

**THE  
MILWAUKEE ROAD  
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

**NOW—SERVICE TO**

**ALL THE WEST...page 4**

**OCTOBER 1955**

OCTOBER, 1955

# THE MILWAUKEE ROAD MAGAZINE

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## The New Passenger Service

Imagine that October, 1955, will be remembered by most of us as the busiest and most interesting month in our railroad's history. Certainly it is one of the most significant.

The reason, of course—to use the phrase heard up and down the railroad these past few weeks—is “the new service.”

Operating the famous “City” trains and the Los Angeles Challenger over our rails between Chicago and Omaha in conjunction with the Union Pacific and Southern Pacific represents the largest joint operation The Milwaukee Road has ever entered into. As a matter of fact, it may well be considered the country's most important trans-continental rail service.

Many people have probably wondered why our railroad, which takes a realistic view of passenger service as a modest revenue producer, should have been interested in the Union Pacific's proposal.

The main thing to remember is that the trains involved represent a great deal more than “passenger service” in the usual sense of the phrase. They are among the world's very best. We are happy to work with the Union Pacific and Southern Pacific in attempting to make these fine trains even finer and more popular.

Passenger service advertises a railroad as nothing else can. When that service is *really good*, it builds both passenger and freight revenues by keeping the company name and the quality of the service uppermost in people's minds. This, combined with the tremendous traffic potential and modern freight facilities of our three railroads, can mean a lot to all of us.

We find ourselves, then, with new responsibilities and new opportunities of sizable proportions. Essentially, these are personal things, challenging us as individuals to give the new service the very best of which we are capable.

In a few days the sleek Streamliners and Domeliners will be on our rails, carrying our customers to and from the populous cities of Denver, Los Angeles, San Francisco and Portland. I know that every one of us will feel a thrill of pride, knowing that these trains are also carrying our railroad's name, and even something of ourselves, into new places.

## 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

### SHE'D GO "HIAWATHA" AGAIN

*(From a letter received by C. C. Burns, general agent passenger department, New York City.)*

"I cannot tell you how much I appreciate your efforts in securing my reservation between Poughkeepsie and Minneapolis for the Phi Beta Kappa Council recently. I had a very enjoyable trip and want to tell you how pleased I was with the accommodations, service and food on The Milwaukee Road.

"When I go to Minneapolis again, I certainly shall travel on the Hiawathas, and I shall recommend your railroad to all my friends".

*Mrs. John Quinn  
Administrative Director  
Vassar College*

*Poughkeepsie, N. Y.*

### ON THE MILWAUKEE, NATURALLY

"I have just returned from my 25th class reunion at Notre Dame. Naturally I came back on the Milwaukee.

"I should like to compliment the dining car steward, Mr. Nicholas E. Frank, and his crew on the Olympian Hiawatha for the excellent food and service on trains 15 and 16 Chicago to Tacoma."

*Jack Flinn  
Flinn Clinical Laboratory  
547 Medical Dental Bldg.*

*Seattle, Wash.*

### TRAVELING THROUGH

"It was our pleasant experience to go to Glacier National Park, Lake Louise, etc., and on our way we stopped at McIntosh, S. D., to get gas. It being noon, we decided to eat our lunch . . . under some trees near your depot . . . It was nice and shady and as we were eating a man appeared on the scene . . . and stated that there were some clean rest rooms and fresh drinking water inside the depot, and we were most welcome to make use of them.

". . . It has never been my good fortune to have traveled or had any business

with your railroad, but you can rest assured that your agent at McIntosh gave us an example of good will and courtesy. I know that little act doesn't spell much, but it is rare indeed to see a complete stranger go to such lengths as he did. I congratulate your company for having such employees."

*Dr. Ray Anderson  
Marshall, Minn.*

### "I WISH TO THANK"

*(From a letter received by C. F. Rank, manager of mail, express, baggage and milk department.)*

"I wish to thank you sincerely for returning my hat, which was lost in the diner of your train No. 27 going to Milwaukee recently. I was especially pleased that the hat arrived in good condition.

"I might state that this is the most courteous treatment I have received from any railroad company in my many years of using all types of facilities. You are to be complimented on the way you handled this loss."

*H. D. Longworth  
Manager of Sales, WOWO  
124 W. Washington Blvd.  
Fort Wayne, Ind.*

### IF THEY BUT KNEW

*(From a letter received by G. A. Henkens, district traffic representative, Omaha.)*

"I am taking this opportunity to thank you and your very courteous employes on the Varsity out of Chicago for Madison recently. It was only through your kindness and your railroad employes' help that we caught the train.

"This meant a great deal to us, and if more people only knew how much easier, nicer and pleasanter it is to travel by train, I am sure more would do so. Thanks a lot to you all for your wonderful cooperation. We shall certainly recommend your trains in the future."

*Mrs. Pearl Blackburn  
McCloud Hotel  
York, Neb.*

## WHY NOT?



A little 12-page booklet just the right size for slipping into a pocket and reading during those spare minutes has been published, setting out in simple question-and-answer form the basic facts about how shippers and the man on the street are affected by the flaws in the American transportation policy . . . and what should be done to correct them.

Entitled "Why Not Let Competition Work?", the booklet has to do with the much-discussed Presidential Advisory Committee Report on Transport Policy and Organization.

By turning a very complex subject into brief, fairly easy reading, it succeeds in doing an important job. It tells . . .

### WHO

*recommends revision of federal transportation policy*

### WHAT

*some of the major revisions recommended are, and*

### WHY

*legislation to carry out these recommendations deserves your support*

This booklet is "must" reading for everyone with an interest in the American transportation system. That includes—or should include—everybody.

Certainly it includes everyone in railroading.

*The booklet was prepared by the Association of American Railroads. Copies may be had free by addressing a postcard to The Milwaukee Road Magazine, Room 356 Union Station, Chicago. Just state how many you would like.*



# NOW... service to all the West

THE big news during the past month has been The Milwaukee Road's decision to operate the famous City of San Francisco, City of Los Angeles, City of Portland, City of Denver, and Challenger trains into Chicago Union Station as stablemates of the equally famous Hiawathas.

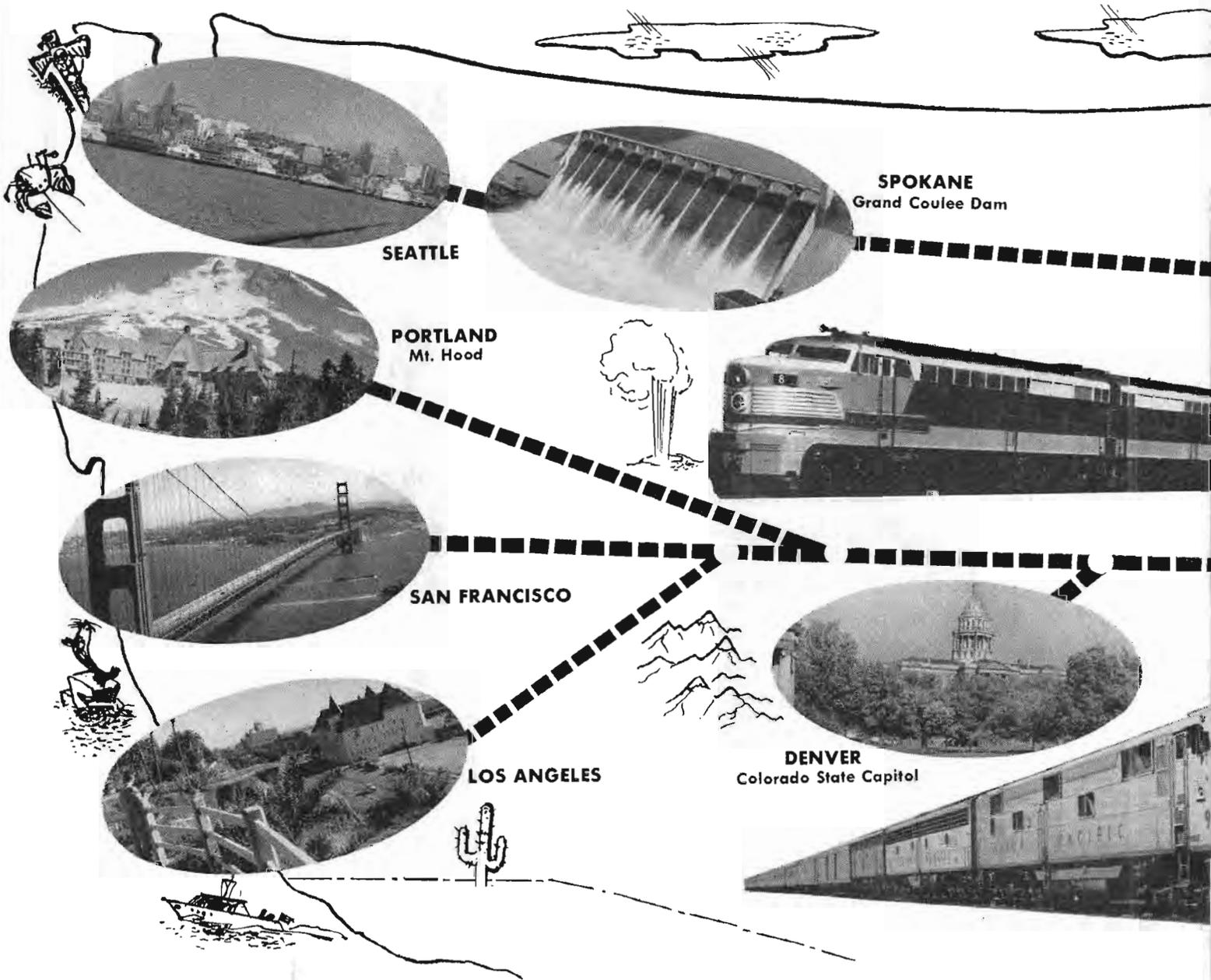
The Union Pacific's invitation to take over the Chicago-Omaha link in the historic Overland Route as a joint operation on the five trains and with the Southern Pacific on the City of San Francisco, brings to a close an arrangement of 75 years standing with the Chicago and

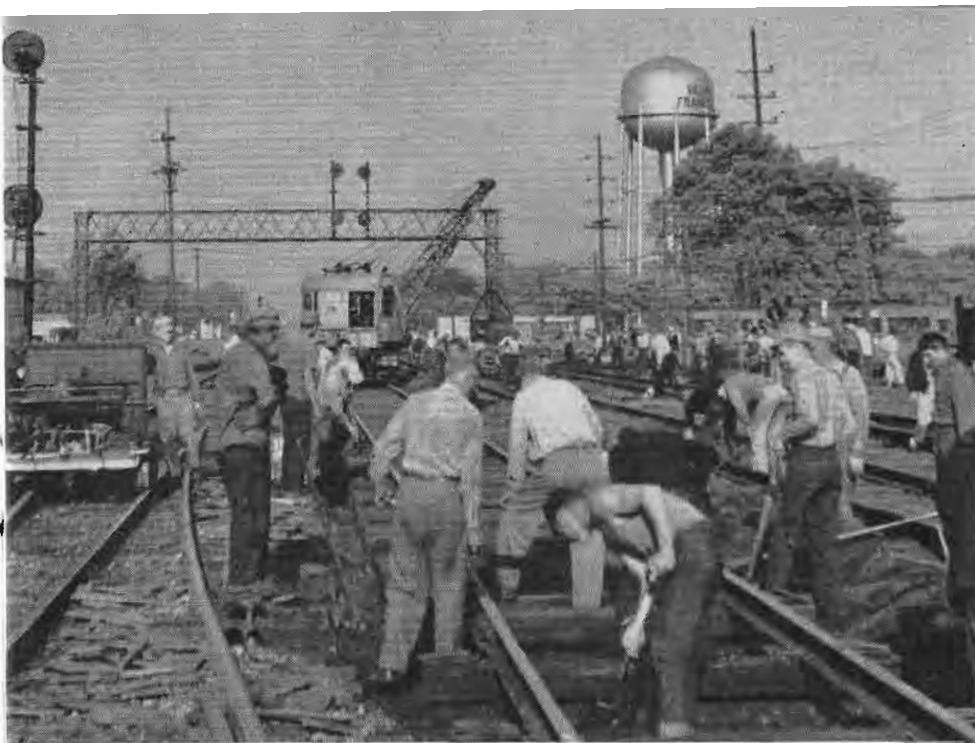
North Western.

The new service becomes effective with departures from Chicago and Omaha on Oct. 30.

It has been a matter of great interest among Milwaukee Road people that their railroad, itself a trans-continental system of 10,600 miles, has now become part of another trans-continental rail service to make the Milwaukee an integral part of a tremendous rail system serving *all* of the West.

Preparations for the joint operation, described by President Kiley as "the big-

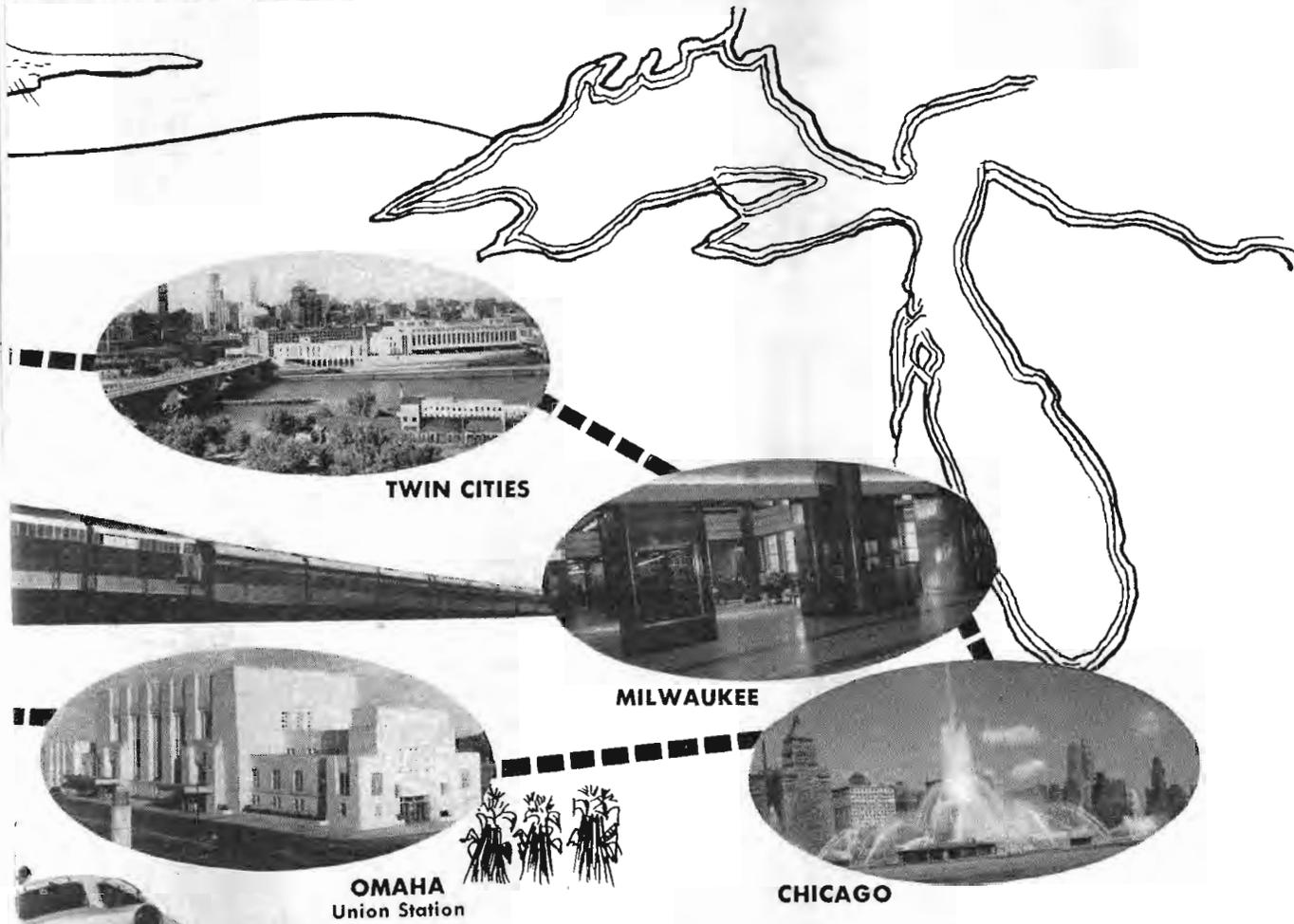




Looking west from Soo Line crossing in Franklin Park, Ill., as another day's work started on the installation of high speed turn-outs. Three tracks at right to be used for passenger service. Signal bridge in the background has since been moved 400 feet to the west and equipped with three-arm routing signals.

gest thing of its kind the railroad has ever entered into," have kept things humming in every department of the railroad for several weeks.

As announced last month, large gangs have been at work on the track at various points between Chicago and Omaha. Beginning in May on the Iowa Division, as part of a routine surfacing program, the work was stepped up when arrangements for the new service became definite. Extensive re-surfacing, together with the laying of heavier rail in some



Picture map showing a part of The Milwaukee Road's new horizon as it begins service to all of the West, via both the famous Route of the Hiawathas and the historic Overland Route. Three of the trains in the new service, the City of Los Angeles, City of Portland, and the Challenger, carry dome cars. The first two also feature a popular dome dining car, thus combining two of their principal attractions—scenery and cuisine.



Scene in Chicago Union Station as A. M. Dryer, auditor of passenger accounts, discussed ticket handling procedures with trainmen who expect to be in service on the new trains. Other meetings were held in Chicago, Perry, Marion, Savanna and Elgin.

places, has brought this line up to the same standard of excellence as the Milwaukee's trackage between Chicago and the Twin Cities.

Because of the density of traffic, including suburban trains, the Chicago Terminal Division has been the scene of intense activity. Here, in addition to new signals, the work has consisted of converting the No. 3 main track between Western Avenue and Franklin Park into a third main passenger track by laying 132-pound rail, the same as that now in use on the double track between Chicago and Savanna, and between Chicago and Milwaukee.

Approximately \$400,000 of a \$1,500,000 allocation for signal work is being used for signals between Western Avenue in Chicago and Elgin, including a "reverse" signaling system between Franklin Park and Elgin, which will make possible the operation of trains in either direction over double track.

It is expected that all trains—the Streamliners, suburbans and freights—will be operated without delay.

The balance of the allocation for signal work will provide for the installation on the Iowa Division of a complete system of centralized traffic control on all of that division's main line track. This work will be done in 1956.

As this was written, many matters relating to the new service were still undecided, although an announcement had been made regarding schedules of the new trains and minor changes in the schedules of others. New number designations had also been announced.

nations had also been announced.

The principal change involves the Afternoon Hiawathas, which are being re-numbered No. 3 westbound and No. 2 eastbound. No. 101, formerly the number of the westbound Hiawatha, has been assigned to the City of San Francisco. The Arrow has been re-numbered from 107 and 108 to 109 and 110, the Challenger Domeliner to Los Angeles having been assigned the numbers 107

and 108. The latter train is being consolidated with the Midwest Hiawatha and will be known in Milwaukee Road territory as the Challenger Domeliner—Midwest Hiawatha.

Careful planning has produced what promises to be a delay-free handling schedule for the new trains in the Western Avenue coach yard where they will be serviced and turned. This work, of course, is in addition to that done on the Hiawathas and other major trains already in service.

During the time between arrival in Chicago and departure, each train will be backed the three miles to the Western Avenue coach yard, run through automatic washers, turned on the Pacific Junction "Y" and returned to the coach yard for inspection, repair if needed, and cleaning of the car interiors, as well as the general servicing and stocking of the dining, lounge and sleeping cars. Meanwhile the diesel units will be serviced.

The greater part of the inspection work will be done over pits in the coach yard. Here wheels, brake assemblies, air, steam and electrical connections will be checked, along with generators and

Shown in the Road's newly-opened office in Sacramento, Calif., left to right: P. L. Cowling, DF&PA, Sacramento, P. H. Draver, vice president—traffic; W. D. Sunter, assistant freight traffic manager—sales and service; D. H. Parker, TFA, Sacramento; and L. P. Freeman, general agent, San Francisco.



other apparatus which can best be reached from beneath. Most of the cleaning of car interiors will be done at the same time.

The City of Portland, which arrives in Chicago at 11:30 A.M. and departs at 4:45 P.M., represents the shortest period for turning and servicing of any major train in Milwaukee Road service, but facilities and work forces have been provided to assure on-time departures.

To facilitate the handling of trains in the coach yard, one track in the Western Avenue freight yard has been set aside for passenger equipment storage. Likewise, the Pullman Company has expanded its facilities at Western Avenue.

Some of the store department activities at Western Avenue are being transferred to the roundhouse to provide space for expanded coach yard facilities.

All diesel locomotives on trains arriving in Chicago will be serviced and turned at Western Avenue. Except for emergencies, however, only Milwaukee Road locomotives will undergo repairs there, those of the Union Pacific and Southern Pacific being returned to their own shops for that purpose.

No immediate changes are in prospect in the Chicago Union Station other than those necessary in the reservation bureau, where the total staff is being increased from 15 to 21, effective Oct. 15. New facilities are also being installed.

October 30 will be an important milestone for Milwaukee Road people, marking the beginning of a new partnership in rail service to *all* the West.

Gleaming yellow, with bright red and gray trim, the first of 18 coaches for the Streamliner service comes out of the passenger car shop at Milwaukee. The Milwaukee is also putting into the car pool 3 diners, 7 tap cars, 1 mail car, 6 express cars and 3 dormitory cars. Four or five others will be added to the line later. The men, l. to r.: Edward Paccagnella, Steve Radakovich and George Blake.



Chester Jenders, cabinet maker in the passenger car shop, does finish work on new seats for one of the Streamliner coaches.

Charles Rintelman, sign painter, applies the numerals to a newly painted Streamliner car.



## WAGE HIKE, 40-HOUR PROVISIONS IN TRAINMEN AGREEMENT

AN agreement entered into on Oct. 4 by a committee representing The Milwaukee Road and other major railroads granted higher wage rates to employees represented by the Brotherhood of Railroad Trainmen, as well as shorter hours to some of the employees in that classification.

The agreement provides for:

- A 10½¢ an hour increase for brakemen, flagmen, train baggage-men, yardmen, car retarder operators and switchtenders.
- An increase of \$30 a month for dining car stewards.

These provisions were effective Oct. 1.

Four cents of the 10½¢ hourly increase and \$8.20 per month of the dining car stewards' increase is in lieu of the railroads' offer to set up a medical and hospital insurance plan for the individuals involved.

