burning fabrics.
5. Never use lighted candles at children's parties.
6. Never permit children to play near bonfires.

## It's Lawn Seeding Time

HOME owners who want a good lawn should not pass up the benefits of the fall growing season. Weather conditions favor stronger root growth, weed competition is at a minimum, and the moisture supply is usually good. It is advisable to plant as early as possible, but seedings may be made as late as the soil can be worked.

Best results can be expected if the lawn is planted in good topsoil, but few are so favored. A heavy clay or sandy soil can be improved by incorporating humus-forming organic materials in the upper four inches. Weathered peat moss will improve almost any soil, if used at two or three cubic yards per 1,000 square feet.

Care should be taken to avoid compression of heavy clay or silt. The goal should be a two or three-inch seedbed over a firm sub-surface. Large clods should be broken up, otherwise air pockets will interfere with the movement of moisture through the soil. Alternate raking, dragging and rolling is advised to pulverize large lumps so soil particles are from pea to marble size.

Avoid seeding in the deep dust mulch of dry soil. In such conditions the seed may be buried so deeply that it cannot sprout, it may be washed away by rain, or blown away by wind. A moderately coarse surface may not be attractive, but will have crevices in which seeds can lodge and sprout.

If the seed lies exposed, mix it lightly into the soil. A door mat or the reverse side of a broom-type leaf rake used as a drag will do nicely. To complete the job, firm the surface with a roller. A water ballast roller about one-fourth full is usually adequate.

After germination starts it is important to prevent drying. *Areas exposed to sun and brisk winds may need watering two or three times a day until the new grass has reached a height of an inch or two.*

Too often the cutting of new grass is delayed on the assumption that grass will grow stronger if allowed to grow tall. It is better to start mowing as soon as there is anything to cut. The soil should be on the dry side—young grass may be injured if the mower or footprints sink into the ground.

*Every town needs a thoroughly filthy, staggering old rum hound. Without one, children cannot be shown what to grow up not to be like.—Kittery, Me. Press*

September, 1954



## President Eisenhower's Vegetable Soup

ing pupil, to this day he is still the better cook, she says.

As a chef, the President upholds the tradition of plain American food prepared with artistry. The meals served to the guests on his fishing holiday were typical. While other members of the party were still unpacking, the President made a beeline for the kitchen and in record time had ready a lunch of crusty broiled lamb chops ringed with sweet Bermuda onions. Dinner that night featured charcoal-grilled sirloin steaks along with broiled rainbow trout, and for breakfast the following morning there were platters of old-fashioned griddle cakes with seasoned country sausage. And all of that time, slowly simmering to a state of perfection on the back of the range, was the Presidential specialty—a pot of vegetable soup.

The preparation of Vegetable Soup a la Eisenhower is a dedicated affair. Selecting a large cut of beef, the President first makes a pot of stock and sets it to cool. The second day he skims off the grease and then cooks a batch of vegetables in the broth until they are completely absorbed. On the third day he adds more fresh vegetables and cooks it cautiously for about half an hour—no more. And so to the table.

Specifically, the President's formula, family size, calls for about 1 quart of canned tomatoes,  $\frac{1}{2}$  cup peas or cut green beans, 2 potatoes diced, 1 turnip diced,  $\frac{1}{2}$  cup canned corn and a large handful of raw cabbage, chopped.

The recipe is delicious just as it is, but for an inspired touch the President offers a suggestion which hints of the good cooking of his boyhood days in Abilene, Kans.: "In the springtime," he says, "when nasturtiums are green and tender, you can take a few nasturtium stems. For a wonderful flavor, add about one tablespoon of them to your soup."



## First Aid for Old Lawns

Bare or thin spots on an old lawn may be seeded successfully with only shallow working. Several tools are handy for this job. A spade or spading fork may be used to loosen surface soil on large patches, and an ice scraper is good for small spots. On small thin patches use a wheeled turf edger to open up grooves in which seeds can lodge.

# The Teen-Ager Fills the Cooky Jar



Scotch Shortbread



Date Sandwich Cookies



Blondies

It's a happy day in any household when the teen-agers start to take an interest in baking. The teen years and hearty appetites go together and it's a constant struggle to keep the cooky jar filled, what with the constant drain on it for lunch boxes, Girl Scout and 4-H feasts, after school munching and bedtime snacks. These recipes are wonderful for those purposes, and so easy to make that any teen-ager can bake a batch whenever they are needed, whether it's for family consumption or her own gatherings of friends.

To start, she can try Scotch shortbread. It's the easiest to make and tastes as good as it looks:

### Scotch Shortbread

1 cup soft butter or margarine  
 $\frac{5}{8}$  cup sugar  
 $2\frac{1}{2}$  cups sifted enriched flour

Cream butter; add sugar gradually while creaming. Stir in flour, mix thoroughly with hands. Chill  $\frac{1}{2}$  hour. Roll out about  $\frac{1}{4}$ -inch thick. Cut with floured cooky cutter, prick with tines of fork, and place on an ungreased baking sheet. Bake in a slow oven,  $300^{\circ}$  F., 20-25 minutes. Makes about 2 dozen. (*Pan-American Coffee Bureau recipe*)

Date and nut filling add a pleasant surprise to these rolled oat cookies; delicious on a chilly evening with a cup of hot cocoa.

### Date Sandwich Cookies

1 cup fat  
 1 cup dark brown sugar  
 $2\frac{1}{2}$  cups sifted flour  
 1 tsp. baking powder  
 1 tsp. salt  
 2 cups rolled oats  
 $\frac{1}{2}$  cup milk

Cream together fat and sugar. Sift together flour, baking powder, and salt; add rolled oats. Add dry ingredients alternately with milk to creamed mixture, blending well. Roll out on floured board and cut with cooky cutter. Or shape into rolls, wrap in waxed paper and chill. Slice and arrange half the slices on a greased cooky sheet. Place 1 tsp. date-nut filling on each and top with remaining slices; press edges together with fork. Bake in slow oven,  $325^{\circ}$  F., 15-20 minutes. Makes about  $2\frac{1}{2}$  dozen.

### Date and Nut Filling

1 lb. dates, chopped  
 $\frac{1}{2}$  cup dark brown sugar  
 $\frac{1}{2}$  cup hot water  
 $\frac{1}{2}$  cup chopped nuts

Combine dates, sugar and water. Cook until thick. Add nuts and cool. (*Cereal Institute, Inc. recipe*)

"Chewy on the inside, crunchy on the outside", Blondies are the new first cousins of the favorite Brownies. A rich apricot and butterscotch flavor accompanies the golden texture.

### Blondies

$\frac{1}{2}$  cup shortening  
 2 cups brown sugar, firmly packed  
 2 eggs  
 $1\frac{1}{2}$  tsps. vanilla  
 $1\frac{3}{4}$  cups sifted enriched flour  
 2 tsps. baking powder  
 $\frac{1}{2}$  tsp. salt  
 $\frac{1}{2}$  cup broken nutmeats  
 $\frac{1}{2}$  cup chopped dried apricots

Cream shortening and sugar. Add remaining ingredients in order given, mixing well after each addition. Spread in shallow greased pan (batter should fill pan to a depth of about  $\frac{3}{4}$ -inch). Bake in moderate oven,  $350^{\circ}$  F. 18-20 minutes or until golden brown. Be careful not to overbake. Take them out of the oven while still soft to preserve the "chewiness". Makes about 16 squares. (*Pan-American Coffee Bureau recipe*)

## The Teen-Ager Enters High School

MOST teen-agers like school most of the time. They have gripes; they want changes made. But on the whole their school experiences are generally rewarding and interesting to them.

It is important for parents to recognize that all youngsters cannot do equally well in all subjects. Mental abilities differ in kind as well as in amount. It's not fair to form an estimate of one youngster's abilities on the performance of,

say, an older brother or sister. Each youngster needs a chance to develop his own set of abilities and should not be expected to live up to another's pattern that might be quite impossible for him.

Sometimes young people get the notion that mental ability alone is the determining factor in school or job success. They need help in recognizing how important and valuable such qualities as ability to get on with others, willingness to work, character, and ambition are. These traits deserve praise just as much as does the faculty for learning quickly and easily.

High school gives a teen-ager opportunities to find out about himself, and

to prepare him to take his rightful place in the adult world. Not only the courses he takes but his extra-curricular and social activities and his relationships with his teachers and his fellow students all provide him with stimulating opportunities to develop and put into practice many of his ideas and plans. High school gives him chances to take responsibility, to become independent, to work cooperatively with others. In short, while preparation for a job is of prime importance, youngsters need to know that is but one of the purposes of education. Preparation for healthy, happy and successful living is the larger goal. (*Metropolitan Life Insurance Company*)

## Cooking Find of the Month— the new way to make pie crust



Cay Nissly, food editor of *The American Home*, mixing pie crust the new electric mixer way.

FOOD experts have just reported a new way to make pie crust, a method that not only flouts all preconceived ideas about crust mixing but cuts the time to nothing flat. It's the electric mixer method, by which you can make pie crust in only half a minute—30 seconds!

Although the new method flies in the face of tradition, those who perfected it claim that the crust is all the better for it. The warnings like "handle gently" and "use a light hand" can be shelved with this never-fail system, they say. This is how it's done:

Sift one cup of flour and  $\frac{1}{2}$  tsp. of salt into a mixing bowl. Add  $\frac{1}{3}$  cup of shortening and 2 tbsps. of water. Turn your speed control to medium and mix it for 30 seconds. Roll the dough to  $\frac{1}{8}$  inch thickness on a lightly floured board or between wax paper, add filling and bake.

That's all there is to it. The crust will come out as flaky and delicious as with any other method. (*The American Home*)

## How the Railroads Help To Build Our Homes

As A railroad employe, you know that the railroads help to build our homes by hauling the lumber, roofing, furnace, hardware, and the many other materials which go into their construction, but does your neighbor building his house

across the street know it?

If you are building a home or are planning to do so, of one thing you can be certain—the railroads have a personal interest in your plans. It's their job to bring from all parts of the country the hundreds of materials it requires—the steel, plumbing, brick, stone, cement, sand, gravel, lime, pipes, stove, refrigerator, tile, window sash, glass, electrical supplies, wallpaper, insulation, paint, varnish—even the furnishings such as the curtains, shades, rugs, carpets, home appliances and the like.

In some cases the railroads haul the commodity in other forms before it appears in the final form, for instance the cotton, wool, yarn and fibre which eventually become rugs and carpets. Some of the raw materials come from the forest, some from the farm, some from the mine. Others come from foreign lands and are brought by the railroads from seaports.

With the railroads transporting most of the materials that go into your home, you are getting it built more economically, because railroads charge less than  $1\frac{1}{2}$  cents per ton-mile, on the average, for hauling freight. No other form of transportation performs so much service at so low an average charge.



**COLOR IN YOUR KITCHEN.** As practical as it's attractive, this color-bright kitchen set is crocheted in canary yellow and Spanish red. The cafe curtains are red with yellow rick rack laced through the bottom rows of mesh. Place mats and chair covers are in matching swirls of red and yellow, and to complete the set there are glass jackets and a basket for fruit or rolls. Direction leaflets for KITCHEN SET may be had from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

## CAN YOU NAME THEM?

MANY RAILROADS have slogans or nicknames which are used in timetables, 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 19 for verification.

1. Serving the Growing Southwest.
2. South Shore Line.
3. World's Greatest Travel System.
4. Feather River Route.
5. Green Bay Route.
6. Clinchfield Route.
7. Quanah Route.
8. The St. Louis Gateway.
9. Tobacco Belt Route.
10. The Road That's Best—Links East and West.

## QUIZ answers

1. John Stevens.\*
2. About \$34 billion.
3. Above. (127.06 mph, recorded in 1905).
4. Diesel-electric.
5. About eight per cent. For The Milwaukee Road, about 6.4 per cent.
6. The railroads.
7. Switching cars to specified locations.
8. Fewer.
9. Virginia. It is on the L&N Railroad and is only 30 feet long. There are 46 tunnels on The Milwaukee Road, of which Snoqualmie Tunnel in the Cascade Mountains, 11,888 feet in length, is the longest.
10. Non-revenue equipment used to keep the railroad in working condition.

\*The first steam engine to run on rails in America was an experimental model built by Colonel John Stevens of Hoboken, N. J., in 1825 and was operated on a circular track on his estate. Colonel Stevens' engine was never put to practical use. The first American-built locomotive to be operated on a common carrier railroad in the United States was the Tom Thumb, an experimental engine built in 1829 by Peter Cooper, New York ironmaster, and given a trial run on the Baltimore & Ohio Railroad, at Baltimore in September of that year. Of the first four English-built locomotives brought to America, the Stourbridge Lion is the only one about which much is known. It arrived in New York on May 13, 1829. Driven by Horatio Allen, a young civil engineer of the Delaware & Hudson Canal Company, the engine made a trial run at Honesdale, Pa., on Aug. 8, 1829, but it was found to be too heavy for the track and was converted to stationary use.

# r e t i r e m e n t s

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

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

LASHLEY, LENWOOD D.  
Waiter ..... Chicago, Ill.  
MEADOWS, MCKINLEY  
Second Cook ..... Chicago, Ill.  
WEINRICH, AUGUSTA A.  
Secretary ..... Chicago, Ill.

## CHICAGO TERMINALS

CARLICE, BEATRICE C.  
Car Cleaner ..... Chicago, Ill.  
CIBER, MIKE  
Laborer ..... Chicago, Ill.  
LANCASTER, EMILIO M.  
Coal Chute Man ..... Bensenville, Ill.  
MESSINA, JIM  
Track Laborer ..... Chicago, Ill.  
SCHULTHEISS, CHARLES F.  
Clerk ..... Chicago, Ill.  
SPOK, TED  
Carman ..... Bensenville, Ill.  
STOLZENBERG, OTTO J.  
Sgt. of Police ..... Chicago, Ill.

