

**THE  
MILWAUKEE ROAD  
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

*A Merry Christmas to All!*

**DECEMBER 1957**



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# THE MILWAUKEE ROAD MAGAZINE

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## To My Fellow Employes

**I**N September, 1950, when I took over the position which I am now about to leave, I addressed a message on this same page of the Magazine to all of the people of The Milwaukee Road. It was addressed "To My Fellow Employes", and it seems appropriate to repeat those words this month in this brief message of farewell.

When I was a younger man, I used to wonder what it would be like to retire from the railroad, and try to look back the full distance to the point where it all began. Now that I have decided, after 45 years with our railroad, to step down from its presidency and to enjoy the pleasures of a more personal life with my family, I know how other railroad people before me have felt.

Next to my family, this railroad has been the most important thing in my life. It is the only company I ever worked for, and being privileged to serve as its president has been a great satisfaction to me, despite the tribulations and the hard work which have been part of the job.

At the outset I expressed the hope that our work together would always be distinguished by mutual respect, friendliness, fair dealing with each other, and a determination by all of us to put forth our best efforts.

It is good to realize that our association has been on those terms, that we have managed to understand each other and have worked together honestly and conscientiously to make the Milwaukee a better railroad.

It is also gratifying to know that the responsibilities with which I have lived so closely these past seven years are to be left in the capable hands of Mr. William J. Quinn. I am certain that he will cherish your loyalty as I have, and that he will work with you and for you in the months and years ahead.

For the last time as president of The Milwaukee Road, I extend to you and your loved ones my most sincere wishes for a Merry Christmas and a New Year of true happiness.



President John P. Kiley congratulating President-Elect William J. Quinn

## William J. Quinn Elected President Succeeding John P. Kiley

WILLIAM J. QUINN, who has been vice president and general counsel since May 1955, was elected to succeed John P. Kiley as president of The Milwaukee Road at a meeting of the board of directors held in Chicago on Nov. 7.

Mr. Kiley announced in October that he desired to retire from active service effective Dec. 31. He will, however, continue with the company for a time as a consultant.

Although the board's action in selecting Mr. Quinn was expected, the news commanded unusual attention on the

part of the press. Principal among the reasons for this interest was the fact that, at 46, the new president of the country's fourth longest railroad would not only be the youngest man to head the company in its 107-year history, but that he would be among the youngest top executives anywhere in American industry today. It is also noteworthy that he reached the presidency by way of the law, rather than railroad operations, which has constituted the most-often-trod path to railroad presidencies throughout the history of the industry.

Leo T. Crowley, chairman of the board, introduced Mr. Quinn to representatives of the press at a luncheon with board members and principal officers, held in the Chicago Club immediately following the board's action. Later in the day Mr. Crowley also called together the officers and supervisors in the Chicago and Milwaukee areas for a standing-room-only meeting in the board room.

Assuring his listeners that he greatly appreciated the cooperation and consideration which he had always received

from them, Mr. Quinn said that he would be looking to them for many things in the future.

"I have enjoyed working with you," he said, "and you are the people I will rely on. The Milwaukee Road is a wonderful place to work, and it is my aim, working with all of the people of our railroad, to keep it a good company for people to be with. I hope we will continue to give our best in service to our patrons, and to earn a reasonable return for our stockholders."

President Kiley was unable to be present at any of the affairs on Nov. 7, having been called to the West Coast to appear before the Seattle Chamber of Commerce in a panel discussion with the presidents of the Union Pacific, Northern Pacific and Great Northern railroads.

### "A Healthy Curiosity"

Addressing the board of directors at the time of his election, Mr. Quinn said that he would approach problems with an open mind. "I hope to bring to the job a healthy curiosity", he said. "Railroading is a changing business, not a static one. We must take new looks at things and attempt constantly to find ways to do them better".

He added that he hoped to help people develop in such a way as to do the very best job of which they are capable.

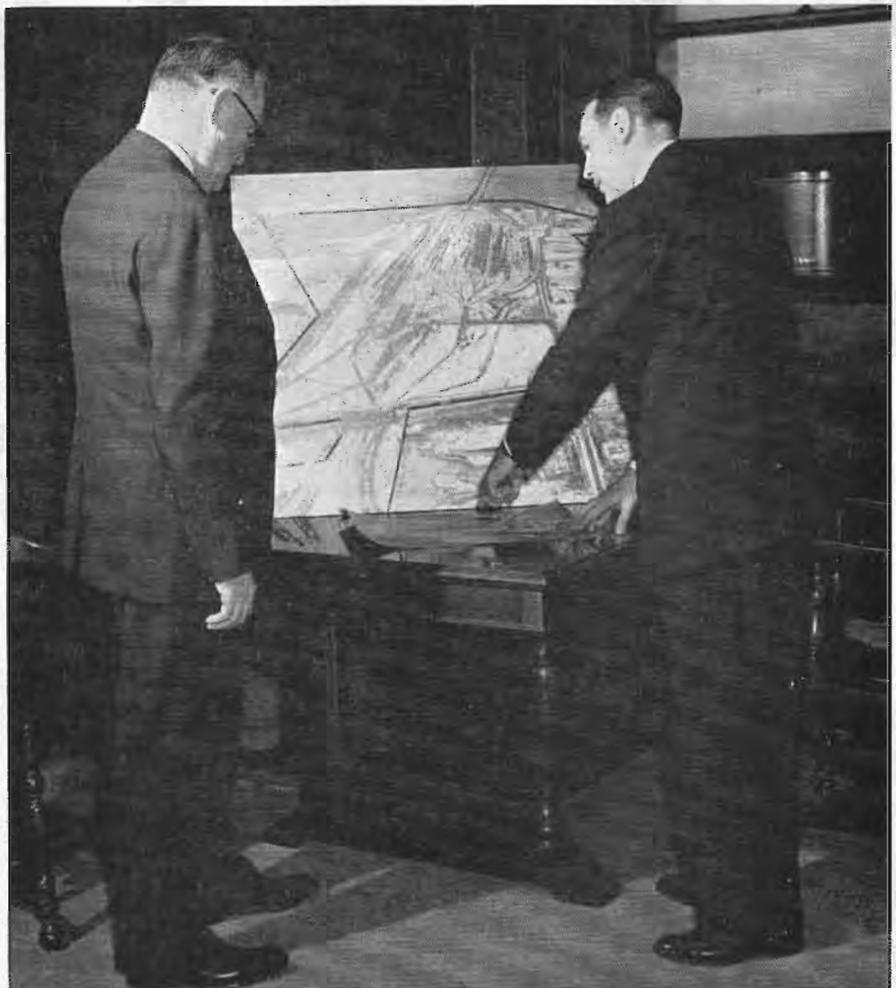
Assuming the presidency of The Milwaukee Road on Jan. 1, 1958 will be for Mr. Quinn the crowning accomplishment in a varied, colorful and very successful career.

One newspaper writer summarized it in these words:

"For a fellow who more or less got into railroading by chance, William J. Quinn, 46, has done well in his 14 years of experience in the railroad industry".

Mr. Quinn himself would be quick to point out, however, that his getting into railroading wasn't altogether a matter of chance. His grandfather was a locomotive engineer on the Wisconsin Central, and an uncle is now a locomotive engineer working out of St. Paul on the Northern Pacific. He is near the top of his seniority roster. Another uncle, who died about four years ago, was a yardmaster on the Northern Pacific.

Mr. Quinn's late father, also named William J., was a prominent trial lawyer in St. Paul, and Mr. Quinn says that because of him he grew up "thinking of the law".



Photographs of the Road's Bensenville Yard and a nearby industrial development occupy the attention of Mr. Kiley and Mr. Quinn during a conversation in the president's office.

Graduating from Cretin High School in St. Paul in 1929, he attended St. Thomas College, also in St. Paul, where he majored in English and minored in philosophy. After taking his bachelor's degree there *summa cum laude* in 1933, he went on to the University of Minnesota, receiving his law degree in 1935.

Over the years Mr. Quinn has earned a reputation as a public speaker of no mean ability. His interest in public speaking manifested itself while he was still in high school and resulted in his being "recruited", so to speak, by the debate coach at St. Thomas College, which has a reputation for the debate teams which it puts into national and international competition.

### Helped Organize Northwest College Debate Tournament

During his junior year there, Mr. Quinn was instrumental in the organizing of the Northwest College Debate Tournament. With his debate partner,

he won that tournament in both his junior and senior years. He recalls that during each of those years he took part in 80 to 100 debates on a great variety of economic, political and social questions. He laughed as he recalled that during one term at St. Thomas his debating schedule was so heavy that he was away from the campus and his classes for all but about seven days. The intensive training demanded by this activity proved to be an excellent foundation for his later study of law and undoubtedly accounts to a considerable degree for what his associates in the industry have observed to be a quick grasp of any kind of railroad problem, with all of its implications.

Mr. Quinn still recalls with regret that circumstances denied him the opportunity of representing the United States in a debate tour of the British Isles in 1940. He and his former partner had been designated to debate teams from the English, Scottish and Irish Universities, whose members, like themselves, had been graduated some years before. Mr.

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Quinn recalls that all arrangements had been made, the passports applied for, the European tour which was to follow had been planned out in detail; but, just then, England went to war and it all had to be cancelled.

### Taught Speech and Debate at St. Catherine's College

While attending the University of Minnesota, Mr. Quinn taught speech and coached debate at St. Catherine's College in St. Paul, at the same time directing the work of the women's division of the Northwest College Debate Tournament.

For two years following his graduation from the university in 1935, he practiced law in St. Paul, and until 1940 was assistant U. S. District Attorney, District of Minnesota, specializing in criminal trial work.

In 1940 Mr. Quinn joined the Soo Line in Minneapolis as an attorney and remained with that company until he became special agent for the F.B.I. in 1942.

Not being a man given to the melodramatic view of things, Mr. Quinn discusses his F.B.I. work with considerable reserve, although it is a matter of record that it involved German and Russian counter espionage cases. Among other things, he helped capture two German sabotage agents who had landed from a submarine on the Maine coast.