It was agreed that if the BofRT should seek such a plan in the future, the four cents will be credited to the railroads as payment already being made toward health and welfare benefits.

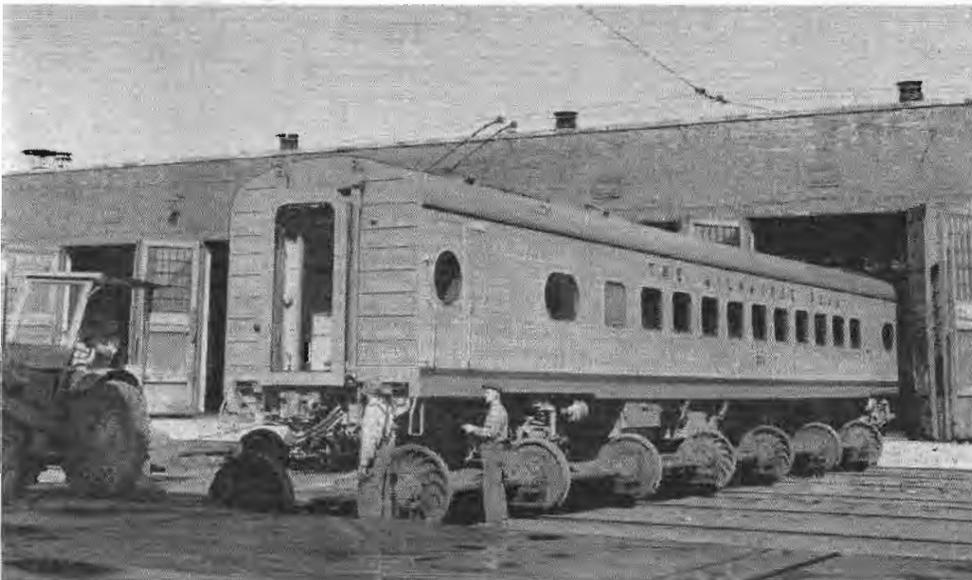
### 40 Hour Week and Further Increases Effective Dec. 1

The new agreement also provides that effective Dec. 1 all men in yard classifications, represented by the BofRT, will be granted a 40-hour week, with further wage increases amounting to \$1.30 a day for yard foremen and car retarder operators, \$1.13 for yard helpers, and \$0.82 for switchtenders.

Men in these groups who are already on the 40-hour week will get wage adjustments, effective Dec. 1 to bring them up to this level.

Prior to the agreement of Oct. 4, the basic daily rate for yard foremen was \$17.28; for yard helpers, \$16.18; and for switchtenders, \$14.63.

At the time this issue of the Magazine went to press the committee representing the various railroads was negotiating with several other railroad labor organizations in connection with wage, rule, welfare and related matters.





The tug Milwaukee, towing barge 20, being escorted to her berth in Seattle by a flotilla of harbor craft. Even the Navy gave her a salute.

## An Old Timer Bows Out

*Puget Sound Says  
Farewell to the  
"Milwaukee", Last  
Steam-Powered Tug  
on Puget Sound*

THE age of steam took the count again on Sept. 15 when the tug Milwaukee, bearing the emblem of The Milwaukee Road, made her last voyage over the waters of Puget Sound. The venerable craft, pride of the Road's maritime service since 1913, was the last steam tug operating on the Sound and one of the remaining few in the country. Her retirement due to the infirmities of age was acknowledged with a nostalgic salute that echoed from Port Townsend to Seattle.

The Milwaukee's launching at Seattle in 1913 was a social event that was honored by the presence of civic and railroad officials, including the Road's president at that time, H. B. Earling, and Steward Dan Healy of dining car fame. Miss Imogene Calkins, daughter of Traffic Manager R. M. Calkins, broke a bottle of champagne over her bow, and the Seattle Post Intelligencer called

her the last word in tug boat construction.

As she moved out into her familiar travel lane the morning of Sept. 15, the Milwaukee's final voyage was equally impressive. Possibly even more so. Towing a barge-load of 15 railroad cars and whistling bravely, the tug was escorted all the way to her berth by the salutations of a flotilla of sea craft. En route, foreign and American ships, tugs, ferries and lighthouses tooted their greetings, and with a cheerful blast the Milwaukee answered back. People at places like Hanesville, Indian Island, Four-Mile Rock and Magnolia listened to the distinctive whistle for the last time. Even the Navy, which had never so honored a vessel, broke a precedent and ordered all naval ships in Puget Sound to join the salute.

Captain R. W. Warner skippered the Milwaukee on her last run, with Norman

Elverston as chief engineer. With them were seven men and a cook, comprising one of the two crews which served aboard the Milwaukee, 15 days on and 15 days off. The other crew was headed by Captain William Lee and Chief Engineer Charles Peel.

Despite the creaks and patches of her advanced years, the Milwaukee put up a gallant front on her final trip, steaming into port under her own power and handling her familiar chores without aid. Within 10 minutes after she had tied up at the pier, workmen were waiting to remove her furnishings. Port Master Clifford Hughes took possession of her name plate and the ship's clock, to place them in his office as souvenirs of the age of steam.



J. H. Stewart, general manager Lines West, in the wheel house of the Milwaukee with Captain R. W. Warner. The tug's pilot wheel is to be placed in the Seattle Museum.

Transportation history was made when The Milwaukee Road, extending its western terminus to Puget Sound, added marine operations as an auxiliary to rail service in 1909. The venture was designed as a means of contacting the interior of the otherwise inaccessible Bellingham and Olympic Peninsula areas.

Barge landings installed at Bellingham, Seattle and Port Townsend were unique in the seafaring experience of that time. Their construction, with float landing aprons which rise and fall with the tide, permits switch engines to load and unload freight cars directly from barges with little interruption of service.

At the head of this sea-going railroad, the 118-foot steel-hulled Milwaukee was the largest tug on the Pacific coast when it was built by the Seattle Construction & Dry Dock Company.

#### On the Job 42 Years

For 42 years, fogs, storms and blizzards notwithstanding, she has safely navigated the Puget Sound waters. The only replacement of any consequence during her lifetime has been a new boiler.

Such long and steadfast service may be credited to the painstaking care she received from her skippers. Between World Wars I and II she was under the command of Captain Peter Shibles who died in 1938 at the age of 81, only three weeks after retiring. Captain Shibles is remembered by old timers as "the best fog man there ever was on Puget Sound". Chief Engineer C. W. Rowe spent 39 years aboard the Milwaukee, starting as a fireman. When he retired this summer he estimated he had traveled at least 1,000,000 miles in her

service.

The million figure came into the picture last year when Byron Fish, the Seattle Times columnist, checked the Milwaukee's log and put her at the head of the list of four vessels on Puget Sound which are entitled to membership in "The Million-Mile Club". The other three singled out were ferries. At that time the tug was on record as having made 7,176 round trips to Port Townsend, 3,948 to Bellingham and 576 to Eagle Harbor, for a total of 1,170,480 miles. In addition she had called at Port Angeles 388 times and during World War II had made numerous trips to Bellingham.

Recently the Milwaukee has been averaging a trip and a half a day between Seattle and Port Townsend. At the final reckoning her log showed more than 1,600,000 miles of travel, all on Puget Sound. This may be a record for distance.

#### "You'll Never Find Another Like Her"

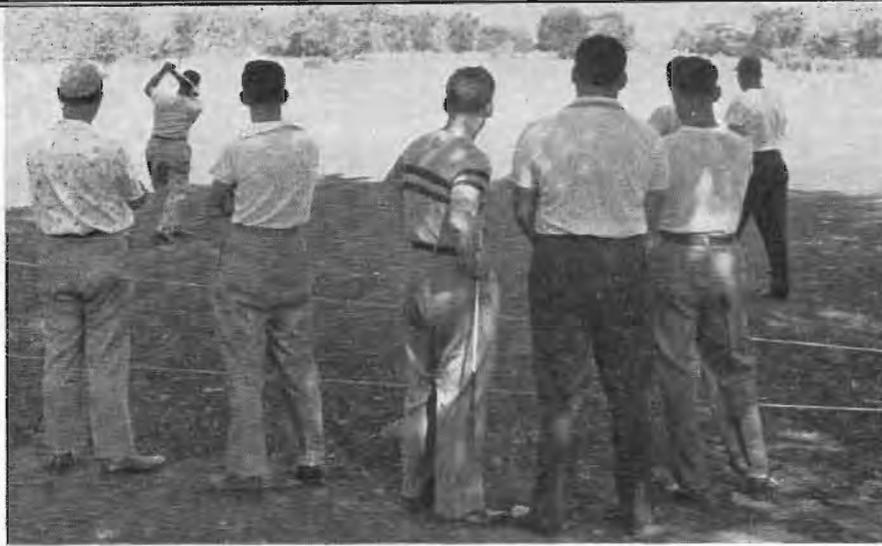
Tow boat veterans mourned the passing of the Milwaukee with a sigh. Speaking for the crew, Chief Engineer Elverston said, "Sure, she's old and pretty well worn out, but you'll never find another like her."

Another tribute was accorded her at the Seattle Propeller Club on Sept. 21, as the feature of annual old timers' night. L. H. Dugan, vice president and western counsel, was the speaker, and the honored guests included Port Master Hughes, Captain Lee, Chief Engineer Peel and Retired Chief Engineer Rowe.

With the retirement of the Milwaukee, maritime operations on Puget Sound will be handled for the Road by the Foss Launch & Tug Company which is putting a diesel tug into the Milwaukee's well-worn harness.



The Milwaukee's crew on her last run. From left: Captain R. W. Warner, G. Enscoe, Tony Neylon, Chief Engineer Norman Elverston, D. J. Gilbo, Assistant Engineer G. Hartvedt, and David Livingston, mate. The Milwaukee's alternate crew (15 days on and 15 days off) was headed by Captain William Lee and Chief Engineer Charles Peel.



Scene at the first tee as one of the 138 employees who played in the tournament drove down the fairway.

## big day at Mohawk



Stanley Krause, check clerk at Galewood freight house, and winner of the Booster Club Trophy, receives it from J. D. White, per diem clerk at Galewood, last year's winner. Presentation followed the dinner.

WHEN the dust of battle cleared at Mohawk Country Club on Sept. 17, there were two new champions among the Milwaukee Road's Chicago area golfers, and the 138 men who had taken part in the proceedings were convinced that golf and a little shop talk make a good combination for a day's outing.

The event was the annual golf tournament of the Milwaukee Road Booster Club of Chicago, with an attendance topping that of any previous year.

The two champions among the many who left with prizes were Stanley Krause, check clerk at Galewood freight house, who won the Booster Club Trophy with a gross score of 75, and Walter A. Dietze, public relations officer, who took the Maurice C. Chier Trophy with a low net score of 70.

The Booster Club Trophy must be won three consecutive years for permanent possession. Mr. Krause, who was a runner-up last year, won it this year for the first time. In order to speed up the play, competition for the championship was limited this year to those players who declared themselves as contenders. In previous years all played and the top scorers then shot an extra round to determine the winner.

### Chier Trophy For Low Net Score

Scores for the Chier Trophy, an annual award, and also for the merchandise prizes, were figured on the "Peoria" handicap basis. Winning again this year gave Mr. Dietze possession of two of the Chier awards, the first of which he won in 1953. He also won the Booster Club Trophy that year, as both trophies were at that time awarded to the player with the low gross score.

The Booster Club tourney began as a Chicago area activity in 1938 and was revived in 1953 after a two-year recess. Last year the number of players reached 86, which almost tripled the previous year's turn-out. This year, with 138 Milwaukee Road men playing, the affair appears to be well on its way to becoming one of the largest employe activities on the railroad.

Mohawk Country Club, near Bensenville, has already been reserved again for next year's outing, and the popular club's large dining room has been set aside for what is expected to be a really big family-style party for golfers, non-golfers, wives, children, and friends. It is also hoped that employes from points outside the Chicago area will plan to take part in the big day.



Above: G. G. Macina (left) presents caddy cart to Jack Crisp, who drove 170 yards to win the closest-to-the-pin special event on the 18th hole. Other members of the foursome are, l. to r.: G. F. Gloss, assistant to general passenger agent, James Sheehy and Jerry Schammert. All but Mr. Macina were guests of Mr. Gloss.

Right: J. D. White, per diem clerk at Galewood, wins special event prize of a dozen golf balls from G. G. Macina for the longest drive (290 yards) off the first tee.

Below: Some of the winners of merchandise prizes. L. to R.: Nick Dohrn, guest; J. F. Johann, office of auditor of capital expenditures; R. F. Spars, assistant engineer; Stanley Krause, clerk at Galewood freight house; R. D. Claborn, special assistant to vice president—operation; J. S. Kopec, engineering accountant; W. H. Spinks, bookkeeper, engineering department; and B. O. Johnson, office engineer, who received prize for H. B. Christianson, special engineer.



Top above: First threesome off in the trophy play. L. to R.: J. D. White, per diem clerk at Galewood, who won the trophy last year; C. E. Wingate, conductor on the D&I Division, Third District; and Glanz Dierking, bill clerk at Galewood station.

Center above: T. H. Rycroft, special representative of president (left), visits with E. Buchholtz, district general car foreman, Bensenville, at the first tee.

Bottom above: General Chairman G. G. Macina, assistant auditor of joint facility accounts, greets a threesome from Milwaukee. L. to R.: Macina; Leo Kuokkanen, car foreman; S. C. Filut, chief clerk to assistant superintendent car department; and V. L. Waterworth, general foreman, freight shop.

Right: The check-in desk at the 18th hole was a busy place. L. to R.: Nels Gustafson, guest; Sam Guagenti, club employe; J. F. Johann, auditor of capital expenditures office; Ray Litka and Robert Gorski, both of assistant comptroller's office; and George Gustavson, car repair foreman, Bensenville.



Another scene at the 18th. Standing, l. to r.: Fred Howe, traveling engineer; C. E. Wingate, D&I Division conductor; Stanley Krause, clerk at Galewood freight house, and R. D. Claborn, special assistant to vice president.



Shown in conversation prior to the joint meeting of the Roadmasters' and Bridge & Building associations, left to right: R. G. Simmons, Milwaukee Road general roadmaster, and outgoing president of the Roadmasters' association; President J. P. Kiley; H. M. Harlow, outgoing president of the Bridge & Building association; and G. M. O'Rourke, president of the American Railway Engineering Association.

## President Kiley Voices Challenge To Maintenance Officers

THE big changes taking place in maintenance-of-way work, and the even bigger ones to be expected in the future, were the subject of a much-quoted address delivered by President J. P. Kiley at a joint meeting of the Roadmasters' and Maintenance of Way Association and the American Railway Bridge & Building Association on Sept. 19. The joint session was one of several held by the two organizations during their meetings in Chicago which ran concurrently from Sept. 19 to 21.

The forward-looking nature of Mr. Kiley's remarks was marked by his statement that "The railroad official or supervisor who allows himself to think that the way we are doing it today is the way we'll be doing it tomorrow is certainly not an asset."

He was introduced by R. G. Simmons, Milwaukee Road general roadmaster, who was completing his term as president of the Roadmasters' association.

Stating that railroad officials must ask themselves what type of employe will be needed to run the railroads of the future, Mr. Kiley observed that, first of all, he should be informed to as great a degree as possible regarding what is go-

ing on. Supervisors should see to it that a maximum of information about the job and the whole operation of the railroad "percolates" through the organization.

"We have already come to grips with the problem of educating workers to handle new and intricate machines," he said. "We had to do it in connection with the changeover from steam to diesel power. You gentlemen are meeting new phases of the problem every day in finding men to operate the many new machines being used in roadway maintenance . . ."

"In the old days," he continued, "the cost of training a man to handle one end of a crosscut saw, or to use a spike maul or most other hand tools, was comparatively small. We can't afford to put an untrained man on a tamping machine or even a power saw and let him learn by experience. We can't risk breakage or spoiled work while a man is getting the hang of it.

"The machine must start producing at maximum as soon as it is put in service, or the \$10,000 or \$50,000 investment isn't bringing the return it must.

"Surely this means that we must devise some means of having men trained

before they put their hands to the machines. Perhaps we can take a leaf from the Air Force book. As you know, during the war the Air Force put half million dollar airplanes in the hands of mere boys and did it successfully. They did it through intensive courses of training in which the conditions the airmen would meet in actual flying and in combat were carefully simulated.

"Possibly the railroads will have to invade the educational field and set up schools. Possibly a group or groups of railroads could cooperate on some such plan."

Later the same day R. W. Middleton, division engineer of the Rocky Mountain Division, addressed the Roadmasters' association on the subject of modern methods for handling snow. This was followed by a color motion picture showing the operation of The Milwaukee Road's new electric rotary snow plows.

L. C. Blanchard, Milwaukee Road roadmaster in the Twin Cities, was elected a director of the Roadmasters' association.

## Author Wanted— \$1,000 Reward!

HERE'S the \$1,000 question for the month—who wrote "The Little Engine That Could"?

This childhood classic, the delightful story of a spunky little locomotive that refused to give up when it had to pull a train up a mountain, has been a best seller for years. Thus far more than a million copies have been sold. The authorship, however, is shrouded in mystery.

Now Platt & Munk, publishers of children's books, are offering \$1,000 to the first person or organization furnishing proof that the story was in print before 1911. The offer is being made because of a claim of authorship described recently in the New York Times. The publishers feel certain the claim is erroneous in view of their diligent 33-year search for the source or the author.

The Times article concerned the claim of 101-year-old Frances M. Ford, who lives near Philadelphia, that she wrote the story for a Philadelphia paper between 1910 and 1914, using the pen name of "Uncle Nat". Platt & Munk contend that the basic theme was used as early as 1896 in school readers, and in a political speech in 1908. Among the more than a million railway employes in America, it may be that one can settle the question for all time.



As part of the reservist training program, four Milwaukee Road men and a supervising officer remove the wheels from a freight car truck. From left: Sgt. H. W. Millard, Muskego Yard car department; WOJG E. R. Becker, car foreman at Muskego Yard; Lt. G. A. Brighty; and Cpl. M. J. Kunda and Sfc. J. R. Kadrich, Milwaukee Shops employes. In addition to railroad training, the men are instructed in basic military skills.

H. C. Minter, division engineer for the Milwaukee Division, is commander of the 757th, with the rank of lieutenant colonel.



## THE 757th KEEPS IN PRACTICE

*"OUT of those sacks and fall out on the double!"*

To many men those words may be only reminiscent, but to 84 enginemen, trainmen and shopmen of the 757th Transportation Battalion (Railway Shop) they were reality during the last two weeks of August. During that period the men, most of whom are Milwaukee Road employes, and most of them from the shops in Milwaukee, completed their summer training on the 36-mile Fort Eustis (Va.) railway.

Sponsored by this railroad, the 757th served in France and Germany during the two World Wars and, like other operating and shop battalions, was given reserve status as a means of preserving interest in national security and simplifying the task of reactivation in the event of war.

Harry C. Minter, division engineer on the Milwaukee Division, is commander of the 757th, with the rank of lieutenant colonel. He succeeded Lt. Col. W. B. Reitmeyer when the latter retired recently from Army service. Mr. Reitmeyer is currently a draftsman at the shops in Milwaukee.

The Army points out that reserve railroaders have proved themselves repeatedly in the past. Like other railroad units, the 757th was an important factor during the last war in getting supplies and ammunition into all theaters of operation. Reserve units came into their own again in Korea when two reserve battalions composed of about 2,000 men

handled more than 70 per cent of all supplies and ammunition used by the United Nations forces.

The rigorous training which the 757th underwent in August was designed to prepare the men for similar responsibilities if the need should ever arise.

As a practical exercise the 757th, along with four other reserve battalions, underwent a logistical problem utilizing the 36 miles of the Fort Eustis rail system. It supplied a mock division of men with supplies and ammunition to

carry on a full-scale military operation.

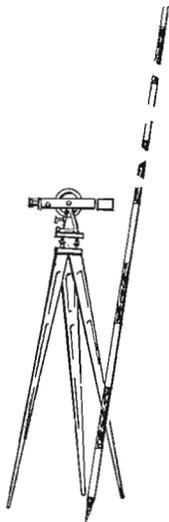
The men also attended combat training classes designed to aid them in opposing guerilla or open enemy attacks such as occurred in Korea.

Any employe who may be interested in joining the 757th should contact Mr. Minter at Room 220 Milwaukee Union Station. Meetings are held every Thursday at 7:30 P.M. at the Armory, 2372 S. Logan Ave., Milwaukee. For attending meetings men receive Army pay according to their grade.

For railroad employes the two-week course included many familiar tasks. Those shown here are, from left: Lt. R. E. Winter, Lt. E. F. Bauer, Cpl. J. P. Olszewski and M/Sgt. R. Ledin. Lieutenant Winter and Master Sergeant Ledin are employed, respectively, in the air brake and diesel departments at the Milwaukee shops.



# CAREERS IN RAILROAD ENGINEERING



**new booklet outlines opportunities for young men**

THE American Railway Engineering Association, which has been working to recruit technically trained men for railroad careers, achieved an important goal with the publication of a booklet outlining the opportunities the industry offers. The booklet, entitled "The Railroad Field — A Challenge And An Opportunity For Young Engineers," highlights in 24 attractively illustrated pages the many avenues of activity open to graduates of engineering schools.

In addition to filling an important need of the railroad industry, the brochure is in line with the national campaign to interest more young people in technological training. It was produced by the AREA's Committee on Cooperative Relations with Universities, aided by other technical divisions and sections of the Association of American Railroads and its public relations department.

G. A. Kellow, Milwaukee Road special representative of vice president—operation, Chicago, was chairman of the subcommittee which developed the material.

Young people who read the booklet are given a comprehensive survey of the broad scope of railroading and the opportunities it gives the young engineer to find his place in the type of work for which he is best suited. It points out that a high degree of specialization is not usually necessary. What is required is a knowledge of general engineering techniques, together with an analytical approach to the solution of railroad problems and the development of new ideas.

Back of all railroad operations is the large group of technical men from practically every branch of engineering. Theirs is the responsibility of installing and maintaining the railroads' tremendous investment in fixed properties and equipment and, directly or indirectly, of supervising the activities of more than 1,000,000 employees. Annually they direct the expenditure of nearly \$2,000,000,000 for materials and supplies.

The booklet shows the student engineer the basic performance of each department and the challenge it offers to the qualified man. Among the departments reviewed are engineering and maintenance of way, including roadway, track, bridge and yard work, buildings and their facilities, signals and communications, the mechanical department, electrical, research and test departments. Described among related divisions in which the graduate engineer may serve with distinction are the accounting, purchasing, traffic, real estate and industrial development departments.