## COAST DIVISION

BISSON, GIFFORD F.  
Passenger Conductor ..... Tacoma, Wash.  
BRASSEY, RICHARD J.  
Electrician Helper ..... Tacoma, Wash.  
COWLING, PEARLY J.  
Gen. Yardmaster ..... Tacoma, Wash.  
CRONK, LeROY M.  
Operator ..... Seattle, Wash.  
DAVIS, HERBERT C.  
Instrumentman ..... Tacoma, Wash.  
HANICKER, RAY V.  
Engineer ..... Tacoma, Wash.

## DUBUQUE & ILLINOIS DIVISION

AMESQUITA, PHILLIP C.  
Section Laborer ..... Savanna, Ill.  
BORN, ALBERT F.  
Engineer ..... Savanna, Ill.  
CARDIN, NELSON J.  
Carman ..... Marquette, Ia.  
CARSON, WALTER W.  
Agent ..... Osgood, Mo.  
ENTRINGER, HENRY J.  
Crossing Flagman ..... Dubuque, Ia.  
KITTO, RAYMOND V.  
Machinist Helper ..... Ottumwa, Ia.  
PIERCE, JOHN L.  
Yard Clerk ..... Davenport, Ia.  
SMITH, HERMAN E.  
Brakeman ..... Dubuque, Ia.  
SODERGREN, CARL H.  
Trav. Engineer ..... Savanna, Ill.

## HASTINGS & DAKOTA DIVISION

FAUSS, GEORGE C.  
Agent-Operator ..... Granite Falls, Minn.

GEISER, WILLIAM M.  
Agent ..... Wilmot, S. D.  
KRUM, JOHN  
Locomotive Engineer ..... Montevideo, Minn.  
McDONALD, LEE D.  
Section Laborer ..... Ellendale, N. D.

## IDAHO DIVISION

BARRETT, ERNEST A.  
Car Inspector ..... Othello, Wash.  
DODSON, GUY H.  
Stat. Fireman ..... St. Maries, Ida.

## IOWA DIVISION

ASPINALL, ARTHUR J.  
Laborer ..... Perry, Ia.  
BLOOMFIELD, THOMAS R.  
Section Foreman ..... Maxwell, Ia.  
BOLLARD, ROBERT F.  
Conductor ..... Perry, Ia.  
CASE, CHARLES A.  
Agent ..... Manning, Ia.  
COSTELLO, MICHAEL D.  
Engineer ..... Perry, Ia.  
HEENAN, OWEN E.  
Machinist ..... Perry, Ia.  
LINDSEY, JAMES S.  
Machinist ..... Cedar Rapids, Ia.  
MARTIN, ROSS H.  
Agent and Operator ..... Rockwell City, Ia.

POWERS, WILLIAM L.  
Section Laborer ..... Ferguson, Ia.  
RYAN, PATRICK J.  
Engineer ..... Perry, Ia.

## IOWA & DAKOTA DIVISION

KERSEY, CLYDE WM.  
Passenger Brakeman ..... Sioux City, Ia.  
KINSELLA, FRANK M.  
Working Foreman ..... Mason City, Ia.

## IOWA & SOUTHERN MINNESOTA DIVISION

DAWSON, JAMES P.  
Firebuilder ..... Austin, Minn.  
JORGENSEN, JENS A.  
Engineer ..... Austin, Minn.  
MOUDRY, JOSEPH E.  
Agent-Operator ..... LaCenter, Mich.  
ROONEY, JOSEPH F.  
Conductor ..... Madison, S. D.  
SAGVOLD, OLAF O.  
Laborer ..... Austin, Minn.  
SCHARA, FRED C.  
Coal Shed Laborer ..... Austin, Minn.

## LA CROSSE & RIVER DIVISION

CARMICHAEL, JOE P.  
Electrician ..... Portage, Wis.



"Onward rushes the thundering giant of the rails, its faithful air chimes piercing the still of the night. . ."

HAMANN, JOHN F. P.  
Operator ..... Winona, Minn.  
HORNER, RUDOLPH  
Leverman ..... Milwaukee, Wis.  
LEVENS, ARTHUR M.  
Conductor ..... Portage, Wis.  
LUNKE, MARTIN A.  
Carman ..... LaCrosse, Wis.  
PUTNAM, WARREN J.  
Telegrapher ..... Bay View, Wis.  
SHERROD, CLEVE O.  
Signal Maintainer ..... Wis. Dells, Wis.  
TESKE, OTTO W.  
Blacksmith Welder ..... Tomah, Wis.  
ZAMZOW, HENRY J.  
Engineer ..... Portage, Wis.

#### MADISON DIVISION

ADAMS, CHARLES J.  
Section Foreman ..... Boscobel, Wis.  
DELABARRE, ROY  
Car Inspector ..... Madison, Wis.  
TAYLOR, CHARLES A.  
Switchman ..... Madison, Wis.

#### MILWAUKEE DIVISION

MALONEY, EDWARD L.  
Pumper ..... Amasa, Mich.  
MURDOCK, FRED B.  
Conductor ..... Green Bay, Wis.  
PIVONKA, MICHAEL G.  
Pipefitter Helper ..... Green Bay, Wis.  
SENN, JOSEPH M.  
Section Laborer ..... Lena, Wis.

#### MILWAUKEE TERMINALS & SHOPS

BURETTA, FRANK J.  
Asst. Sta. Storekeeper ..... Milw. Shops, Wis.  
DONTE, THEODORE  
Machinist ..... Milwaukee, Wis.  
EBERHARDT, HUGO L.  
Machinist ..... Milwaukee, Wis.  
FOX, EDWARD L.  
Switchman ..... Milwaukee, Wis.  
HOERL, JOHN F.  
Car Inspector ..... Milwaukee, Wis.  
HULJAK, JOSEPH  
Crossing Watchman ..... Milwaukee, Wis.  
KEBIS, STEFAN  
Carman Helper ..... Milwaukee, Wis.  
NESTLER, ARTHUR  
Coach Cleaner ..... Milwaukee, Wis.  
RAYNOR, HAROLD H.  
Mach. Helper ..... Milw. Shops, Wis.  
STEUSLOFF, WALTER H.  
Tinsmith ..... Milwaukee, Wis.  
SURPRISE, LLOYD J.  
Switchtender ..... Milwaukee, Wis.  
THOMS, OTTO F.  
Mach. Helper ..... Milwaukee, Wis.  
WEPFER, JACOB  
Plater ..... Milw. Shops, Wis.

#### ROCKY MOUNTAIN DIVISION

DuHOUX, JEAN L.  
Chief Operator ..... Butte, Mont.  
GINTHER, CHARLES H.  
Section Foreman ..... Grass Range, Mont.  
HILDAHL, DANIEL L.  
Section Foreman ..... Great Falls, Mont.  
TANAKA, RYUICHI  
Extra Gang Laborer ..... Butte, Mont.

## Changes in Railroad Retirement and Unemployment Acts

FOLLOWING are the principal provisions of a bill signed on Aug. 31 by President Eisenhower, amending the Railroad Retirement Act, the Railroad Retirement Tax Act and the Railroad Unemployment Insurance Act:

- Increases the maximum creditable and taxable compensation for retirement and unemployment purposes from \$300 to \$350 per month, effective July 1, 1954.

- Reduces from 65 to 60 the age at which a widow, dependent widower, or dependent parent becomes eligible for a survivor annuity.

- Permits continuation of survivor benefits to a child and to a widowed mother, if any, if such child, prior to attaining age 18, is completely disabled for any employment.

- Completely revises the disability work clause so that the disability an-

nity is withheld for any month in which the disabled annuitant is paid more than \$100.

- Revises unemployment and sickness benefit schedule to require base year earnings of \$400 in lieu of the present requirement for base year earnings of \$300; increases the daily benefit rate generally by 50 cents for each bracket; adds two new daily benefit rates of \$8.00 and \$8.50, respectively; provides that the minimum daily benefit rate shall be equal to one-half of the last daily rate of compensation in the base year but not in excess of \$8.50, and limits the total amount of benefits which may be paid to an employe separately for unemployment or sickness within a benefit year to such employe's total compensation in his base year.

#### TERRE HAUTE DIVISION

BARRETT, JOHN P.  
Carman ..... Terre Haute, Ind.  
BASTAIN, WILLIAM M.  
Yardmaster ..... Latta, Ind.  
COTTRELL, GROVER C.  
Brakeman ..... Terre Haute, Ind.  
CRIST, THURMAN  
Conductor ..... Terre Haute, Ind.  
HARTIG, HENRY J.  
Carman Helper ..... Terre Haute, Ind.  
WHITE, LOUIS E.  
Laborer ..... Terre Haute, Ind.  
WNEK, WALENTY  
Extra Gang Laborer ..... Harper, Ill.

#### TRANS-MISSOURI DIVISION

COLE, WILLIAM S.  
Boilermaker Helper ..... Miles City, Mont.  
ESSEX, AMYLEIGH M.  
Clerk ..... Miles City, Mont.  
GILBERT, EDWARD U.  
Laborer ..... Lemmon, S. D.  
HOLMEN, CLAU  
Extra Gang Laborer ..... Kingmount, Mont.  
KELLY, WILLIAM F.  
Locomotive Engineer ..... Miles City, Mont.  
MANLEY, ARCH F.  
Roadmaster ..... Mobridge, S. D.  
SCHOESSLER, H. C.  
Section Laborer ..... Ingonia, Mont.

#### TWIN CITY TERMINALS

BERGLUND, FRED A.  
Machinist ..... Minneapolis, Minn.  
BRENNAN, HANS  
Painter ..... Minneapolis, Minn.  
BURUD, HJELMER J.  
Lumberman ..... Minneapolis, Minn.

#### CARLSON, CHARLES A.

Machinist ..... St. Paul, Minn.  
CROWNER, JOHN  
Carpenter ..... Minneapolis, Minn.  
EMPANGER, CHARLES F.  
Boilermaker ..... Minneapolis, Minn.  
GASPARD, HENRY  
Pipefitter ..... Minneapolis, Minn.  
LEAF, ARVID E.  
Per. Frt. Inspector ..... Minneapolis, Minn.  
MARTIN, ROBERT F.  
Pipefitter ..... Minneapolis, Minn.  
PARCELL, WM. J.  
Check Clerk ..... Minneapolis, Minn.  
PLACEK, STANLEY L.  
Switchman ..... St. Paul, Minn.  
SPDVICK, BEN  
Laborer ..... St. Paul, Minn.  
STASIK, VALENTINE  
Carman Helper ..... Minneapolis, Minn.

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

1. Texas & Pacific Railway.
2. Chicago South Shore & South Bend Railroad.
3. Canadian Pacific Railway.
4. Western Pacific Railroad.
5. Green Bay & Western Railroad.
6. Clinchfield Railroad.
7. Quanah, Acme & Pacific Railway.
8. Litchfield & Madison Railway.
9. Atlantic & East Carolina Railway.
10. Toledo, Peoria & Western Railroad.

# in his hand

*Wrap the big hand around the little hand . . . for now begins a little heart's journey into prayer . . . the guide is Dad, the goal is a security not even he can provide.*

*But the pattern is security, and it is Dad's privilege to supply his part of it for the little hearts in his care.*

*In this binding, enclosing love life finds its finest answer.*

The security of our homes is our worthiest goal. And providing it is a privilege unique in a country like ours, where each of us is free to choose his way.

And, think: The security that begins in *your* home, joined to that of other homes, builds the strength of America.



## **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.

United States 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, giving you a return of 80% on your original investment!

Eight million working men and women are building their security with the Payroll Savings Plan. For your sake, and your family's, too, how about signing up today? If you are self-employed, ask your banker about the Bond-A-Month Plan.

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# about people of the railroad

## I & S M Division

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

Lee Williams, retired conductor, passed away July 31, and was laid to rest at Northfield. He is survived by his wife and one daughter at Northfield.

Otto Werth, retired section foreman at Zumbrota, passed away Aug. 25. Otto had been a section foreman for 40 years, with four years' service prior to becoming foreman.

Retired Conductor Jacob Bartley is at the Aldrich Rest Home in Austin at this writing, following a stroke.

E. L. Groh was appointed first operator at Northfield, R. L. Quinnell was appointed agent at Carpenter, Ia., Mrs. Bess Campbell was appointed agent at St. Clair (at present writing is on illness leave), and S. O. Jones was appointed operator at Owatonna, but is working as extra dispatcher at Austin. V. R. Weinzel will serve as temporary operator at Owatonna. R. E. Sherman was appointed agent-telegrapher at Bixby.

N. C. Putnam, retired agent-telegrapher at Lyle, and wife marked their 50th wedding anniversary Aug. 29 at their home in Lyle.

Mrs. John Jensen, wife of section foreman at Faribault, was hit by a foul ball while attending a local baseball game and at present writing is in the hospital.

## Rocky Mountain Division

### NORTHERN MONTANA

Pat Yates, Correspondent  
Car Foreman, Lewistown

A retirement party was held at the Women's Club Aug. 28 for Mrs. Mabel Wolter who retired Sept. 1. Mabel started with the Road as a clerk May 11, 1924, and was subsequently promoted to chief clerk, which job she held through her railroading at Lewistown except the last year when the superintendent's office was moved to Harlowton. At the party Mabel was presented with a set of dishes by the Lewistown and Harlowton chapters of the Women's Club; also a generous gift of money by employes and friends. Mabel was a wonderful person to work with, and all the railroad people considered her a personal friend. She was well informed about all the departments, and generous with information when favors were asked. She and Mr. Wolters are planning to make their home in California.