Asked if he was ever involved in gunplay, he chuckled and said that he wasn't. "When it comes to shooting, that usually means there's been a mistake. We didn't make mistakes."

A few days following his election to the Road's presidency he received a reminder of his years with the F.B.I. in the form of a warm personal letter of congratulation from J. Edgar Hoover, director of the bureau.

### Returned to Soo Line in 1945

Mr. Quinn returned to the Soo Line in 1945 as assistant commerce counsel, with headquarters in Minneapolis. He served as commerce counsel from Jan. 1, 1946 until May 1, 1952, when he was appointed general counsel, and on May 19, 1953 he was elected vice president and general counsel of that line.

He later remarked that transferring from the Soo Line to The Milwaukee Road was one of the hardest decisions he ever made because, as he pointed out, it is not easy to uproot one's family to settle in a new location.

"But the position of general solicitor

on The Milwaukee Road—while down one notch—did offer a bigger challenge", he said.

He took over that position on Apr. 1, 1954, with headquarters in Chicago, and on May 10, 1955 was elected vice president and general counsel of the Road.

Mr. Quinn was married on July 2, 1942 to the former Floy I. Heinen, also of St. Paul, who was a hostess with Northwest Airlines prior to their marriage.

With their six children the Quinns live in a seven-bedroom brick home in suburban Winnetka, Ill. The oldest of the children, William John, is 14 and a freshman in high school at Loyola Academy; George is 11, Patrick is 7, and Richard is 4. There are also two daughters, Floybel, 2, and Maureen Louise, 8 months.

Mr. Quinn likes to spend as much time as he can with his family, and points out that this, together with his work, leaves him very little time for hobbies. In his own judgment he is a poor golfer, but enjoys playing when he can, and never misses an opportunity to watch the University of Minnesota football team in action.

### Active in Athletics

During his high school days he played first base on the school baseball team, and center and left wing on the hockey team. At St. Thomas he was captain of the hockey team for a time. Being an expert swimmer and the holder of a Red Cross teacher's certificate, he was also in charge of water front activities at a boys' summer camp for a while. He still swims regularly.

He believes that it is important for people to get some form of exercise regularly, adding that it should be the right kind and undertaken in moderation.

"As a matter of fact", he said, "I am a firm believer in moderation in all of a person's habits."

Summarizing his view of the job he will take over at the beginning of the year, Mr. Quinn expressed himself as being optimistic.

"The general public and the regulatory bodies are becoming more and more aware of the problems that railroads operate under, which can't help but produce a more favorable future climate", he said. "If the railroads get a fair chance, they will be able to take care of themselves."

Mr. Crowley announced following the board meeting on Nov. 7 that Mr. Quinn's successor would be announced at a later date.

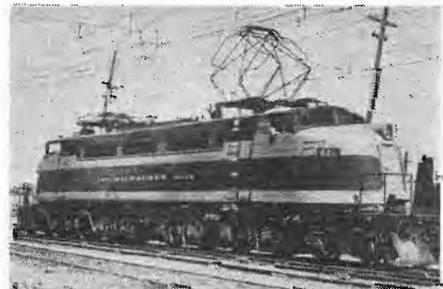
## THE COVER

Are your dreams these days of a white Christmas? Keyed to the mood of the Holiday Season, this frosty scene shows a typical Sunday in Lord's Park, Elgin, Ill., after a heavy snowfall. On every hand are iced-over skating ponds and slick sled runs, with the excited shouts of children ringing through the crisp December air. Throughout the balance of the year people disagree as to what the weather ought to be, but there is one time when the vote is unanimous. *Everybody likes a white Christmas.*

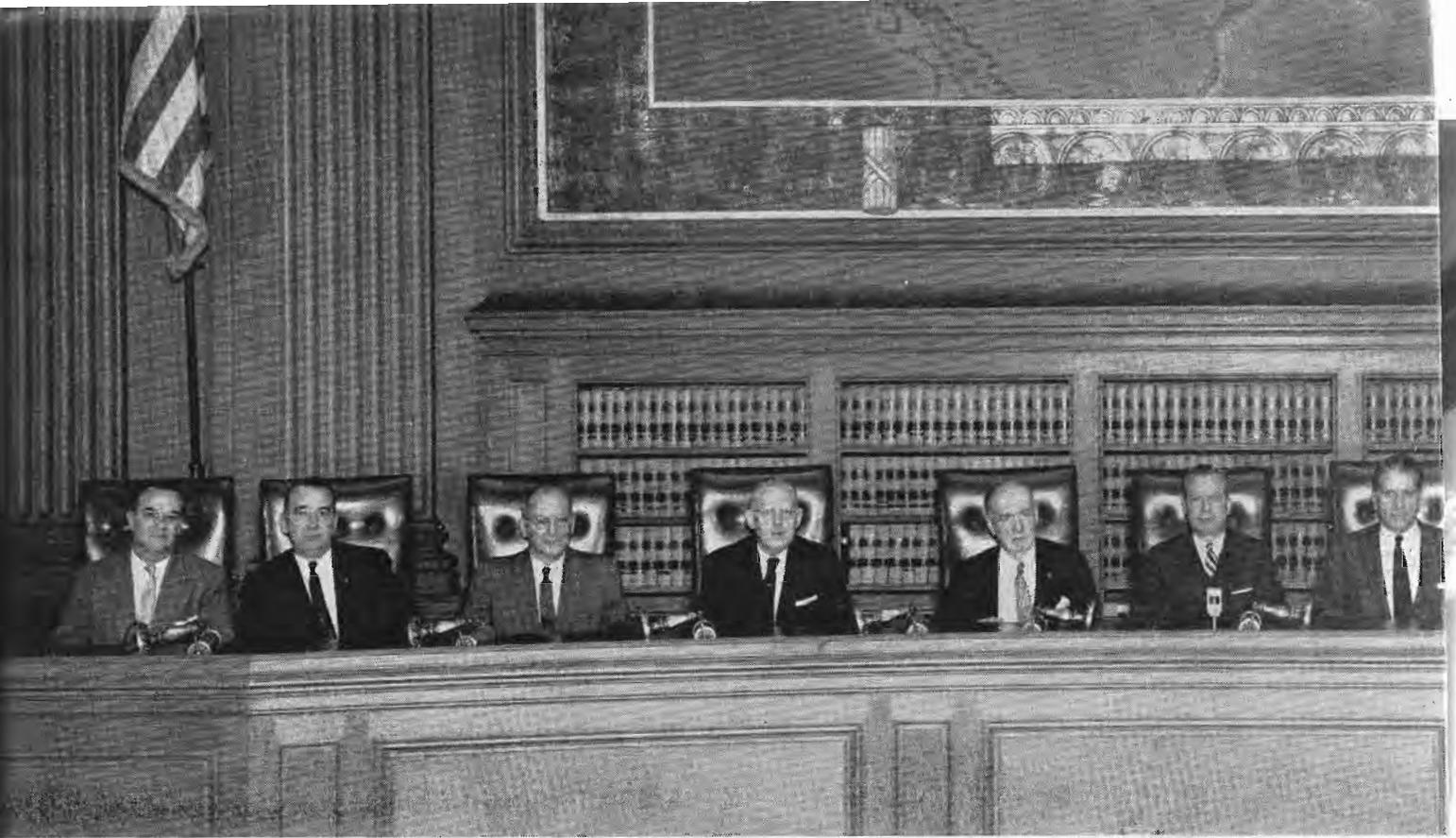
## Now . . . a "Little Joe" For that Model Railroad

BLUEPRINT-correct in every detail, a Milwaukee Road electric locomotive is new in the line which a leading manufacturer of model train equipment has made available in time for Christmas shopping. Its real life prototype is the famous "Little Joe" electric locomotive, the newest type of electric in service in the Rocky and Bitter Root Mountains.

Equipped with eight pairs of driving wheels and eight traction motors said to be the largest ever built by General Electric, the "Little Joe" generates 5,110 h.p. at 3,000 volts. The original weighs 273 tons and measures nearly 89 feet. The model looks very real, with such molded in features as operating cabs at both ends, finely articulated doors, hatches, vents and exhaust turret, roller bearing detailing, a true-pitched horn, illuminated headlights, remote control knuckle couplers, classification numbers front and rear, and twin pantograph contact cradles. To complete the air of realism, it is painted in the Milwaukee's authentic black, yellow and mahogany color scheme.



One of the Milwaukee's now-famous "Little Joes" as it appears in real life.



# The Interstate Commerce Commission

NOT LONG ago 16 persons picked at random on a street in downtown Washington were each asked the question—"What is the Interstate Commerce Commission?" These are the results:

Eight admitted frankly that they didn't know. One guessed it was the International Credit Corporation. Two others erroneously described it as the Commerce Department. Three said it was the organization that investigated railroad accidents. One said it dealt with passenger fares, and one replied, "It's just one of those alphabetical agencies Franklin Roosevelt invented."

These answers indicate a widespread lack of even the simplest knowledge of what the Interstate Commerce Commission is and what it does.

It is undoubtedly true that railroad men and women generally are much better informed regarding the Interstate Commerce Commission than are people who do not work in the field of transportation. But for those who are not well informed on the subject, and for those who feel the need of a refresher,

the following questionnaire has been prepared.

**Q. What is the Interstate Commerce Commission?**

**A.** The Interstate Commerce Commission is the agency of the Federal Government which carries out the provisions of the Interstate Commerce Act and other federal laws regulating railroads, motor bus lines, motor truck lines, inland waterway carriers, pipelines, freight forwarders and certain other transportation agencies engaged in domestic interstate commerce.

**Q. When was the Interstate Commerce Commission established?**

**A.** The commission was created by an act to regulate commerce approved by President Grover Cleveland, Feb. 4, 1887. The commissioners—originally five in number—were appointed Mar. 22, 1887, and the commission was organized Mar. 31, 1887. The law became effective Apr. 5, 1887, and the commission put its first rules of practice into effect on May 25, 1887.