"The basic purpose of a railroad is to provide transportation", the brochure reads. "The various engineering departments . . . are really the supporting elements that enable the operating department to actually provide transportation to the public. In all of these fields, railroad officers are constantly on the lookout for those who have demonstrated ability, resourcefulness, ingenuity, sound judgment and willingness to assume responsibility. These are the men who will later step to the head of their respective departments and eventually into top management positions."

A study made by the American Railway Engineering Association discloses that the average starting salary paid engineering graduates by the railroads is in line with, or slightly above, the average paid by industry generally, and that the minimum railroad salary is well above the minimum reported for all graduates. Moreover, railroads offer a high degree of job security, many desirable benefits, and protection for employes and their families against the loss of income due to old age, disability, unemployment, sickness and death.

Through the AAR, the AREA and a large number of smaller national associations and engineering groups, the railroads also give the young engineer a good start in his career. His membership in these organizations places him in touch with men who have similar interests and responsibilities and thus provides him with the opportunity to keep abreast of the latest developments in his field.

Copies of the 24-page booklet have been provided by the AREA to deans and engineering heads of 25 colleges and engineering schools whose interests were surveyed prior to its publication.



Members of the American Railway Engineering Association's Committee on Cooperative Relations with Universities touring the Milwaukee Road facilities at Bensenville Yard last fall while developing material for the railroad career booklet. G. A. Kellow, special representative of vice president—operation, Chicago, is at the left.

The AAR also sent single copies to some 900 college professors with special interests in transportation, and to approximately 1,400 school, college, public and other libraries. A limited number are available from the AAR in Washington, D. C., for individuals.

## Ray Webb Honored As 50-Year Mason

RAY WEBB, retired general adjuster, was awarded a 50-year Masonic membership at a meeting held in the Masonic Hall at McGregor, Ia., last month. He was a special guest at the Northeast Iowa Masonic Fellowship, which was attended by 90 members representing 15 lodges in the association.

Mr. Webb took all of his Masonic work in the McGregor lodge, where he has held membership for the entire 50 years. He has made his home in McGregor since leaving Chicago at the time of his retirement in 1944. His winters are spent in Florida.

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

## Operating Department

Effective Sept. 22, 1955:

R. L. Peters is appointed train rules examiner with headquarters at Milwaukee. Mr. Peters started with the Road in 1946 as a telegraph operator. He was formerly train dispatcher at Milwaukee and since December, 1950 at Beloit.

Effective Oct. 1, 1955:

R. L. Hicks is appointed assistant superintendent of the Hastings & Dakota Division with headquarters at Montevideo, succeeding L. H. Walleen, transferred.

L. H. Walleen is appointed assistant superintendent of the Iowa Division with headquarters at Perry, succeeding R. H. Love, transferred.

R. H. Love is appointed assistant superintendent of the Milwaukee Division Second District with headquarters at Green Bay, succeeding R. L. Hicks, transferred.

Effective Oct. 3, 1955:

W. J. Peta is appointed trainmaster of the Iowa Division with headquarters at Marion. Mr. Peta started with the Road at Mitchell, S. D., as a switchman in 1947. He has been yardmaster there since September, 1952.

Effective Oct. 10, 1955:

D. P. Valentine is appointed assistant superintendent of transportation with headquarters at Seattle. Mr. Valentine who has been with the Road since 1943 was most recently trainmaster with headquarters at LaCrosse.

W. F. Bannon is appointed special assistant to vice president—operation, with headquarters in Chicago. Starting with the Road in 1941, Mr. Bannon was appointed trainmaster in 1953, and since then has served in that capacity in the Chicago Terminals, Terre Haute, Milwaukee Terminals, and most recently at Moberidge.

R. W. Graves is appointed assistant superintendent of the Chicago Terminals with headquarters at Bensenville, succeeding R. W. Riedl, transferred.

R. W. Riedl is appointed assistant superintendent of the LaCrosse & River Division with headquarters at LaCrosse.

He was formerly assistant superintendent of the Chicago Terminals with headquarters at Bensenville.

N. W. Soergel is appointed trainmaster of the Trans-Missouri Division with headquarters at Moberidge, succeeding W. F. Bannon.

E. A. Duszak is appointed trainmaster of the Iowa & Southern Minnesota Division First District with headquarters at Austin, succeeding N. W. Soergel, transferred.

R. L. Tewell is appointed trainmaster of the Chicago Terminals with headquarters at Bensenville, succeeding E. A. Duszak, transferred. Mr. Tewell has been with the Road in the Chicago Terminals since 1947, as yardmaster since 1953.

S. O. Jones is appointed trainmaster of the Milwaukee Terminals with headquarters at Milwaukee. Mr. Jones, who entered service as an agent-operator in 1941, was formerly train dispatcher and most recently special assistant to general manager Chicago.

## Engineering Department

Effective Oct. 1, 1955:

C. V. Lund is appointed assistant to chief engineer with headquarters in Chicago. Mr. Lund, a graduate of the University of Minnesota, started with the engineering department in Minneapolis in 1927. Following three years in Aberdeen, S. D., he transferred in 1931, as assistant to general supervisor bridges and buildings, to Chicago where he has been assistant engineer since 1940.

## Traffic Department

Effective Oct. 1, 1955:

P. L. Cowling is appointed district freight and passenger agent with headquarters in Sacramento, Calif. Mr. Cowling started with the Road at Tacoma in 1941 and later was in the traffic departments in Great Falls and Seattle. Since September, 1953 he has been traveling freight agent with headquarters in San Francisco. He will continue to report to the San Francisco agency.

D. H. Parker is promoted to traveling freight agent, Sacramento, Calif. Mr. Parker has been with the Road's traffic department since 1939, starting in Salt

Lake City, Utah. He has been city freight agent in San Francisco since 1947.

J. D. Hotchkiss is appointed district passenger agent, Denver, Colo. Mr. Hotchkiss started with the Road in Perry, Ia., in 1938. Following his return from Air Force service in 1946, he was appointed city freight agent in Kansas City. Since 1952 he has been traveling freight and passenger agent with headquarters in Denver.

D. M. Wiseman is appointed district passenger agent, Salt Lake City, Utah. Mr. Wiseman started with the Road in the Salt Lake City traffic department in June, 1950. Since January, 1953 he has been city freight agent at Minneapolis.

Effective Oct. 16, 1955:

S. A. Price is appointed district freight and passenger agent with headquarters in Oakland, Calif. Starting with the Road in San Francisco in 1936 he has been city freight agent there, and since 1946 traveling freight agent reporting to San Francisco headquarters.

Thomas Parsons is promoted to traveling freight agent, San Francisco, Calif. Mr. Parsons, an employe since 1951, was formerly city freight agent in San Francisco.

## THE COVER

*To the Slavs, October was "the yellow month", so named from the fading of the leaves, and to the Anglo-Saxons it was Winterfylleth, because at the full moon (fylleth) winter was supposed to start, but in our language it's that mellow season known as Indian Summer. Time stands still this month while nature, in a flamboyant mood, indulges in a last splurge of color. This month's cover picture, ablaze with autumnal brown, is typical of the fall color festival along a great part of The Milwaukee Road.*

# Hearing Held on Advisory Committee Report

THE first Congressional hearing on the report of the Presidential Advisory Committee on Transport Policy and Organization was held in Washington during the week of Sept. 19 by a subcommittee of the House Interstate and Foreign Commerce Committee.

The purpose of the hearing, as explained by Representative Oren Harris, chairman of the subcommittee and presiding officer, was to obtain "a full explanation and a discussion of the report and what it proposes to do and how it was brought about." This would, he explained, put Congress in a better position to consider specific legislation when the next session of Congress gets under way.

Among the several government and industry witnesses who testified was Secretary of Commerce Sinclair Weeks, chairman of the Presidential Advisory Committee, who emphasized at the outset of the hearing that the report "is not aimed at giving one form of transportation an unfair advantage over any other."

"The report," he said, "paves the way for all modes of transportation to give more effective service to the public. In a nutshell, it is aimed at providing greater national security and better and less expensive transportation for the American people. The subject is of vital concern to the public because our free enterprise economy and the national defense require a strong and ade-

quate common carrier system. Furthermore, archaic regulations and practices are imposing large and unnecessary costs on carriers, shippers, travelers and ultimate consumers."

As was expected, railroad competitors proved unwilling to endorse the committee's proposals relating to equalization of competitive opportunity for all forms of transportation. James F. Pinkney, general counsel of the American Trucking Association, and Chester C. Thompson, president of the American Waterways Operators, Inc., testifying at the hearing, both voiced bitter opposition to the report.

The hearings were preliminary to possible legislation next year.

## Twin Cities Railroads Finance Heart Study

WITH the assistance of the railroads, a unique study of coronary heart disease is being launched this month at the University of Minnesota heart research center. Volunteers for the project are 280 employes of the Minnesota Transfer Company, representing the nine railroads in Minneapolis and St. Paul, including The Milwaukee Road.

The study will be supervised by the center's director, Dr. Ancel Keys, who is one of the country's leading heart specialists, and Dr. Henry L. Taylor, a physiologist on the staff. The 140 switchmen and 140 clerks participating will receive time off with pay to take an extensive series of tests. Each will undergo an examination of heart and blood vessels and the results will be filed for reference. The plan calls for supplementing the records later with statistics obtained from the Railroad Retirement Board.

The heart disease rate in the United States for men between 40 and 60 (per 100,000 population) is far greater than that of any other nation keeping records. It is hoped that this research, with the cooperation of railroad employes, will eventually reveal the cause. Railroad men were chosen for the study because of their numerical importance and their unusual stability as a group.

Doctor Keys, who has been associated with Dr. Paul White, the specialist currently attending President Eisenhower, pointed out that "Railroad jobs are well-characterized and comprise all grades of

**Rail oddities**

DRIVING FROM THE NINTH TEE OF HIS HOME TOWN GOLF COURSE, A RAILROAD AGENT SAW HIS BADLY SLICED BALL DISAPPEAR THROUGH THE OPEN DOOR OF A BOX CAR IN A PASSING FREIGHT TRAIN. THE BALL, MARKED WITH THE OWNER'S NAME, WAS FOUND, QUICKLY IDENTIFIED AND MAILED BACK TO HIM BY A FELLOW AGENT 300 MILES AWAY.

NEWS TRAVELS FAST... TRAVELS FAR TOO. A RECENT BOOKLET MADE UP OF ITEMS SELECTED FROM THESE RAIL ODDITIES CARTOONS WAS THE SUBJECT OF AN ARTICLE IN A NEWSPAPER OF EAST VICTORIA PARK, A SUBURB OF THE CITY OF PERTH IN WEST AUSTRALIA... ALMOST HALF WAY 'ROUND THE EARTH.

AN INDIAN UPRISING AGAINST AN EARLY RAILROAD UNDER CONSTRUCTION IN NEVADA IN THE '60's REACHED A THRILLING CLIMAX WHEN AN EXCITED YOUNG BRAVE OF THE PAIUTE TRIBE ENGAGED THE LOCOMOTIVE IN PERSONAL COMBAT. HE SUCCEEDED IN LASSOING THE FIRE-BREATHING MONSTER IN AN EXHIBITION OF COURAGE AND SKILL THAT DESERVED A HAPPIER ENDING.

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physical activity and responsibility, two of the outstanding factors that need study." Furthermore, it was emphasized, the detailed records of the Railroad Retirement Board allow unusual accuracy in the analysis of vital statistics by occupation. The results of the experiment will later be compared with tests to be made among railroad men by researchers in Great Britain, Sweden and Italy.

## KEEPING WELL

## Colds

by Dr. Raymond Householder, Chief Surgeon, Lines East



### test your knowledge of railroads and railroading

(Answers on page 26)

1. Are caissons used in the construction of locomotives, freight cars, or bridges?
2. To what railroad operation does the term "skeletonizing" relate—removal of ballast between ties for cleaning or renewal; removal of roofs, sides and floors of railroad cars; or the stripping of a locomotive?
3. Does a shipment labeled M.I.T. on the waybill move from point of origin to point of destination without breaking bulk?
4. Is the railway cash account credited or debited when a voucher is paid by the railway company?
5. Can one purchase a railway ticket on a charge account?
6. Which is the cheaper for two-passenger occupancy—a compartment or a drawing room?
7. Milk cars employed in passenger train service are classed as BM and BMR cars. Which is equipped with ice compartments?
8. Is a railroad voucher a bill for goods purchased or a draft in payment for goods purchased or services rendered?
9. What is the maximum safe speed of a freight car at the point of coupling with another car in a freight classification yard—2, 4, or 6 miles per hour?
10. Is rate of return based on net railway operating income in relation to property investment, property value, or gross revenue?

This article and others on various health topics which will follow are offered as a service to active and retired Milwaukee Road employees and their families. However, since the information provided is necessarily general in nature, the reader is advised not to undertake specific treatment or medication on the basis of these articles alone, but rather to seek medical advice from his own physician whenever he feels such advice is needed.

It may rate as a funny rejoinder to say "Gesundheit" to a man who sneezes, but sneezes often aren't very funny—that is, when they are caused by a cold.

Colds are no joke. At the mildest they lower your efficiency at your job and at worst they can lead to much more serious illnesses, such as pneumonia, laryngitis, bronchitis, sinusitis and ear infection.

Neglecting a cold is about as sensible as ignoring good safety practices at your work. You may pay for it in a prolonged stay away from your job.

Respiratory diseases, of which the cold is the commonest, cause workers about a billion dollars in lost wages in the United States every year.

A good part of that loss could be prevented by being sensible about colds. When you catch one, here are some things to do:

1. Get as much rest as you can. Rest is nature's great curative.
2. Keep warm and dry. If your job is out of doors, dress for the weather. Avoid drafts and chilling.
3. Drink lots of liquids, especially water and citrus juices. Eat simple, easily digested foods.
4. If your cold is more severe than usual, call a doctor.

In spite of the claims made for such homely remedies as goose grease and a flannel rag around the throat, medical opinion now holds that such applications are valueless. Liquor may make a patient feel the discomfort of a cold less, but it is not a cure.

Inhalers and nose drops which constrict the tiny blood vessels in the nose give some relief because they permit easier breathing, but overuse of such palliatives is not recommended.

Most authorities agree that anti-histamines are of limited value. Vaccines for preventing colds and their complications are available, but many doctors question their effectiveness.

To face the fact squarely, there is no such thing as a "sure cure" for colds. As yet, no medicine has been developed that will destroy the cold organisms in the body.

We have reason to believe that colds are an infection by a virus, or more likely, by a combination of viruses, the type of cold depending upon the viruses which are the guilty parties. Much research is under way at present into the causes of colds and there is some hope that in the not too distant future we may have the weapons with which to defeat them. But that time is not yet.

Treat the next cold you get with respect. Getting too tired is a perfect way to give it a better hold on you. Take it easy. Rest helps build bodily strength, and that's what you need to lick a cold.

Also remember that a cold might be a wolf in sheep's clothing—something more serious masquerading as a cold. If you are at all suspicious that this is the case, by all means see a doctor.

Be thoughtful of those around you. Don't cough or sneeze in other people's faces. You are not helping your own cold by transmitting it to others in your family or to those with whom you work.

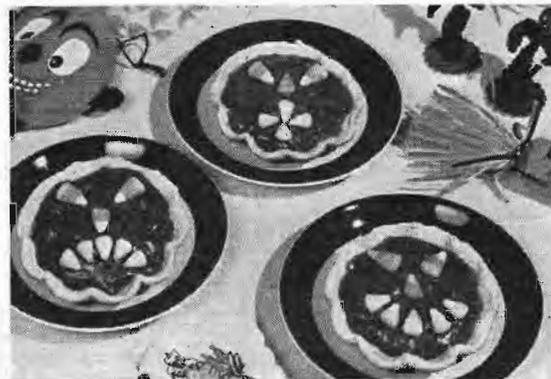
It is wonderful what strength of purpose and boldness and energy of will are roused by the assurance that we are doing our duty.

—Sir Walter Scott

# PLANNING A HALLOWE'EN PARTY?



With orange Jack-O'-Lanterns serve moon-shaped cookies, taffy apples and hot cider.



For dessert, a collection of grimacing Spooky Tarts.

## Tricks for Hallowe'en Treats

A HALLOWE'EN party for children should be planned with one thing in mind—what would the children want? They will want to dunk for apples, of course, and pin the tail on the donkey, and they will expect the food to be as fanciful as the visions that romp through their heads.

Half of the fun is in helping with the preparations. In the menu planned here, for example, children can cut out the Jack-O'-Lantern faces for orange shells filled with sparkling fruit gelatin. They can also dip the taffy apples—rolled in orange-tinted coconut for Hallowe'en—and put the spook faces on the chocolate tarts. All of this is served with a big bowl of cookies cut in the crescent shape of the Hallowe'en moon and a witches' brew of hot cider stirred with a cinnamon stick. Here's how:

### Gelatin Jack-O'-Lanterns

- 4 large thick-skinned oranges
- 1 pkg. raspberry-flavored gelatin
- 1 cup hot water
- 1 cup orange juice
- 1 cup drained diced orange sections free from membrane

Wash oranges. With small sharp knife cut eyes, nose and mouth in side of orange (for round eyes, use apple corer). Cut a slice from top of each, carefully remove pulp and juice and reserve. Wrap shells in damp cloth until ready to use.

Dissolve gelatin in hot water. Add 1 cup orange juice. Chill until slightly thickened. Add orange pulp and diced orange sections to gelatin and chill until firm. Just before serving, pile fruited gelatin into orange shells.

Replace slices cut from top.

### Coconut Taffy Apples

- 6 small apples
- 1½ cups maple-blended syrup
- 1 tbsp. butter
- 1½ cups shredded coconut

Wash and dry apples. Stick wooden skewers or plastic handles into stem ends. Combine syrup and butter in saucepan and bring to a boil. Continue boiling without stirring, until a small amount of syrup becomes slightly brittle in cold water (272° F.). Dip apples, one at a time, into the syrup, working quickly. Roll apples in coconut. Place on waxed paper to cool.

### Spooky Tarts

- 1 envelope (1 tbsp.) gelatin
- ¾ cup sugar
- ¼ tsp. salt
- 1½ cups milk
- 2 squares unsweetened chocolate
- 3 egg yolks, slightly beaten
- 3 eggs whites, unbeaten
- 1 tsp. vanilla
- ¾ cup shredded coconut
- 9 baked 4-inch tart shells
- candy corn

Mix gelatin, ¼ cup of the sugar, salt and milk in top of double boiler. Add chocolate. Cook over hot water until chocolate is melted and gelatin is dissolved. Blend well with rotary egg beater. Pour slowly over egg yolks, stirring constantly. Return mixture to double boiler and cook 3 minutes longer, stirring constantly. Cool 10 minutes.

Beat egg whites until foamy. Add remaining ¼ cup sugar gradually and continue beating until mixture will stand in stiff peaks. Fold in chocolate mixture gradually, blending well. Add vanilla and coconut. Turn into tart shells. Make Hallowe'en faces on tarts, using candy corn to form eyes, nose and mouth. (*General Foods products recipes*)

## how to catch a ghost

You don't need courage to capture a ghost or a goblin or even a witch on a broomstick. If you have it in mind to bag one of these out of the world creatures, use your camera.

Color film does the best job of photo-

graphing the kids in their Hallowe'en costumes and false faces. Set your camera for a time exposure of the room where the small fry will appear (set it on a firm base like a table or chair). Make an exposure of the empty room,

but don't move the camera or wind the film. Then tell your ghost to come in and pose. Make a second exposure about half as long as the first. When the negative is printed, you'll have a picture featuring a ghost you can see right through.

# Masks for Mischief Makers



**ROLY Poly Moonface, Marty the Monster and Bozo the Clown** are the names of these Hallowe'en characters designed for youthful maskers. They're perfect for ringing doorbells and other mischief making, and fun to make besides. The materials are crepe paper, cardboard, and other odds and ends around the house. Here's how they go.

**Roly Poly Moonface:** Cut a strip of flameproof pink crepe paper 19 inches x 36 inches. Fold 1½ inches up on one long edge, slip a tape through to serve as a drawstring around the neck, and paste the edge. Gather the other long edge with needle and thread, draw together tightly and tie. Invert so the raw edges are on the inside. Cut eyes from white construction paper, pupils and eyebrows of black, and paste in place. Cut slits to see through. Make a

separate neck ruffle.

**Hat:** Cut a piece of crepe paper 21 inches x 15 inches with the grain and fold 4 inches over on one long edge for the brim. Gather the other long edge with needle and thread and invert like the face. Paste the seam. Fold the brim up halfway and stretch slightly along the fold. For the feather, use a pipe cleaner and a bit of fringed crepe paper.

**Marty the Monster:** Cut a strip of flameproof grey crepe paper 22 inches long, draw one edge together tightly, fasten and turn the hood inside out. Cut a mask shape from green construction paper, cut markings and eyes of black paper, and paste souffle cups over the eyes—make eyeballs of black dots. The upper eye is yellow with black pupils. Tape drinking straws to the back of the mask, cut slits to see through, and attach the mask to the hood.

**Bozo the Clown:** Fit a brown paper bag over the child's head, mark the location of the eyes, and cut rounded pieces out of the sides to fit onto the shoulders. Cut the features from gummed crepe paper. Use large stars for eyes, and make slits to see through. To make the nose, crush a ball of tissue paper, cover with a square of crepe paper, and paste in place. The hair is two pieces of red crepe paper 6 inches by 1½ inches, cut with the grain. Cut into fringe to within 1½ inches of the edge, gather and paste to each side of the head. (Courtesy Dennison Manufacturing Co.)

Eight to 10 egg whites measure one cup.

One pound of shredded cheese measures about 4 cups.

One pound of granulated sugar measures 2 cups.

One pound of brown sugar measures approximately 2½ cups.

One medium lemon yields 2 to 3 tablespoons of juice.

Measuring cups and unit measuring spoons are kitchen necessities. When you fill them, whisk a spatula across the top and know the measure is level.

## NOW IS THE TIME

Now is the time to winterize your lawn mower. Here's a check list from *The American Home* magazine: Apply clean fresh oil wherever the machine permits; make sure to keep oil off all rubber parts; empty and clean the gas tank of a power mower and flush it with clean gas; clear all moving parts of picked up grass and dirt.