Another retirement party was held at the Bar 19 Club in honor of Roadmaster Ole Haanes who retired Aug. 25. At the dinner table, which was stocked with plenty of T-bone steaks, Ole was presented with a well-filled billfold. Out-of-town guests were too numerous to mention, but Ole's friends were there from Moberg to the coast. Ole started railroading in 1910 on the N.P., went in the Army in 1918, and on his return railroaded two more years with the N.P.—1920 and

'21. He hired out on the Milwaukee in 1923 on the Musselshell Division. In 1924 he was made extra gang foreman on the Trans-Missouri Division, then section foreman, and on Jan. 1, 1928, roadmaster. He held this job until Jan. 1, 1937, when he was transferred to the Rocky Mountain Division as roadmaster. Ole's favorite sports are hunting and fishing. He is handy with a fly rod, and gets his limit of fish nearly every time he goes out.

A. M. Olson, roadmaster from Moberg, is filling the vacancy made by Roadmaster Ole Haanes' retirement at Lewistown.

A son was born to Mr. and Mrs. Jimmy Baumgartner of Fort Peck. Jimmy, the youngest son of Conductor George Baumgartner, is serving in the Navy.

Carman Gust Samuel of Great Falls retired Sept. 1 after 41 years of railroading. Gust started with the Milwaukee in Othello, Wash., in 1913 as a carman and worked there until 1920. Then he transferred to Lewistown and worked here until Mar. 1, 1952, and was transferred to Great Falls until his retirement. He is a first-class carman, and there was no job that he couldn't do up good. In his years of railroading he served as carman, inspector, air brake man, tank man in the roundhouse, wrecking foreman, assistant foreman and relief foreman. This is all continuous service in the car department, and a very fine record. Gust has two sons working for the Milwaukee, Conductor E. G. Samuel at Lewistown, and Donald Samuel, agent at Moore.

## EAST END

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

Brakeman Bradley Burbridge was married to Miss Rita May of Three Forks, in the First English Lutheran Church at Great Falls. They plan to make their home in Three Forks, where Mr. Burbridge is employed.

Boardman and Mrs. Merrill and daughter Marjorie have returned from a trip to the East.

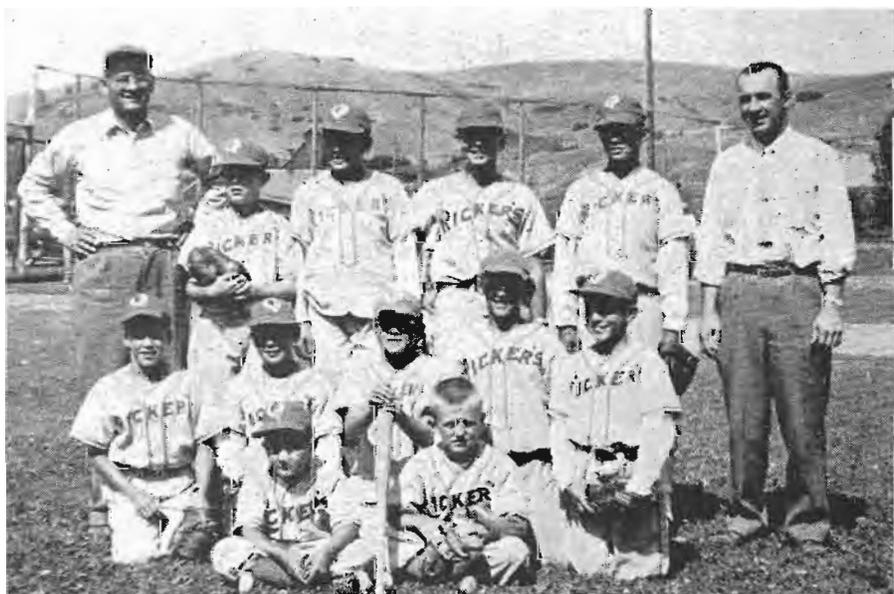
Retired Engineer William Whitehead and Mrs. Whitehead visited here recently with Boardman Merrill and other friends. The Whiteheads live in Whittier, Calif.

Brakeman Ebbin Dickinson, with Mrs. Dickinson and children, spent a vacation on the Flathead reservation. Conductor and Mrs. Archie McDonald have returned from a vacation in Washington and parts of Canada. Conductor Carpenter and Mrs. Carpenter and family also spent their vacation in Canada.

Conductor and Mrs. Jeglum and family are in North Dakota at this writing, attending a family reunion.

Fireman and Mrs. William Hamilton are now living in Three Forks, where Mr. Hamilton is employed. He has just finished a hitch in the Navy.

Conductor and Mrs. Charles P. Adams went to Miami, Fla., where Mr. Adams attended the convention of the Railroad Trainmen as a delegate from his local lodge.



**PENNANT WINNERS.** The baseball team coached by Chief Dispatcher A. W. Wickersham, Jr. of the Northern Montana division which took first place in the junior league at Lewistown, Mont. Front: Jack Wickersham, bat boy (left) and Bobby Plovanic. Second row, from left: Ron Dimich, Dick Wickersham, Dave Feyk, Dave Plovanic and Mike Wickersham. Standing, from left: Mr. Wickersham, Ron Fredricson, Jack Marshall, Kirk Maxwell, Jim Longin and co-coach Jim Wier. A junior basketball team coached by Mr. Wickersham took first place in the city league last winter. Incidentally, he is in line for his own ball team, having welcomed his sixth son in June.

## Terre Haute Division

Christine Reichert, Correspondent  
Superintendent's Office, Terre Haute

From the north end of the division comes the news that Trainmaster L. W. Harrington has returned from vacationing around Milwaukee, Faithorn Yardmaster A. H. Grote went fishing in Wisconsin, and Faithorn Yardman Pete Ferrero and family enjoyed a trip to Portland and Seattle.

Clerk K. Stewart is the new relief clerk in the Faithorn-Chicago Heights territory.

Sympathy is extended to Conductor W. W. Humiston of Joliet, Ill., in the death of his wife on Aug. 14; also to the family of H. C. Anderson, retired Faithorn switchman, who passed away Aug. 18 after being in ill health for some time. We were sorry also to hear of the death of J. M. (Mitch) Vincent, retired conductor, on Aug. 17 at Terre Haute.

We sincerely regret to report that the former agent at Chicago Heights, E. J. Hoerl, succumbed to a brain tumor operation in Milwaukee on Aug. 29.

In the Rea Building, Richard Franzwa, chief clerk to DF&PA, reports a vacation trip to Minocqua, Wis., with his family. DF&PA Peter Braun also vacationed in northern Wisconsin.

Train Dispatcher Don Hehman and family visited in Seattle in August.

Frances Pettus, stenographer in the superintendent's office, took the early part of September for her vacation and went to California for a visit with her daughter and son-in-law in Concord.

Mrs. W. C. Grandstaff, wife of train dispatcher, sailed Sept. 7 on the liner M.S. Gripsholm from New York to visit her relatives in Bremerhaven, Germany.

L. D. McCrocklin has succeeded Yardmaster "Rye" Bastain on the first yardmaster's position at Latta. D. F. Wile is the new second yardmaster.

W. M. Bastain, who has been our second yardmaster at Latta for the past 15 years and brakeman and conductor on this division since 1910, retired Aug. 1. "Billie" has many friends on the railroad who wish him the very best in his retirement.

Vacationers from this area included Roadmaster and Mrs. C. E. Fox who visited their daughter and family in Christian, Tex.; P. V. Bailey, operator in the dispatcher's office, and Mrs. Bailey who motored through Missouri and Arkansas to Georgia, returning via the Smoky Mountains, and File Clerk E. A. Smith of the superintendent's office who enjoyed the swimming and fishing at St. Petersburg, Fla.

Speaking of fishing, Roadmaster's Clerk R. E. Stout says that nearby waters were good recently for a nice catch of a 5-pound 13 ounce bass.

While Operator Pat Bailey was vacationing, his position in the dispatcher's office was filled by Operator A. G. Price. Mr. Price had substituted on this position on other occasions.

Assistant Chief Carpenter F. E. Galvin's daughter Julie was married recently to Robert E. Brown of Terre Haute, the ceremony taking place in St. Patrick's Church. Mr. Brown is connected with station WBOW. The young couple will make their home in

## Terre Haute Magazine Correspondent Retires



T. I. Colwell

THE RECENT retirement of T. I. "Tim" Colwell, secretary to the superintendent of the Terre Haute Division, terminated a very pleasant relationship with The Milwaukee Road Magazine as well as with the railroad. A veteran of 39 years of service, Mr. Colwell had a wide acquaintance among employes on the Hoosier division and for the past nine years had served the Magazine as correspondent, reporting news from division headquarters in the Rea Building.

Altogether, Mr. Colwell had credit for 43 years of railroad service, having worked previously for the Southern Pacific in San Francisco and for the old Vandalia (now part of the Pennsylvania) in Terre Haute. His employment with the Milwaukee included positions in the office of the trainmaster and of the assistant superintendent before joining the superintendent's force.

The news column which appeared each month under Mr. Colwell's by-line reflected both a close observation of railroad operations and a genuine interest in the people who were a part of it. Mr. Colwell is active in fraternal work and is potentate of Zorah Shrine Temple in Terre Haute. He plans to concentrate his efforts on a farm about 55 miles north of Terre Haute.

### Terre Haute.

Mrs. Aaron Wright, a past president of Terre Haute Chapter of the Women's Club and widow of Aaron Wright of our Terre Haute store department, has accepted the position of dormitory director at Phillips University, Enid, Okla. She will be the counselor and supervisor of 220 college girls, most of whom are training for professional Christian service. Mrs. Wright is known in Terre Haute for her activities in the civic, social and church life of the community.

Sympathy is extended to Assistant Chief Carpenter F. E. Galvin in the recent loss of his brother John, of Dubuque, Ia., due to a heart attack.

Conductor Thurman Crist, whose 34 years of service were for the most part in the Latta district, retired Aug. 9.

At the Crawford Street freight house, Demurrage Clerk Bruce Blaker and wife vacationed at Niagara Falls; Claim Clerk Ray Williams in his home town territory; Clerk Sam Whitaker and Mrs. Whitaker motored to Cincinnati for a visit with a new grand-daughter, born recently to their daughter-in-law and son Jack.

Mr. and Mrs. Joseph B. Dede vacationed in their home town of Terre Haute in August and Joe stopped at the freight house. Now traveling auditor at Spokane, he is a former employe of both the Terre Haute and Bed-

ford freight offices, Mrs. Dede worked in the superintendent's office here several years ago.

F. G. Pearce, superintendent's chief clerk, who retired last November, is planning a trip to Florida. Sitting on his front porch recently, enjoying the cool air of early morning, Mr. Pearce reports seeing "a pitiful sight—a man with a lunch pail under his arm going to work!"

## Trans-Missouri Division

### EAST END

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

Quite a few changes are taking place in our railroad at Moberidge. Roundhouse Foreman Stanley Ramer is being transferred to Deer Lodge where he will serve as shop foreman. Second Trick Foreman Murl Parker is bumping at Tacoma, and Mr. Klucas will remain as roundhouse foreman here. Roadmaster Myron Olson is going to Lewistown. His position here will be filled by Extra Gang Foreman Leo Miller who will serve the branch lines. O. A. Timmerman is taking Mr. Manley's place as roadmaster on the main line.

Carman Fritz Magera was the lucky winner of a \$50 Savings Bond in a contest for suggestions to prevent loss in shipments during the annual "Perfect Shipping" campaign.

Baggageman Henry Sandman who recently underwent surgery at the Holy Rosary Hospital at Miles City is recuperating at his home there. The Sandmans are former Moberidge residents.

Carl Schneider, retired conductor, and wife enjoyed a visit from their daughter Beatrice who is employed in San Francisco. Another daughter, Mrs. Eleanor Baron, also of San Francisco, recently returned from a tour of Europe, having visited England, Ireland, Germany, Holland, France and Italy.

Miss Shirley Culp was married recently to Raymond Lutz of Glenham at the Trinity Lutheran Church of Moberidge. Mr. Lutz is the postmaster at Glenham, where they will make their home.

Ellia Atanas, retired section man, passed away recently at the Moberidge Hospital from a heart ailment.

Section Foreman Lawrence Knoll and family spent their two-week vacation with their son John at Tulsa, Okla., where he is attending the Spartan Aeronautics School.

Roadmaster Arch F. Manley retired on Aug. 1 after 47 years of service. He started railroading at Spokane, working for the Great Northern, and after seven years he began his service with the Milwaukee at Ellensburg; also worked at Tacoma, St. Maries and Miles City, and as trainmaster for a short time on the Trans-Missouri. The Manleys have two daughters, Mrs. Oliver Messenger (Frances) and Mrs. Duane Kenley (Helen) of Sturgis, S. D., and eight grandchildren. A farewell dinner was given for Mr. Manley at the Moose Club.

Dave Barclay, coal dock foreman and crane operator, and wife celebrated their 35th wedding anniversary recently with all their children present, namely Mrs. Charles Ward of Oskaloosa, Ia., Mrs. Fred Lindell of Spearfish, and Mr. and Mrs. Jack Barclay of Belle Fourche, S. D., and Lyle Barclay of

The Milwaukee Road Magazine



**SET OF DOUBLES.** The twin daughters of Conductor C. A. Green of Tacoma who were married in a double ceremony at the Little Church on the Prairie on Aug. 11, which was also their 20th birthday. Darlene Mary was the bride of William Dean Melville, Jr. and Marlene Ellen became Mrs. Claude Eugene Flansburg. The identical lace bridal veils were brought from France by Mr. Melville. (Richards photo)

**ON CHORALE TOUR.**

Dorothy Lowrie, an employe of the freight auditor's office and central typing bureau, Chicago, during the past two years, and daughter of George H. Lowrie, assistant engineer in the office of auditor of capital expenditures, is shown entering an automobile in London during a recent tour of the British Isles. Miss Lowrie, a senior at Moody Bible Institute, returned Aug. 21, following a two-month tour with the Moody Chorale, one of this country's better known choral groups.