**Q. On what constitutional author-**

**ity is the Interstate Commerce Act based?**

**A.** The act is based on Article 1, Section 8, Clause 3, known as the "Commerce Clause" of the Constitution of the United States, which prescribes that Congress shall have power "to regulate commerce with foreign nations, and among the several states, and with the Indian tribes."

**Q. In what respect is the Interstate Commerce Commission unique?**

**A.** The Interstate Commerce Commission was the first permanent regulatory commission established by Congress. It was the first extensive delegation of judicial, administrative and legislative authority by the Congress of the United States.

**Q. What were some of the provisions of the original act to regulate commerce?**

**A.** The original act (1) declared that railway rates and charges must be reasonable and just, (2) prohibited special rates, rebates, drawbacks, or other devices favoring or prejudicing any per-

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Interstate Commerce Commission members, left to right: Laurence K. Walrath, Rupert L. Murphy, John H. Winchell, Howard G. Freas, Richard F. Mitchell, Owen Clarke (chairman), Anthony F. Arpaia, Kenneth H. Tuggle, Everett Hutchinson, Robert W. Minor, and Donald P. McPherson.

## Its History, Organization and Function

son in relation to any other person for doing a like and contemporaneous service—under substantially similar circumstances and conditions, (3) made it unlawful to make or give undue or unreasonable preference or advantage to any person, locality or kind of traffic, (4), by the "long-and-short-haul" provision made it unlawful to charge or receive any greater compensation for a *shorter* than for a *longer* distance over the same route and in the same direction, (5) prohibited pooling and division of earnings, (6) required publishing, filing and public posting of rate schedules, and (7) permitted arrangements to make the carriage of freight continuous from point of origin to destination.

### **Q. Has the Interstate Commerce Act been amended from time to time?**

**A.** Numerous amendments have been made to the Act in the 70 years since its adoption.

The first amendment, approved Mar. 2, 1889, included—

1. Provisions relating to filing and

- posting of tariffs.
2. Penalty provisions for violations.
3. Means of enforcing the provisions.
4. Publication of reports and decisions.
5. Provision for jury trial in proceedings to enforce award of reparations.
6. Classes of persons allowed to be transported free or at reduced rates.

Up to that time the commission reported to the Department of the Interior. The act of Mar. 2, 1889, provided that the commission would thereafter report to Congress.

In 1891, an amendment was passed broadening the commission's authority to require attendance and testimony of witnesses.

In 1893, Congress passed the Compulsory Testimony Act and the Safety Appliance Act.

In 1903, Congress passed the Elkins Act, which dealt forcefully with rate discriminations and departures from published tariffs. It "put teeth" in the Interstate Commerce Act.

### Hepburn Act, An Important Milestone

In 1906, the Hepburn Act was passed. Its purpose was to cure defects that had been pointed out in court decisions and in the light of experience. It broadened the scope of the Interstate Commerce Act to include pipelines, express companies and sleeping car companies. It increased the number of commissioners from five to seven; authorized the commission to appoint examiners and agents, and empowered the commission to prescribe maximum rates. It increased from 10 to 30 days the period of notice of change of rates or charges. It prohibited the issuance of passes except for railway personnel and the free transportation of commodities except for railway property.

"The Hepburn Act of 1906," said one authority, "was the beginning of effective federal railway regulations."

The Mann-Elkins Act of 1910 provided for suspension and investigation of new tariff schedules and somewhat modified the long-and-short-haul clause of the Interstate Commerce Act.

The Valuation Act of 1913, sponsored by Senator Robert M. LaFollette of Wisconsin, directed the Interstate Commerce Commission to determine the valuation of railway properties used for common-carrier purposes throughout the United States. For a period of 15 years or more this was a major project of the commission, from the standpoint of employment and expenditures. The valuation work reached its peak in 1931, but, with the major job completed, it was greatly curtailed thereafter.

The commission still maintains a valuation staff in its Bureau of Accounts, Cost Finding and Valuation, which has as its main purpose the continuation and updating of valuation data. This is carried forward under Valuation Order No. 3, which requires the railroads to supply the commission data on additions, betterments, retirements and abandonments, and to maintain cost figures which will enable them to determine at any given time the cost of reproduction less depreciation of each railroad property.

Other important legislation affecting the functions of the Interstate Commerce



One of the impressive entrances to the huge Interstate Commerce building in Washington, D. C.

Commission were the Esch Car Service Act of 1917, which gave the commission certain regulatory powers over the distribution of freight cars; the Federal Control Act of 1918 under which the operation of the railroads was taken over by the Federal Government as a war measure for a period of 26 months; and the Transportation Act of 1920—probably the most important legislation affecting railroads since the Hepburn Act of 1906.

### Transportation Act of 1920

The Transportation Act of 1920 contained a rule of rate making which imposed upon the Interstate Commerce Commission an affirmative duty to fix rates which would give the railroads opportunity to earn a fair return. It overhauled the statute and greatly enlarged the scope of regulations. It authorized the ICC to require intrastate rates to be maintained on the level, or related to the level, of interstate rates. It authorized the ICC to prescribe maximum, minimum, or exact rates. It gave the commission authority over certain railway security issues and over interlocking directorates. It authorized pooling under certain circumstances. It provided for a

certificate of convenience and necessity in the case of extension or abandonment of railroad lines. It gave the commission authority over acquisitions of control by one railroad over another railroad. Finally, it increased the membership in the Interstate Commerce Commission from nine to eleven as at present.

Altogether, the Transportation Act of 1920 was one of the important landmarks in federal regulation.

Since then there have been several important enactments of Congress affecting the railroads.

The Emergency Transportation Act of 1933 was still another milestone. Under this act, the office of Federal Coordinator of Transportation was created, and Joseph B. Eastman, then a member of the Interstate Commerce Commission, was made director. The Emergency Act was passed in the midst of the depression when many railroads were in financial difficulties. Under this act, railroad holding companies were brought under the jurisdiction of the ICC.

In 1934, the Federal Communications Act was passed, creating the Federal Communications Commission, which took over from the ICC the regulation of

telegraph, telephone, cable and radio companies.

The Motor Carrier Act of 1935 placed common carriers and contract carriers by highway under the jurisdiction of the Interstate Commerce Commission.

The situation confronting the railroads, resulting from depression conditions and intensive competition by highway and waterway particularly, led to wholesale bankruptcies. The railroads in 1938 were in such dire straits that President Roosevelt created the President's Committee of Three, composed of Commissioners Splawn, Eastman and Mahaffie, to study the situation and submit a report. At that time, about 77,000 miles of railroad, representing 30 per cent of the total United States mileage, were in receivership.

### The Last Major Legislation

Out of the President's Committee of Three and a later Committee of Six was developed the Transportation Act of 1940, which announced a new transportation policy for the Federal Government—a policy which, among other things, declared it to be the aim of the Federal Government to regulate transportation fairly and impartially. Under the Transportation Act of 1940, some water carriers on the Great Lakes and on the inland waterways were placed under ICC regulation.

The Transportation Act of 1940 was the last important measure directly affecting the railroads, except the Freight Forwarders Act of 1942, which placed the regulation of freight forwarder companies under the jurisdiction of the Interstate Commerce Commission.

**Q. How are commissioners appointed, and how long does each commissioner serve without reappointment?**

**A.** Commissioners are appointed by the President of the United States, subject to confirmation by the United States Senate, each for a period of seven years. Reappointments and interim appointments are made in the same manner. The commissioners select their own chairman. He serves for one year, the office then passing to the commissioner next in line, on the basis of seniority, until the round of all eleven has been completed.

**Q. Who are the present members of the Commission?**

**A.** The eleven members of the commission, and the years in which they became members, are:

*Owen Clarke*, Washington State,  
Chairman, 1953

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At the speaker's table at the dinner honoring E. G. Kiesele: Seated—Mr. and Mrs. Kiesele (left), W. J. Whalen, vice president—operation, and Mrs. Whalen. Standing, left to right: Mr. and Mrs. Paul Larsen, the Kieseles' daughter and son-in-law; Lyn Kiesele; L. V. Schwartz, Milwaukee Road assistant general storekeeper; F. C. Callahan, retired director of safety and compensation for the Pullman Company; Mrs. Paul G. Naumann and Mr. Naumann, of the Dubuque Stone Company.

## E. G. Kiesele Retires

E. G. KIESELE, superintendent of safety for The Milwaukee Road since Jan. 1, 1953, and an employe for more than 50 years, retired on Nov. 1.

He was honored by a large number of Milwaukee Road officers and employes, as well as safety supervisors and others engaged in safety work on some 20 other railroads, at a big retirement party in the Midland Hotel in Chicago on the night of Oct. 21. The party was a fitting climax to a successful career both as a division superintendent on various divisions, and in the Road's safety program.

During his years in safety work this railroad's safety performance improved from a record of 10 fatalities and 491 reportable injuries in 1952, the year just prior to his taking charge of the work, to the 1957 record of 3 fatalities

and 106 reportable injuries at the time of the report, on Oct. 21. In terms of casualty rates, that represented an improvement from a rate of 7.34 in 1952 to an estimated 2.83 for the first 10 months of 1957.

Mr. Kiesele went to work for The Milwaukee Road in Dubuque, Ia., as a train and locomotive crew caller in June, 1907. Later he worked as yard clerk, clerk in the division superintendent's office, and yardmaster there. He went into military service in January, 1918, and in October, 1919 returned to Dubuque as yardmaster.

He was appointed trainmaster with headquarters in Green Bay on Jan. 11, 1937, later serving in that capacity and as assistant superintendent in Chicago before being made superintendent of the Chicago Terminals in 1942. In 1950

he was appointed superintendent of the Dubuque and Illinois division, and was advanced to the position of superintendent of safety, with headquarters in Chicago, effective Jan. 1, 1953.

For approximately three years Mr. Kiesele has been chairman of the active highway-railroad grade crossing committee of the AAR Safety Section and of the same committee in the Railroad Section of the National Safety Council.

W. J. Whalen, vice president—operation, who served as toastmaster at the banquet in Mr. Kiesele's honor, expressed the conviction that no one had ever worked harder to improve the Road's safety performance. "And he has produced results", he added, in speaking of the intensified program of safety education which had taken place since Mr. Kiesele became head of the safety department.