—to stockpile leaves for mulching perennial beds and evergreens. It's best to save them until after the first good frost, or mice may nest under the protecting mulch and feed on plant roots and bulbs. A network of twigs placed over the flower beds before applying the leaves will provide a necessary air space.

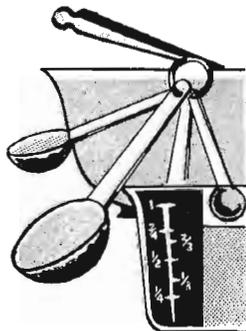
—to check all of your downspouts. If they are plugged with leaves, flush them with a garden hose. Downspouts packed with debris may burst at the seams as soon as the water begins to freeze this winter.

—to stop loose windows from rattling. Tack felt or springbrass weatherstripping to the edges of the sash or frame. If the storm sash is warped, use metal turn buttons fastened to the frame with screws to hold the sash snugly against the frame.

—to protect newly planted trees from sunscald. Wrap the trunks with burlap strips or aluminum foil. Begin by cutting strips of burlap three inches wide from old sacks. Start the spiral wrapping at ground level and continue up to the lowest branch. Place mulch over the cultivated area around the trunk.

—to fill in the cracks between flagstones. Water can freeze in the cracks and cause serious damage if they aren't filled before winter. Use a filling of oakum, forced in place with a putty knife. After you have finished calking the cracks, place boards across the flagstones until the oakum becomes hard. (*Better Homes & Gardens.*)

## ON THE LEVEL



If you are a serious cook, though—one who likes to try old recipes—you've probably found that many old recipes call for weighing ingredients instead of measuring them. This doesn't mean that you have to buy a kitchen scale. Crisco Kitchen has translated the following weights into amounts that can be measured with modern equipment:

One pound of confectioners' sugar measures approximately 3½ cups.

One pound of all-purpose flour measures approximately 4 cups.

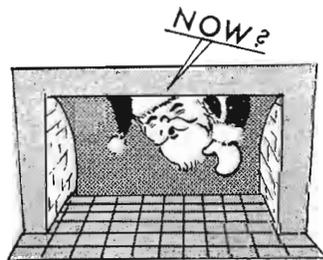
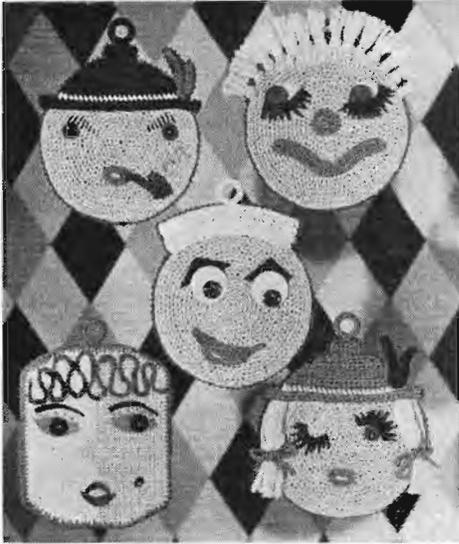
One pound of cake flour measures about 5 cups.

One pound of raisins measures about 2½ cups.

Three to four eggs measure 1 cup.

IN grandma's day recipes called for a teacupful of this and a scant measure of that, and the results were just as indefinite. Nowadays all recipes call for definite level measurements, exact temperatures and cooking time, so you can always be sure of good results.

## 6 Ways to Happiness



**FOR HAPPY TIMES.** The fun of Christmas planning is already casting its spell. This wonderful season can best be enjoyed if plans, such as needlework projects, are started now. This month we are featuring patterns that will make welcome gifts.

The drollness of **FUNNY FACE POTHOLDERS** conceals the utility of this kitchen necessity. The happy-go-lucky faces are made of double-thick crochet cotton trimmed with sparkling buttons, sequins and rhinestones. Both **AMANDA PANDA** and **LENNY THE LION** can take rough treatment. Amanda is crocheted in black and white sturdy cotton, Lenny of pink baby wool highlighted

with embroidered lazy daisies and a green felt mane and tail. The **BEADED CLOCHE AND BAG** are a handsome accessory set crocheted of cotton with a metallic strand. Gold beads outline the hat brim and dot the fashionably deep carryall. Direction leaflets for these designs may be had free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

### BEGIN

*Lose this day loitering—'twill be the same story  
Tomorrow, and the next more dilatory;  
The indecision brings its own delays,  
And days are lost lamenting over days.  
Are you in earnest? Seize this very minute,  
What you can do, or dream you can, begin it!  
Boldness has genius, power and magic in it.  
Only engage, and then the mind grows heated,—  
Begin, and then the work will be completed.*

*Sir John Lubbock in "Tact"*

HEALTHY, happy living is within reach of everyone, says Dr. J. A. Schindler in "How to Live 365 Days a Year." This best seller by the chairman of the Monroe Clinic, Monroe, Wis., provides the answers to many daily problems.

Doctor Schindler contends that more than 50 per cent of all headaches, backaches, and other common disorders are induced by emotional stress. And, "emotional stress is the result of mis-education, or lack of proper education; emotional balance in our bodies can be achieved by learning the qualities that comprise maturity.

"Practice thought control," he advises. "When you catch yourself starting an emotion like worry, anxiety, fear, apprehension or discouragement, stop it. Substitute a healthy emotion like equanimity, determination, resignation or cheerfulness."

Doctor Schindler readily admits that life isn't all happiness, but contends that we should delight in our best moments. "Allow yourself the delightful feeling of being happy," he says. "When the going gets tough, stay as cheerful as you can. Avoid running your misfortune through your mind like a repeating record. Life is wonderful if you allow it to be. It is idiotic to think you can be calm all of the time, but it is possible most of the time."

There are six basic needs that must be fulfilled if man will live happily, says Doctor Schindler. If they are not being satisfied, there are methods through which to gain these ends:

- If you lack *love and affection* from others, give more than your share.

- If you lack *security*, there is no use adding to a bad situation; keep your emotions healthy.

- If you lack *creative expression*, go to it, nothing is holding you.

- If you lack *recognition*, give recognition to others. Some of it will come back.

- If you need *new experiences*, go and get them. Be planning something all the time.

- If you have lost *self-esteem*, remember this: "You are as good as I am; you and I are just as good as they are, God bless them."

The reward of a thing well done is to have done it. —Emerson



## Kids, Want to Be a Fireman?

THOUSANDS of children all over the country love Sparky, the famous fire fighting dog of juvenile fiction. During National Fire Prevention Week Oct. 9-15, Sparky had some special advice for the youngsters who follow his storied crusade.

Want to be a fireman, asks Sparky? The best way that boys and girls everywhere can help fight fires, he says, is to stop fires before they start. And he tells us that the most important place to do this is right in our own homes.

Boys and girls can make believe they're fire inspectors, Sparky says, by checking their homes for possible fire dangers that mother and dad ought to know about. Here are some of the things a real fireman looks for when he makes an inspection:

Frayed electric cords—these often start fires and should be replaced. Curtains, papers, furniture, laundry and other things that burn easily—they should not be anywhere near stoves or heaters or furnaces where they might catch fire.

Inspect the basement and the attic, and closets too—they should be kept neat, because bad fires can start in piles of old clothes, papers, paint cans and other rubbish. This kind of junk is very dangerous to keep in the house.

Sparky is very particular about cleaning fluids, paint thinners, varnish removers, gasoline, kerosene—even cans of grease in the kitchen. Such flammable liquids should always be kept in tightly closed metal containers, and the containers should never be placed near stairways, in small closets or near heating

appliances. Rags soaked with furniture polish, paint, turpentine or other oily substances are safest when thrown away (outside) right after use. If you have to keep them, put them in a covered metal container. An old coffee can with a tight lid will do fine.

About the first thing Sparky teaches the members of his fire department is never to play with matches. He also cautions them not to get close to an open fireplace, brush and trash fires, heaters and hot stoves. A child could easily set fire to his clothes this way.

Hospital records show that clothing fires are a chief cause of children being severely burned or killed. Once clothing catches fire, a child in a panic is likely to run and only make things worse. Sparky reminds children not to run if this should happen, but to roll up in a rug, coat or blanket immediately, or simply to fall down on the ground and roll around if no covering is available.

*Note to mothers and fathers:* Sparky's fire department for boys and girls is a non-profit project of the National Fire Protection Association. For information, write to Sparky's Fire Department, Boston 1, Mass.

## it's apple harvest time



FALL is apple time. They're here for children to take to teacher, for packing in lunch boxes, for flavorful salads, pies, relishes, sauce, TV snacks, informal entertaining. To preserve that first-of-the-season crispness, store them in the refrigerator.

The Jonathan apple, namesake of Johnnie Appleseed, is perfect for this new Western Barbecue Salad: Combine 2 cups of diced unpeeled apples with 1 qt. chilled salad greens. Toss with a dressing made of 2 tbsps. salad oil, 1/4 cup lemon juice, 2 tbsps. sugar or honey, a drop of tabasco sauce and salt to taste. Shake in a jar and add 2 to 4 tbsps. crumbled blue cheese, according to taste.

On the first frosty mornings, baked Jonathans are ideal for breakfast. For a hearty breakfast, slice apples into rings and fry them with sausages, or mix them with pancake batter. Tart and snappy, apple juice is at its best now; also apple butter and apple sauce. (To sweeten apple sauce, one cup of sugar is about

right for one quart of sauce.)

The combination of apples and coconut makes a delicious torte. This is a good recipe: 4 cups of peeled diced apples, 1/2 cup flour, 1 cup sugar, 2 tps. baking powder, 1/4 tsp. salt, 1 egg, 1 tbsp. butter, 1/2 cup coconut, 1/2 tsp. vanilla. Combine dry ingredients, add beaten egg, butter, coconut and vanilla. Blend well and fold in apples. Bake in a greased 8-inch square pan for 40-45 minutes in a 400°F. oven. Serve with cream.

Teen-agers reach for these apple-cheese sandwiches, good with hot cocoa: Place slices of cheddar cheese on fresh white bread, cover with 1/4-inch slices of Delicious apples and place on a cookie sheet about 4 inches from the broiler. Place slices of lean bacon under the broiler also. When the bacon is done on one side, turn and place the strips on the apple slices. Broil until the cheese melts.

Spicy apple chutney is an excellent relish to serve with meat. Try it on a

slice of pot roast tucked inside a bun, or as an accent for pork and lamb. This is an easy recipe and makes about 6 pints.

### Apple Chutney

- 5 1/2 lbs. (16 medium) Jonathan apples, peeled and cored
- 1 lb. (4 medium) onions, peeled
- 1/2 lb. (2 medium) green peppers
- 1 4-oz. can pimiento, drained
- 1 cup seedless raisins
- 4 cups white vinegar
- 2 1/2 cups sugar
- 1 cup brown sugar, firmly packed
- 2 tbsps. mustard seed
- 1 tsp. salt
- 1 tsp. ground ginger

Put apples, onion, peppers and pimiento through food chopper, using coarse knife. Combine with remaining ingredients in a large kettle, mixing well. Bring to a boil on high heat, then turn to medium and cook slowly until thick (about 20 minutes), stirring occasionally. Pour into hot sterilized jars and seal. (*Western Beet Sugar Producers recipe*)

# here's how we're doing...

	AUGUST		EIGHT MONTHS	
	1955	1954	1955	1954
<b>RECEIVED FROM CUSTOMERS</b> for hauling freight, passengers, mail, etc.....	\$23,213,506	\$21,624,820	\$161,170,089	\$155,235,793
<b>PAID OUT IN WAGES</b> .....	10,668,964	10,365,881	77,737,154	79,369,888
PER DOLLAR RECEIVED (CENTS) .....	(46.0)	(47.9)	(48.2)	(51.1)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	667,196	571,357	4,766,808	4,491,528
PER DOLLAR RECEIVED (CENTS) .....	(2.9)	(2.6)	(3.0)	(2.9)
<b>ALL OTHER PAYMENTS</b> for operating expenses, taxes, rents and interest..	9,830,662	9,023,342	71,671,422	72,566,071
PER DOLLAR RECEIVED (CENTS) .....	(42.3)	(41.7)	(44.5)	(46.7)
<b>NET INCOME</b> .....	2,046,684	1,664,240	6,994,705	
<b>NET LOSS</b> .....				1,191,694
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars.....	130,066	116,483	920,484	877,729
Increase 1955 over 1954.....		13,583	42,755	

Carloading by Commodities during September 1955 compared with September 1954	% of Total Revenue	Carloads			
		1955	1954	1955 + or - to 1954	
				Number	%
<b>INCREASES:</b>					
Grain .....	19.4%	11,993	9,224	+ 2,769	+ 30.0%
Forest Prod. excl. Logs & Pulpwood .....	9.9	9,777	8,461	+ 1,316	+ 15.6
Iron & Steel incl. Machinery .....	6.4	7,130	6,153	+ 977	+ 15.9
Logs & Pulpwood .....	3.9	11,636	8,290	+ 3,346	+ 40.4
Fruit & Vegetables .....	3.7	4,566	4,228	+ 338	+ 8.0
Clay, Gravel, Sand & Stone .....	3.5	7,305	7,000	+ 305	+ 4.4
Meat & Products .....	3.1	5,080	4,778	+ 302	+ 6.3
Live Stock .....	2.2	4,422	4,004	+ 418	+ 10.4
Flour & Grain Products .....	1.9	5,951	5,392	+ 559	+ 10.4
Agri. Impl. & Tractors incl. Parts .....	1.7	1,107	958	+ 149	+ 15.6
Beer .....	1.7	2,369	2,218	+ 151	+ 6.8
Autos, Trucks, Parts & Tires .....	1.6	2,485	1,571	+ 914	+ 58.2
Ore excl. Pooled Ore .....	.3	461	412	+ 49	+ 11.9
Miscellaneous .....	24.1	30,634	29,119	+ 1,515	+ 5.2
<b>Total Increases</b> .....	<b>83.4%</b>	<b>104,916</b>	<b>91,808</b>	<b>+13,108</b>	<b>+ 14.3%</b>
<b>DECREASES:</b>					
Coal & Coke .....	6.1%	10,947	11,098	- 151	- 1.4%
Petroleum & Products .....	4.1	5,029	5,507	- 478	- 8.7
Cement, Brick, Lime & Plaster .....	3.8	3,509	3,683	- 174	- 4.7
Merchandise .....	2.6	7,794	8,570	- 776	- 9.1
<b>Total Decreases</b> .....	<b>16.6%</b>	<b>27,279</b>	<b>28,858</b>	<b>- 1,579</b>	<b>- 5.5%</b>
<b>TOTAL</b> .....	<b>100.0%</b>	<b>132,195</b>	<b>120,666</b>	<b>+11,529</b>	<b>+ 9.6%</b>

# retirements

The following employes' applications for retirement were recorded during September, 1955

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

BRAID, WILLIAM J.  
Lead Clerk ..... Chicago, Ill.  
HARNER, EDWARD F.  
AFE Clerk ..... Chicago, Ill.  
MARONN, FRANK W.  
Trf. Supervisor ..... Chicago, Ill.  
TROUT, FRANKLIN B.  
Asst. Bureau Head ..... Chicago, Ill.

## CHICAGO TERMINALS

BARTOSZEK, MICHAEL  
Ex. Gang Laborer ..... Chicago, Ill.  
BURNS, ALEXANDER  
Crossingman ..... Chicago, Ill.  
DANDRE, AMEDEO  
Inspector ..... Chicago, Ill.  
DEDIC, ALEXANDER J.  
Boilermaker Helper ..... Bensenville, Ill.  
HALE, ARTHUR  
Ex. Gang Laborer ..... Chicago, Ill.  
MACK, CHARLES N.  
Tool Room Attendant ..... Bensenville, Ill.  
MORGAN, FRANK A.  
Clerk ..... Chicago, Ill.  
O'HERN, ARTHUR W.  
Ex. Gang Laborer ..... Chicago, Ill.  
PERRY, MYRON J.  
Clerk ..... Chicago, Ill.  
STACHULA, JOSEPH  
Carman ..... Bensenville, Ill.  
WILLETT, GEORGE  
Sig. Maintainer ..... Chicago, Ill.  
WOJCIESZEK, STANLEY  
Tinsmith ..... Chicago, Ill.

## DUBUQUE & ILLINOIS DIVISION

BELL, THOMAS H.  
Supr. & Machinist ..... Dubuque, Ia.  
SACK, EMMA L.  
Steno-Clerk ..... Dubuque, Ia.

## IDAHO DIVISION

BOWMER, GLENN W.  
Sig. Maintainer ..... St. Maries, Ida.  
CHRISTY, EDWARD T.  
Coach Cleaner ..... Spokane, Wash.  
MILKOVICH, DAN  
Ex. Gang Laborer ..... Spokane, Wash.  
OKUMOTO, SAM S.  
Laborer ..... Othello, Wash.  
SEZTOVIC, MEGO  
Sec. Laborer ..... St. Maries, Ida.  
SOCWELL, FRANK G.  
Agent-Operator ..... Lind, Wash.  
WILLIAMS, WILLIAM A.  
Loco. Engineer ..... Spokane, Wash.

## IOWA DIVISION

CANNON, JOHN R.  
Conductor ..... Perry, Ia.  
CLINE, BERT  
Loco. Engr. ..... Perry, Ia.

METELA, JOSEPH J.  
Clerk ..... Cedar Rapids, Ia.  
SPARKS, DAVID F.  
Stower ..... Cedar Rapids, Ia.  
STIGLER, GEORGE A.  
Agent ..... Slater, Ia.

## IOWA & DAKOTA DIVISION

FLASKEY, HENRY W.  
Mach. Helper ..... Sioux Falls, S. D.  
KUROSH, JOSEPH J.  
Sec. Laborer ..... Fort Atkinson, Ia.  
SMITH, JULIUS C.  
Brakeman ..... Sioux City, Ia.  
WINGETT, ELZA J.  
Conductor ..... Sioux City, Ia.

## LA CROSSE & RIVER DIVISION

ADAMSCHEK, WILLIAM R.  
Agent ..... Schofield, Wis.  
KLANN, WILLIAM A.  
Mach. Helper ..... Portage, Wis.  
LESKY, JOHN J.  
Sec. Laborer ..... La Crosse, Wis.  
MILLER, HERBERT R.  
Equipment Maintainer ..... Portage, Wis.

## MADISON DIVISION

CLIFTON, WILLIAM L.  
Agent ..... Burlington, Wis.  
DEMPSEY, JOHN J.  
Pipefitter ..... Madison, Wis.  
JENKINS, WILLIAM H.  
Custodian ..... Barnum, Wis.  
YOUNG, RAYMOND  
Ex. Gang Laborer ..... Freeport, Ill.

## MILWAUKEE DIVISION

CLARK, CLAUDE W.  
Loco. Engineer ..... Green Bay, Wis.  
CONE, HAROLD C.  
Dispatcher ..... Milwaukee, Wis.  
MANGOFF, PANDO S.  
Sec. Laborer ..... Rondout, Ill.  
OLSON, JOHN E.  
Engine Watchman ..... Menasha, Wis.

## MILWAUKEE TERMINALS & SHOPS

BRZOWOWSKI, JOSEPH B.  
Carman ..... Milwaukee, Wis.  
BUSALACCHI, FRANK  
Carman ..... Milwaukee, Wis.  
CIGANEK, LORENZ  
Carman ..... Milwaukee, Wis.  
DOYLE, CHARLES F.  
Machinist ..... Milwaukee, Wis.  
EICHSTAEDT, AUGUST F.  
Carman ..... Milwaukee, Wis.  
ENGEL, ADAM  
T & T Operator ..... Milwaukee, Wis.  
GAMM, OTTO F.  
Painter ..... Milwaukee, Wis.  
GNAT, JOHN  
Cabinet Maker ..... Milwaukee, Wis.

GROSZ, JOSEPH T.  
Painter ..... Milwaukee, Wis.  
MAJEWSKI, JOSEPH F.  
Boilermaker ..... Milwaukee, Wis.  
RASMUSSEN, HOWARD W.  
Loco. Engineer ..... Milwaukee, Wis.  
SCHWARTZ, EDWARD J.  
Machine Hand ..... Milwaukee, Wis.

## ROCKY MOUNTAIN DIVISION

McDONALD, DONALD  
Carpenter B&B ..... Missoula, Mont.

## TERRE HAUTE DIVISION

BAILEY, JOHN H.  
Carman ..... Terre Haute, Ind.  
ROBBINS, CHARLES  
Carman ..... Terre Haute, Ind.  
WIBLE, HARRY C  
Loco. Fireman ..... Terre Haute, Ind.

## TRANS-MISSOURI DIVISION

SATIROFF, JAMES  
Sec. Laborer ..... Wakpala, S. D.

## TWIN CITY TERMINALS

CUMMINGS, FRED  
B&B Carpenter ..... Minneapolis, Minn.  
GOMEZ, JESS S.  
Boilermaker Helper ..... Minneapolis, Minn.  
KARLSON, OTTO G.  
Machinist ..... Minneapolis, Minn.  
OLSON, OSCAR J.  
Pipe Fitter ..... Minneapolis, Minn.  
PRITCHARD, FRANK W.  
Laborer ..... St. Paul, Minn.  
TOMSHINE, OTTO H.  
Boilermaker ..... St. Paul, Minn.  
WEBB, GEORGE E.  
Switchman ..... Minneapolis, Minn.



# Why Railroads Support an Up-to-Date Transportation Policy

**Consider the extraordinary situation that the railroads of this country face today.**

Here is a fundamental industry, performing a service essential in peace and irreplaceable in war; providing, maintaining, and continually improving — at its own expense — the roadways and other extensive facilities which it uses (and paying taxes on them besides); directly employing more than one million people; operating with steadily increasing efficiency; and financed conservatively, with a steadily decreasing total of fixed charges.

Yet here is an industry which earns a return on investment of only about 3½% — among the very lowest of all industries; an industry so restricted by the application of laws governing transportation that frequently it is not permitted to price its services on a competitive basis.

☆ ☆ ☆

**How can such a situation have arisen in a nation devoted to the classic concepts of free enterprise and equal opportunity?**

An important part of the answer is clearly indicated by the recent report of the Presidential Committee on Transport Policy and Organization created last year by President Eisenhower. This Committee consisted of five members of the President's Cabinet and two other high government officials, charged with responsibility for making "a comprehensive review of over-all federal transportation policies and problems."

**The report of the Committee, released by the White House in April, opens with this sentence:**

"Within the short span of one generation, this country has witnessed a transportation revolution.