They sang approximately 65 concerts throughout England, Scotland and Ireland, with audiences ranging from 1,000 to 3,000 people. The largest audience was in Belfast, Ireland, where more than 12,000 were in attendance. She returned greatly impressed by the beauty of the English countryside. "No billboards anywhere," she said.



**NICE CATCH.** This is I&D Trainmaster Paul Bridenstine's idea of the perfect way to spend a vacation. He caught the impressive string on a fishing jaunt in Washington.

**Centennial Tuesday at the freight house.** Front row, from left: Stowers Harold DuFrene and R. E. Braband, and A. K. Nordyke, demurrage clerk. Standing, from left: B. L. Knudson, stower; Frank Woestman, yard clerk; Henry Dyer, check clerk; Esther Noonan, cashier; H. F. Spencer, claim clerk; George Hewitt, stower; B. J. Mitchell, chief clerk; and V. P. Landmark, tariff clerk.



**CENTENNIAL TUESDAY.** Beard and calico fever got the upper hand at Sicux City, Ia., this summer when 8,000 Centennial Belles and 11,000 Brothers of the Brush helped to celebrate the city's 100th anniversary. Shown here are some of the enthusiastic Milwaukee Road boosters who observed the official request to wear pioneer dress every Tuesday in July. The centennial highlights included the circulation of the usual wooden nickels, a week-long Centurama, the issuing of the Lewis and Clark commemorative stamp and a mammoth parade.

**Centennial Belles, from left: Fay Ness, Gladys Jorgensen and Alice Butcher of the superintendent's office, and Helen Flynn, engineering department.**



**MAN AT ARMS.** City Freight Agent W. T. Bieze of Chicago, a first lieutenant in the United States Army Reserve, is shown checking the work of an enlisted man on a recent two-week tour of regular duty with the Provisional Platoon of the 322nd Logistical Command at Camp McCoy, Wis. During World War II Mr. Bieze served with the 744th Railway Operating Battalion, the Milwaukee Road unit commanded by W. J. Hotchkiss, now superintendent of the D&I Division, and later in the 709th Railway Grand Division.



## Notice—All Twin City Employes

PLAN to reserve Thursday, Oct. 21, for the fifth annual All-Employe Retirement and Reunion Party, which will be held in the Arizona Room of the Prom Ballroom, 1190 University Avenue, St. Paul. There will be entertainment and dancing; also free parking and checking. See the chief clerk in your department for tickets.

Rapid City, where he is serving in the Air Force.

Pat Leary, son of Water Service Foreman H. J. Leary, who is a student at Brookings State College, helped to get out the 75th anniversary edition of 104 pages of the "Brookings Register" and also helped out at the Mobridge Tribune during vacation time.

Reinhold A. Radtke, retired road carpenter, passed away recently after an illness of over a year. He is survived by his wife, three sons, three daughters, 18 grandchildren and 16 great-grandchildren. Funeral services were held at the Trinity Lutheran Church of Mobridge.

A. W. Arvidson, retired car foreman, and wife have returned from the East where they visited their son Donald at Rochester, N. Y.; from there to Cleveland, Ohio, to see Mr. Arvidson's sister, and to Niles, Ill., where they visited their son Wallace.

### WEST

While passing Ismay one morning last month, Engineer W. E. Siewert looked back and observed that gravel and sparks were flying in the rear of a diesel about three quarters of a mile west. He took immediate action to have the train stopped, and inspection revealed a broken journal on the lead pair of wheels of the trailing truck, broken off at the hub. Superintendent W. E. Swingle commended him for averting a possibly serious accident.

## Twin City Terminals

### MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor  
Stationmaster, Minneapolis

At an informal gathering in General Superintendent Doud's office in the Minneapolis passenger station on Aug. 30, a large number of employes and officers of the Twin City Terminal Division wished good luck in his retirement to Frank E. Quirk, chief clerk to general superintendent and superintendent at Minneapolis. Mr. Quirk was presented with two savings bonds, a billfold and cash.

Mr. Quirk started with the railroad on May 1, 1910, as roadmaster's clerk at Minneapolis, went to Chicago in 1917, to the auditor of expenditure's office, and returned to Minneapolis as chief clerk to superintendent on Oct. 1, 1918. In November, 1931, he became assistant chief clerk to general superintendent and on Aug. 1, 1950, was appointed chief clerk to general superintendent,

ent-superintendent, which position he held until his retirement. He carries with him the good wishes and respect of fellow workers, not only in the Twin Cities, but over the railroad generally. Walter J. Zahradka, of Butte, succeeds Mr. Quirk as chief clerk.

### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

Fred Overoy will soon discard his fishing tackle and poison the old reliable deer rifle. Joe Luinsneck will visit his old home town, Belle Plaine, Minn., on his vacation.

NO report from Joe and Elsie Monheim as to the progress on their home building at Stillwater, Minn.

While visiting in Canada, Ray and Gladys Sheenan discovered that U.S. currency is not up to par with Canadian money. On their previous trip it was vice versa.

The St. Paul station employes enjoyed a moonlight excursion on the steamer Avalon last month.

### ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent  
c/o General Agent

On Aug. 16 we lost our clerk, Warren Stewart, to the rate desk in Minneapolis. He was replaced by Ray Schwietz who up until then was diversion clerk in that office. By being transferred over here, Ray is again working in the city in which he lives, and Warren, by going to Minneapolis, is doing the same, so it all seems to have worked out quite well.

Brooksie Burk, former secretary in this office, is, as you know, in the record shop business. She and her husband have a store on Sixth Street. Recently they opened another place, just around the corner on Wabasha. Anybody need sheet music?

The feathered fowl that fly up in front of me this year during hunting season will have nothing to fear. They will be as safe as the day they were born, if my first attempt to get a few clay pigeons is any indication of my skill with a shotgun. Do any of you old-timers in this business of "getting the bird" have a few pointers you could pass on to a novice?



F. E. Quirk, chief clerk in the Twin City Terminals, accepts a retirement gift from J. G. Messicci, general car supervisor, with Superintendent R. F. Fairfield looking on. For details see the column of Division Editor J. J. Taylor.

## MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

M. F. Marrin, general freight house foreman, celebrated his 25th wedding anniversary Aug. 21.



R. A. Kolhoff

R. A. Kolhoff, traveling freight agent with headquarters in Minneapolis, is serving this year as president of the Northwest Traffic Agents Association. He is a charter member. The organization is composed of traveling freight agents, city freight agents and chief clerks of rail-

roads with offices in the Northwest, particularly in the Twin Cities. Mr. Kolhoff has been with the Road since 1925, starting in the Minneapolis freight office. From 1938 to 1939 he was city freight agent-chief clerk at Butte and subsequently city freight agent at Duluth. In 1945 he became senior city freight agent at Minneapolis and since 1948 has been traveling the off-line territory of the division freight agent. The Northwest Traffic Agents Association is devoted to promoting good will and understanding among the railroads' traffic solicitation forces.

Irene Burchard was an office visitor recently. She and Chief Clerk Al Wareham compared notes on Dallas, Tex. Irene lived there until recently, and Mr. Wareham had just returned from a golf tournament held there. The local newspaper sports page quoted Mr. Wareham's opinion of Dallas: "It was 110 in the shade when we arrived there, and there wasn't much shade."

John L. Olson is the new bill clerk in the freight office.

Frank Thori has taken his annual vacation to operate his business at the State Fair. He promised the girls in the freight office a box of candy if the sun shone every day.

Art Bourgeault, C.F.A. is the proud father of TWINS—a boy and a girl, making a total of five children.

The Gene Solvies also have a new addition to their family—a boy.

There will be some changes in the commercial office. Dave Egertson left to work for the Frisco, and Neal Johnson, of the St. Paul commercial office, will fill any vacancy after promotions.

Bill Head, janitor at the Minneapolis freight office, celebrated his 37th wedding anniversary on Aug. 30.

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Eugene C. Geelan, former carman helper who joined the Air Force in January, is now stationed near St. Louis, Mo. He and Miss Burl Kingel were married at a church service on July 10 and a reception was held at the home of the bride's parents in Minneapolis.

Mr. and Mrs. Joseph Nesonson are proud

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parents of new baby who arrived Aug. 3. Joe is cutter at the shops.

Foreman Roy E. Melquist and Mrs. Melquist will enjoy a boat trip from Duluth to Chicago while on a Shriner's convention this month. Foreman and Mrs. Hollingsworth visited relatives at Janesville and Beloit; also twin grand-daughters in South Minneapolis. Coach Yard Foreman Tal Hughes and Mrs. Hughes will visit New York, Philadelphia, Boston, Hamilton and Montreal.

Miss Mildred Arnold is the new stenographer in the store department office.

George Bebler, helper in the car department, retired Aug. 19 after 32 years' service . . . Robert Floyd Martin, pipefitter in the roundhouse, on Aug. 2 following 42 years of service . . . Valentine Stasik, coach yard employe, retired Aug. 2 after 35 years of service.

Sympathy is extended to family of George Beguhl, former lieutenant of police at Minneapolis shops, who passed away Aug. 17 due to a heart ailment. Mr. Beguhl had retired several months ago on account of disability. He will be remembered for his kindness and for his good work on fire prevention.

## Milwaukee Terminals

### FOWLER STREET STATION

Pearl Freund, Correspondent

Sympathy is extended to our co-worker, Joseph Hoerl, rate clerk, on the death of his brother Edward, our assistant agent. He is survived by his wife Lorraine and two children, Richard and Mary Beth. Details are reported elsewhere in this issue.

Gerald Straka, son of Milton Straka, assistant cashier, graduated last month from the University of Virginia, and again with honors, this time a Fullbright Scholarship. However, it seems Uncle Sam has stepped in to claim his services, and he will not be able to avail himself of this wonderful opportunity to continue his education abroad. To date he has earned a bachelor of science and a master of arts degree.

Congratulations are in order for Henry A. Hoefl, agent at Chestnut Street station, who has been promoted to agent at Aberdeen, S. D., and who has also announced his forthcoming marriage to Patricia Elizabeth Call, an employe in the traffic department of the Pabst Brewing Co.

Louis Kaladish, former employe in house 7 who has been enjoying his retirement since Jan. 15, 1949, has returned from a three-week visit with his son and family in Colorado Springs, Colo.

Mr. and Mrs. Harvey Corbett spent part of their vacation at Fox Lake, Wis. This is where Harvey and the Missus spent their honeymoon years ago.

Marge Hagberg, our equestrienne, has not been confining her interest in horsemanship to her own mount, but has been riding "Renage," owned by Gene Escher of Mineral Point, in shows this summer. She showed him first at Evansville, winning second place; then Janesville, placing third; then successively at Richland Center with second place; Wilmot, Ill., with first; and finally the State Fair at Milwaukee, winning first in the Arabian three-gaited class—"Renage" is an all-white Arabian.



**PICNIC BRIEFS.** Above: A shoe scramble was a popular diversion at the annual picnic of the Brotherhood of Railway Clerks, Victory Lodge 1233, held on Aug. 6 at Jackson Park in Milwaukee. The gimmick here was for the men to retrieve their wives' shoes, return to fit them on, and then race to the finish line.

Right, top: About 200 attended the outing. The feature of the day was three ball games, in which the Fowler Street freight house defeated the men from the shops. The family group relaxing here consists of, from right: Vincent Freihoefer, clerk in the Union Depot, Mrs. Freihoefer and their son, and Mrs. Ed Koudelka, wife of a Union Depot clerk.

Right: The busiest spot in the park was the refreshment counter, where hot dogs, hamburgers and coffee were dispensed by members of the Railway Business Woman's Association. The workers here are, from left: Carol Keller, clerk for the NYC; Nancy Houting, clerk, Davies yard; and Cecelia Russel, nurse at the shops dispensary.

Below: The backward-race-on-hands drew an enthusiastic crowd of small-boy contestants. Small girls took their turn, too, in a one-legged hop. And if anything could be more fun, it was the egg-throwing contest. (Pictures by Correspondent J. E. Boeshaar)



Betty Metschl vacationed in Canada, stopping off at such spots as Banff, Lake Louise, Vancouver, etc. Bill Cary, chief yard clerk, and family covered about the same route, stopping off along the way.

Delores Loferski, a former employe of the stores department, is a new addition to the I.C.I. billing department. Ollie Yerman has been assigned to the position of chief

bill clerk in the I.C.I. department, and Mary McCormick to carload billing.

Earl Arndt is very enthusiastic about the wonderful vacation spent with his family at Three Forks, Mont. A car was rented at Gallatin Gateway for the trip through Yellowstone Park, giving them plenty of opportunity to stop off at will.

#### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

##### MUSKEGO YARD

Among the highlights of the Veteran Employes' Association banquet at the Milwaukee Auditorium Sept. 1 was the appearance of our own Freddie Grieb, veteran switchman of the Milwaukee terminals, at the speakers' table. It was fitting that Fred Grieb was delegated to this place, being our oldest switchman on the seniority list. He took a bow to a big hand when introduced and looked very happy about it all. Freddie tells us he is 69, and we will have to believe him, but his activity climbing on and off cars and engines would belie it. He has a seniority date of Aug. 2, 1906. Many of our oldtimers were in evidence at the convention around the Schroeder Hotel, at the fifth floor Switch Shanty more specifically. Joe and Mrs. Carlin were around looking fine, having just returned from a three-week vacation trip to Mexico City.