Others who spoke briefly at the banquet were Fred C. Callahan, retired director of safety and compensation for the Pullman Company; Paul G. Naumann of the Dubuque Stone Company; and L. V. Schwartz, Milwaukee Road assistant general storekeeper and a close friend of the honored guest for more than 50 years.

On behalf of the group attending the banquet, Mr. Whalen presented Mr. Kiesele with a movie camera with extra lenses, tripod, and other accessories, as well as a transistor radio.

Mr. and Mrs. Kiesele and their daughter Lyn have made their home in Elmwood Park, a suburb of Chicago, for some time, but were planning to move to Fort Lauderdale, Fla., immediately. It will be their plan, Mr. Kiesele explained, to stay there for at least a year to see how they like it in both winter and summer.

Their other daughter, Mrs. Paul Larsen, makes her home in Racine, Wis.

The Kieseles' new home is only five minutes from the beach, and Mr. Kiesele explained to his friends at the banquet that he intends to go down to the beach for a dip every morning before breakfast and then relax with the Chicago Tribune. He will also do plenty of boating and fishing, starting, he said, with a fishing date down in the Keys on Nov. 15.

He added that after he gets squared away he wants to continue his activities in the field of safety.

"I want to put my safety background to work in whatever ways it may prove useful", he said.

*Richard F. Mitchell, Iowa, 1947*  
*Anthony F. Arpaia, Connecticut, 1952*  
*Howard G. Freas, California, 1953*  
*Kenneth H. Tuggle, Kentucky, 1953*  
*John H. Winchell, Colorado, 1954*  
*Everett Hutchinson, Texas, 1955*  
*Rupert L. Murphy, Georgia, 1955*  
*Robert W. Minor, Ohio, 1956*  
*Lawrence K. Walrath, Florida, 1956*  
*Donald P. McPherson, Jr., Pennsylvania, 1956*

**Q. How is the work of the commission organized?**

**A.** The work of the commission is carried on by four divisions, two committees, Office of the Managing Director, Office of the Secretary, Office of the General Counsel, and 10 bureaus, each having jurisdiction over certain phases of the regulatory processes.

**Q. Where is the Interstate Commerce Commission located?**

**A.** The commission is located in the Interstate Commerce Commission Building, Twelfth Street and Constitution Avenue, N.W., Washington, D. C.

Among the 50 or so honored guests. Seated, from left: L. Walla, assistant trainmaster, Duluth; S. A. Brophy, H&D engineer; A Young, L&R conductor; H. L. Olson, L&R trainman; Agnes Robertson, secretary to master mechanic; M. H. Horgan, St. Paul yard conductor; R. E. Melquist, assistant car foreman, South Minneapolis; and H. A. Erdahl, Minneapolis carman. Standing, from left: E. H. Hauger, car department clerk, Minneapolis; F. C. Fredrickson, H&D engineer; E. T. Hausauer, H&D baggageman; T. A. Monroe and F. E. Wilcox, H&D conductors; A. C. Howell and F. G. Burns, H&D brakemen; O. Fredrickson, Minneapolis carpenter; M. J. King, St. Paul yard conductor; F. M. Balcom, Minneapolis yard conductor; J. E. Nordstrom, H&D engineer; and Master Mechanic J. L. Brossard.



## Annual Twin Cities Retirement Party

# A GRAND NIGHT FOR SINGING

For entertainment and sociability, the eighth annual all-employee retirement party held in Minneapolis on Oct. 8 proved to be the perfect example of an institution that age cannot wither nor custom stale. A post-party survey would make it appear that for the 350 Milwaukee Road people who were present, there was never a finer night for dancing, singing, and conviviality in general.

Held at the Calhoun Beach Hotel, the party honored some 50 employees of the Twin City Terminals, and of the Hast-

ings & Dakota, La Crosse & River, and Iowa & Southern Minnesota Divisions whose work brought them to the Twin City area, who retired the past year. Many retired men and their wives also were there to greet old friends.

The host employees did themselves proud with a sumptuous smorgasbord dinner. Then came the entertainment—professional as well as impromptu singing. This was probably the highlight of the evening. After the boards were cleared, dance music was provided by a

six-piece orchestra. Nothing was overlooked that would make the affair a happy and enduring memory.

Prominent in this hail-fellow-well-met gathering were a large number of veterans with more than 50 years of service who were high on their seniority lists. For them it served as an introduction to that phase of their careers in which they would have time to travel and indulge their various hobbies or small business interests. In general, they agreed that it was a happy beginning.

Heading the hard-working committee which was responsible for this fine get-together was W. R. Manion, L&R Division trainman. Others who helped to put it over were Leda Mars, Elizabeth Hessburg, Mr. and Mrs. William Klar, Mr. and Mrs. C. A. Volsted, M. C. Ahern, Frank Thori, Jerry Johnson, R. B. Allard and J. J. Taylor.



These guests were "tops" in seniority, with a total of 267 years of service. From left: G. E. Johnson, L&R engineer, 51 years; H. L. Olson, L&R brakeman, 57 years; A. C. Howell, H&D brakeman, 55 years; I. C. Aldrich, Minneapolis yard conductor, 51 years; and J. E. Nordstrom, H&D engineer, 53 years. All are hobbyists. Mr. Johnson raises flowers; Mr. Olson works on scrap books—he has about 100; Mr. Howell enjoys traveling; Mr. Aldrich is a fisherman and hunter; and Mr. Nordstrom keeps bees—he has about 100 hives and markets honey.



Other honored guests. Seated, left to right: A. T. Bishop, St. Paul freight conductor; K. H. Knutson, checker, Minneapolis freight house; L. Stoffel and A. A. Mueller, St. Paul yard conductors; E. M. Graves, assistant chief yard clerk, South Minneapolis; J. H. McLean, South Minneapolis yard conductor; J. D. Sedgwick, H&D conductor; and I. C. Aldrich, South Minneapolis yard conductor. Standing, from left: G. C. Broderson, Minneapolis round-house laborer; F. J. Schiesel, St. Paul freight house clerk; J. Lyness and H. C. Collin, Minneapolis boilermakers; J. Caruso, St. Paul boilermaker-helper; H. Jorgenson, Minneapolis freight house cooper; M. S. Bowker, Minneapolis freight clerk; G. E. Johnson and F. R. Flannery, L&R engineers; and J. F. Kestermann, Minneapolis switchtender.



Emcee W. R. Manion stands aside as J. L. Brossard and Mrs. Brossard take over the spotlight. Mr. Brossard will retire at the end of the year as master mechanic in Minneapolis.



J. A. Oslie, retired Minneapolis city ticket agent, and Mrs. Oslie greeting their friends in the crowd.

Singer Susan Aldrich, accompanied here by Keigh Gamm, was one of the hits of the evening.

I. C. Aldrich, retiring Minneapolis yard conductor, and Mrs. Aldrich, who celebrated their 51st wedding anniversary at the retirement party, are congratulated by W. R. Manion. Their daughter Susan, a professional singer, entertained.



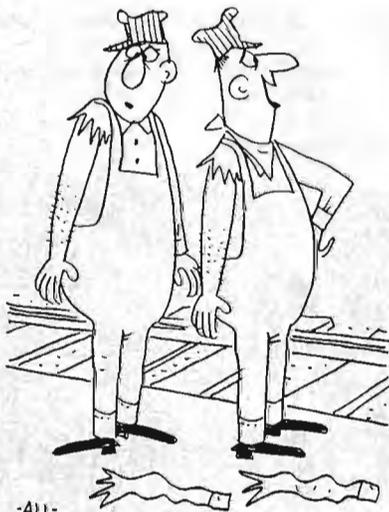
## Super Domes Go on City of Denver

STARTING December 1, Milwaukee Road Super Dome cars went into service on the City of Denver trains between Denver and Chicago. They replaced the Union Pacific pub coaches in the streamliners' consist. The dome equipment became available through the recent consolidation of schedules on the eastbound Morning Hiawatha and Olympian Hiawathas, and the westbound Afternoon and Olympian Hiawathas for the winter months. Each of these trains had carried a Super Dome car.

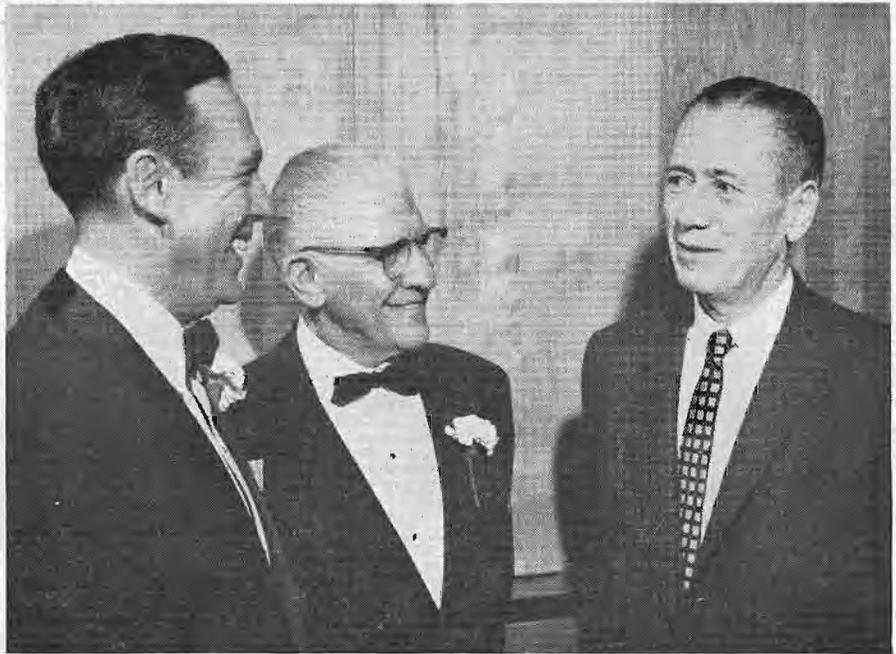
## Diesel Boosters for Electric Locomotives

A SYSTEM for combining an electric locomotive and a diesel locomotive unit, and operating them together through a single control apparatus was recently perfected by Laurence Wylie, retired Milwaukee Road electrical engineer. Two of the Road's "Little Joe" electric locomotives were equipped with this control device, and experiments with the combined electric and diesel units on the Rocky Mountain Division have been very successful. Application of this special control apparatus to the other 10 "Little Joes" on that division is now under way.