"During this same period," the report continues, "government has failed to keep pace with this

change . . . regulation has continued to be based on the historic assumption that transportation is monopolistic despite the . . . growth of pervasive competition. The dislocations which have emerged from this intensified competition, on the one hand, and the restraining effects of public regulation on the other, have borne heavily on the common carrier segment of the transportation industry . . .

"In many respects, government policy at present prevents, or severely limits, the realization of the most economical use of our transportation plant."

To the end that all forms of transportation should be developed to their greatest economic usefulness, the Cabinet Committee recommended, among other things, that:

**"Common carriers . . . be permitted greater freedom, short of discriminatory practices, to utilize their economic capabilities in the competitive pricing of their services . . ."**

☆ ☆ ☆

**Legislation to give effect to Committee recommendations has been introduced in Congress.**

Passage of this legislation would not give railroads any rights that other forms of transportation do not already have or would not receive. The legislation recognizes that each of the competing forms of transportation has advantages in handling different kinds of shipments, moving between different points and over different distances. It proposes that each type of carrier be given the freest opportunity to do the job it can do best, at the lowest reasonable cost.

**That's the way toward the best and most economical service, to the benefit of businessmen, taxpayers, and the consuming public—which, in the end, pays all transportation costs.**

## **ASSOCIATION OF AMERICAN RAILROADS**

WASHINGTON, D. C.

# about people of the railroad



## Trans-Missouri Division

### WEST

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

The Miles City Milwaukee Service Club held its annual stag picnic at the Miles City pumping plant park Aug. 13, with the businessmen of the city as guests. Luscious corn on the cob, ham sandwiches and all the trimming were available for all. Chairman Harry Stamp was in charge of general arrangements while Sam Leo and a large serving committee dished out the eats.

A number of Milwaukee men have passed away recently: James E. Milender, 54, carman, on Aug. 28; Martin Hettle, 65, retired pump repairer, on Aug. 26; Nels Helm, 67, retired B&B foreman, on Sept. 13; all at Miles City. Tony Gonzalez, 51, section laborer, died of a heart attack at Bonfield Sept. 11.

Service Club members who have been active on various committees during the year participated in the committee dinner held Sept. 17 at the Crossroads Inn east of Miles City. A social hour preceded the dinner.

Meat bills should be at a low ebb for the next months. The Montana Game Commission will allow Montana hunters to kill an additional antelope in some areas in order to bring overstocked game range under control. As soon as the antelope season is well under way the deer season will open in mid-October. Even out-of-state hunters can get in the picture now, with special \$20 licenses available to non-resident hunters for both deer and antelope.

W. C. Cook, locomotive engineer with headquarters in Miles City who has completed 45 years of continuous service, was presented with a Silver Pass in September.

### EAST END

Trans-Missouri men who completed 45 years of continuous service and qualified for Silver Passes last month were C. F. Stiles, Moberge conductor, J. R. Rodenbaugh, agent-operator at Shields, and O. F. Snow, section foreman at Timber Lake.

## Chicago General Offices

### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

Harry M. Trickett has given up his long time job of writing the news and views of this department. He had been writing the column since August, 1942.

Walter Barthel of the foreign car record bureau has been promoted to assistant in the reclaim department. His co-workers presented him with flowers and good wishes for his new

position. George Kullowitch will take over his former duties.

Loretta Popernick celebrated 30 years' service with the company Sept. 9. She received a wrist watch, flowers and many cards of congratulation.

After 37 years with the Road, Sophie Piefke, of the local car records, has retired. Her friends presented her with a beautiful wrist watch as a remembrance.

Mae Johnson of the keypunch room has resigned to take another position. She received gifts of a bowling ball and bag; also a skirt and blouse from her co-workers.

Dolly Barton announced the birth of Deborah Susan on Sept. 27. She weighed in at three pounds and half an ounce.

On her way home from work recently, Bessie Berger sustained an arm injury in a fall and is recuperating at this writing. She received flowers and many "get well" cards to shorten her stay at home.

Bill Cary Jr., of the car records at Muskego Yard, stopped in to visit the people he talks with by 'phone every day. He and his family were spending a day seeing the city.

Rex Wright, formerly of our office and a resident of Fox River Grove, was seized with a heart attack and died on Sept. 5. For the past several years he had been connected with the state revenue department. He was laid to rest in Oak Ridge Cemetery.

Sympathy was extended to Joseph Franz in the loss of his sister and to Clara Raupp on the death of her father-in-law.

Recent visitors to our office were Jean Fenili and Audrey Burghardt with their children; also Kathleen Doherty with little Margaret Mary.

### OFFICE OF FREIGHT AUDITOR

Clara Fister, Correspondent

Mae Craine, revising bureau, passed away Sept. 12 in Wincrest Rest Home.

Charles Becker, review bureau, is captain of the Pioneer Limited bowling team. He predicts nothing less than first place with the help of Al Gerke (387 series) and his gang of good bowlers.

Einer Peurell, revising bureau, has retired after 29 years with the Road. He and his wife are going to live in Largo, Fla.

Vacations—Alvin Fritscher toured the West with stop-offs at Grand Canyon and Yosemite; Helen Schultz and Marie Meyer, Colorado; Lucille Carson, Denver and Colorado Springs; Emilia Boever, Mexico; Peggy Rosenthal, California and Arizona; James Harvey, California; Marie Nilles, touring around Lake Superior; and James Benda, touring the Southwest.

Maureen Porth is the new sorter in keypunch and coding.

Arthur Wachowski, formerly of estimate earnings, left the Road to become a drafts-

man; also John Malasanos, local and interline balance, who left to complete his education.

Ralph Gatto, interline bureau, and Mary Ann Hoogestraat became "Mr. and Mrs." on Sept. 3 at St. Ferdinand's Church. The newlyweds honeymooned in Michigan and Wisconsin. Wedding bells also rang for Pat Wadman, keypunch and coding bureau, and Ed Patock at St. Bonaventure's Church on Sept. 10.

Millie Schwarz, machine room, and Marie Warnimont, interline bureau, have returned from their furloughs. Marie was in Montana with her daughter, who was ill.

Monica Schmalz, waybill filing bureau, has welcomed her mother to the United States. Her mother flew from Switzerland to make her home here.

Ida Kleist, formerly of the interline bureau, became the mother of a darling baby daughter, Catherine Christine, on Sept. 27.

### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Arona Puttrich

The stork was busy last month, delivering to Violet Dellneck a baby girl, Susan, on Sept. 2. Shirley Pondel welcomed baby Patricia on the 15th, and Mary Flatley had a boy, Tommy, on the 18th.

Furloughs have been granted to Erna Reck and Ellen O'Hara.

On Sept. 25, approximately 175 relatives



**CONCLUDES 50 YEARS OF SERVICE.** At the same time that he retired on Sept. 9, W. J. Braid of the chief disbursement accountant's office, Chicago, was presented with a Gold Pass. Mr. Braid started his half century of service in the store department in Milwaukee and was assistant chief shop timekeeper in 1940 when he transferred to Chicago where he has since been employed in the Fullerton Avenue timekeeping department. Following a retirement dinner at the Orpheus Singing Club, Mr. Braid announced plans to move to Pewaukee, Wis.

and friends gathered at the home of Elmea Martell's parents for a family reunion and celebration in honor of Mr. and Mrs. Martell's 56th wedding anniversary.

Elmer Feltskog has resigned to attend college.

Vickie Cwik is in St. Joseph's Hospital at the present writing.

Former comptometer operators who have returned to the office after several years are Violet Nordhaus, Martha Schwartz and Mitzi



**BOOKKEEPING VETERAN RETIRES.** F. B. Trout, assistant head of the bookkeeping bureau in the Chicago accounting department, concluded 37 years of service with the Road on Sept. 9. Mr. Trout also has nine years of prior service with the Northern Pacific. He started in the storekeeping and accounting departments at Tacoma in 1918 and had been with the Fullerton Avenue accounting force since 1940. Fellow employes presented him with a handsome set of luggage. He is making his future home in the Pacific Northwest.



**A FE ANALYST RETIRES.** Retiring on Sept. 16 after 35 years of service, E. F. Harner, AFE analyst clerk, Chicago (left), was presented with a wrist watch by accounting department associates. Chief Disbursement Accountant H. C. Russell is shown presenting it at a dinner party in the Svithiod Club. Mr. Harner was employed in the auditor of capital expenditures office from 1920 to 1932 and as AFE bureau head for the Southern District until 1940 when centralized accounting was set up in Chicago. Following his retirement, he and Mrs. Harner left for California to visit a daughter.

Walker. New comptometer operators are Vivian Margelis and Shirley Cacioppo. Other new employes are Jeanette Ann Lach, in Conductor Accounts, and Dan Clark as office boy.

The central typing bureau was brightened by a visit from Jean Heller and her little son, Tommy.

Some of our recent vacationists were Frances Bondi who had a wonderful time in Baton Rouge and New Orleans. Bert Lieberman spent his vacation in Washington, D. C., and New York—he was lucky enough to see the first game of the World Series. Gus Rhode and wife entrained to Denver. Helen Kuedde spent part of her vacation visiting with two of our retired dictaphone operators, Jane Karch in Deerfield and Elizabeth Miller in Freeport. Elizabeth also had a visit from Jo Goetz, Agnes McGrath, Irene Barry and Christine Steggers. The "gals" report that Elizabeth is very happy in her new home. Dot Schirmer had a grand trip touring the Pacific Northwest.

I spoke to Bill Tidd, our regular Magazine correspondent, via telephone recently. He said he is feeling better and that he wanted to be remembered to his friends.

#### UNION STATION—GENERAL

C. L. "Cliff" Keith, retired city ticket agent, died in Cucamonga, Calif., on Sept. 2. His remains were cremated in California, and a memorial service was held in Wilmette, Ill., on Sept. 10. Mr. Keith, who retired on Jan. 31, 1945, was 79 when he passed away.

"He's a regular little chow hound", is the good word from Mrs. Viola Lipovitch, formerly clerk in the public relations department, about the little buster who arrived on Sept. 11 to brighten the Lipovitch home in Bensenville, Ill. The baby, who has been named "Roy Raymond", was born in the Elmhurst Hospital.

Mrs. Lois Bunt, who was a member of the auditor of passenger accounts force at Fullerton Avenue before transferring to the public relations department this spring (succeeding "Vi" Lipovitch), had a second honeymoon last month at the Castle Des Monts Hotel, St. Agathe, Quebec, Canada. The trip was a TV giveaway prize which Mrs. Bunt and her husband won on "The Phrase That Pays" quiz program while honeymooning last fall in New York City. Before her marriage Mrs. Bunt was employed in the freight office of the Southern Railway at Alexandria, Va.

#### OPERATING DEPARTMENT

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

News abounds from the telegraph office. Topping the list we have the marriage of Suzanne Carol Geisler (messenger) to Joseph Kyle Padgett of Lynchburg, Va., at St. Peter's Evangelical and Reformed Church, Chicago, on Sept. 24. Suzy and Joe are honeymooning in Lynchburg at this writing.

Retired Telegraph Operator Bill Moss' beautiful floral card from Miami brought many a chuckle at his comment about retirement: "Flowers that seem to speak the language of angels abound everywhere, but lions block my path, lions that do not roar, and I

## QUIZ answers

1. Bridges.
2. Removal of ballast between ties for cleaning or renewal.
3. No; M.I.T. calls for milling in transit.
4. Credited.
5. Yes, on many railroads.
6. A compartment.
7. BMR cars (baggage, mail, refrigerator). No milk cars are now operating on the Milwaukee.
8. Draft in payment for goods purchased or services rendered.
9. Four miles per hour.
10. On property investment.

wonder at their silence."

Our new telegraph messenger is Mike Martz.

We are sorry to report that Miss Elda Ranieri, stenographer in the transportation department, was struck by an automobile shortly after vacationing in the East. The latest report is that she is feeling somewhat better.

Many friends of the Road joined the transportation department in extending sympathy to their chief clerk, K. W. Leigh, and family in the recent loss of their beloved father, George H. Leigh, one time employe in the Galewood district.

It was recently brought to our notice that Robert M. Wheeler Sr., retired accountant of the refrigeration department, passed away at his home in Chicago on Aug. 2 after a long illness. His survivors include his wife, Jessie, and a son, Robert Jr. Mr. Wheeler had been with the Road 48 years when he retired in 1947.

#### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Marion Derengowski and Alan Osmundsen exchanged marriage vows Sept. 10 at River Grove Bible Church, River Grove, Ill. The honeymoon consisted of a trip around Lake Michigan.

Eileen Mae Joyce and Donald J. Duchon were married Oct. 1 in St. Andrew's Church, Chicago.

Understand that Len Palla and family are happily anticipating the completion of a new ranch type home in Arlington Heights, Ill.

The Milwaukee Road golf tournament on Sept. 17 saw active competition of four freight claim golfers, Don Devitt, John Hall, Ed Deutschlander and Charles LaRue.

Lucille Williams is confined to her home due to illness at this writing.

Sympathy was extended to Harry Capella on the death of his father Sept. 29.

We welcomed Dorothy Blair, Dennis Syverson, Anthony Piazza and Henry Malles into the Milwaukee family.

Recently promoted were Bob Prescott and Victor Yankowski to adjusters, William Ness, Dennis Syverson and Anthony Piazza to file sorters, and Thomas Christoff and William Ausland as clerks. Helen Braun was promoted to secretary in the absence of Lucille Williams.

## AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

New members of our force are W. B. Bryant, traveling auditor, formerly employed as relief agent on the I&D Division, Dian C. Fredrickson of the central station accounting bureau, and R. A. Falkowski of the record room.

Recent visitors to the office were F. G. Herrick, Milwaukee, and Otto Reinert of St. Petersburg, Fla., both retired.

Congratulations were extended to Mr. and Mrs. A. Petri and H. Kraebber, bureau head, upon becoming grandparents.

After an extended leave of absence due to illness, F. J. Shannon, claim investigator, and Paul A. Miller, chief file clerk, returned to work.

E. J. Linden, assistant auditor of station accounts and overcharge claims, and wife spent their vacation touring the Southwest with destination Los Angeles, Calif. Ella Lauer, station agent's draft and remittance clerk, also spent her vacation in Los Angeles, and Rose Marie Wolff, secretary to Mr. Linden, spent her vacation in Clearwater, Fla., visiting her parents.

## ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

Secretary Ray Keegan and Mrs. Keegan now have a sister for their son; name Lenore Annette, born Sept. 26.

C. B. Fichtner, retired steel inspector, and Mrs. Fichtner celebrated their 64th wedding anniversary Sept. 8.

Retired Assistant Engineer B. V. Burtch of Milwaukee wrote us to report a most enjoyable trip through the Canadian Rockies. He and Mrs. Burtch especially enjoyed Jasper Canyon and its surrounding area.

Mrs. C. H. Ordas called on us in September. She will visit in Chicago, New York and Florida before returning to her home in Chico, Calif.

Mr. Penfield was in to say goodbye until next spring. He leaves Mt. Carroll Oct. 14 for Lindsay, Calif., with a stopover at Hot Springs, Ark.

Assistant Engineer R. L. Schmidt in Signals and Communications has another income tax deduction; a daughter born Sept. 13 at Wauertown, Wis. The little girl has two older brothers.

Mr. Glosup's secretary, Mary Ellen Bannon, and her eight brothers and sisters helped their parents celebrate their 25th anniversary on Sept. 17.

## AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Helen Mendonsa of the keypunch bureau, our equestrienne, had the misfortune to lose Peter Stonewall the Great, due to a heart condition. Helen had this horse four years. She was very fortunate, however, in purchasing Robin King, one of the top five gaited stallions of the country. This horse was only shown at shows such as the International, the Kansas City Royal, Madison Square Garden and Lexington Junior League. Helen will show her new stallion at shows in and around Chicago.

A couple of the keypunch operators were



**GOVERNOR STRATTON LIVED HERE.** Surprise callers at the home of S. E. Kvenberg, assistant engineer (structures) in the Chicago engineering department, recently were Governor W. C. Stratton of Illinois with his wife and mother. The call was prompted by the governor's desire to visit his birthplace at Ingleside, Ill., which the Kvenbergs now occupy. He found many changes since he mowed the lawn as a boy. In addition to modernizing the 11-room residence, the Kvenbergs added two lots to the original one-acre property, and Mr. Kvenberg uses a power mower. (Chicago Tribune photo)

living high on their vacations this year. Rosemary Salavitch had her first plane ride over the Wisconsin Dells. Betty Howard was also pinching clouds, mountain climbing in Mt. Ranier and Glacier National Parks.

If you want to know the hour of day, ask Cy Kissel of the machine room. He recently won a beautiful watch in a golf tournament.

Marion Ziegler left recently to further her career; also Walter Hanneburg, Charles Adams and Richard Holmgren, who left to return to college.

Sympathy was extended to Mary Clauson on the death of her father, to Loretta Jaskowski on the death of her brother, and to Carl Gerami on the death of his brother.

Josephine Botzon is recuperating at home at this writing and Mary Lawler is hospitalized at Illinois Masonic Hospital.

A welcome was extended to Ann C. Thomas, Estelle Carbonora, Raymond Schaefer, Fred Falk and Nancy Ritter.

On Sept. 12 Harry L. Stahl completed 45 years of service with the Road. Henry Russell presented Mr. Stahl with his Silver Pass.

Wedding bells rang for the following girls: Millena Bosnah of the keypunch bureau who became Mrs. Windy Kovac on Aug. 20, Lucille Macaione of the material bureau who became Mrs. Thomas Razski on Sept. 24 at Transfiguration of Our Lord Church, and Elvira Grasso of the paymaster's office who became Mrs. William Biancalana on Sept. 24 at St. Vincent's Church.

Carol Black of the keypunch bureau is the proud mother of a boy born Aug. 2.

Word was received that Georgette Albert, formerly of the B&V bureau, is the mother of a baby girl, Elizabeth Ann.

At the dinner party in the Svithiod Club honoring the retirement of Edward Harner, a pleasant surprise to all was the presence

of Edward Carlson, retired employe of the auditor of capital expenditures office, and of Martha Benson, retired AFE bureau employe. The Harners, incidentally, will continue to make their home in Chicago.

Frank Trout, assistant bureau head of the bookkeeping department, was very surprised with his beautifully decorated desk when he retired on Sept. 9. The theme was inspired by his description of the highway route to his future home in the Northwest—forest and rock formations, animals, birds, the double lane highway, billboards, road signs, lights and telephone poles; also a replica of his new Studebaker headed west and the trucks on the highway.

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

A. L. Nance, chief clerk in the office of assistant general adjuster, was called to Almartha, Mo., Sept. 13, on account of the death of his father, Albert Nance, due to a heart attack. Mr. Nance was a retired farmer. Burial was at Almartha. Five daughters and three sons survive him.

R. C. Spogen, traveling car agent from Harlowton, Mont., spent part of August and September relieving car distributors in the office of the superintendent of transportation.

"Jibodad Gypsy Vagabond", General Attorney B. E. Lutterman's Labrador, again made news by taking first prize at the Oregon Retriever Trial held Sept. 23 and 24 at Sauvies Island, Ore.

General Adjuster L. E. Neumen and Mrs. Neumen made an emergency trip to Mayo's in Rochester, Minn., where Mrs. Neumen underwent an operation the latter part of



**YOUNG BLOODS.** Back in 1922 this was the young blood of the ticket selling force in Milwaukee. The picture was furnished by C. F. Dahnke, assistant general passenger agent, Milwaukee. Front, from left: M. C. Stoll, deceased city ticket agent; A. L. Stuckrad, present city ticket agent, Milwaukee; John Ambrose, senior accountant, depot ticket office. Center, from left: P. H. Raese, former assistant depot ticket agent; Sam Rankin, deceased ticket clerk; O. R. Bartel, depot ticket agent. Rear: Man at the left unidentified; J. P. Paulus, retired depot ticket agent.

August. Latest word is that she is well on the way to recovery. They were expected back in Seattle Oct. 1.

Bill Sarakenoff, chief clerk to superintendent of transportation, accompanied by Mrs. Sarakenoff, drove to Reno, Nev., and California points the first part of September.

Mrs. Lois Herron, secretary to general freight agent, is vacationing at Lake Tahoe, Calif., at this writing.

Gene Porter, chief clerk to general freight agent, accompanied by Mrs. Porter and their two children, visited recently in Philadelphia, Wisconsin and upper Michigan, stopping at Mt. Rushmore in South Dakota and Yellowstone Park on the way home.

In recognition of 45 years of continuous service, a Silver Pass was presented last month to S. O. McGalliard, chief clerk in the freight claim department in Seattle.

## L & R Division

### FIRST DISTRICT

**K. D. Smith, Correspondent**  
Operator, Portage

Harry W. Taylor, veteran conductor 62, passed away at Portage Sept. 27 after a long illness. Burial was under Masonic auspices in Silver Lake cemetery at Portage. Surviving are his wife; two sons, Bruce and Ned of Portage; one daughter, Mrs. Pat Steffire of Portage; four brothers, Jesse of Madison and William, James and Russell of Portage—all conductors on our road; and six grandchildren. He was a member of the B.R.T. and Ft. Winnebago F.A.M. lodge.

George Baxter, yardmaster at Portage, 61, passed away in Portage Sept. 5, following a lengthy illness. Surviving are his wife and three children, Mary who is Mrs. George Poole of New York, Irene, Mrs. Dale Gloyd,

and Robert, both of Portage, and six grandchildren. Burial was in St. Mary's cemetery at Portage.

Frank Wurm, veteran conductor, 60, passed away in LaCrosse Sept. 9 after a long illness. Burial was in LaCrosse. Surviving are his wife, a son, Train Dispatcher Jack Wurm of LaCrosse, and two daughters, Mrs. Jane Smith of LaCrosse and Mrs. Donald Schoenleber, Madison.

At this writing our janitor, Albert Manthey, is confined to the hospital here.

I took a vacation in August to Seattle, and coming into Deer Lodge I spied a big trout in the Yellowstone River. I nearly jumped off there to catch him.

August Schultz, retired flagman at Watertown, and Emil Pfaffenbach, retired Watertown conductor, were honored at a turkey dinner given Sept. 14 by the local Milwaukee Road Service Club. About 35 were present, including the wives of the honored guests. Mr. Schultz, who retired early this year, has 50 years of service with the Road, starting with an extra gang in 1898. He was section foreman at Madison from 1909 until he became flagman at Watertown in 1932. Mr. Pfaffenbach started his service as a ticket clerk at the old Fifth Street depot in Watertown in 1917 and when that structure was closed in 1926 he transferred to Chicago as a train auditor. In 1950 he became a sleeping and parlor car conductor, retiring in the fall of 1954.