Chief Clerk Joseph Schneider passed away July 27 after a long illness. He had been with our road since June, 1925.

Yardmaster Malcolm Haslam ("Red," as he was known to his many friends) passed away suddenly on July 29. He is survived by his wife. Mr. Haslam was 59 at the time of his death and had been with our road 40 years, starting here in July, 1914, and working as switchtender, switchman and yardmaster. He was the brother of Telephone Operator Edna Klatte, and Ralph Haslam of the Milwaukee Shops.

##### UNION DEPOT

Floyd E. Smoot, retired chief carpenter of the Milwaukee terminals who now lives in St. Petersburg, Fla., was in Milwaukee for a visit of several weeks. Mr. Smoot is enjoying fine health and recently completed a new three-bedroom home for himself and his wife in the Gulfport section of St. Petersburg.

Sympathy is extended to Telephone Operator Alice Rosploch in the recent loss of her mother, Mrs. John Brefka.

We regret to report that Thomas L. Austin, 25, oldest son of T. G. Austin, general agent passenger department, Milwaukee, together with his fiance, Miss Mary Ellen Hennings, was the victim of a fatal accident at Pewaukee Lake on Aug. 28. The couple, who had gone on a picnic of insurance company employes, were drowned in a fishing mishap. Besides his parents he is survived by five brothers, Philip, William, Robert, James and Richard, and two sisters, Jean and Mary.

*This is the only country in the world where a man can ride in his own car to the courthouse to collect his unemployment compensation check.—Sioux County (Ia.) Capital*

## Chicago General Offices

### PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent  
City Ticket Office

The "welcome" mat is dusted off for Dominic Odiero, who returns to the department after winding up a two-year hitch with the Army. It doesn't seem that long ago that Dom was heading for Camp Chaffee, Ark., but it is. After the customary work-out there, Dom was shipped overseas, and while he was stationed for a while in Korea while the war was going on, most of the time he was in Japan—more specifically on the island of Hakkaido, a spot so bleak that Dom says "not even the Japanese go up there." He arrived in Seattle in July, and on the 28th climbed happily back into his civvies.

Two new people have joined the department since the last appearance of these notes—Gordon Nary and Bob Navicky. Gordon, who is with the advertising department staff, is a graduate of Marmion Military Academy. He attends Loyola nights. Plans on a career in the industrial psychology-personnel field.

Robert Navicky, who has taken over on the mail desk in Passenger Rate, went to St. Rita High School, where he made the boxing and football teams. For the last two years, Bob worked in Chicago for the Association of American Railroads. An ex-paratrooper, he will be studying law nights at De Paul this fall under the GI Bill.

Ran into my old boss, Ray Myles recently, and he volunteered the following info about himself: After he retired as chief clerk in advertising four years ago, the Myleses stayed on in Chicago. Then a little better than a year back, they headed down to Florida, settling in the St. Petersburg area. Now, we don't want to start a war with the state of Florida, but that clime just wasn't their cup of tea. They are now back in Milwaukee Road country and have a nice place up at Oconomowoc, "just across the road from the lake and a block and half from the station."

Although Gene Henderson departed from the company a year back, he is such a well-remembered part of the seventh floor scene that his Union Station friends will be interested in this item that has filtered back from Cleveland. The Hendersons recently became the proud parents of two baby boys, named Guy and Greg. Born prematurely, the tots were in an incubator for a time, but the last word is that they are now doing fine.

### OPERATING DEPARTMENT

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

According to reports, Mrs. A. S. Beiter, wife of assistant chief telegraph operator, is coming along fine after being operated on at Faribault, Minn.

Telegraph Lineman Frank Cramer's wife Inglerlene gave birth to a ten-pound three-ounce daughter Aug. 1 at Montevideo.

Franklin Park's loss will be Carpenterville's gain since Traveling Mail Express and Milk Agent Everett Klotz, zealous civic leader, is again pioneering in a new community. He

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**IT'S A MATCH.** Ensign Rex Morgan, son of C. E. Morgan, superintendent of welding in the Chicago engineering department, pictured at his recent marriage to Miss Natalie Handrup at the Bethlehem Lutheran Church in Cedar Falls, Ia. Rex worked with a bolt tightening crew during school vacations before entering the United States Coast Guard Academy from which he was graduated in June. Currently he is aboard an icebreaker on the Bering Sea patrol. His bride attended Iowa State Teachers College.



**VISITING TIME DOWN SOUTH.** On a recent vacation in Florida, J. P. Franz of the auditor of equipment accounts office, Chicago (left), called on Arnold Frantz, now retired from the auditor of expenditures force. Mr. Frantz has a three and a half acre "ranch" near Orlando on which he grows sweet potatoes, corn, peanuts and melons. Irrigation is supplied by two wells which he dug himself.

has purchased a new home in Meadowdale, suburb of Carpenterville, and expects to move in shortly.

Utility Clerk Roy G. Schiffer of the transportation department felt right at home driving a brand new Cadillac for a friend from Chicago to Seattle during his vacation, accompanied by Mrs. Schiffer and his daughter Cynthia.

George W. Beguhl, retired lieutenant of police of St. Paul, passed away Aug. 18 after a long illness at the age of 60. Due to illness he had retired in June, 1952, after serving in the police department for over 20 years. Our sympathy is extended to his widow.

#### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

William Roloff was an office visitor on Aug. 6. He has been enjoying his retirement in California.

Mr. and Mrs. Kurek (Jane Kass) announced the arrival of a baby girl on July 31. Virginia Reiche became the mother of a baby boy Aug. 3. Also, Lillian Cokkinais had a baby boy on Aug. 27.

The key punch girls are an active group. Dolores (Dolly) Friedenberg was honored with an office bridal shower on Aug. 12, and became Mrs. Paul Barton on the 14th.

Ardele Dassow is beginning to live since her "Dear Bill" has returned from overseas service.

Dixie Garrison is planning her wedding for Nov. 6, and Mary Ann Grenlin upon returning from her vacation, announced her engagement.

Another recent arrival from County Mayo, Ireland, is Kitty O'Malley, who started to work in our office on Aug. 9.

Joan Leidolf, who suffered a heart seizure on Aug. 6, is hospitalized at this writing.

#### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Well, here I am back again and wish to thank you for your wishes for my recovery. Roy Tiedje is also back after an extended illness.

Jimmy McCauley is recuperating from an operation, and Sam Weinstein was in the hospital for observation.

Dorothy Massachessi became engaged to Carl Magnini of Hamilton, Ont.

Gloria and Augie Rogus spent their vacation in Biloxi, Miss. Harry Simon took his family to Manitou Springs, Colo.; Gertrude Walsh spent her vacation at Glacier Park; Betty LeMay drove to Texas with her daughter; and Cele Koob vacationed at Glacier National Park.

Betty McConahay, formerly of our office and now of Mobridge, was a recent Chicago visitor and guest of honor at a party given by Joe and Em Trezek. Among the guests were Pat Germain and Tom and Arona Puttrich.

Josephine Goetz, Cele Koob and Irene Barry attended the veteran employees' convention at Milwaukee.

*Stubbornness does have its helpful features. You know what you are going to be thinking tomorrow.—Chilton County (Ala.) News*

September, 1954



#### CHORAL CLUB NEWS

Theresa Glasl, Correspondent

As we already have several concerts scheduled for the early part of our fall-winter season a special appeal is made to all members to attend rehearsals regularly, and if they know of others in their respective departments who might be interested, to bring them along. Additional members will be welcomed in all sections, especially tenor and bass. A fine showing was made last year and an equally active program is on the agenda for 1953-1954.

The opening concert will be for the Austin Women's Club "men's night" at Austin Masonic Temple, 241 North Central Avenue, at 8 P.M., Oct. 25. Others are at Messiah Lutheran Church, Wolcott and 64th, on Nov. 5 at 8:15 P.M., and Northminister Fellowship—Fourth Presbyterian Church, 126 East Chestnut Street, Nov. 15 at 7 P.M.

#### ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

H. L. Pitner, assistant engineer, retired Aug. 31. "Pit" had worked 29 years for the Milwaukee and in addition to our general office, had been assigned to division offices at Spokane, Miles City and Savanna.

Nathan Berman, detailer in the bridge de-

partment, and Mrs. Berman are the proud parents of a baby girl, born July 31. Likewise, Andy Haight, draftsman in the signal department, and Mrs. Haight are mighty proud of their first boy, born Aug. 3 at Portage. The little fellow has two sisters, Candy, age 4, and Cynthia, 2.

We welcome a new stenographer in the signal department, Mrs. Bernice Zemtseff.

Our sincere sympathy to Division Engineer I. C. Brewer at LaCrosse, whose stepfather passed away Aug. 19.

We received word on Aug. 16 of the death of A. D. Emery at LaCrosse. Funeral services were held at LaCrosse on Aug. 17. Mr. Emery was born Aug. 30, 1869, at Lamar, Mo., and started with the Milwaukee as a rodman in Minneapolis in October, 1890. He worked as draftsman, chief draftsman, assistant engineer and assistant district engineer, all at Minneapolis. Mr. Emery retired on Dec. 31, 1945, and he and Mrs. Emery moved to Burbank, Calif., in 1946, where they lived until August, 1953, when they moved to LaCrosse. Our sincere sympathy to Mrs. Emery.

*Uncle Sam is the nation's biggest landlord, owning 500 million acres or nearly one-fourth of the total area of the continental United States, according to the Chamber of Commerce of the United States.*

## FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Welcome is extended to new employes Harry Capella, Robert Jorgensen, George Bensinger and Paul Boyd.

Congratulations to Paul Boyd and James McLaughlin, promoted to file sorter, and to Loretta Hilsher, promoted to senior dictaphone operator.

George Ryan, adjuster, and wife Mary, formerly a clerk in the OS&D bureau, proudly announce the arrival of an infant daughter Aug. 22.

H. W. Kirch, freight claim agent, and P. G. Lykken, adjuster, were hospitalized for surgery. Mr. Lykken has since returned and we hope to see Mr. Kirch back soon.

J. H. Andrews, general freight claim agent,

and wife spent an enjoyable vacation in Seattle visiting their friends and relatives.

William and Virginia Glade announce the arrival of William John, born at Condill Memorial Hospital Aug. 13.

Julia Korbellas has been displaying a large diamond.

Vacationers at far-away places included Eleanor Meyer, Colorado; Harold Miller, Boston and the east coast; and Ralph Burton, Miami, Fla.

## OFFICE OF FREIGHT AUDITOR

Patricia Walter, Correspondent

Irene (Moore) Tayson of the machine room left us July 31 to await the stork.

Margie Johnson became the bride of Donald Burns on Aug. 21.

At this writing Helen Schultz and Ruth Stackley are on furlough.

Anyone who watched the Sox game Aug. 15 saw Bill Condon and George LeVelle make their television debut with a terrific catch in the upper deck made by Bill.

Arthur Lindmark has been elected grievance chairman.

Recent vacationists were Marianne Gleich, in Florida; Roy Peters in Duluth, Minn.; Betty and Arthur Lindmark in Billings, Mont.; Mildred Kerns and her husband in California; and Joseph Riplinger in Portland, Ore. Emilia Boever went on a Gibbs Catholic tour, Laura Kristensen and her daughters went to Washington, Marion Klewer spent her vacation in Florida visiting Mertis Godee, formerly of this office, and Vernice Fay and her husband went to Canada.

## PURCHASING DEPARTMENT

E. Galbreath, Correspondent

Louis Smith, Jim McPherson, John Beton, Don Russo, Clarence Deffley, Joe Gajewski and Carl Gallagher made up the group at the purchasing department annual golf outing last month. Herb Maass, who recently left the railroad, joined them for the day. The course was quite wet, but they all enjoyed themselves. Louis Smith came out with top honors.

Esther Mercurio has joined our force as steno-typist. We needed a blonde around to brighten the office.

We were sorry to hear of the illness of Mrs. Ben Perlick, wife of retired ue bureau head, and wish her a speedy recovery.

An interesting letter was received last month from Gussie Weinrich, retired secretary, describing her new work at the Chi-

cago Lighthouse for the Blind.

It was a pleasure to send congratulations to Leonard Thelander, office manager, and his wife on the occasion of their 25th wedding anniversary Aug. 24.

## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Agent, Spokane

With fall in the air, maintenance work on the division is winding up operations. Vince Perrone's extra gang disbanded for the season, having completed work on the Elk River branch and the St. Maries to Calder line. General repair work on the Union Station tracks at Spokane will begin as soon as Vince takes over his regular duties as section foreman.

Engineer F. G. DeMonnin suffered a fatal heart attack recently during his lunch period. He is survived by his wife, Faye, a daughter and a son, all of Spokane.

To Chief Clerk Adolph Carufel goes our sincere sympathy on the death of his father.

It was a baby boy for Fireman and Mrs. Herman Sperr of Malden.

Mr. and Mrs. H. B. Kipp and son Howard have returned from a trip which took them to New York, Washington, D. C. and many points of historical interest.

I like to get into an auto and travel those high mountain roads one finds in the Badlands. Sure, I'm scared at the time, but you can boast about it afterwards. From the majestic Grant Tetons to the Big Horns of Wyoming and into the South Dakota Black Hills, one finds a variety of scenery. Standing at Custer's Last Stand, I could almost see the Indians behind the sagebrush and along the hogsback where so many soldiers fell. A camera helps to bring back interesting scenes and to re-live vacation days in the dead of winter.