This arrangement not only makes for greater utilization of expensive diesel units, but provides enough extra power to handle an additional 800 tons, or 16 loads, on freight trains in either direction between Harlowton, Mont., and Avery, Ida., with the running time being reduced by about three hours.



"NOW, THERE'S A SATISFIED CUSTOMER WITH A HEARTY HANDSHAKE!"



Pictured together prior to the Milwaukee Traffic Club dinner are, left to right: William J. Quinn, vice president and general counsel, who has since been elected president of The Milwaukee Road, effective Jan. 1, 1958; Carl F. Dahnke, general passenger agent at Milwaukee, and president of the traffic club; and Kenneth H. Tuggle, commissioner of the Interstate Commerce Commission, speaker of the evening.

## Milwaukee Traffic Club Hears I. C. C. Commissioner K. H. Tuggle

COMMISSIONER KENNETH H. TUGGLE of the Interstate Commerce Commission told an audience in Milwaukee on Oct. 30 that in order to maintain a transport system adequate for our economy it is essential, in his opinion, that additional thought be given to the various modes of transport and the inherent advantages and disadvantages of each.

"To make maximum use of the advantages of all [modes of transport] is what we should seek," he said. "To make the best combined use of them all in a vast cooperative, but free-enterprise effort, is the direction that would best serve the nation and the direction most deserving of our future thinking."

The occasion for Mr. Tuggle's statement was the 49th annual dinner of the Milwaukee Traffic Club, at which he was the principal speaker.

Presiding at the affair was C. F. Dahnke, Milwaukee Road general passenger agent in Milwaukee, whose active work in the club over a period of years was climaxed this year when he was elected to its presidency. The attendance of almost 1,000 at the dinner was considered to be the largest in the organization's history. Among the men seated at the speaker's table in the Auditorium banquet hall were many railroad presi-

dents, as well as prominent figures in manufacturing, transportation and civic affairs in Milwaukee and the Midwest.

Although President J. P. Kiley was unable to attend the dinner, there was a large representation of Milwaukee Road officers in attendance, headed by Vice Presidents W. J. Quinn, P. H. Draver, and W. J. Whalen.

Mr. Tuggle's address provided a broad review of American transportation today and its needs for the future. Commenting that the transportation industry "has grown and flourished and attained a level of progress far above that enjoyed in any other country in the world," he warned that this is no time for complacency, "or for resting on our laurels."

"It is not enough that we have the world's best transportation system," he said. "The real test is whether we have a transport system which is adequate for our commercial and military needs in peace or in war. It would indeed be little consolation in an emergency to lead the world in transport facilities yet be unable to respond to the needs of our own ever-expanding economy which, itself, could conceivably be even further ahead in world leadership."

# appointments

## Safety Department

Effective Nov. 1, 1957:

A. W. Shea is appointed superintendent of safety with headquarters in Chicago, following the retirement of E. G. Kiesele. Mr. Shea, a native of Chicago, entered the Road's police department there in 1938, serving as a sergeant and later as chief clerk to the captain of police. In 1950 he was appointed district safety engineer for the Chicago Terminal and Terre Haute Divisions, from which position he was promoted to assistant superintendent of safety in November, 1956.



A. W. Shea

## Law Department

Effective Nov. 1, 1957:

Edwin J. Richardson Jr. is appointed attorney with headquarters in Chicago. Mr. Richardson was graduated by De Paul University in his native Chicago with an LL.B. degree in 1953. Afterward he served with the United States Marine Corps as a legal officer. For the last two years he has been engaged in the private practice of law.

## Operating Department

Effective Dec. 1, 1957:

P. Bridenstine is appointed trainmaster of the Terre Haute Division with headquarters at Terre Haute, following the transfer of F. A. Barton. Mr. Bridenstine has been with the Road since 1938, starting as an agent-operator. Since being promoted to trainmaster in 1953, he has served in that capacity at Miles City and Sioux City, and most recently on the Milwaukee Division with headquarters in Horicon.

R. L. Tewell is appointed trainmaster of the Milwaukee Division Third District with headquarters at Horicon, Wis., succeeding P. Bridenstine. Mr. Tewell entered service as a switchman in the Chicago Terminals in 1947 and subsequently was yardmaster. Since October, 1955 he has been trainmaster of the Chicago Terminals.

F. A. Barton is appointed trainmaster of the Chicago Terminals with head-

quarters at Bensenville, succeeding R. L. Tewell, transferred. Starting as a yard clerk in 1947, Mr. Barton has served as a fireman and brakeman. In February, 1954 he was appointed trainmaster of the Chicago Terminals and in May, 1955 trainmaster of the Idaho Division.

## Purchasing Department

Effective Nov. 1, 1957:

H. A. Unmacht is appointed district storekeeper (lumber) at Milwaukee, succeeding W. J. Beckel, who has retired. Mr. Unmacht, an employe of the store department since 1919, has been storekeeper of the Dubuque shops and general foreman of the reclaiming plant and the car department there. Since 1951 he has served as assistant district storekeeper in Chicago, district storekeeper on Lines West at Tacoma, and most recently at headquarters in the Milwaukee Shops.

J. F. Johannes is appointed assistant district storekeeper at Chicago, following the retirement of L. F. Anderson. Mr. Johannes has been with the stores department on various positions since 1936. He was formerly assistant sectional stockman and payroll clerk at Milwaukee Shops, and since 1951 has been traveling diesel storekeeper.

E. J. Bahr is appointed storekeeper at Sioux City, following the retirement of L. E. Lamb. Mr. Bahr, a store department employe for the past 21 years, was formerly chauffeur at Austin, Minn.

## Traffic Department

Effective Nov. 1, 1957:

W. P. Woodhouse is appointed city ticket agent at Minneapolis, following the death of H. J. McCauley. Mr. Woodhouse, who started his service at Mason City in 1923, transferred to the Minneapolis depot in 1942 and has been manager of the reservation bureau since May, 1955.

## Car Department

Effective Nov. 16, 1957:

The positions of district general car foreman at Miles City, assistant district general car foreman at St. Paul, and district general car foreman at La Crosse are abolished.

G. L. Wood, district general car foreman at Minneapolis, will, in addition to his present territory, have jurisdiction over car department matters on the Trans-Missouri Division, La Crosse & River Second District, La Crosse on the L&R First District, and the Iowa Minnesota & Dakota Division.

W. C. Mauer is appointed assistant district general car foreman at Minneapolis with headquarters at that terminal.

V. L. Waterworth, district general car foreman with headquarters at Savanna, will, in addition to his present territory, have jurisdiction over Marquette, Ia., on the Dubuque & Illinois Division.

H. A. Grothe, district general car foreman with headquarters at Davies Yard, Milwaukee, will, in addition to his present assignment, have jurisdiction on the La Crosse & River First District except La Crosse, the L&R Third District, the Madison Division and the Milwaukee Division Second District.

C. M. McMullin, district general car foreman with headquarters at Tacoma, will, in addition to his present assignment, have jurisdiction on the Rocky Mountain Division.

J. D. O'Neill will have jurisdiction over passenger operation at Western Avenue, Chicago Union Station, Deerfield, Elgin and Fox Lake, formerly assigned to D. D. Fisher.

## KNOW THE TYPE?



SHE TALKS A BLUE STREAK,  
THIS GAL NAMED DORIS,  
SHE APPEARS AS ONE BUT  
SOUNDS LIKE A CHORUS!

# retirements

during October 1957



## General Offices—Chicago and Seattle—Including System Employees

BOOZE, CHARLES  
Porter ..... Chicago, Ill.  
FIGG, GEORGE J.  
Cln. Investigator ..... Chicago, Ill.  
MANSFIELD, CECELIA M.  
Clerk ..... Chicago, Ill.  
PETERSON, CAESAR G.  
Clerk ..... Chicago, Ill.  
PRENAVO, FRANCES D.  
Clerk ..... Chicago, Ill.  
SCHLOM, CHARLES  
Ind. Engr. .... Chicago, Ill.

## Chicago Terminals

AHLEN, FRED E.  
Machinist ..... Chicago, Ill.  
ANDERSON, LEONARD F.  
Asst. Dist. Storekeeper ..... Chicago, Ill.  
ANGILERI, JOSEPH  
Sec. Laborer ..... Chicago, Ill.  
CARROLL, THOMAS E.  
Stevadore ..... Chicago, Ill.  
GATTIE, ALVIN W.  
Ex. Gang Laborer ..... Chicago, Ill.  
KADING, FRANK J.  
Oper.-Leverman ..... Chicago, Ill.  
LaSALLE, FRANK  
Stower ..... Chicago, Ill.  
PAPADAKIS, JOHN G.  
Ex. Gang Foreman ..... Chicago, Ill.  
SAVAGE, LEO A.  
Crossingman ..... Chicago, Ill.  
TONNING, HENRY E.  
Switchman ..... Bensenville, Ill.  
WALNECKIS, JOHN  
Ex. Gang Laborer ..... Chicago, Ill.

## Coast Division

FLETCHER, RAY  
Chauffeur ..... Tacoma, Wash.  
HAMMOND, WILLIAM D.  
Carman Helper ..... Tacoma, Wash.  
HESTER, DAISY H.  
Clerk ..... Seattle, Wash.  
HUNTSMAN, RICHARD  
Sec. Laborer ..... Port Angeles, Wash.  
JACOBSON, FREDA M.  
Agent-Operator ..... Raymond, Wash.  
WOG, OLE  
Boilermaker ..... Tacoma, Wash.