In recognition of 45 years of service, F. J. Wadley, agent at Menomonie, has been presented with his Silver Pass.

A 45-year pass has also been presented to Engineer Max Bulgrin of the LaCrosse-Milwaukee run. Mr. and Mrs. Bulgrin live in Portage.

Charles B. McMahon, retired locomotive engineer who lives in Portage, is also a new Silver Pass man.

### THIRD DISTRICT

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

Bob Cadden, retired roundhouse foreman, and Mrs. Cadden have left Wausau for Lake Worth, Fla., where they have purchased a home. Several former railroad associates will be close neighbors.

The vacation itinerary of Engineer George Schubring and wife included Minnesota, Oregon, and California. Roundhouse Laborer Don Conklin and wife have returned from a vacation trip to Tacoma and points of interest en route. Car Foreman Sawdy is back from a successful fishing trip in Canada.

Baby boys were recently welcomed at the homes of Conductor Ed Kries and Conductor E. R. Johnson.

Following his release after four years' Navy service, Phillip Hazelwood, with his wife and baby boy, spent several weeks visiting his parents, the Earl Hazelwoods. He has since returned to California to make his home.

Bill Adamscheck retired Sept. 1 with 43 years of railroading to his credit, the most recent of which were spent as agent at Schofield.

M. L. Lepinski secured the agency at Schofield; Francis Koppa the agency at Pittsville.

George W. Leney, son of Conductor Bert Leney, received his master's degree in geophysics at the University of Michigan this summer and is now employed as a mineralogist in the research laboratory of the Gulf

Oil Company in Pittsburgh. He previously obtained a master's degree in engineering.

John Heller, who retired as section foreman in 1944, passed away at Babcock on Aug. 10. Mrs. Heller passed away on Aug. 28. Funeral services and interment for both were at Babcock. Survivors include Mr. Heller's son, John, Jr., extra section foreman.

Assistant Roundhouse Foreman Harold Jowett and Mrs. Jowett traveled to Fort Hood, Tex., recently to meet their son who was being discharged from Army service. He is now attending the University of Wisconsin.

### SECOND DISTRICT

C. C. Carrier, engineer at the LaCrosse yards, has completed 50 years of service and is now the owner of a new Gold Pass. Another 50-year veteran who has just received his Gold Pass is T. P. Dolge, passenger trainman on the Pioneer Limited between LaCrosse and Minneapolis.

## Terre Haute Division

**Christine Reichert, Correspondent**  
Superintendent's Office, Terre Haute



**Aviation Cadet**  
W. L. Michelini

Aviation Cadet Walter L. Michelini, son of Mr. and Mrs. Carl A. Michelini of Steger, Ill., is enrolled in the primary basic observer course at Harlingen Air Force base in Texas, receiving instruction in fundamentals of electronics, dead reckoning and radar navigation. Upon

completion of this training he will be awarded his silver wings. Dad is Terre Haute Division switchman at Faithorn Yard.

Faithorn Yard Conductor A. M. Petroski enjoyed an August vacation in Ohio and Wichita, Kans.

Conductor Perley E. Wills, retired since 1940, passed away at Terre Haute on October 2. His body was taken to Portland, Me., for burial.

On the evening of Sept. 26 a dinner party was held at Terre Haute by employes to bid farewell and good luck to Traveling Engineer Frank Corr on his transfer to the Iowa Division as of Oct. 1. Mr. Corr is succeeded on this division by L. F. Shanahan from Savannah.

Twins—Edward J. and Deborah K.—were born to Mr. and Mrs. Gilbert McDaniels of Robinson, Ill., on Aug. 10. Dad is a former store department employe, and Mom is a daughter of Roundhouse Foreman Ray Lockman of Latta. Paternal grandpa, Delmont McDaniels, is employed in our Terre Haute car department.

Dispatcher William C. Grandstaff of Terre Haute has taken a position with the train dispatching force at Milwaukee, beginning duties there in October.

File Clerk Everett Smith of the superintendent's office is convalescing at home after an operation at Mayo's in September.

Death came suddenly to Frank A. Newkirk, former conductor, who succumbed to a stroke on Sept. 28 at Terre Haute. "Slim" retired a year ago.

Three new names were added recently to our telegraphers' roster—Harley Backmann, Jay Bishopp and Darrel McCoy.

After 38 years' service on this division, Engineer William F. Buckner of Faithorn retired on Sept. 30.

## Milwaukee Terminals

### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

#### UNION STATION

Misses Esther Paul and Dorothy Blask of the traffic department were elected delegates to the 32nd annual convention of the Associated Traffic Clubs of America at Cleveland Sept. 19-21. In addition to attending the business sessions they were royally entertained, according to reports. The Woman's Traffic Club of Milwaukee, of which Miss Paul is president, was presented with an award of merit for its local traffic club magazine, "Badger Traffic-ette".

Mrs. Doris Stulich has taken over the duties of secretary to General Agent R. B. Birchard since Mrs. Patricia Westberg left our service. Perl Crary, formerly of the local agent's office at LaCrosse, has been appointed chief clerk to Division Freight Agent F. Hagendorn at Milwaukee.

Bob Feeley, carload tracing clerk in our traffic department at Milwaukee, will be leaving Nov. 1 to take a position as rate analyst with the Harnischfeger Corporation in Milwaukee.

Assistant General Passenger Agent C. F. Dahnke is recuperating from surgery at Milwaukee Hospital at this writing. It is expected that he will leave the hospital shortly.

October 15 will be the happy day for John Rosploch, freight rate clerk in our traffic department, as his wedding with Miss Joan Bartol is set for 9 A.M. at St. Stephen's Church, Milwaukee. There is a wedding breakfast planned for members of the family, after which the young couple will enjoy a week's honeymoon trip.

Foster (Jack) Phillips, son of Mrs. Lois C. Phillips, chief carpenter and roadmaster's clerk in Milwaukee, will be married on Nov. 5 to Miss Patricia Ann Dieringer at the rectory of St. Anthony of Padua Church. A dinner will be served for the immediate family after the ceremony. Jack has been working in our blue print department since his return from military service last year. The young folks plan to make their home in Milwaukee.

George E. Lane, former operating department employe passed away Oct. 3. Mr. Lane came to the traffic department in March, 1944, where he was a tracing clerk until Aug. 7, 1947 when he entered the Veterans' Hospital, Wood, Wis., for treatment. He subsequently retired under the disability provision of the Railroad Retirement Act. Mr. Lane was 68 years of age. Survivors include his widow, Marie, and a sister Loretta. Burial was in Calvary cemetery, Milwaukee.

Milwaukee friends of N. W. Soergel, now trainmaster at Austin, will be interested in the news that the Soergels now have a daughter, Gretchen Flo. The new baby was welcomed by two little brothers.

Miss Dorothy Blask of our traffic department attended the regional meeting of the Railway Business Women at Kansas City the

#### CALIFORNIA BOUND.

Long time associates of Miss Angela Kelly, who was night operator on the Road's Chicago Union Station switchboard for 37 years, seeing her off for California last month, following her retirement. From left: Betty Nelligan, chief operator, Granger Smith, assistant superintendent transportation-passenger, Miss Kelly, Tillie Verdak (rear) and AuDell Carlson. Miss Kelly who retired due to ill health will live in Santa Barbara.



**IT BOUNCED.** As Lawrence Magone, machinist at the Deer Lodge shops, tossed a piece of scrap metal into a box recently, a piece of metal bounced out and struck his safety glasses. The picture tells the story of his narrow escape from injury. Surveying the damaged lens with him is Shop Foreman Wayne Bittner. Machinist Magone has made a habit of putting on his safety glasses when he leaves for the shop and not laying them aside until he returns home.

**ACCOUNTING DEPARTMENT MERGER.** Mary Ann Hoogestratt of the auditor of passenger accounts force, Chicago, and Ralph Gatto of the freight auditor's office there, pictured at their marriage Sept. 3 at St. Ferdinand's Church. They honeymooned in Michigan and are planning to move soon to a new home in suburban Glenview.



**MIDWEST RETIREMENT.** T. D. LaPlante, engineer on the Midwest Hiawatha, being congratulated at Sioux City by Assistant Superintendent R. J. Dimmitt and Trainmaster C. W. Mealy (left) as he retired on Sept. 30. Mrs. LaPlante, son Robert and daughter Sally headed the family group who rode the Midwest on his last trip. Engineer LaPlante retired with a record of 49 years of service without a personal injury. His future plans include getting better acquainted with his 15 grandchildren.

week end of Oct. 1. Miss Blask is recording secretary for Milwaukee Chapter.

### MUSKEGO YARD

A joint celebration was held on the evening of Sept. 2 at "Pappy's Supper Club" on North Port Washington Road in honor of the promotion of Trainmaster R. A. Hummer to assistant superintendent and of Trainmaster W. F. Plattenberger who has been transferred to Chicago Terminals with headquarters at Galewood. There were about 30 present. A pleasant evening was enjoyed in wishing them continued success.

Time Revisor Harold Lemke is still telling tall stories (or shall we say "fish" stories)

about his vacation trip in the Canadian wilds.

Train Clerk George Hodgins passed away on Aug. 23. He started with our road in Milwaukee about 30 years ago and worked for some years in Bensenville Yard. He returned to Milwaukee July 24, 1937. Mr. Hodgins was 58 at the time of his death and is survived by two brothers and two sisters.

### DAVIES YARD

Charles Pikalek, Correspondent

Mr. and Mrs. Harold Millard are the proud parents of a boy born Aug. 26.

Mr. and Mrs. James Muma are the proud parents of a boy born Sept. 13.

Albert Reich who underwent surgery recently expects to be back to work soon.

John Appenzeller and Judith Churchill exchanged marriage vows Aug. 20. They spent their honeymoon in northern Wisconsin.

### FOWLER STREET STATION

Pearl Freund, Correspondent

When the Great Lakes Shriners held their annual meeting and parade in Milwaukee in September, George E. "Bud" Blair, traveling passenger agent at Cleveland, attended in full regalia with other members of Al Koran—Cleveland Temple. Bud made arrangements for four specials carrying 1,300 passengers, and two horse cars from the Fort Wayne division, one end door baggage car with a calliope and one end door mechanized baggage car with a lift truck and an organ. In addition to this company, nine horse cars were encamped on the Fowler Street team track, to serve as housing quarters for the horses.

With the bowling season in full swing, we find Walter Geisinger, assistant chief clerk, back in the Milwaukee Road league, Bill Cary, chief yard clerk, as secretary of the league, and Al McGowan, engineer, as president. The league will continue at the Burnham Bowl.

Ollie Yerman and Geraldine Hartner will bowl in the women's league, for a team sponsored by the Blatz Brewing Company.

Mike Kurth, a foreman at house 7, has forsaken the city for country living and already reports there is nothing like it. Having purchased a home at Pewaukee, he will also be close to those choice lake fishing spots.

The reopening of schools claimed many of our summer helpers and in their places we now have Ronald Sowinski, a recent high school graduate, operating the Broadway messenger run and yard clerking. Mrs. Betty Foley, a newcomer to Milwaukee and the railroad, is expensing freight bills—she moved recently from Madison, where she was employed at the University of Wisconsin as a secretary in the English department. Anne Kowalski, daughter of Bruno Kowalski, rate clerk, is employed on the messenger desk—she was formerly with the Cornell Paper Products Company.

Sympathy was extended to Clem Vail, rate clerk, on the death of his aunt, Katherine Landgraf, who made her home with the Vails. As a member of many Catholic organizations, she was well known here and leaves behind a host of friends.

Friends of Mrs. Patricia Westburg, former secretary to R. B. Birchard, general agent, gathered recently at Moser's Cafe for a dinner and baby shower. Patricia was surprised with many lovely gifts and everyone enjoyed the

wonderful evening planned by hostess Ollie Yerman, LCL billing supervisor at Fowler. Employees from Fowler Street, the Union Station, Milwaukee Shops and First Aid attended.

Mrs. Estelle Jorgenson, former carload bill clerk, was also the guest of honor at a baby shower at the home of her mother, Mrs. Ralph Kanies. September 25 marked arrival of the Jorgensons' baby, a girl named Karen Helen.

Roy Schmitz, yard clerk at Gibson, has been reported as being very ill. He underwent major surgery at Madison General Hospital and has since returned home for convalescence.

## Milwaukee Division

### SECOND DISTRICT

J. B. Phillips, Correspondent  
Asst. Superintendent's Office, Green Bay



B. T. Peterson

B. T. "Ted" Peterson, conductor on the Milwaukee-Champion run of the Copper Country Limited, made his last trip on Sept. 28, thereby concluding 49 years of service. He started as a brakeman at Green Bay in April, 1906, was promoted to conductor in July, 1912 and worked

out of Channing from 1915 to 1943 when he moved to Milwaukee to take the run on the Copper Country. Mr. Peterson's family is well known on this division. His son, T. T., is a brakeman on the Chippewa, a son-in-law, Gus DeBaker, is a conductor at Channing, and a grandson, Dave Peterson, is a mail handler at the Union Station in Milwaukee. The Petersons have five grandchildren and 10 great-grandchildren—Mrs. H. W. Parent, wife of our traveling freight agent at Wausau, is a granddaughter. They plan to move this month to Iron Mountain so Mr. Peterson can be close to the scene of the hunting and fishing operations around Channing.

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

We have heard that since steam power has again made its appearance on the division there has been great consternation at the home of Engineer A. F. Ludington. Having disposed of all of his red bandanna handkerchiefs he is not certain how he is going to get along with the S-2's.

After a rush trip to the hospital and the usual waiting period, your correspondent was presented with a new son, Walter, on Sept. 9.

Operator Glen Thurow of the dispatcher's office at Milwaukee was married recently.

J. H. Costello, passenger conductor between Milwaukee and Chicago, is now the owner of a Gold Pass, having recently completed a half century of service. Mr. Costello makes his home in Chicago.

### THIRD DISTRICT

Our very good shipper at Horicon, Wis., the John Deere-Van Brunt Co., recently had

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**PROVIDENT LIFE AND ACCIDENT INSURANCE COMPANY**  
CHATTANOOGA, TENN.



**MARRIED IN MILWAUKEE.** Mr. and Mrs. Lee Hollenbeck pictured after their marriage Sept. 24 at Epiphany Lutheran Church in Milwaukee. The bride is the former Carol Houting, clerk at the Fowler Street freight house. The wedding reception was held at the Knights of Pythias Hall.

a double celebration. Their annual field day at Waupun, Wis., drew a crowd of 30,000 people to view the agricultural and farming exhibitions. They also had an open house to dedicate their new warehouse at Horicon in which they will store off peak production of implements to stabilize their employment. The Milwaukee Road and John Deere-Van Brunt Co. are old partners in the development of Horicon.

Martin Williams, fireman on the Old Line who left the Road a few years ago to become postmaster of Winneconne, Wis., died Sept. 25. Burial was at Winneconne. He was a cousin of James R. Whitty and of Edward J. Coughlin, both engineers on the Old Line.

Fred W. Pischke, agent at Fond du Lac, completed a half century of continuous service on Oct. 1. He started at 15 as a baggage-man at Brandon, Wis., where he learned telegraphy and on Jan. 1, 1908 became second trick operator at Richfield. After holding several telegraph positions he was appointed agent at Pardeeville in June, 1916 and in October, 1925, train dispatcher at Portage. During the depression years he held several other dispatcher positions until June, 1931 when he was appointed agent at Slinger. He has been stationed at Fond du Lac since 1937. Apart from the railroad, Fred has found time to serve as mayor of Pardeeville for several terms and to promote the sport of curling which is enjoyed by the Welsh people at Randolph and Cambria. He will receive his Gold Pass this month.

*A boy starts growing up when he stops thinking that kissing is for sissies and starts thinking that it's for boys and girls.*

## D & I Division

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

Frank Lease, retired mechanical department employe, passed away at his home in Savanna on Sept. 25, following a two month illness. Services were held at the Law Funeral Home with burial in the Savanna cemetery. He had been in the service of the Road 35 years at the time of his retirement. Surviving are his widow, three daughters and two sons.

Thomas Mahon, retired mechanical department employe, passed away in St. Francis Hospital in Freeport on Sept. 10. He was employed as machinist helper at the Savanna roundhouse at the time of his retirement about six years ago, and for the past few months had been a resident of St. Joseph's Home for the Aged in Freeport. Burial services were conducted in Savanna with interment in the Savanna cemetery. There are no immediate survivors.

Mrs. Ora Eaton, mother of Rate Clerk Mildred Logan of the Davenport freight house, passed away at the Eaton home in Wacker, Ill., Aug. 26. Surviving are four daughters, two sons, and her husband.

J. H. LaKaff, retired Iowa Division conductor, passed away at his home in Savanna Aug. 20, following an illness of several months. Conductor LaKaff began his railroad service as a telegrapher at the age of 16, transferred to road service as a brakeman, then was promoted to a conductor and was acting in that capacity at the time of his retirement in 1941. Funeral and burial services were conducted at Savanna. Surviving are his widow, his son George, two granddaughters and two sisters.

Orville Mullen, retired conductor, passed away at his home in Savanna recently, following an illness of several months. He had been in service on the Iowa Division for many years prior to his retirement. Funeral services were held in Savanna. Surviving are his widow and two sisters.

D. E. Newcomer, retired agent, passed away in Sherman Hospital, Elgin, on Sept. 2. Mr. Newcomer started his service as an agent-telegrapher on the First District in 1917 and had been agent at Ontarioville from

1929 until his retirement in 1943. Surviving are his widow, his son Kenneth of Elgin and two granddaughters.

First District Engineer Harry A. Krahn of Savanna passed away Sept. 28 following a heart seizure. Mr. Krahn entered railroad service on Sept. 12, 1912, as a fireman and was promoted to engineer July 5, 1922. He had been in active service until his recent illness. Funeral services were held in Savanna, with burial in the Savanna cemetery. Surviving are his widow, one daughter and three sons.

Suitcase news: Conductor and Mrs. Irvin Shrake vacationed in Washington, D.C., and at Chettenham, Md., where they visited with their son Walter who is a communications technician third class in the Navy . . . Lane O'Rourke, chief carpenter's clerk, and family of Savanna vacationed in San Francisco, Salt Lake City and Denver during August . . . Clara Westfall, of the engineering department, and her husband vacationed in Aberdeen with Chief Clerk Plattenberger and wife and then went on to the Black Hills and Bad Lands before returning to Savanna . . . Eileen Kane, of the mechanical department in Savanna, spent her vacation with her brother John in Great Falls, Mont. . . Genevieve Martin, of the superintendent's office in Savanna, vacationed in Washington, D.C., with her son, S/Sgt. P. K. Martin, who is in the intelligence department of the Air Force.

Ben Haffner, who retired Aug. 5 after many years as operator at the Sabula bridge, with Mrs. Haffner has left Sabula where they lived for 39 years (moving there as bride and groom). They have moved to Seattle to live on an island in Puget Sound where they own 200 acres.

Lou Ann Rabun, only daughter of Master Mechanic L. H. Rabun of Milwaukee, formerly of Savanna, became the bride of William A. Hickey of Chicago in Resurrection Catholic Church, Chicago, on Sept. 3. A reception and breakfast followed in the Carlton Hotel in Oak Park, after which they left for northern Wisconsin. Their new home will be in Chicago, where the bridegroom is employed as operating manager of Sears Roebuck. Attending the wedding from Savanna were Superintendent and Mrs. J. T.

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Hayes and son John, Assistant Roundhouse Foreman and Mrs. A. J. Lahey, Mrs. Max Cottrel and daughter and Electrician and Mrs. James Rabun and daughter Kathy.

Carl E. Harvey, retired D&I employee, wishes his former railroad associates to know that he has moved from Palmetto, Fla. His permanent residence after Sept. 30 is 3307-16th Avenue West, Bradenton, Fla.

A Silver Pass, in recognition of 45 years of continuous service, was presented in September to E. J. Miller, B&B foreman. Mr. Miller's headquarters are in Dubuque.

Yardmaster John R. Harding passed away unexpectedly at his home in Elgin on Sept. 4. Since an automobile accident in May he had been under a doctor's care, but an autopsy revealed that death was due to a coronary attack rather than to injuries received in the accident. Mr. Harding was a native of Iowa, born Aug. 30, 1901, and had been employed by the Road more than 30 years. With his family, he had resided in Elgin for the last 32 years. In addition to his widow, he is survived by three sons, David A. and Donald C. in California, a daughter, Mrs. Gilford Burgess of Meadowdale, and seven grandchildren.

E. H. Ericksen, retired switchman and a former resident of Elgin who now lives in Clearwater, Fla., recently figured in the news of the southern city. Hearing a woman scream not far from his home, Mr. Ericksen rushed to the source of the disturbance and found a house on fire. With great presence of mind, he seized a garden hose and kept the flames under control until firemen arrived. His alertness earned a commendation from the city fire chief. Before his retirement Mr. Ericksen was employed at Bensenville Yard.

## Twin City Terminals MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

**G. V. Stevens, Correspondent  
Agent's Office**

"Tommy" Moffat, switching clerk in the local freight, recently returned from celebrating a double anniversary with his brother and sister-in-law, Mr. and Mrs. John Moffat, in Winnipeg, Canada—his 30th and his brother's 35th.

Don Weisman, city freight agent, has been promoted to district passenger agent at Salt Lake City.

We welcomed another new clerk in the local freight—Hilman Wondra.

Don Hessburg has taken a leave of absence to attend the University of Minnesota.

Sylv Smith and Jerry Johnson and their wives motored to Sioux Falls, S. D., to attend Jack Anderson's wedding.

Katy Beringer Hunter is at home with her folks while her husband, who is in diplomatic service for England, is stationed in China.

## ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

**Mary F. Shields, Correspondent  
c/o General Agent**

Mary Borowski, former secretary to George Quinlan, general agent in St. Paul, stopped in the office the other day with her new daughter, Kathy, who is now three months old. She is a lovely baby, and was duly admired.

The lovely bouquets of flowers in the general agent's office which have decorated the suite all summer came from the garden of Doug Sutton, city freight agent. Evidently Doug has found the secret of discouraging bugs and blights, as his flowers are practically flawless, large and beautiful. He says he uses a 45 per cent chlordane spray early in the season. Incidentally, Doug celebrated a birthday Sept. 23, and the rendition of "Happy Birthday" was something to hear.

## SOUTH MINNEAPOLIS CAR DEPT AND COACH YARD

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

E. E. Baxman has been appointed district general car foreman, passenger cars, at Western Avenue coach yard in Chicago.

We welcome Walter F. Mehofer as assistant foreman in the light repair yard, transferred from the St. Paul repair track.