While at Spearfish, S. D., I found that our motel owner was a former Milwaukee employe by the name of Frank H. Tyro. He told me his service dated from 1910 until about 1917, on the Rocky Mountain Division. We talked about the people we knew—if you knew Mr. Tyro, you were probably mentioned. He asked me to say "hello" to the agent at Lewistown, M. G. Boyd.

Switchman J. Stilz is in St. Luke's Hospital. He expects to be off for several months.

Joe James, switchman at Spokane yard, is hanging up his lantern after some 34 years of railroading. September 1 will find Joe taking it easy at his acreage at Millwood.

Cora Guthridge is "thrilled to death" with her new home which she has purchased on Spokane's south side.



## Still Greater PROTECTION for CARS and LADING

CARDWELL WESTINGHOUSE FRICTION DRAFT GEARS

to absorb horizontal shocks

CARDWELL FRICTION BOLSTER SPRINGS

to absorb vertical and lateral shocks

CARDWELL WESTINGHOUSE CO.  
CHICAGO  
CANADIAN CARDWELL CO., LTD.  
MONTREAL

## PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES

HEALTH-ACCIDENT-LIFE (Death from any cause)

HOSPITAL BENEFITS

NON-CANCELLABLE POLICY

NO MEDICAL EXAMINATION REQUIRED

GOOD IF YOU LEAVE SERVICE ON PENSION OR OTHERWISE



## EMPLOYEES MUTUAL BENEFIT ASSOCIATION

1457 Grand Avenue

St. Paul, Minn.





**THE GOLDEN FIFTIETH.** Mr. and Mrs. Charles W. Stockwell who observed their golden wedding anniversary with an open house at their home in Chicago Aug. 22. Mr. Stockwell, retired Western Avenue team track foreman, is a 50-year veteran. The picture was taken on a recent trip to Florida.

## Chicago Terminals

### GALEWOOD

Norma Gunderson, Correspondent

Mae Graney, report clerk, returned from her leave of absence due to illness on Aug. 1.

Barney Zienty, tracing clerk, had a nice visit with Charlie Schultheiss, retired clerk of the Galewood office, and Art Strohmeyer, cashier, while on his vacation at Corona, Calif.

Sympathy is extended to Ann Oldorff, of the cashier's office, whose mother passed away Aug. 18.

Tom Dyba, route clerk, has taken a leave to have treatments and surgery performed on his eyes.

Your correspondent had the pleasure of meeting Kim Novak, daughter of Joe Novak of the freight yard, at an open house held in the home of her parents on Aug. 22, and found her just as sweet as her dad says she is. Kim, a Hollywood starlet, will be seen in Chicago soon in "Pushover."

Sympathy is extended to the family of Joe Laszewski, janitor, who passed away Aug. 29.

Andrew Ciezadlo, entry clerk in the freight house, has been off for some time due to illness.

Attention, ladies: The first fall meeting of the Milwaukee Road Women's Club, Fullerton Avenue Chapter, will be held Tuesday, Oct. 12, at 5 P.M. Circle that date and plan to attend.

Mr. and Mrs. William H. Ready of North Keeler Avenue, both 79, celebrated their 60th wedding anniversary recently with a party at the Tally Ho restaurant in Park Ridge. Mr. Ready, who is now retired, was a Chicago terminal yard conductor for 31 years. He was on the Belding school board for 20 years.

*A man, getting his first peek through the Palomar telescope, exclaimed, "God!" A professor turned to him and said, "Pretty good telescope, isn't it?"—Fairfield, Calif. Solano Republican*

September, 1954

**REUNION.** Guy "Kickapoo" Sampson, old-time Chicago terminals train director and a Milwaukee Road Magazine correspondent from the time of the magazine's beginning in 1913 to his retirement in 1937, pays a social call on a current Chicago terminals correspondent, Dorothy Lee Camp, with his son Lyall who as a night yardmaster at Bensenville holds a position formerly held by his father. "Old Kick," so named because of his service in the '90s on the Kickapoo Valley & Northern, now lives in Banning, Calif. He was back among the home folks to attend the veterans' reunion in Milwaukee and for a visit at Gays Mills, Wis.



### UNION STREET

Florence LaMonica, Correspondent

Michael Conoboy, caller at house 3, is recuperating from a broken arm at this writing.

Henry Schindalga, foreman in house 3, was in Loretta Hospital for observation last month.

We extend sympathy to Fred Carter, paymaster at Union Street, in the loss of Fred Jr. who passed away Aug. 28.

Patricia Harrington, daughter of Pat Harrington, forklift operator in house 3, passed away Aug. 16. Interment was in St. Mary's cemetery.

The father of Frank Cyzio, checker in house 8, passed away Aug. 18. Our sincere sympathy to the family.

John J. Kandybe, lieutenant of police at Union Street who retired in March, 1953, was laid to rest in Rosehill cemetery Aug. 25. He had been ill about three months. Pallbearers were fellow officers on the railroad police force who had worked with him during his 40 years with the Milwaukee. He is survived by his son Joseph, a daughter-in-law and four grandchildren.

### BENSENVILLE

Dorothy Lee Camp, Correspondent

Eugene Waletich, teletype operator, and his bride Mavis have returned from a South Dakota honeymoon. Gene and Mavis said their "I dos" at Ontarioville, Ill., on Aug. 16—a case of South Dakota boy meeting South Dakota girl in Illinois.

Walter Koch, clerk now in the Air Force, played host to his mother, president of the Women's Club Chapter at Bensenville, his father, yardmaster at Galewood, and his sister Dorothy when they paid him a visit recently.

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**Milwaukee 12, Wisconsin**

He surprised them with the news that he has made the Air Force band with his trumpet.

Trainmaster Bob Lewin and family enjoyed a grand vacation, driving their new Mercury through the southern states.

Robert Helton, night operator at Sturtevant, retired recently after 41 years with the Road. Bob is well known around the railroad, having worked at many places, including the Chicago Terminal, Savanna and Milwaukee. Fellow employes presented him with a portable radio and power beam light for his boat for night fishing. Bob and his fishing pal wife, Nellie, are now enjoying their beautiful natural log cottage, "Singing Birch", at Pickerel Lake, Wis., between Eagle River and St. Germain, and many of their railroad friends have dropped in to visit. Your correspondent and hubby, Phone Director Joe Camp, enjoyed a whole week of wonderful fishing there.

Minneapolis got our special officer, Vernon Krahn, and Bensenville hasn't been the same since.

Pablo Moreno, of the Bensenville ice house, had a pleasant surprise when his mother arrived from Texas recently for a month's visit. The Moreno family had just moved into a new home, so "Mama" had a surprise, also.

Dave Marshall, retired switchman, is in the Illinois Masonic Hospital in Chicago at this writing. Hearing from some of his old friends would sort of make the time go faster.

A cute little miss we don't want to overlook is little Cheryl Ann Dowd, daughter of Towerman Eddie Dowd, tower A-2, who arrived on July 16. She was welcomed by a one-year-old brother, Jeffery.

Charles Bergmann, retired brakeman, and wife held open house on Aug. 22 as they celebrated their golden wedding. An anniversary mass was sung at St. William's Church in Chicago. Charles retired two years ago. The Bergmanns have lived on Neva Avenue in Chicago for 35 years.

A Valley Forge, Pa., paper recently published the following item about the oldest son of Yardmaster Harvey Riedel: "Fort Lee's Bob Riedel, a one-time school boy swimming star in Chicago, captured two second place medals as the second Army swimming championships moved into the final day. Riedel



Robert Helton, retired Sturtevant, Wis., operator, with a fishing pal, Bensenville Phone Director Joe Camp. Details reported in Bensenville yard news.

placed second in the 100-yard butterfly event and in the 200-yard breast stroke." No need to tell you that the Riedels are a couple of very proud parents.

George S. Hall, Chicago Terminal engineer, died recently of a heart attack in his home in Wooddale. George, who had a seniority date of Apr. 1, 1894, had been in the engine department since Sept. 12, 1913. He started his long railroad service as a machinist helper at Galewood before going in the operating department. He had been ill since 1945, at which time he moved to Rochester, Minn., to be near the Mayo clinic. On Dec. 16, 1951 he returned to work as a diesel fireman and a year later was reinstated as engineer. He is survived by his wife, Theresa, two daughters, Shirby and Mrs. William Angeloo, a son Bob, a yard fireman, and three grandchildren. Our old friend was laid to rest at Mount Emblem cemetery.

## H & D Division

**MIDDLE AND WEST**

R. F. Huger, Correspondent  
Operator, Aberdeen

Freight Agent A. C. Anderson has been appointed agent at LaCrosse. He leaves many friends on the H&D. A. J. Hoeft is the incoming freight agent at Aberdeen.

Dispatcher Fred Harvey and family have returned from their vacation which took them down through Iowa and to Chicago.

Sympathy is extended to the widow of "Colonel" E. C. Weatherly who died suddenly last month. He had been operator and agent on the H&D for many years and had the distinction of breaking in about 50 men, most of whom are still working for railroads all over the country, including many on the Milwaukee. He will be greatly missed, having been popular and active in civic affairs wherever he worked.

A. C. Schultz has bid in the position of agent at Java to succeed E. C. Weatherly.

Since our last news column, J. R. Hawthorne has been appointed agent at Wilmette following the retirement of Agent Geisler and H. A. Tisch agent at Greenway. The

agency at Granite Falls is up for bid at this writing; results in the next issue, as well as report on the agency at Zeeland.

The pheasant season starts Oct. 23 and in some parts of the state lasts for 30 days. In this vicinity we get 20 days.

Have quite a number of new men working on the West and Middle Division—even I haven't got acquainted with them yet. Agent Summers at Andover has them all listed by their first names.

**EAST END**

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

Two more of the "regulars" have taken the pension. Agent William Geiser of Wilmot and Agent George Fauss of Granite Falls signed up recently.

Conductor C. E. Petrick and his wife have acquired their Silver Pass.

Engineer Frank Webster and Fireman Henry C. Johnson have been hospitalized. We are looking forward to seeing them back with us shortly.

Conductor Ervin Kurtzbein reports that the letters out of Germany are very interesting. His daughter Donna is living there with her soldier husband.

Pat Maloney has shingled his house. He spent the first week of his vacation up on the roof, and for the second week he came down and took his wife and daughter Margaret to Wisconsin and Michigan.

Carl Sodergren, formerly an H&D engineer and more recently traveling engineer on the D&I, has retired.

Conductor W. E. Lord suffered a heart attack recently in the Minneapolis depot and died that same evening.

Death came to one of the colorful personalities on the division Aug. 4 when "Colonel" E. C. Weatherly succumbed to a heart attack. He was agent at Java for many years, had trained a large number of operators, and was known for his ability as an auctioneer.

Sympathy is extended to Joe Andres, retired chief dispatcher, in the death of his daughter Meta, who was the widow of E. J. Ruehmer, also a former dispatcher at Montevideo.

Agent Lloyd Curfman of Prior Lake died Aug. 17 after a long illness. He had not worked since April.

*The schoolboy who wonders why he has to study decimal fractions gets his answer when figuring baseball percentages.*

**SECOND DISTRICT**

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

We extend sympathy to Lieutenant William Rahn whose father passed away in Milwaukee last month.

Dan Holloway, former switchman at Green Bay, passed away at Antigo where he has resided in recent years.

Chief Dispatcher Bruneau and his wife have returned from vacationing in Spokane, Wash.

We have word that Don Gosin passed away after undergoing an operation in Minneapolis.

**Milwaukee Division**

**FIRST DISTRICT AND SUPERINTENDENT'S OFFICE**

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

A highlight of the social season at Somers, Wis., was the 25th wedding anniversary celebration of Agent and Mrs. C. C. Ruthe on the night of Aug. 21 at the Maplecrest Country Club, where they were feted by about 250 relatives and friends. Train Dis-

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patcher H. C. Cone of Milwaukee presented them with a model Hiawatha box car loaded with 25 silver dollars from friends along the First District.

Traveling to Minocqua recently, Conductor Ed Moran arrived to find the local cab man sick and unable to haul him to his lake home, so other arrangements were made which brought the Minocqua police to the rescue with that little vehicle with two doors on the back. Ed got to his place quite safely.

Nancy Campbell, Mr. Simon's stenographer, has taken the vacation many of us dream about—a boat trip to Hawaii with a visit there.

The agent at Truesdell has two pet crows which stay pretty close to the depot in exchange for handouts. True to traditions, they were observed trying to pick the lock on the waybill box the other day.

**THIRD DISTRICT**

Brakeman C. J. Patz who has returned from military service, resumed work last month, but took a little time off for a honeymoon after his marriage on Aug. 28.

Bob Leonard, conductor on 67-82 and extra passenger conductor, retired last month after 43 years of service. He had been a conductor on the Old Line since 1919.

**Coast Division**

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

Herb Davis of the engineering department at Tacoma retired July 31 after 34 years with the railroad. Herb started as an instrumentman in 1920 at Spokane, was promoted to assistant roadmaster at Mobridge in 1923, and then division engineer at Deer Lodge in 1927. In 1939 he was assigned as instrumentman on the Coast Division. His last big assignment was to supervise the building of the new passenger depot in Tacoma. Herb is an ardent bowler and has bowled with the Milwaukee league in Tacoma for the past 15 years. He is now taking a trip, going through Idaho, Utah, Nevada, New Mexico, California and Oregon.

Sympathy is extended to the family of Fireman J. C. Horr who died of a heart attack on Aug. 26 at Morton, Wash. Mr. Horr started railroading in 1907 with the Tacoma Eastern Railroad and had been with the Milwaukee since 1910.