## Dubuque & Illinois Division

BOWES, FRANK  
Conductor ..... Ottumwa, Ia.  
BUTCHER, HERBERT R.  
B & B Carpenter ..... Byron, Ill.  
CANNIFF, HARRY J.  
Yard Clerk ..... Davenport, Ia.  
CARPENTIER, ROBERT B.  
Stower ..... Dubuque, Ia.  
CEURVORST, ANTHONY D.  
Yard Clerk ..... Davenport, Ia.  
JOHNSON, FRANK E.  
Loco. Engr. .... Rockford, Ill.  
KING, EARL R.  
Sec. Laborer ..... Galt, Mo.  
LEWIS, DAVID  
Conductor ..... Savanna, Ill.  
WFNDELL, WILLIAM I.  
Telegrapher ..... Ottumwa, Ia.

## Hastings & Dakota Division

HECKLER, FRANCIS J.  
Signalman ..... Aberdeen, S. D.  
ROSS, CHARLES M.  
Loco. Engr. .... Minneapolis, Minn.  
SNIDER, MARIE L.  
Agent ..... Westport, S. D.  
WILCOX, FRANK E.  
Conductor ..... Minneapolis, Minn.

## Idaho Division

EASTWOOD, HARRY B.  
Mach. Helper ..... Avery, Ida.  
McKNIGHT, JOHN C.  
B & B Carpenter ..... Spokane, Wash.  
PETERSON, MILLARD C.  
Conductor ..... Malden, Wash.

## Iowa Division

CONE, JOHN  
Trainman ..... Marion, Ia.

MARCHANT, MARL J.  
Telegrapher ..... Marion, Ia.  
STACY, ROBERT L.  
Sec. Foreman ..... Sac City, Ia.

## Iowa, Minnesota & Dakota Division

BLABAUM, OREN F.  
Loco. Engr. .... Austin, Minn.  
BROWN, HAROLD C.  
Conductor ..... Austin, Minn.  
CAREY, MATHEW G.  
Conductor ..... Mason City, Ia.  
CHOATE, ARTHUR M.  
Agent ..... Nora Springs, Ia.  
FLYNN, FRANK  
Conductor ..... Madison, S. D.  
JOHNSON, JOHN J.  
Conductor ..... Sioux Falls, S. D.  
KEMP, COLONEL S.  
Crossing Flagman ..... Sioux Falls, S. D.



A disability annuity is payable for the rest of the disabled employe's life unless, before reaching age 65, he recovers from his disability. In that event, his annuity will be terminated at the end of the month in which he recovered. However, he could again become eligible for an age annuity at 65.

**Q. When does a retirement annuity under the Railroad Retirement Act begin?**

**A.** If an employe has filed an application and meets all other requirements, his annuity becomes payable as of the day after he stops working, except that it cannot begin more than one year before the date on which he files his application.

**Q. For how long is a retirement annuity payable?**

**A.** An age annuity is payable for life, except that it cannot be paid for any month in which the annuitant works for a railroad, or for his last nonrailroad employer, if any, for whom he stopped working in order that his annuity could begin. No payment is made for any part of the month in which the employe dies.

## Taxes Paid on \$350 of Income

IN THIS column last month an example was given to show how much railroad retirement tax an employe would pay on \$300 of earnings; it also showed how much the railroad would pay in railroad retirement tax and in unemployment insurance tax on behalf of that same individual. The \$300 earnings figure was used merely as an example by the Railroad Retirement Board, which provides the material for the "What's the Answer?" feature. *That figure should not be confused with the \$350 maximum against which these taxes apply.*

In other words, it should be noted that the maximum figure for computing these taxes is \$350, not \$300.

LARSON, HARRY B.  
 Conductor ..... Mason City, Ia.  
 MARSHALL, ERMA M.  
 Clerk ..... Bridgewater, S. D.  
 MARSHALL, MARTIN L.  
 Agent ..... Bridgewater, S. D.  
 SCHMIDTGALL, R. C.  
 Sec. Laborer ..... Mitchell, S. D.

**La Crosse & River Division**

EHRENHARDT, ARTHUR A.  
 Trainman ..... Milwaukee, Wis.  
 SPICER, GEORGE H.  
 Cashier ..... Portage, Wis.

**Madison Division**

EMIGH, WILLIAM H.  
 Loco. Engr. ..... Beloit, Wis.  
 JOHNSON, ALFRED C.  
 Rndhse. Foreman ..... Madison, S. D.  
 McDONALD, GEORGE D.  
 Sec. Laborer ..... Racine, Wis.

**Milwaukee Division**

BARRETTE, ARTHUR G.  
 Sec. Foreman ..... Crivitz, Wis.  
 BREITENBACH, JOHN M.  
 Loco. Engr. ..... Green Bay, Wis.  
 CAMPBELL, AZARIAH D.  
 Agent ..... Morton Grove, Ill.  
 GEHRKE, ELLSWORTH P.  
 Crossing Man ..... Menasha, Wis.  
 JEWELL, HARRY L.  
 Conductor ..... Milwaukee, Wis.  
 MOLL, HERMAN W.  
 Sec. Laborer ..... Pardeeville, Wis.  
 OPITCHKA, EDWARD J.  
 Conductor ..... Green Bay, Wis.  
 OPPERMAN, ANTON R.  
 Section Laborer ..... Milwaukee, Wis.  
 RATACHIC, FRANK S.  
 Lead Boilerman ..... Green Bay, Wis.  
 SCHMIDT, JOHN  
 Loco. Engr. ..... Channing, Mich.

**Milwaukee Terminals & Shops**

ANDROFF, GENE  
 Ex. Gang Laborer ..... Milwaukee, Wis.  
 ENGEL, ARTHUR A.  
 Loco. Engr. ..... Milwaukee, Wis.  
 FOLEY, THOMAS  
 Carman ..... Milwaukee, Wis.  
 MENDLIK, ADELINE B.  
 Clerk ..... Milwaukee, Wis.  
 SATINA, STEVE  
 Carman ..... Milwaukee, Wis.

**Rocky Mountain Division**

LOWERY, EDWARD J.  
 Mach. Helper ..... Deer Lodge, Mont.

**Terre Haute Division**

CURRAN, DANIEL J.  
 Inspector ..... Terre Haute, Ind.  
 KING, ELMER E.  
 Foreman ..... Terre Haute, Ind.  
 LEWIS, CARL  
 Loco. Engr. ..... Terre Haute, Ind.  
 MARIETTA, LOUIS A.  
 Sec. Laborer ..... W. Clinton, Ind.  
 McCOWN, HOMER T.  
 Clerk ..... Terre Haute, Ind.

**Trans-Missouri Division**

DYBA, WALTER  
 Wood Machine Oper. .. Miles City, Mont.  
 HAWK, GEORGE  
 Sec. Laborer ..... McLaughlin, S. D.  
 SAKELARIS, CHRIST A.  
 Sec. Foreman ..... Ismay, Mont.  
 SANGER, ADOLPH C.  
 Telegrapher ..... Hettinger, N. D.  
 VOORHIES, CLARENCE M.  
 Mach. Helper ..... Miles City, Mont.



Aerial view, in a general easterly direction, showing the tract of land on which the Kitchens of Sara Lee, Inc., is building its new facility. The location is toward the upper right end of the open triangular area, opposite the Forest Glen suburban station in Chicago on the Road's Milwaukee Division main line.

**Milwaukee Road to Serve New Sara Lee Bakery**

THE industrial development department recently announced that Kitchens of Sara Lee, Inc., would construct a \$2 million bakery plant at 5401 Elston Ave. in Chicago which would be served exclusively by The Milwaukee Road.

This modern plant, which will receive some 200 line haul cars annually over this railroad, will be equipped in such a way as to permit almost complete automation. Bulk flour and sugar, for example, will move pneumatically from cars at the delivery docks to electronic scales and processing areas.

The 110,000 square foot plant is being located on this site as a result of

negotiations between the Road's industrial development department and H. A. Davis & Company, real estate brokers. That firm was also successful in arranging for the development of the Bishop Lumber Company property which is also served by this railroad, and of which the Sara Lee tract is a part.

Negotiations for the track to serve this district, and the ultimate sale of the property was under active consideration for more than two years, S. J. Cooley, Milwaukee Road industrial commissioner, said.

The new building, which will be in full operation by the fall of 1958, will handle all of the company's production needs, now divided between plants at 2109 S. Carpenter St. in Chicago, and in suburban River Grove.

A research center, including a quality control laboratory and an experimental bakery, will be a major feature of the new facility. The 40,000 square foot processing section will be sealed off from the rest of the plant, with temperature and humidity controlled by filtered air conditioning. Because the company "fresh freezes" its cakes for shipment outside the Chicago area, the plant will have a 10,000 square foot freezing area at temperatures under 30 degrees below zero.

The company began operations in 1951 in a small north side bakery and has grown rapidly, with sales mounting from \$400,000 the first year to more than \$10 million in 1956.

**Twin City Terminals**

BALCOM, FRANK M.  
 Switchman ..... Minneapolis, Minn.  
 BUSTERUD, CLARENCE A.  
 Machinist ..... Minneapolis, Minn.  
 FISCHER, WILLIAM F.  
 Ex. Gang Laborer ..... Minneapolis, Minn.  
 HAAS, FRED J.  
 Laborer ..... Minneapolis, Minn.  
 JOHNSON, HANS  
 Switchman ..... Minneapolis, Minn.  
 LUNDQUIST, WALTER H.  
 Machinist ..... Minneapolis, Minn.  
 RILEY, WALTER J.  
 Switchman ..... Minneapolis, Minn.  
 SALMON, HENRY M.  
 Switchman ..... Minneapolis, Minn.  
 SMITH, HARRY W.  
 Switchman ..... Minneapolis, Minn.  
 WALLA, LUKE  
 Asst. Trainmaster ..... Duluth, Minn.  
 WANN, ALBERT  
 Special Officer ..... Minneapolis, Minn.



## The Santa Claus Legend — *is it good or bad?*

EVERY December a new crop of young parents begins to worry about Santa Claus. Is he not only old fashioned, but psychologically wrong? Will their youngsters, steeped in his legend, be ill-prepared to cope with life in an age of scientific realism?