A baby boy arrived at home of Thad Krawczynski on Aug. 22. We have just learned, too, of the birth of a boy to Mr. and Mrs. Leonard Hagberg.

Erick V. Bloom, carman in the schedule shop, retired Oct. 1.

Clerk Einar Hauger and wife are enjoying a trip to Denver, Colorado Springs and vicinity at this writing. Clerk Leroy Samuelson visited the Black Hills during his vacation.

The Minneapolis Milwaukee Road Bowling League started to bowl at the new Tuttle recreation, "The Hiawatha Bowl", on Sept. 23; all automatic equipment. Members are Curt Matuska (captain) and George Sieger of the baggage room, Bill Bowermann and Fred Lonn of the store department, Bill Klar of the locomotive department, and Henry Myrtvedt,

The Milwaukee Road Magazine



**DOUBLE RETIREMENT.** A husband and wife team at Burlington, Wis., Agent W. L. Clifton and Mrs. Clifton, clerk, who retired on Sept. 7 after 48 and 30 years of service, respectively. They had been at Burlington 33 years. Mr. Clifton worked for the Rock Island and the Sante Fe before transferring to the Milwaukee, and his wife started railroading when the regular clerk at Burlington passed away. They plan to "take it easy" now, Mrs. Clifton with homemaking and Mr. Clifton tending their acre of garden and orchard. (Burlington Standard-Democrat photo)

Herb Siegler, Morgie Allan, C. Hofmaster and several others from the car department and the shops.

Pipe Fitter Oscar J. Olson of the locomotive department, with 40 years of service, retired Aug. 31. Otto K. Karlson, machinist with 42 years' service, retired on Sept. 7. Boilermaker Helper Jesse Gomez, with 39 years' service, is retiring on account of disability.

Master Mechanic Brossard is vacationing with his sons and grandchildren in Milwaukee, Savanna and Green Bay at this writing.

Storekeeper Norris Groth, St. Paul, has been confined to the hospital, but is much improved.

Julius Kalberg, lift truck operator in the store department, was presented with a Gold Pass Sept. 16.

Store Department Employee Nels Roth has been transferred to St. Paul, working on the new hump yard. Art Maschke is general foreman at Minneapolis, replacing Nels.

### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

We are indebted to W. A. Smith for the following information: Floyd Cole, conductor on the River Division, took his last ride as conductor on September 15. He will make his home at Reads Landing, Minn.

At this writing Marion Cashill is still at home, recovering from her stay at the hospital.

Desmond O'Callahan is also still on the sick list.

Our new push button yard is taking shape. A large gang of men are working on the project.

Eugene Eggert, demurrage clerk, suffered severe burns on his arms from an explosion. In the future he will keep a lighted match away from gasoline fumes.

Clara McKenna is still with us, acting as relief PBX operator.

## Madison Division

### FIRST DISTRICT

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

Joyce C. Kline, daughter of William Kline, roundhouse clerk, is now a full-fledged Doctor of Medicine. She is assigned to the staff at St. Mary's Hospital in Madison.

F. R. King is now treasurer of the Madison Milwaukee Road Credit Union, and doing a fine job. This position was vacated by W. J. Kline, who served in that capacity for 12 years.

William Hazlett, formerly employed as engine watchman at Mineral Point, is confined to the Veterans' hospital at Madison.

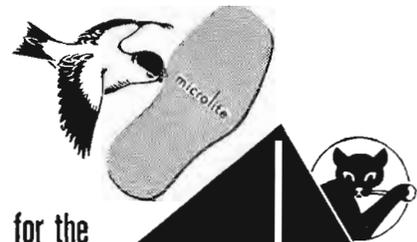
Baggage Agent W. D. Meuer and Mrs. Meuer of Middleton announce the marriage of their daughter Joyce to William O. Friedl on Sept. 17. The ceremony was performed in St. Bernard's Catholic Church.

St. Paul's University Catholic Chapel was the setting for the marriage of Miss Jean C. Smith, clerk-steno in the superintendent's office, to Dr. Paul J. Radlet of Milwaukee. Following a breakfast and reception at the Ace of Clubs, they left for Milwaukee, where Doctor Radlet is serving his internship.

The marriage of Miss Elizabeth Esser, daughter of Section Foreman John Esser of Cross Plains, to John Foye was performed in St. Francis Xavier Church, Cross Plains, on Aug. 27.

Mr. and Mrs. G. C. Schuler of Orfordville, Wis., announce the recent marriage of their daughter Nancy Anne to Virgil Sommerfeldt.

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Chicago **THE P & M CO.** New York

Engineer J. J. Shipley is convalescing at his home at this writing, following a siege at a Madison hospital. Engineer J. J. Lietz is also convalescing at home following an illness.

John Dempsey, pipefitter at the Madison roundhouse, retired Sept. 17.

John Owens, retired engine watchman, visited in Madison recently. He is now living in Beloit.

Peter Donis, retired boilermaker helper, Madison roundhouse, is now employed in the heating plant at Madison General Hospital.

Engineer R. C. Meraclé of Madison is still convalescing from an operation performed last spring.

Section Foreman Warren F. Hartman, Shannon, Ill., passed away Sept. 26 following a long illness.

E. A. Welsh, pontoon bridge helper, passed away Aug. 28.

William A. Winn, retired engineer, 72, passed away in a Madison hospital following a brief illness. Mr. Winn retired in March, 1952, after completing 43 years with the railroad.

Mrs. Ezra Jenkins, wife of retired engineer of Madison, passed away at a Madison hospital Oct. 3 following a prolonged illness.

1st/Lt. John S. Schlom, son of Mr. and Mrs. Charles Schlom of Madison, was a member of a rifle and pistol team which fired in the Fifth Army championship matches recently at Ft. Riley, Kans. Lieutenant Schlom is a platoon leader in Company K of the Eighth Infantry Division's 28th Regiment at Ft. Carson, Colo. He entered the Army in August, 1953 after graduation from the University of Wisconsin.

L. J. Cain, roundhouse foreman in Beloit, has been presented with his Silver Pass, having recently completed 45 years of continuous service.

Rae Scherneck, clerk in the B&B department at Madison, is rejoicing over the arrival of a little granddaughter, Elizabeth Ann, at the home of her daughter and son-in-law, the Lou Gengers of LaCrosse.

Henry Adams, retired section foreman, passed away at his home on Sept. 7. Mr. Adams retired in July, 1953 because of illness.



**NEWS FROM NORWAY.** Everything is fine with him, writes Gust Ludwickson, retired gang flagman, from Bergen, Norway, where he now makes his home. Mr. Ludwickson, who retired at 72, was one of the oldest flagmen on the Road: "We laid all the heavy steel from Milwaukee to Minneapolis, and when we finished there, started on the Olympian line all the way to the Columbia River. I worked for other lines in the Northwest, but the Milwaukee was the best". Mr. Ludwickson's retirement home has a half acre of ground; "just enough to keep a fellow busy".

## Chicago Terminals

### UNION STREET

Florence LaMonica, Correspondent

Thomas Day, stower in house 3, retired recently. His co-workers presented him with a nice gift as a token of their good wishes. His plans for the future include a trip to Florida and other travel.

Gus Johnson, chief yard clerk at Division Street, and Frank Hehn, yard clerk there, have both been home ill for some time.

Our old friend, Joseph Prazak, retired foreman, has undergone major surgery in Alexian Brothers Hospital and is still confined there at this writing.

Fred Carter, paymaster at Union Street who was confined to Hines Hospital for some time, passed away recently.

Henry Peters, retired chief yard clerk at Division Street, was married on Sept. 10.

We have some new personnel at Union Street: Phil Scorza, from Galewood to our office; Keith Demetro, from the freight house to the office; and Fred LaRue, Robert Pace, Tom Taras, Paul Nelson and Nino DiGregorio, from Division Street to the Union Street office.

### GALEWOOD

Norma Gunderson, Correspondent

August 25 was a red letter day for Joseph Rooney, supervisor of car record department, who was presented with a Silver Pass for 45 years of service by Agent A. E. Ward. He started to work in the car accountant's office at Fullerton Avenue on Aug. 25, 1910 and transferred to Galewood Feb. 16, 1918.

Trainmaster John E. Ryan has been transferred to the Terre Haute Division. At one time Mr. Ryan was conductor on the South-eastern Division, so he is familiar with the territory and has many friends there. He

The Milwaukee Road Magazine



**PUNCHES LAST TICKET.** When Conductor E. J. Wingett, making his last trip of 50 years of service, stepped from the Midwest Hiawatha at Sioux City on Sept. 1, cameras ground as he was met by Mrs. Wingett and Chief Clerk D. W. Woodhouse who, representing Superintendent A. C. Novak, presented him with his Gold Pass. The big occasion was noted by the city's TV channels and the local papers. The Wingetts will make their home in California. (Sioux City Journal-Tribune photo)

came to Galewood six years ago from Davenport. His successor is William F. Plattenberger, who was trainmaster in the Milwaukee Terminal before coming to us.

Pauline Wamsley of the miscellaneous department returned to work Sept. 21 from an extended leave of absence due to illness.

Sympathy was extended to the family of Caller Dan Gilio who passed away Sept. 15.

Checker Charles Kryzak is recuperating at home from an operation at this writing. Bruno Zych, tow-motor operator, is still at home, due to illness. Anna Esbensen, secretary to Agent Ward, is still on sick leave but from all reports is doing nicely.

#### BENSENVILLE

Dorothy Lee Camp, Correspondent

Ruth and Howard Lawrence recently observed their 38th wedding anniversary; George and Dolly Rauckenecker their 25th. The Rauckeneckers celebrated with a trip to Montana.

Sleeping Car Conductor Bill Snip became ill on his run to the coast recently and was removed to St. Joseph's Hospital in St. Paul. Mrs. Snip and daughter Norma went to St. Paul to be with him. After rest and excellent medical treatment, Bill has returned home to River Grove to convalesce. He has asked me to express his thanks to the sleeping car force and company doctors and nurses for the wonderful care he received.

Mr. and Mrs. Apple of Iowa recently visited daughter Verda and son-in-law Eugene (switchtender) Youngberg. Gene was glad to show off his skill as a carpenter. He's been adding a room to his home—real sharp job, too.

Marge Meier, former Bensenville bill clerk and wife of Eddie Meier, train clerk, has returned from the hospital after a serious illness. She will be taking it easy for a while, so how about a card shower to help her pass the time? The address is 898 Poplar Avenue,

Elmhurst, Ill.

William Elliott, PFI night office man, passed away Sept. 15 after major surgery. The remains were shipped to California, where he is survived by his mother and a brother.

Richard Ortman has returned as night bill clerk after several years at Galewood.

Cyril T. Rudnick, OS&D clerk at Galewood before entering military service, has returned to the Road as messenger between Galewood, downtown and Bensenville.

Clerk Walter "Cookie" Koch, now of the Air Force, was home on leave after 45 days in Greenland. He says it was a great experience, but it's the good ol' U.S.A. for him.

Sympathy was extended to General Yardmaster Vern Bradshaw on the death of his wife after an illness of several years. Vern was her constant companion, and will have the memory of her enduring cheerfulness to recall always.

John R. Harding, yardmaster nights at Bensenville, passed away suddenly after 33 years with the Road. He was 54 years of age. John will be missed, as anyone so good natured is bound to be. He is survived by his wife Edna, three sons, a daughter and seven grandchildren.

Don Lewin passed away recently after an illness of many months. He was the brother of Gene Lewin and an uncle of Trainmaster Bob Lewin of Savanna and Terminal Switchman Jim Lewin.

I am taking this opportunity to thank the crew on 108 between Kansas City and Chicago arriving here Sept. 24 and the crew on 107 on the return trip Sept. 29 for the courtesy shown my aunt, Mrs. Clarence E. Painter of Kansas City. All were very accommodating, she said, especially the brakeman who was on both runs, and helped to make it a pleasant trip.

Yardmaster Harvey Riedel's mother, Mrs. Becker, passed away late in September. Harvey's two oldest sons, Bob and Ronald, were pallbearers.

Alex Dedic, boilermaker helper at the Bensenville shops, recently rounded out a half century of continuous service and is now the proud owner of a Gold "lifetime" Pass.

It was reported last month by Trainmaster S. C. Pulford that Fireman Harry Dean was responsible for detecting a dragging brake beam on a car as it arrived in the Union Station and promptly sending out a distress signal. Superintendent G. F. Wilson commended his alertness and his interest in safety. "Knowing the operation in and about the station", Mr. Wilson said, "it is not difficult for me to realize that a serious accident could have resulted . . . had you not reported it before the departure of the equipment".

## I & D Division

SECOND DISTRICT

Fay Ness, Correspondent  
Superintendent's Office, Sioux City

It's a baby boy at the home of Trainmaster G. W. Mealey.

After an extremely hot and dry summer, we are now enjoying some typical Iowa fall weather. In fact, your correspondent has found that it is almost like spring—flowers are starting to grow, even sending up new

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shoots, blooming vigorously and with exceptionally bright colors. Have had the pleasure of working in my rock garden and seeing results after a somewhat discouraging summer when the blooms seemed to actually cook on the stems. If the frosts hold off for a while, am sure we will be rewarded with some lovely flowers. October in northwest Iowa can be truly beautiful.

Mrs. George Diler, widow of engineer on the old SC&D Division, has returned to the home of her son in Canton, S. D., after being confined in the Lutheran Hospital at Sioux City with a broken hip.

T. H. Calligan, retired conductor, is recuperating at his home in Sioux City after spending three weeks in the hospital here.

Dispatcher Henry Embick at the present writing is a patient in Lutheran Hospital in Sioux City, undergoing observation. Henry will be retiring from active service Nov. 1.

Engineer Peter Delperdang, age 66 with 43 years' service, has retired.

Mrs. L. A. Cline, widow of Retired Engineer "Gus" Cline, visited in Sioux City recently, returning to her daughter's home in Alabama after spending the summer with another daughter in Caspar, Wyo. At 91, Mrs. Cline enjoys traveling, and her friends were happy to see her in such good spirits and excellent health.

Mrs. Joe Larson, wife of retired agent at Ute, Ia., died at Ute Sept. 11.

Margaret Weisz has been appointed to the position of steno-clerk in the superintendent's office.

George Hewitt has returned to work in the freight house at Sioux City after being on leave of absence on account of illness.

Alice R. Butcher, formerly of the superintendent's office in Sioux City, has been appointed stenographer in the office of the freight agent in Sioux City following the resignation of Dorothy Abraham, who has moved to Texas. At the present writing Alice is relieving as cashier on account of the absence of Esther Noonan on sick leave.

## Coast Division

### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

A freight loss and damage prevention meeting was held in the Tacoma freight office, Sept. 26 by C. R. Dougherty of Chicago. Two interesting films were shown, which showed what could and does happen to freight entrusted to our care when cars are handled roughly in switching. At the conclusion of the film, refreshments were served by Tacoma Chapter of the Women's Club.

The first fall luncheon of the Women's Club was held Sept. 26 at the Polish Hall.

The 52nd annual Western Washington Fair in Puyallup last month was a huge success with record attendance. When the fair was founded in 1900 its original intent was "to actively assist agriculture and industry", and it hasn't lost sight of that purpose. Puyallup is located in a rich and fruitful valley, and each September serves as the focal point for many agricultural displays and projects. Farm products of all descriptions are painstakingly built into impressive displays, along with commercial exhibits, art, music, hobbies, crafts, etc. The cattle parades and grandstand shows were really outstanding.

We are pleased to report that Mrs. W. E. Weatherall, wife of district general car foreman, is home from the hospital, where she was confined for almost two months.

We are also happy to report that Chief Claim Clerk Tom J. Dolle is expected to return to work after an illness of several weeks.

Yard Clerk Gordon Cates has returned from a pleasant vacation in Minneapolis.

Engineer Walter Rasch received his Silver Pass last month, having completed 45 years of service. Mr. Rasch laid off last year because of illness, but is feeling well now, he reports. His last run was between Tacoma and Morton for four and a half years, and before that on the freight between Tacoma and Longview. He and Mrs. Rasch enjoy travel and took off for Minneapolis Sept. 19 to meet buddies of Mr. Rasch during World War I days. From there they headed for Kansas City, Los Angeles and other points.

## H & D Division

### MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Roy Bacon, agent at Faulkton, has returned to work following a vacation spent on the west coast. W. W. Gentz, agent at Edgeley, is on vacation at this writing, being relieved by C. Wolff. Marv Heiser will be giving the ducks "unlimited" while enjoying his vacation from the agency at Glenham; being relieved by R. Andrews.

Everett Miller joined the list of those who want to take it easy when he retired on Sept. 26. He and Mrs. Miller have a home on a lake in Stevens Point, Wis., and all their old cronies are invited to drop around if in the



**ALMOST TWO MILLION.** When IGD Engineer B. E. Long, a Gold Pass veteran, retired recently he estimated that during his half century of service he had traveled 1,800,000 miles on the railroad. His retirement was celebrated with a family dinner at Madison, S. D., at which his children presented him with a \$50 bill—one dollar for each year of service. Engineer Long spent most of his time on the run between Madison and Jackson, Minn. He has seven sons, three daughters, 18 grandchildren and one great-grandchild. (Madison Daily Leader photo)

The Milwaukee Road Magazine



**MIDDLE AISLE DOINGS.** Before a large gathering of friends, Mike Kiroff of the Montevideo, Minn., section force is shown giving his daughter Patricia in marriage. The wedding of Miss Kiroff and Arden Anderson was solemnized recently in St. Paul's Lutheran Church in Montevideo.

vicinity.

Mrs. J. B. Lawson, wife of retired engineer, passed away recently after a long illness.

Another landmark was removed when the coal sheds at Aberdeen and Roscoe were dismantled; "Time marches on and on".

George Loeffler, former machinist at Aberdeen, recently paid the roundhouse gang a visit. He is now employed at Deer Lodge.

J. B. Lawson, retired engineer, plans to spend the winter in Brownsville, Tex., away from the severe Dakota weather.

G. Klotzbucher, retired laborer, is en route at this writing to spend some time with his son in Portland and a daughter in San Francisco.

Pheasant hunting outlook at the present seems to be on the upward trend for the hunter. All estimates indicate a lot of birds and a lot more cover.

P. F. Ziegler has been appointed assistant trainmaster at Aberdeen, and A. D'Mico the day yardmaster.

Operator L. F. Mack Jr. is the Morse counselor of Boy Scout troop 58 at St. Mary's School, and "Our Own" George Nichols is the Scoutmaster of said troop.

Operator Martinson recently prevented a serious derailment when he flagged down 264 with a hot box. Action such as this is to be commended highly.

In recognition of having been in the employ of the Road for 45 years, F. O. Martin, locomotive engineer with headquarters in Milbank, has been presented with a Silver Pass.

#### EAST END

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

Engineer Frank Martin has retired and for the present he and Mrs. Martin will stay put at their home in Milbank. This winter they'll visit the family in California and see what they think of it out there.

Engineer George Knoke, who has been ill for some time, has taken his disability pension.

Conductor Douglas Bucklin is confined to Deaconess Hospital in Minneapolis at this writing.

October, 1955

# Who knows better —than a railroad man

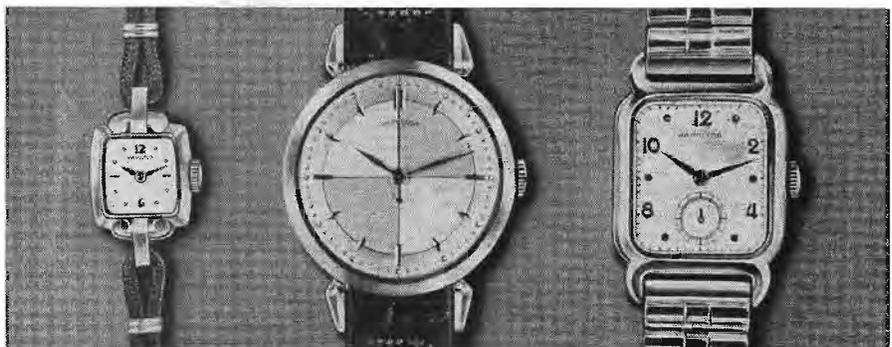
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PROMPT AND EFFICIENT SERVICE

Agent-Operator Sam Simonson is attending Concordia College at Moorhead under the GI Bill. He has moved his wife and the three youngsters, Sammy, Cindy and Robin, from Corona to a housing unit at Moorhead, and they are going to help him get his studying done.

Pat Maloney's wife Effie had a nice phone call one day. She had just won a 25-pound sack of flour, said the voice. Jack Tomek's wife was even luckier. She won \$100 at a Lucky Friday drawing in Montevideo. Engineer Oscar Sorby was called for \$100 the next week, but he was in Aberdeen, having piloted 17 that day, so Oscar wasn't so lucky.

Engineer Merle Hammell went to Bermuda on his recent vacation and lived in the English atmosphere for a week. Nice peaceful place to vacation, reports Merle. He says there is only one stop-and-go sign on the island, and living is leisurely.

The Fred Blabaums took a trip to the west coast in September and while they were gone Mrs. Jack Acers served lunch to the passengers on 17 and 18, which is the Blabaum concession.

## Off Line Offices

CINCINNATI, OHIO

E. J. "Eddie" Wellinghoff, retired traveling passenger agent whose headquarters had been in Cincinnati since 1918, passed away on Sept. 27. He started with the Road in 1913 and after transferring to the passenger department served as city passenger agent, traveling passenger agent and traveling freight and passenger agent until his retirement on Sept. 30, 1951. His death occurred the day after his 69th birthday. Funeral services were conducted at the Church of the Nativity in Cincinnati.

## Rocky Mountain Division

EAST END

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

Fred Kirk, troubleshooter foreman on the division, has been promoted to general foreman in the electrical department. He will make his headquarters in Deer Lodge. Mr. Kirk started his railroad service in 1930 on the Milwaukee as a lineman and was promoted to foreman in 1946. He is succeeded by Tommy Fairhurst Jr. who began his service on the line as an apprentice in 1946. In 1949 he was promoted to journeyman lineman. Mr. Fairhurst will take over the duties of

trolley foreman on the Rocky Mountain Division.

Engineer Thomas Whalen has returned to work after attending his brother's funeral in Sioux City.

Word has reached here that the Road has purchased two 3,000 KW volt DC motor generator sets previously used on the Cleveland Union Terminal electrification. One will be used on the Rocky Mountain Division, the other at Cle Elum, Wash.