Ruby Baker, who had been off for almost two years because of ill health, returned to work in August and is now stenographer in

the chief dispatcher's office.

P. J. Cowling retired as general yardmaster at Tacoma July 31. "Pearl" started railroading as a clerk in 1906 and started his yard service in 1909 on the Rocky Mountain Division. He moved to Tacoma in 1911 and had been at Tacoma yard since that time.

B. H. Bobbitt is our new assistant division engineer, coming from Western Avenue, Chicago. Mr. Bobbitt had a hand in the building of the new Bensenville yard.

**Madison Division**

**FIRST DISTRICT**

A. H. Wright, retired agent at Monticello, Wis., was honored last month by the local Masonic lodge, which presented him with a 50-year membership certificate and a gold-headed cane containing the Masonic emblem. Mr. Wright was in Milwaukee Road service almost 60 years. He was raised to the Masonic order in Monticello Aug. 3, 1904.

**D & I Division**

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

A party was held July 27 in the Legion Home at Savanna to honor Carl Sodergren, traveling engineer, who retired Aug. 1. More than 50 were present from Chicago, Ottumwa and Savanna. Superintendent W. J. Hotchkiss acted as toastmaster, and after a dinner prepared and served by the Legion Auxiliary headed by Mrs. C. E. Kinney, a social time was enjoyed and Mr. Sodergren was presented with a gift. Mr. Sodergren started his railroad service in 1906 at Minneapolis as a blacksmith and machinist helper; transferred in 1907 to firing service and was advanced to engineer in March, 1912. He was promoted to a traveling engineer with headquarters at Minneapolis in 1926, coming to the D&I in that capacity in September, 1941. Mr. and Mrs. Sodergren plan to leave Savanna in the fall to make their future home in Minneapolis.

F. Zubaty, retired mechanical department employe, passed away at the home of his daughter Mary in Chicago, Aug. 3. His death followed a long illness with a heart ailment. Mr. Zubaty began his railroad service as a laborer in the mechanical department in December, 1907, before being advanced to a labor foreman, which position he held until his retirement in July, 1945. Surviving are five sons and three daughters. One son, Joseph, is call boy at the Savanna

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roundhouse.

Mrs. William J. McCall, mother of steel crew department employes Harold, Kenneth and Robert McCall, passed away at the home of her daughter, Mrs. John Fellows, in Savanna on Aug. 7.

Engineer Charles Sherman passed away at his home in Savanna on Aug. 11 following a month's illness. Mr. Sherman started railroading as a fireman in October, 1909, and was promoted to engineer in September, 1914. He was in active service up to the time of his illness. Surviving are his widow, two daughters, Mrs. LeRoy Hummel and Mrs. Albert Haberbush, and a son, Ralph.

John Morse, retired engineer, passed away in Chicago on Aug. 9. Engineer Morse entered the service as a fireman in September, 1899, and was advanced to engineer in December, 1903, continuing in that service until his retirement Dec. 1, 1940.

Vincent J. Welch, engineer on the Second District for many years, passed away in Xavier Hospital, Dubuque, on Aug. 11, following a short illness. Mr. Welch started his service as a fireman in September, 1903, and was advanced to engineer in September, 1907. He continued in that service until his retirement this year on Apr. 1. Surviving are his widow, three daughters and one brother.

Mr. and Mrs. Otto Wacker, Savanna, observed their 40th wedding anniversary Aug. 11. Mr. Wacker is a pipe fitter at Savanna roundhouse, and Mrs. Wacker is president of the Milwaukee Women's Club. Engineer and Mrs. James Keiller, also of Savanna, observed their 40th anniversary on Aug. 10, and Switchtender and Mrs. Earl Kurth, Savanna, celebrated their 25th anniversary on Aug. 29.

Announcement has been made of the engagement of Dorothy Joan Phifer and Robert Shrake, son of Conductor I. Shrake, Savanna. Bob is employed in the superintendent's office at Savanna. No date has been set for the wedding as Dorothy will enter her sophomore year at Northern Illinois State

Teacher's College, DeKalb, this fall.

Miss Joanna Ritter, daughter of Mrs. R. L. Smith of Milwaukee and Engineer R. Ritter, Davenport, became the bride of W. G. Heatley of Milwaukee Aug. 21 in St. Sebastian's Church, Milwaukee. On their wedding trip they plan to visit England and Scotland.

Mr. and Mrs. Donald Whitmore of Clinton, Ia., welcomed a son on July 28. The paternal grandparents, the Alex Whitmores (Savanna freight house employe) live in Sabula, Ia.

William Hardcastle, retired engineer, Savanna, has just completed a modern five-room home at Spring Lake, south of Savanna, along the shore of the Mississippi. He has named his rendezvous "The Beachcomber."

Vacationists discovering the beauty of the scenery on our Lines West included: Doris Calehan Parker and husband who visited in Seattle with Doris' uncle, Retired Engineer Harry Calehan, and other friends; Mrs. C. E. Kinney, wife of chief clerk at Savanna, and daughter, Mrs. James Elder, wife of Trainmaster Elder, Milwaukee to Seattle and return; Assistant Chief Clerk and Mrs. C. H. Plattenberger, Savanna, who headed out of Savanna in a different direction, but wound up in Puyallup, Ore., where Happy visited his father, then on to Seattle and Tacoma.

## LaCrosse & River Division

FIRST DISTRICT

K. D. Smith, Correspondent  
Operator, Portage

William Brockman, retired switch foreman at Portage yards, passed away recently at Cleveland, Ohio, while visiting his daughter, Mrs. Oscar Klemp. He was 76. Burial was at Portage. Surviving are his wife, one daugh-

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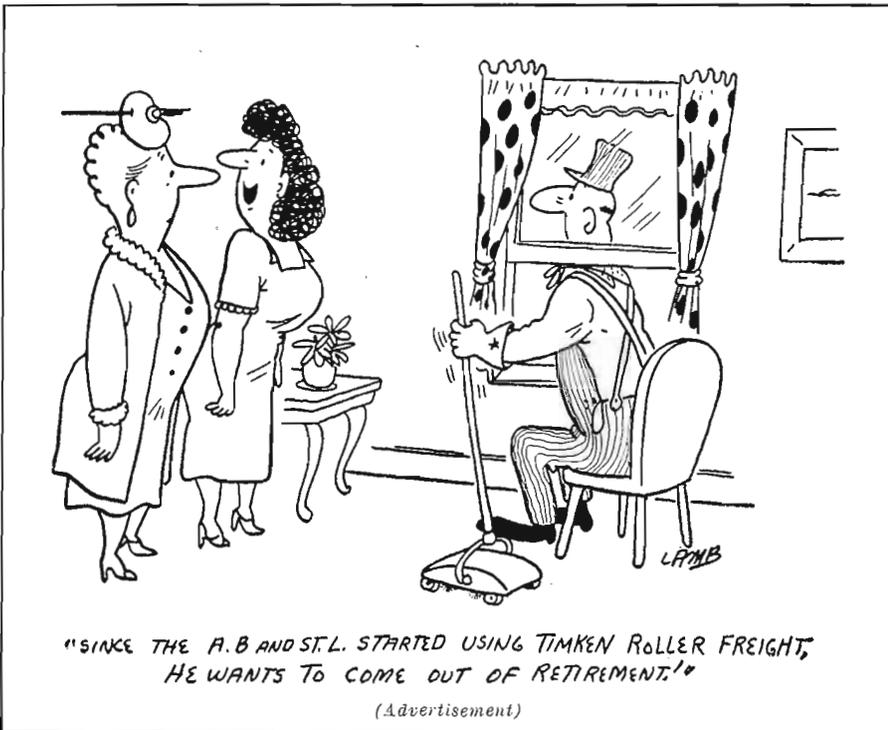
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ter, a sister and four grandchildren.

Leo Bishop, veteran Portage engineer, 66, passed away recently. Burial was at Portage. Surviving are his wife and one brother.

Harry G. Leng, retired switch foreman and assistant yardmaster, 65, passed away Aug. 12 at Portage. Surviving are his wife, one brother and one sister.

Mrs. Herman Ambros, 75, widow of Engineer Ambros, passed away recently at Portage. Surviving are two sons, Conductors Harold Ambros of Milwaukee and Walter Ambros of Portage, and one daughter, Helen, at home.

Brakeman Charlie "Sparky" Thompson and wife used their vacation to visit their son who is in the Canal Zone in Panama, doing his bit in the Army.

Brakeman Janda and Yardmaster McMahon are still on the sick list at this writing.

Too much traffic in July and August; reason I missed the news column.

**I & D Division  
SECOND DISTRICT**

Fay Ness, Correspondent  
Superintendent's Office, Sioux City

T. B. Thompson, retired SC&D Division engineer, 86, passed away July 29 at Long Beach, Calif., where he had made his home since his retirement. Burial was in Los Angeles. Mr. Thompson retired in 1938 after 53 years of service. He is survived by his wife, with whom he recently celebrated their 63rd wedding anniversary.

B. A. Rose, retired SC&D division engi-



**CERTIFIED.** A. C. Jacobs, veteran agent at Waukee, Ia., pictured with the Certificate of Appreciation presented to him following his recent retirement. He had been in Milwaukee Road service 50 years and agent at Waukee since 1931. In recognition of his half century of service a Gold Pass was issued to him this month. (Waukee Citizen photo)

neer, 76, died July 25 at the home of his son in Grosse Ile, Mich., after a long illness. Burial was with Masonic rites at Graceland Park cemetery, Sioux City. He had retired in 1947 after almost 47 years of service. He is survived by his widow Lillian and son John of Grosse Ile.

We are sorry to report the sudden death of C. Frank Johnson on Aug. 7. Frank had worked his regular job as fireman on the switch job at the Sioux City depot and was stricken with a cerebral hemorrhage later at home. He passed away that evening at the Lutheran Hospital. He had been local chairman for the B. of L.F.&E. for almost 14 years. He is survived by his widow, Helen, his mother, Mrs. Edith Adams of Sioux City, and four sisters. Graveside Masonic rites were conducted at Graceland Park cemetery, Sioux City. He will be missed by the members of his organization, whom he so ably represented, as well as all other employees who knew him well.

Urban S. LaBreck, retired engineer, 74, died at his home in Long Beach, Calif., Aug. 4 after suffering a heart attack. He and Mrs. LaBreck were back here for a visit in May and June and he then appeared to be in excellent health. Funeral services were held in Sioux City, with burial in Calvary cemetery. He is survived by his widow, Nettie, two daughters, a son in Sioux City and a son in Cincinnati.

Dr. Raymond Lynberg, son of Engineer Walter T. Lynberg, has completed his medical training and entered practice with Dr. M. J. McVay at Lake City, Ia. He interned at a Spokane hospital.

At this writing, C. P. Kinser, retired agent, is a patient in the Akron, Ia., hospital since suffering a stroke at his home Aug. 4. He is improving and would appreciate hearing from his friends on the division.

Many of the Milwaukee folks in Sioux City attended the wedding of Jerry Weiland, son of our superintendent, in Mason City Aug. 7. That gala event is covered this

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**THE RAILROAD MAN'S COMPANY SINCE 1897**



month by Karen Rugee, correspondent of the First District.

Engineer Emil Weisenburger is ill at his home at this writing.

H. L. Hoskin, retired chief dispatcher, and wife visited here this summer. They now make their home in Long Beach, Calif.

Train Dispatcher D. P. Friedenbach and wife, the former Beverly Anderson, are returning to Sioux City. Don will work as dispatcher in the Sioux City office and Beverly will return to her position as general clerk.

Conductor Kenneth E. Bushnell and Brakeman Thomas S. Hartnett have returned to railroad service after being discharged from military duty.

#### EAST END

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

C. H. Croat, agent at Hull, Ia., retired recently after completing almost 42 years of service, 39 of which were spent at Hull. He started at Plankinton, S. D., in November, 1912, and worked as telegraph operator at Rock Valley, Alexandria, Marion Jct. and Dolton and as agent at Bassett and Everly before taking over the agency at Hull in 1915. He and Mrs. Croat have moved to Spencer, Ia., where they have purchased a home. They were honored at several farewell parties and dinners before leaving Hull.

Miss Bett Lou Sweet, Mason City, and Jeruld Thomas Weiland, son of Superintendent P. J. Weiland, Sioux City, were married in the Holy Family Church at Mason City Aug. 7. A reception at the Clear Lake Country Club followed. The bride was graduated from the College of St. Benedict, St. Joseph, Minn. The bridegroom attended Loras College and is a senior in the college of dentistry at the State University of Iowa. Following a wedding trip to the Wisconsin Dells, they will be at home in Iowa City.

Traffic men of Mason City have made plans for the formation of a traffic club. K. P. Thompson, freight agent, has been appointed to the committee to draw up the bylaws and suggest a name for the organization. Other members of the committee are Harold S. Peterson, traffic manager, North Iowa Cooperative Processing Association; Joseph A. Lynch, traffic manager, Allied Mills, Inc., of Iowa; Clayton Wornson, traffic manager, Mason City Brick and Tile; Cash McMenimen, terminal manager, Des Moines Transportation Co.; and Ralph Shelton, traffic manager, Mason City Chamber of Commerce.

W. H. Woodhouse, retired baggageman, has been hospitalized but we are glad to report that he is improving.

## Milwaukee Shops

### STORE DEPARTMENT

Virginia Schori, Correspondent



Frank Buretta

Frank Buretta, assistant stationery storekeeper, was guest of honor at a party given by fellow employes at the Old Heidelberg on July 30. He was presented with a handsome self-winding watch on his retirement after 36 years of service in the stores division.