An article in *Better Homes & Gardens* magazine which deals with this problem says that the modern child, however brilliant or however average, will not suffer from absorbing the Santa Claus illusion. On the contrary, it says, he will be definitely enriched. He will know that there is a Santa Claus, and the transition from the character of fiction to the bill-paying Santa of fact will be so grad-

ual that he will never be harmed by it.

If some older child reveals the masquerade, just soften the shock. He'll be learning that actually Santa is a spirit, an expression of a wish to show our love. The whiskers, red suit and reindeer are merely stage dressings to make the drama more delightful. They are not important in themselves, but only as props for the legend.

In children's minds, Santa Claus is not a specific individual who lives eternally at the North Pole. He might, in his magic, turn up at Sunday school, in the living room at home, or on street corners ringing a Salvation Army bell. These visible personifications are not confusing

to children. In their innocence, they see only what they want to see.

In millions of homes, Santa is an elusive being who functions only when children are asleep. The article says that apparently children like this. It enhances the mystery, making every mouse-squeak or scraping of a tree limb a sound from his magic sleigh. When the question arises about whether Jesus and Santa are the same person, explain in the child's own language the truth . . . that Santa is the spirit of Christmas. Make it clear that Jesus taught faith and hope and love, and that Santa is a figurative being who helps us understand and use that teaching.

## Deck the House

MAKING new Christmas decorations with odds and ends you have around the house can be a lot of fun.

How about a ribbon wreath to add a warm touch to your living room window? Simply fasten 12 pompons made of red Satintone ribbon to a 10-inch cardboard circle and finish it with a gay red satin bow. After Christmas stuff the small ribbon loops with crushed tissue from your gift wrappings and store it in a sturdy box. It will serve for many holiday seasons to come.

Our grandmothers made these pomander balls for Christmas gifts. A

bowl of them standing on a hall table will perfume an entire house. Select a firm lime and puncture it with a darning needle to make small holes. Fill the holes with cloves, leaving the heads above the surface. The prongs must just touch, for as the lime dries the skin shrinks. Sift over it powdered nutmeg until every part is covered. Tie in a square of coarse cheesecloth, secure the corners with twine and suspend in a dry place. It will cure in about 10 days, and improve with age. The process can be repeated with lemons, thin skinned oranges, quinces and medium-sized apples. Oranges call for orrisroot used with the cloves, apples for cinnamon, and quinces for powdered allspice.

Use small pieces snipped from the Christmas tree for tiny trees on place cards. Stick each sprig in a large gumdrop, moisten the candy and attach it to the card. Use tiny bits of colored gumdrops for ornaments . . . Cut Christmas stockings out of those mesh bags that hold oranges. Bind the cut edges with red tape and add small dimestore bells . . . Renew the life of old ornaments by painting them with a little glue and sprinkling them with artificial snow . . . For distinctive tree balls, glue small clusters of seashells and the colored stones from discarded jewelry on the balls . . . Or make "dancing dolls" by fastening small lace doilies around the bottom of tree ornaments.

# Christmas Greetings from the Kitchen

THE Swedes say "God Jul, Gott Nytt Ar!" as they serve these traditional holiday cookies with the traditional steaming coffee. It means the same here—Merry Christmas and Happy New Year!

## Pepparkakor

- 3½ cups sifted enriched flour
- 1 tsp. baking powder
- 1½ tsps. ginger
- 2 tsps. cinnamon
- ½ tsp. cloves
- ¼ tsp. ground cardamom
- ½ cup butter or margarine
- ¾ cup light molasses

Mix and sift first 6 ingredients. Cream butter or margarine; add sugar gradually while continuing to cream. Add egg and molasses. Stir in dry ingredients; blend thoroughly. Cover. Chill overnight. Roll out ⅛-inch thick on floured board, and cut into stars. Bake in a 375 F. oven about 8 to 10 minutes. Decorate as desired. Makes about 6 dozen.

## Spritz

- 1½ cups butter or margarine
- 1 cup sugar
- 1 well-beaten egg
- 2 tsps. vanilla
- 4 cups sifted enriched flour
- 1 tsp. baking powder.

Cream butter or margarine, adding sugar gradually. Add egg and vanilla. Beat well. Add sifted dry ingredients and mix to smooth dough. Chill thoroughly. Force through cookie press, forming Christmas trees, or cut in any desired shape. Bake in a 400 F. oven until set, but not brown. This takes about 8 to 10 minutes. Makes about 4 dozen.

\* \* \*

With several loaves of cake-like Christmas breads on hand, there will be plenty of refreshments for drop-in guests. For a small group, coffee or tea is a good choice. This bread should be buttered slightly before serving.

## Orange Tea Bread

- 1 cup milk
- ¾ cup sugar
- 1¼ tsps. salt
- ½ cup shortening
- ¼ cup warm, not hot water

- 2 pkgs. or cakes yeast, active dry or compressed
- 2 eggs, beaten
- grated peel of 1 orange
- 5½ cups flour
- ½ cup candied orange peel

Scald milk, add sugar, salt and shortening. Cool to lukewarm. Put water in a large mixing bowl (warm for active dry yeast, lukewarm for compressed). Crumble in yeast and stir until dissolved. Add lukewarm milk mixture, eggs and grated orange peel. Stir in half the flour, beat until smooth. Add candied orange peel, then remaining flour, and turn out on floured board. Knead until elastic, place in greased bowl and rub top with shortening. Cover; let rise in warm place until doubled in bulk (about 1 hour). Shape into two loaves, place in greased loaf pans, cover and let rise again until doubled in bulk. Bake at 375 F. about 35 minutes. While warm frost with confectioner's sugar frosting\* and decorate with candied cherries and nuts. This bread keeps well.

\*Confectioners' Sugar Frosting: Combine ½ cup confectioners' sugar with enough lightly beaten eggs white to spread smoothly.

\* \* \*

Buffet-style service is a real break for the holiday hostess. A casserole of chicken and celery, accompanied by thinly sliced caraway rye bread and a vegetable is superbly festive.

## Chicken and Celery—Buffet Style

- 2 cups finely cut celery
- ¼ cup chicken fat or butter
- ¼ cup flour
- 1½ tsps. salt
- dash of pepper
- 1 cup chicken stock (or bouillon)
- ½ cup milk
- ½ cup water drained from celery
- 2 cups diced cooked chicken
- 1 cup corn flakes
- 1 tbsp. butter, melted

Cook celery in water to cover until tender; drain, saving water. Melt chicken fat; stir in flour, salt and pepper. Gradually add stock, milk and celery water, stirring constantly. Cook until thickened. Alternate layers of chicken and celery in greased 1½-qt. casserole; cover with sauce. Crush corn flakes slightly, mix with melted butter, and sprinkle over sauce. Bake in a hot 400 F. oven about 10 minutes, or until thoroughly heated.



Swedish Cookies



Orange Tea Bread



Chicken and Celery Buffet Style

## make your own holiday candles

COLORLED candles of your own making will add warmth and gaiety to your holiday table and mantel. All-purpose dyes give soft muted colors to household wax that you can mold yourself into the shapes you prefer.

Use one to two teaspoons of dye for each pound of paraffin, suggests Better Homes & Gardens. One and three-quarter pounds of paraffin melt to make a

quart. Milk and cheese cartons, juice concentrate cans and gelatin molds are all good shapes for candles.

The wick should be inserted first. Run a string through a hole you punch in the center of the bottom of the mold. Knot it on the underside, wrap it around a pencil, and secure across the mold top. Melt paraffin in a metal can set in a pan of hot water, then stir in the dye.

Remove from heat and stir thoroughly three to five minutes. Don't be concerned about dye residue that remains in the bottom.

On the underside of the mold, wax-seal the hole through which the string wick goes and let it harden. Then pour colored wax into the mold very slowly. Let it harden about 12 hours before removing from the mold.

## HERE'S TO MERRY EATING



**5-MINUTE FUDGE, WILD WEST STYLE.** Pack toys with this Wild West fudge for youngsters on your Christmas list. It's the easiest you've ever tried. Mix  $\frac{2}{3}$  cup (small can) undiluted evaporated milk,  $1\frac{2}{3}$  cup sugar and  $\frac{1}{2}$  tsp. salt. Heat to boiling, then cook 5 minutes, stirring constantly. Remove from heat and add  $1\frac{1}{2}$  cups diced marshmallows,  $1\frac{1}{2}$  cups semi-sweet chocolate chips and 1 tsp. vanilla. Stir until marshmallows melt. Pour into buttered 9-inch square pan. Mark off in squares and press animal crackers into fudge.

**Confetti Cake** is a tempting dessert for a New Year's Eve supper. Make it of your favorite white cake mix, adding to the batter  $\frac{1}{2}$  cup chopped toasted almonds. Frost with  $\frac{1}{4}$  cup margarine creamed with  $1\frac{1}{2}$  cups confectioners' sugar. Beat in 1 egg, add  $\frac{1}{2}$  cup chopped glazed fruit and 1 tsp. almond extract and blend, and then beat in another  $1\frac{1}{2}$  cups confectioners' sugar.

**Santa Claus** dessert for the kiddies is suggested by American Home magazine. Just top a peach half (round side up) with a hat-shaped cookie or ice cream cone covered with red frosting. Make the fur band on the hat and the beard of whipped cream. Nose and eyes are raisins.

**These will take care of nibblers during the holidays:** Combine  $\frac{1}{8}$  cup molasses with  $\frac{1}{8}$  cup light corn syrup, 2 cups sugar and 1 cup water; cook slowly, stirring constantly until sugar is dissolved. Cook then without stirring to 300°F. (when small quantity dropped into cold water forms very brittle ball). Quickly dip nut meats into syrup; drain on waxed paper.

Just right for Christmas table and for a gift that is unusual is **Pine-Apricot Jam**. The recipe: Wash  $1\frac{1}{2}$  cups dried apricots, cover with water and soak overnight. Simmer until tender in the water in which they are soaked.