Brakeman and Mrs. A. Peccia and daughter have returned from Seattle where their daughter Sandra received medical attention.

Business has been exceptionally good on the division. We had eight crews working out of Three Forks in September.

Donald W. McKinnon, student at Washington State College at Pullman, spent a week in Three Forks visiting his parents, Engineer and Mrs. L. C. McKinnon.

Brakeman and Mrs. Doug Fairhurst of Seattle recently visited Mr. Fairhurst's parents, Conductor and Mrs. Tom Fairhurst Sr. Engineer L. A. Gibbs and Mrs. Gibbs visited their daughter and son-in-law, Walter Mc-Gaugh and family, in Spokane.

As pictured elsewhere in this issue, Charles Stahl, a farmer living on Route 2 near Missoula, was given a \$50 Savings Bond recently for reporting a serious fire on bridge DD-86. Also commended were the men who extinguished the fire, Roadmaster T. A. Prata, Assistant Roadmaster D. B. Hildahl, Agent G. B. Baker of Missoula, Section Foreman D. H. Guy and Signal Maintainer E. R. Spigler. Superintendent S. E. Herzog credited them with saving the bridge and preventing an interruption in service.



**SEEING THE WORLD.** Serving as ambassadors of good will, Mike, Tom and Pat, the seafaring sons of HGD Sectionman Harold Darrington, recently completed a world cruise. The brothers are all assigned to the USS Waldron. Mike and Tom are currently on leave from the brakemen's roster on the Middle HGD.

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**50 HAPPY YEARS.** The golden wedding anniversary of A. E. Workman, retired Trans-Missouri conductor, and Mrs. Workman was observed by many friends at the home of Boardman W. H. Merrill in Three Forks Mont., on Sept. 18. The celebration was highlighted with entertainment and the presentation of anniversary gifts. Hostesses, in addition to Mrs. Merrill, were Mrs. Nora B. Decco, Mrs. Kilpatrick and Mrs. Dixon.

#### NORTHERN MONTANA

Pat Yates, Correspondent  
Car Foreman, Lewistown

Sympathy was extended to Lineman Iver Eckerberg whose father, Gust Eckerberg, passed away Sept. 27 at Crystal Falls, Mich. Some of the old timers will remember Gust as a Milwaukee employe several years ago.

Section Foreman Walt Laverdure was a successful bidder on the Piper section. Pete Robbins of Missoula received the Moore section by bid.

Freight House Clerk Sam Griffith of Avery, Idaho, passed away Sept. 25 after a long illness. Sam was raised and schooled in Harlowton and went to work for the Road at Harlowton as a clerk in 1927. About three years ago he moved to Avery to take the job he was holding at the time of his death.

During the past month we had crane 50 in Lewistown removing the old steam engine cinder pit and setting up diesel oil storage tanks. The only thing left now to indicate that we once had steam engines is the roundhouse.

#### Iowa Division

##### MIDDLE & WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

There is a new daughter in the home of Don Varner, crane operator at Perry. The baby's grandfather is Roadmaster D. W. Loftus.

Mrs. Walter Mahaffa, wife of ticket clerk at Perry, was a patient in a Des Moines hospital during September for treatment of a leg injured in an auto accident last February. The leg was placed in a cast.

Dr. J. C. Dennison, long time physician and surgeon at Bellevue, died the fore part of September. Miss Rita Hunter, clerk in the roadmaster's office at Perry, is a niece.

Henry Hall, retired switchman, was a hospital patient at Rochester, Minn., during September.

Sylvan Powell of the Perry roundhouse force, with his wife and daughter Ruth, spent

October, 1955

his vacation with relatives in Fairport and Albany, N. Y.

Mrs. Dean Woodford, wife of clerk at Cedar Rapids, was a surgical patient at St. Luke's Hospital during September. Engineer and Mrs. Walter Callahan, her parents, were with the family while she was hospitalized.

R. D. Smith, who has been on a leave of absence as a brakeman while business was light, returned to work in September. He had been employed on one of the Milwaukee paint crews while on leave, so had kept in touch with things on the division.

James Stapleton, whose grandfather was the late Engineer Frank Stapleton, was one of a group of promising actors sent to Hollywood to take screen tests for a featured role in a television series, "Doctor Hudson's Secret Journal". James was one of five finalists in a nationwide talent search. He started winning honors while a student of dramatics in Perry High School, and has appeared in several plays sponsored by the University of Denver theater department where he has been a student for two years.

Mrs. Holly Hanlon is a new member of the Milwaukee Road family in Perry, having been appointed stenographer-clerk in the roadmaster's office.

Engineer and Mrs. Ralph Judd went to Portland, Ore., during their vacation, Ralph's nephew having promised him some fishing in the Columbia River. The trip included a stopover in Seattle.

Mrs. Lafe Major, whose husband has been Milwaukee watch inspector at Perry for many years, died suddenly Sept. 22, following a heart attack.

Keith Speck, who was on leave during the summer while playing professional baseball with one of the big leagues, has resumed work as a fireman.

Mrs. Belle Huffman passed away at the home of a daughter in Perry on Sept. 9. She was 92 years old. One son, Clarence, is an Iowa Division engineer and two of her grandsons are Milwaukee employes—La Verne Huffman, a fireman, and George McLellan, Perry yardmaster. Her daughter, Mrs. Carrie

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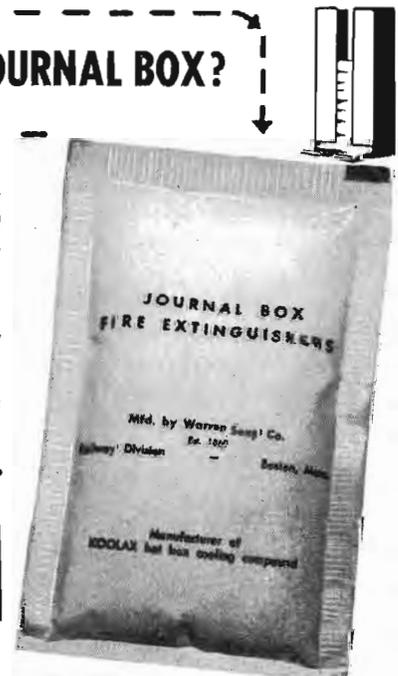
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McLellan, is president of Perry Chapter of the Milwaukee Road Women's Club.

Jerry Coakley, who will be remembered by many of the older trainmen with whom he worked as a brakeman and conductor, was 88 years old on Sept. 11, and a group of relatives and friends planned a surprise dinner for him. Jerry was a druggist in Perry after leaving train service and at present is conducting a real estate and insurance business.

Engineer and Mrs. Kenneth Hunt have announced the engagement and forthcoming marriage of their only daughter, Doris Jean. She will marry Jesse E. Fagen in October.

Fireman James Kelley has finished his tour of duty with the Air Force and is back to work on the division.

Conductor and Mrs. Lee Lones went to San Jose, Calif., in September to attend the wedding of their son William. They made the trip home through the Canadian Rockies. Lee, who is a camera fan, had plenty of chances to get some beautiful pictures.

Conductor Ralph Brody was a patient at the Dallas County Hospital in August and September.

Retired Conductor and Mrs. William Simpson recently spent a pleasant three weeks with their children in Denver.

Michael Costello, retired engineer, was a recent patient in the Perry hospital for treatment of a heart ailment.

Aviation Cadet Roger Schore and wife are the parents of a girl born in West Palm Beach where Roger is stationed. Mrs. Howard Schore of Perry, widow of an Iowa Division conductor, is the baby's grandmother.

John Ridnour, retired conductor, who worked for many years on the Des Moines division, died in Des Moines during August.

N. P. Van Maren, general agent at Omaha, has a new daughter-in-law. His son Robert was married recently to Ella Mae Wilwarding of Earling, Ia.

Mrs. Jennie Bollard passed away at the home of a daughter in Fonda during September, a few days before her 95th birthday. Retired Conductor Robert Bollard, formerly of Perry, is a son. Robert and his wife moved to their farm near Sparta, Mo., following his retirement.

Engineer Harlie Woods and wife took their annual trip to California during his vacation to visit their son Richard and his family.

Ronald Cross, son of the late Leo Cross, for many years section foreman and roadmaster, enlisted in the Air Force in September; also Gary McKim, stepson of Engineer W. D. Gardner. Both boys graduated from Perry



**MARRIED 58 YEARS.** Mr. and Mrs. Clarence Hyde pictured recently at their retirement home in Butte, Mont., celebrating their 58th wedding anniversary. Mr. Hyde who is 87 and a member in good standing of the Veteran Employees Association started with the Road in 1887, braking on the short line between St. Paul and Minneapolis. He had been employed in the LaCrosse yards 40 years when he retired in 1937.

High School in June.

Mrs. James Sullivan of Pasadena, Calif., passed away in September shortly after the death of her sister, Mrs. Lyle Thorsen of Pasadena. The ladies were daughters of the late Albert Rouse who will be remembered by many old time employes as having been in charge of the Perry store department for many years.

Roadmaster and Mrs. D. W. Loftus celebrated their silver wedding anniversary on Sept. 17. Some of their friends planned a surprise party in honor of the occasion. Included in the list of relatives and friends who came from out of town were Roadmaster James Loftus and family of Yankton, S. D., and Roadmaster Paul Loftus and family of Mason City; Ted Schmidt and wife, Paul Salzer and wife and Vern Sands, all of Council Bluffs; Traveling Auditor Robert Emerson and wife of Marion; and Roadmaster Joe Loftus of Des Moines.

Mrs. A. P. Petit, daughter of Retired Machinist Otto Lewis of Perry, passed away in an Ashland, Ohio, hospital where she had been a patient for several months following an operation. Mr. and Mrs. Lewis spent considerable time with their daughter during her last illness.

N. J. Edwards, retired agent, and Mrs. Edwards of Toronto, Ia., celebrated their 62nd wedding anniversary on Sept. 6. Mr. Edwards was agent at Toronto for 50 years before he retired. His son Eale is a train dispatcher at Perry.

Corp. Jack Kanealy arrived home from Germany Sept. 21 after 15 months there with the armed forces. He had a 15-day furlough before leaving Frankfort, which he spent on a tour of England. He will be returning to the signal department after a rest at home. Jack is the third generation of the family to be a Milwaukee employe. His father was the late Donald Kanealy, an operator on the Iowa Division, and James Kanealy, for many years a conductor, was his grandfather.

Ben Spence, retired paint foreman, was a patient at the Veterans hospital in Des Moines during August and September.

The building just south of the railroad

The Milwaukee Road Magazine

tracks on First Avenue in Perry, which was erected for the Milwaukee Road Women's Club, was leased a few months ago to Perry unit of the National Association of Veteran and Retired Railroad Employees. The veterans have made extensive repairs and improvements in the building, and an official opening was held recently at which honor was paid to those who were most active on the project. They included H. C. Krasche, president of the unit, Charles Sinclair, Thomas Rellihan, D. F. Sullivan, Henry Theulen, Carl Wightman, P. J. Ryan, Ben Spence, M. A. DeVoe, Jesse Moore, H. O. Taylor, Glenn Linn, Roy Prettyman, Wesley Leonard, Malcolm Nelson, Raymond Cross and Donald McGuire. The ladies who cleaned and upholstered the furniture and did other work included Mrs. Wesley Leonard, Mrs. Thomas Rellihan, Dora Stromquist, Mrs. H. C. Krasche, Mabel Chubbuck, Mrs. Jesse Moore, Mrs. Harry Spaulding, Barbara Woods, Lillian Young, Mrs. Sam Anderson, Mrs. Henry Theulen, Mrs. Frank Johnson and Mrs. John Curler. The Railroad Veteran's Club, the Milwaukee Women's Club, the B. of L.E., B. of L.F.&E. and B. of R.T. and their auxiliaries will use the building for meetings. Safety First, Claim Prevention and similar company meetings will also be held there.

Sharon Rose Challands, daughter of George Challands, roundhouse employe, was married Sept. 2 at the M. E. Church in Perry to Russell Dean Laub of Rippey.

Engineer and Mrs. Oliver Jensen made a trip to San Francisco the fore part of October to see their son, Ensign Gerald Jensen, who has been with the Pacific fleet in Japan. Ensign Jensen, who is a graduate of Iowa State College at Ames where he was active in the yearly preparations for the Viesha celebrations, was flown from Japan to assist in preparations for the homecoming of the fleet when it arrived at Alameda on Sept. 23. Mrs. Jensen will be on the teaching staff of the San Francisco schools while her husband is stationed on the west coast.

Gary Leonard, a member and past president of one of the F.F.A. clubs near Perry, won top honors on the Aberdeen Angus heifer which he showed at the Iowa State Fair. He is a grandson of Scott Leonard who farmed for a number of years after giving up his work as a locomotive engineer on the Iowa Division.

Names added in recent weeks to the list of retired employes were those of Conductor William Stevenson who was in passenger service on the Arrow between Marion and Omaha for a long time, Engineer Bert Cline of the First District, and Conductor John Cannon of the Des Moines division.

Train Dispatcher and Mrs. E. P. Galiber are the parents of a girl born Sept. 24 at the Dallas County Hospital in Perry.

O. W. McBride, who was the signal maintainer at Slater for a long time before his retirement, passed away at his home Sept. 25.

#### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

Two temporary roadmen in the engineering department have left the Road to re-enter school. Bill Lundquist of Marion has resumed his studies at the University of Iowa and H. T. Paton who has returned to Terre Haute, Ind., will enroll at Indiana State.

Conductor John Cone and wife traveled

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(Advertisement)

through the West while on vacation in August, visiting Yellowstone National Park, the Jackson Hole country and Estes Park, Colo.

R. J. Brueske was appointed assistant division engineer at La Crosse, and he and his wife left Marion on Aug. 30 for their new home.

Robert M. Low, civil engineer, and family, with Mr. Low's mother, Mrs. Lotta Low of California, toured the Black Hills, the Big Horn Mountains of Wyoming, Yellowstone National Park and the Rocky Mountains in Colorado during August.

Mrs. Hazel McCalley, who has been working as relief clerk in the Cedar Rapids freight house and in the office of superintendent at

Marion, is now assigned to a position in the Marion engineering department. She and her husband traveled through Colorado during September.

Robert Boettcher, son of Assistant Division Engineer L. R. Boettcher, has enrolled for his junior year at the University of Iowa, following his discharge from the Army. Most of his military service was in Germany.

Chief Dispatcher E. L. McGuire, on vacation, was relieved by Norman Gorman. The McGuires visited with their son's family in Omaha, in Milwaukee and in Ottumwa, their former home.

Frieda Mae Howe is the new relief clerk in the office of superintendent at Marion; entered the service on Sept. 19.

W. R. Nelle, formerly of the engineering department at Aberdeen, S. D., and recently discharged from the Army, joined the Marion engineering force on Sept. 14. He served in the armored division in Germany for 15 months. He and his wife are living in Cedar Rapids.

Mrs. A. D. Woodford, wife of OS&D clerk at Cedar Rapids, underwent surgery at St. Luke's hospital Sept. 13.

J. J. Metela, receiving clerk at the Cedar Rapids freight house, retired Sept. 9 with 43 years' service on the Milwaukee. He started as a delivery clerk Oct. 1, 1912 and later took the receiving clerk's job which he held until his retirement.

David F. Sparks, stower at the Cedar Rapids freight house, retired Sept. 15 with 32 years' service on various railroads, including seven years on the Milwaukee.

The death of Amos D. Wood of Marion occurred on Aug. 20 in an Iowa City hospital after an illness of several weeks. He is survived by his wife, four sons, Wayne G. of San Diego, Calif., Vernie M. of Olin, Ia., Ivan E. of Springville, and Amos J., agent at Keystone; also a daughter, Mrs. Alfred Welper of Marion.

Jacob H. Lakaff, retired conductor, died at his home in Savanna on Aug. 20 after a long illness. Funeral services and burial were in Savanna. He began his railroad service as a telegrapher at the age of 16 and later transferred to train service. He was employed as a conductor at the time of his retirement in 1941. His wife and one son, George of LaGrange, Ill., survive him.

Willard C. Bliss, agent at DeWitt, Ia., died on Sept. 10. He was born Nov. 25, 1882 at Galesburg and entered the service of the Milwaukee on May 3, 1902. He had been agent at DeWitt since 1936. He was a former mayor of Persia, Ia.; also a member of the Order of Railroad Trainmen, DeWitt Lodge, A.F.&A.M., and Eagle Lodge, I.O.O.F. Surviving are his widow, a daughter, Helen, of Cleveland, O., and a sister, Mrs. Marian Weeks, Bayview, Mich.

L. J. Miller, agent at Springville, has just received his Gold Pass, having recently completed 50 years of service.

#### COUNCIL BLUFFS TERMINAL

Ted E. Schmidt, Correspondent  
c/o Car Foreman, Council Bluffs

The past month was of an optimistic and speculative nature here at Council Bluffs because of the news of the new passenger service that the Road will offer between Chicago and Omaha. We are proud of this progressive step that the Road has made.

A baby girl, Lou Ann, was born to Mr. and Mrs. Elmer Thomsen. Elmer is a carman helper.

We welcomed several new employes, Dick Saar, Herb Kern and LeRoy Grieder as switchmen, and John Petersen as a new coach cleaner. LeRoy Grieder is a former car department man.

Yardmaster Art Skelton has returned from a trip to Yellowstone Park where he took quite a number of movie films. Art has a very nice set of movie equipment.

It has been brought to my attention that Fred Buchnam, freight house clerk, has been elected Exalted Ruler of the local Elks. Fred made a trip to Philadelphia to attend the Elks convention.



**MOTHER IS A SOPHOMORE.** When Pat Madden, daughter of Special Officer J. E. Madden of Aberdeen, S. D., enrolled in the freshman class at Presentation Junior College last month she was following the pace set by mother—Mrs. Madden enrolled as a sophomore! Mrs. Madden, who in high school days at Herreid, S. D., was valedictorian of her class, took a brush-up course this summer and had so much fun that she enrolled for the 1955-56 term in earnest. She is completing her studies for a state teaching certificate. (Aberdeen American-News photo)

**"SAFETY IS NO ACCIDENT".** Bronze Trailmobile Safety Award plaque which was presented to the Milwaukee Motor Transportation Company, a Milwaukee Road subsidiary, by the Wisconsin Motor Carrier Association for an outstanding safety performance during the year ending June 30, 1955. Employees received individual recognition cards. During the contest, for commercial fleets operating within the state, the drivers covered 516,022 miles. Previous awards presented to the Milwaukee truckers by the Wisconsin Motor Vehicle Safety Service include the second place award of the Motor Vehicle Department of Wisconsin in 1951, and first place in 1952 and 1954.

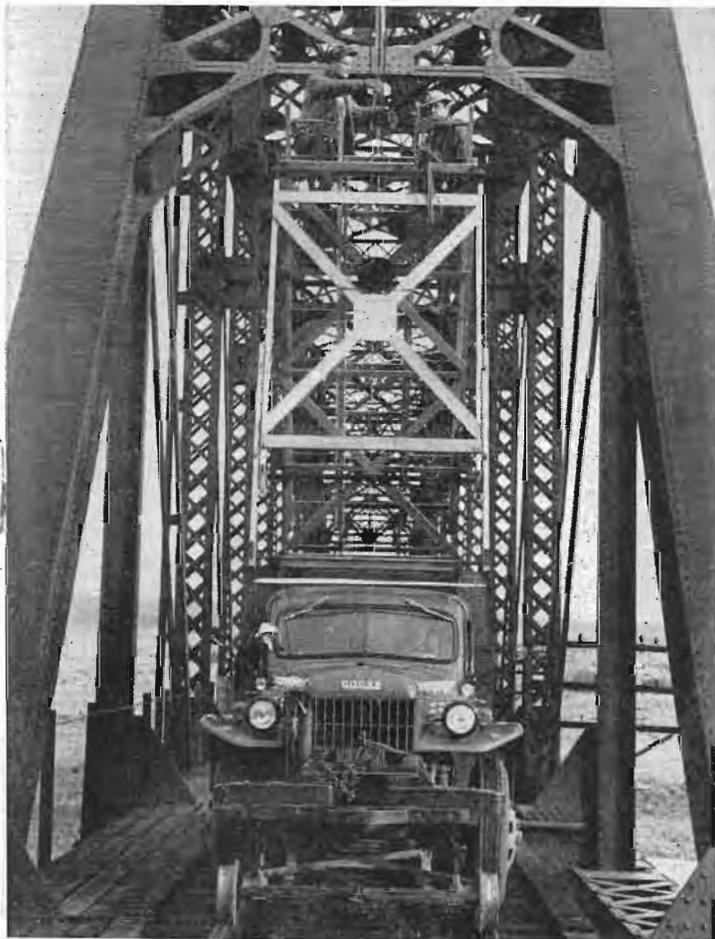




**WIDE AWAKE.** Charles Stahl, operator of a farm near Missoula, Mont., is shown receiving a \$50 Savings Bond from Superintendent S. E. Herzog of the Rocky Mountain Division in grateful acknowledgment of his having reported a serious fire recently on bridge DD-86 west of Missoula. Looking on is Trainmaster D. O. Burke. Mr. Stahl's alarm brought employes quickly to the scene and is credited with saving the bridge from destruction.



**DOUBLY HONORED.** Dr. and Mrs. E. A. Rust of Webb, Ia., shown arriving at the Consolidated School in Webb where they were honored by a turnout of 800 townsmen on Sept. 7. The community tribute commemorated their 50th wedding anniversary and the doctor's 50 years of practice in the Webb area. Doctor Rust has served as the Road's physician at Webb since 1918.



**MATRIARCH OF THE "MAMMAS",** Sophie Tucker, is shown leaving Chicago last month on the Morning Hiawatha for St. Paul on a cross-country swing of night club and TV engagements. The veteran trouper was headed for Winnipeg, Canada, the first appearance of her long career in the Canadian city.



**A STUDY IN PERSPECTIVE** shows Line Foreman Criger and Lineman Geenen inspecting a trolley wire on the bridge over the Columbia River near Beverly, Wash. This type of truck, one of about half a dozen now in use on the electrified divisions, reduces the cost of trolley and power line maintenance and provides more flexibility of operation than equipment which operates only on rails. Hydraulic cylinders raise and lower the ladders. The design and construction were supervised by the electrification department.

**THE MILWAUKEE ROAD MAGAZINE**

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

**ANCIENT MARINER.** The tug Milwaukee, towing her last barge, approaches pier 27 at Seattle. Story on page 8.