Heartfelt sympathy is extended to Earl Solverson, former magazine correspondent, on the death of his father who passed away on Aug. 11.

It's a boy for the Sig S. Powalisz family. Larry Ray was born on Aug. 6 and is son number two. He also has two sisters. Sig is assistant house foreman.

### CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Ray J. Duman, Correspondent

Sympathy is extended to the family of Irvin Dittmar who passed away Aug. 9. He was a lay-out man in the tin shop, with a service date of Feb. 8, 1937.

Sympathy is also extended to the family of Frank Sherbert, upholsterer, who passed away July 15. He had a service date of Oct. 26, 1922.

Best wishes were extended to Jacob Wepfer who retired Aug. 9. He was a silver plater who had over 50 years of service with the company. Also to James Farrell, blacksmith, who retired Aug. 13. He had a service date of June 30, 1941.

Congratulations to Mrs. Emma Derdzinski of our upholstering department whose son, Pvt. Robert Derdzinski, stationed at the Quartermaster Depot in Nahbollenbach, Germany, was recently selected as "soldier of the month" for the depot. Along with the honor went a three-day holiday in Paris. He arrived in Europe last January and is troop information and education instructor for the depot's 7th Quartermaster Group.

Bernice Kruse, clerk in the forge shop, has taken a leave of absence on account of illness.

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**LOCOMOTIVE DEPARTMENT**

Raymond Skiba, Correspondent

Mexico City was the vacation residence of the Ted Krenz family for two weeks during the past month. Ted, who is an electrician in the diesel house, heartily recommends our neighbors south of the border for a real taste of southern hospitality.

Syl Repinski, overhead crane operator in the diesel house, had just returned to work from his vacation when he was rushed to the hospital for an emergency operation. We are glad to report that he is coming along fine.

Earl Hogan is proud to announce the birth of a new grand-daughter, Diane Marie, on July 27. Mr. Hogan is a gang foreman in the shop.

The retirement of Pipefitter Gang Foreman Nels J. Nielsen, Sr., was the occasion of a picnic supper at the Wisconsin Avenue Park on Aug. 26. The presentation of a cash gift was made by F. W. Bunce, chief mechanical officer.

**Iowa Division**

**COUNCIL BLUFFS TERMINAL**

John I. Rhodes, Correspondent  
Perishable Freight Inspector

Chief Clerk Emery E. Davis of the Omaha office retired Sept. 1 after 47 and a half years of railroading. He started with the Chicago & North Western and was also with the Union Pacific and the Union Stock Yards Company before coming to the Mil-

waukee in February, 1926. All of his Milwaukee Road service was in the Omaha office. Mr. Davis planned to take a California trip after he retired. He has a rock garden at his home at 4317 Miami Street in Omaha, but knowing Mr. Davis, I feel sure it won't take up all of his slack time, and the old rocking chair will be idle for some time to come.

Switchman Frank (Dutch) Brugenhemke has returned to work after spending some time at the Veterans Hospital in Omaha.

Miss Eleanor Jane Smith, daughter of Trainmaster E. E. Smith, was married Aug. 7 to Paul Frederick Zimmerman. A reception was held in the ballroom of the Hotel Chieftain. The couple will live in Council Bluffs.

Yard Clerk Leslie Bird, with his wife, mother, and his two daughters, took a vacation motor trip to California. Most of their time was spent visiting relatives at Elcojon and Oakland. Carman Henry Jensen, with his wife and son Wayne, spent his vacation fishing near Paynesville, Minn.

Operator Jimmy Atkins, a former agent at Neola, Ia., is now agent at Manning, Ia., of which he is a former resident.

Operator Bill Hamilton of the east yard office will be the new agent at Defiance, Ia.

Rate Clerk Johny Miller, of the Omaha office, will take over the duties of chief clerk in that office, replacing Emery E. Davis who retired Sept. 1.

**EAST END**

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

Jo Ann Failor and Joel T. Herbst were married in the First Presbyterian Church in Marion the evening of Aug. 21. The bride is the daughter of Chief Clerk W. E. Failor and the groom is the son of Mrs. Olive S. Herbst of Algona, Ia. A reception was held in the Roosevelt Hotel in Cedar Rapids and later the young couple left for a honeymoon in Wisconsin. After Sept. 1 they will live in Marion, where Mr. Herbst is a member of the high school faculty.

W. E. Failor suffered back injuries on Aug. 14 when the automobile he was driving was involved in a collision at the intersection of 7th Avenue and 10th Street in Marion. He was released from the hospital to attend the wedding of his daughter Jo Ann and was again hospitalized on Aug. 23.

There has been a triple increase in the family of Roadmaster J. L. Vavra—a grand-

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**PARTNERS.** A newly wedded couple, Arthur Metzgen, payroll clerk in the general storekeeper's office at the Milwaukee shops, and the former Bertha Carey of Fond du Lac, Wis. This picture was taken after their recent marriage in the Bethel Evangelical and Reformed Church in Milwaukee.

son, Charles John, born to Mr. and Mrs. Jake Vavra of Marion; a second grandson, Douglas Dean Kriegel, born to Mr. and Mrs. Bill Kriegel of Tama—the mother is the former Beverly Vavra; and a new granddaughter, Jody Lynn Kriegel, whose parents are Mr. and Mrs. Walter Kriegel of Tama—Mrs. Kriegel is the former Norma Jean Vavra.

Mr. and Mrs. Hugh E. Jones visited in Tacoma with Mr. Jones' mother who is now 97 years of age, and with other relatives in the Northwest while vacationing in August. Hazel McCalley relieved Mrs. Jones and Earl Curtright worked Hugh's job.

Mewen L. Taylor and family are in Denver at this writing, visiting relatives. Mrs. Taylor received her B.A. degree from the University of Iowa on Aug. 11 and will be on the faculty of the junior high school in Marion this fall.

Instrumentman Ralph R. Mills and wife vacationed in the Northwest, including a sojourn at Lake Louise and Banff and Jasper National Park.

On Aug. 15 Mr. and Mrs. Harley Guzzle of Marion observed their golden wedding anniversary with a dinner at the home of their niece, Mrs. Arling Hughes. Mr. Guzzle is a retired car department employe. Since their marriage in 1904 the Guzzles have made their home continuously at their present address, with the exception of one year.

On Aug. 8 Ernest Marion March, 75, died in a Cedar Rapids hospital after a long illness. He was a retired switchman, having started his service on Aug. 30, 1910, and retired on May 14, 1944. He is survived by his wife, Nettie Andrews March; a son, Earl, of San Francisco; and four daughters, Mrs. Harvey Wierenger of Twin Lakes, Ohio, Mrs. Thomas F. Doherty of Kent, Ohio, Mrs. William Graham of Wichita, and Mrs. Roscoe Bostwick of Peunte, Calif.

Charles Carrington and Fred Schultz of Marion were among the former employes who went on the last run of the Cedar Rapids-Calmar train Aug. 10. Carrington made his first run as a brakeman over the line 47 years ago and Schultz helped build the bridge over

the rock cut at Fayette in 1897. Other former employes who made the trip were Tom Hastings, Ware Lake, George Starks, Harry Snell and Bill Hummell. Alfred Granger accompanied the group.

Attorney Donald Romer, who formerly made his home with his uncle and aunt, Conductor and Mrs. John Clark, in Perry, died suddenly July 21 in a Baltimore hospital following a short illness. The young man, who was orphaned when he was a small boy, was raised by the Clarks and put himself through Columbia University by attending night classes while working in the Department of the Interior. After he graduated he became associated with the Labor Relations Board and made his home in Baltimore. He is survived by his wife and three children.

Miss Hilah Jane Wilcox, grand-daughter of Retired Engineer E. G. White, is now in Korea where she will spend 12 months as a recreational leader. Miss Wilcox, who is attached to the War Department, is in the social services branch of the Air Force. Previously she was stationed at Fort Riley, Kans., as program director attached to special services.

H. L. McDowell of the signal department was off duty recently on account of the death of Mrs. McDowell's mother, Mrs. Laura Simmerman, who passed away at his home. Switchman McDowell of the Perry yard was a grandson.

Engineer P. J. Ryan who retired in June had a nice trip to the West immediately afterward. He and Mrs. Ryan accompanied their son-in-law, Dr. Richard Griever, and family from Omaha to their new home in Powell, Wyo. Doctor Griever has taken charge of a clinic in Powell.

Robert Roland, son of Conductor L. W. Roland, has been promoted to airman second class. He is at the Eilson Air Force base near Fairbanks, Alaska, and has a short-wave radio which he uses to relay messages from servicemen to their families from his base, from Japan, or any place in the Pacific. Robert is the only licensed short-wave radio



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operator at the base and he has talked with "hams" in New Zealand, Australia, Japan, South America and many other points.

Engineer Orville Salzgeber who fires the Hiawatha between Perry and Savanna was stricken with polio while on a vacation trip to Minnesota. He was taken to a Mankato hospital for several days, and later transferred to the Lutheran Hospital in Des Moines for therapy treatments.

Engineer Orville Balsbaugh has been a patient at the Veterans Hospital in Des Moines for several weeks for treatment.

Engineer Fred Wagner who is on one of the Hiawatha runs between Perry and Savanna was a surgical patient in Wesley Memorial Hospital in Chicago in August.

Engineer Fred Seis returned to work Aug. 1 after having been off duty for three months following major surgery.

Harry Julian, retired engineer, who moved to California following his retirement, passed away July 31 following a long illness. Harry, who had to give up his work on account of poor health, was custodian of the bunk room at Council Bluffs when he retired. Funeral service and burial took place in Long Beach.

Conductor Robert Bollard who worked for a long time on the Des Moines division, made his last trip July 29. He and Mrs. Bollard will make their home in Springfield, Mo., where they purchased a farm a few years ago.

Andrea Jo McCurdy, five-year-old granddaughter of Conductor John McCurdy, has inherited her grandfather's luck as a fisherman. Andrea Jo took part in the kids' fish derby at Ames, where she lives, in July, and won first prize. Her catch was a 14-inch bass which she caught in the first five minutes of the contest. The Kids' Fish Derby is sponsored yearly by Ames Chapter of the Izaak Walton League.

Richard Fuller, whose father was the late William Fuller, a middle division conductor, died at the Naval Marine Hospital in San Diego, Calif., in July following a long illness. It will be remembered by many Iowa division employes that his father was the late Conductor Fuller who was killed by a stray bullet apparently fired by a hunter between Rhodes and Melbourne.

Irvin Dettman, for many years a machinist at Perry, died at Janesville, Wis., in July. He went to Janesville from the Iowa Division in 1943 after working 23 years in the Perry shops. He was foreman at Janesville for some time, later leaving the railroad to work for the Fisher Body Company in Janesville. Military funeral services were conducted for him, as he was a World War I veteran.

Harold Reiner and wife of Toledo, Ia., have a daughter, born in August. Harold, who is the agent at Ferguson, bought a home in Toledo when he was operator at Tama and has made that place his home since. He became agent at Ferguson when the second operator was taken off at Tama.

Mrs. Nels Nihlen, wife of yard clerk in Perry yard, was a surgical patient in St. Luke's Hospital in Cedar Rapids in August.

A boy born to Mr. and Mrs. Robert McLaughlin of Washington, Ia., on Aug. 16 is a new grandson for Des Moines Division Conductor L. R. Santee.

Train Dispatcher Earle Edward returned to work in the Perry office Aug. 11 after having been off for several weeks because of illness.



A "DOUBLE TAKE" was in order for the ticket taker who found these four sets of twins, plus three other sets not shown, aboard the Midwest Hiawatha out of Omaha recently. They were bound for Chicago and the convention of the International Twins Association, which was held there on Sept. 4-6. Shown, left to right, are: Donna and Dora Johnston, Lloyd and Lawrence Barbatos, Maxine and Charlotte Tvrdik, and Jerry and Gene Hines. All are from Omaha.

**DAY IN ARCADIA.** Scenes at the annual summer outing of the Hiawatha Service Club which drew a crowd of 800 families to Arcadia Inn, near Waukesha, Wis., on Aug. 15. The picnickers joined in a program of recreation which highlighted a treasure hunt, a drawing for attendance prizes, games for all age groups, a band concert, and dancing well into the evening. Shown here are the Service Club Band, led by majorette Carol Luser, entering the picnic grounds, and the start of the yarn-winding contest which was a feature of the entertainment provided for the kiddies. Marvel Domeir, carman at Davies yard, was chairman of the picnic committee.





**DIESEL CAKE** was the delicacy set before Milwaukee Road and Fairbanks-Morse officers at the celebration of the 10th anniversary of diesel locomotive manufacture by Fairbanks, Morse & Co., held at that company's Beloit Works on Aug. 17. Having purchased the first locomotive the company produced 10 years ago, The Milwaukee Road joined in the celebration and officials of the Road accepted delivery of one of the new F-M 1,600 h.p. diesels. The above picture shows the first F-M locomotive, which was delivered to the Milwaukee in 1944 (right), pulling the shiny new orange and black engine out of the shop in Beloit. At the cake cutting are, left to right: F. W. Bunce, Milwaukee Road chief mechanical officer, and L. F. Donald, vice president—operations; V. H. Peterson, vice president of the F-M Railroad Division; W. E. Watson, general manager of the Beloit works; and A. G. Hoppe, Milwaukee Road mechanical engineer.



## THE MILWAUKEE ROAD MAGAZINE

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**COMMUTER'S VIEW** of a day's work. Frank Zak, a regular commuter on Milwaukee Road trains and a commercial photographer who takes many pictures for The Milwaukee Road Magazine, snapped this interesting view of the Round Lake station and the tracks leading into the city as he started another day.