Puree apricots and add 2 No. 2 cans crushed pineapple,  $\frac{1}{2}$  lemon sliced thin and 4 cups sugar. Simmer, stirring frequently, until thick and clear. Then add  $\frac{1}{4}$  cup maraschino cherries and  $\frac{1}{4}$  cup chopped walnuts. Seal in sterilized jars. (*American Home*)

**Offer these fat sugar cookies** to Yuletide callers—it's a Better Homes & Gardens recipe: Cream  $\frac{1}{2}$  cup shortening with  $\frac{3}{4}$  cup sugar, add 1 egg and beat well. Add  $\frac{1}{2}$  tsp. vanilla and  $\frac{1}{2}$  tsp. grated orange peel. Sift together 2 cups flour,  $\frac{1}{4}$  tsp. salt,  $\frac{1}{2}$  tsp. baking powder and  $\frac{1}{2}$  tsp. soda and add to mixture alternately with 2 to 3 tbsps. milk. Chill and then roll  $\frac{1}{8}$ -inch thick on lightly floured pastry cloth. Cut into Xmas shapes and bake in a 375°F. oven about 12 minutes. Glaze with thin confectioners' sugar icing.

From the Pan-American Coffee Bureau we have this recipe for a delicious **Coffee Eggnog**: To 2 cups double-strength coffee add 1 tbsp. broken stick cinnamon, 6 whole cloves and 2 allspice berries, and simmer 15 minutes. Strain and chill. Combine then with 2 qts. dairy-bottled eggnog and 1 tbsp. vanilla. Chill well. Whip 1 cup heavy cream and fold into mixture. Pour over 1 qt. vanilla or coffee ice cream placed in a punch bowl. Sprinkle with nutmeg.

## Books for the Young People on Your List

CHILDREN between the ages of eight and twelve have such a wide range of interests that almost any good book is a welcome gift.

As a result of the recent launching of the Russian satellite, good selections for these youngsters on your Christmas list are **EXPLORING THE MOON**, **EXPLORING MARS** and **EXPLORING THE UNIVERSE**, all by Roy A. Gallant. The last named book received the Thomas Edison award for the outstanding science book of 1956.

Children today are interested in things scientific, as witness the fact that the best-selling children's book last year was **THE WONDERFUL WORLD OF MATHEMATICS** by Lancelot Hogben. A companion volume just published is entitled **THE WONDERFUL WORLD OF ENERGY**, which traces man's conquest of power from brute force to the atomic age. Other very readable books in this series are **THE WONDERFUL WORLD** and **THE WONDERFUL WORLD OF THE SEA** by James Fisher, **THE WONDERFUL WORLD OF ARCHAEOLOGY** by Ronald Jessup, and **EXPLORING THE WEATHER** by Roy Gallant.

For children who like poetry, Helen Ferris, editor of the Junior Literary Guild, has selected a big anthology entitled **FAVORITE POEMS OLD AND NEW**. This handsome book (624 pages, over 700 poems, \$4.75) contains all of the best loved poetry suitable for children, from selections from the Bible to time-honored favorites such as "Casey at the Bat", "The Barefoot Boy" and "The Village Blacksmith".

A book to stimulate interest in religion is **THE BOOK OF GOD: Adventures From the Old Testament**, by April Oursler Armstrong. For the student of ballet there are three books to help with home practice, the **FIRST, SECOND and THIRD STEPS IN BALLET** by Thalia Mara; for young homemakers, the **BETTER HOMES AND GARDENS JUNIOR COOK BOOK**; for adventure lovers, **THE AMERICAN REVOLUTION** by Bruce Lancaster, **THE CIVIL WAR** by Fletcher Pratt, and **WINNING THE WEST** by Harold McCracken.

Eight-to-twelve-year-olds who are interested in animals can't fail to be pleased with **EXPLORING THE ANIMAL KINGDOM** by Millicent Selsam.



Others sure to please, on scientific subjects, are Dorothy Sterling's **THE STORY OF CAVES**; **THE STORY OF MOSSES, FERNS AND MUSHROOMS**; and **INSECTS AND THE HOMES THEY BUILD**. In the "under \$2 gifts", ask your book seller about the **REAL BOOKS**. These include **THE REAL BOOK ABOUT PREHISTORIC LIFE**, **THE REAL BOOK ABOUT CRIME DETECTION** and **THE REAL BOOK OF ELECTRONICS**.

**FUN WITH STAMP COLLECTING**, by Fred Reinfeld, tells beginners how to start a collection, explains the terms used by philatelists, and the various paths to follow. With a small packet of foreign stamps, this is a wonderful gift for a child on your list.

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## Madison Division

### SECOND DISTRICT

W. S. Busky, Correspondent  
c/o Agent, Rockford

Congratulations were extended to Assistant Superintendent W. F. Plattenberger and wife on their new arrival, another boy.

Retired Yard Foreman George Gahagan, age 69, passed away Oct. 28 after a short illness. Services were held at St. Jude's Catholic Church.

Donald Wiley, chief engineer of signals and communications, Chicago, addressed the Racine chapter of Delta Nu Alpha, transportation fraternity, in the Rainbow Room of the Hotel Racine on the subject of railway operations now and in the future in the field covered by his department.

Rate Clerk Marvin Hansen, Racine, was married recently to Judy Hansen, in the Emmanuel Evangelical Lutheran Church, Racine. A reception was held after the ceremony at the Club Lathrop. The newlyweds visited northern Wisconsin on their wedding trip.

Agent W. E. Hall, Racine, was recently elected vice chairman of the Carriers Committee of the Racine Chamber of Commerce.

## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Superintendent, Spokane

Retired Conductor and Mrs. Ward Hale of Malden celebrated their golden wedding anniversary Oct. 2 at the Congregational Church. Over a hundred well-wishers attended the reception.

On Oct. 6 Fireman David Preston of Malden and Ruth Mary Buob of Rosalia were married. Following a trip to California, they moved into a home in Rosalia.

"It's a Boy" cigars were passed out by Lineman C. L. Lintvedt on Oct. 16 when "Charles LaVerne" was born.

Wilbur Bottjer, 15, grandson of Retired Agent F. E. Soewell now of Escondido, Calif., died during a sandlot football game in Spokane. His uncle is Agent Soewell of Coeur d'Alene, who was recently at Lind, Wash.

R. M. Warnke of the car department, Spokane, is out of the hospital and is expecting to return to work soon. Carman C. E. Henshaw is at home after undergoing surgery.

Conductor S. Ellis and Engineer Fred Krebs have both returned to their Malden homes following surgery. Mr. Krebs was at Moses Lake when he became ill. En-

gineer Sessions is getting along well following his accident.

The Air Force has two new recruits from Malden—Jack Campbell, grandson of Engineer O. A. Burns, and Russell Trowbridge, son of Engineer Trowbridge. They reported to the Lackland, Tex., base.

Yard Conductor John Stilz and wife spent their recent vacation fishing and swimming around Long Beach, Calif., where their son-in-law is a deep sea diver.

G. M. Johnson, retired conductor, and Mrs. Johnson made a trip to the Middle West, including Chicago, Milwaukee, and other Wisconsin points where they have relatives.

## L & R Division

### THIRD DISTRICT

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

Pvt. Jerome Kolberg, furloughed fireman stationed with the 82nd Airborne Division at Ft. Bragg, N. C., received his silver wings at graduation exercises there Oct. 4.

James Parker, son of Train Dispatcher Howard Parker, has begun his first year in the Salvatorian Seminary, St. Nazanz, Wis.

Dick Brostrom, son of Roadmaster Brostrom, is president of the junior class at the Wausau Senior High School this year. He is also on the football team.

Conductor and Mrs. Ray Myszka have moved into their new home in Wausau.

Retired Engineer and Mrs. G. F. Raese have sold their home in Wausau and will move to Florida, where several of their children are located.

Retired Conductor Fred Lehrbas will make a trip to Pocatello, Ida., for a reunion with his brother and sister, 90 and 84 years old, respectively. Mr. Lehrbas, who is 88, is enjoying exceptionally good health, which he attributes to being very active. Chores about his home keep him busy during the winter, and during the summer he spends a lot of time at his cottage. In Wausau, his garden keeps many of his neighbors in vegetables throughout the summer.

Engineer James O'Brien Sr. attended the "Dad's Day" banquet held in connection with Ohio Wesleyan University homecoming festivities Nov. 2. James Jr. has been appointed one of nine justices of the new Men's Court by the student council. Now a junior and an economics major, he has been active in football and student government.

Their 50th wedding anniversary was observed recently by Retired Car Foreman and Mrs. John Zander at the Moose Lodge in Wausau, where a dinner was served, followed by card playing and dancing. Attending were the couple's three sons, Lawrence of Schofield, Wis., and Albert and Clarence of San Diego, Calif. Mr. Zander retired 10 years ago.

Conductor and Mrs. Oscar Larson vacationed in New Orleans, Hot Springs, and other southern cities. Section Foreman and Mrs. Walt Rahn enjoyed an auto trip to California. Engineer Charles Conklin and Fireman Ken Conklin, with their wives, chose the bird season to vacation at their cottages on Deep Woods Lake. Engineer and Mrs. G. F. Loomis (roundhouse clerk) went to Denver to visit their son James; then to Las Vegas. Roundhouse Foreman and Mrs. Paul Jensen vacationed in Seattle.

Henry Osswald, son of Walter Osswald (mechanical department) has been elected president of the senior class at D. C. Everest Senior High School, Rothschild.

Retired Crossing Flagman Daniel Madden recently visited with his daughter, Sister Mary Bernard, at St. Mary's Hospital in Wausau. He will also visit relatives in Milwaukee and Waunakee



**WITH BEST WISHES.** Retiring at the end of October, L. F. Anderson, assistant district storekeeper with headquarters at Western Avenue, is pictured (left) at a dinner held in his honor by co-workers in the Chicago area, accepting a testimonial gift from R. K. Baker, district storekeeper of the Southern District. Mr. Anderson had been with the Road since 1920 and in the stores division since 1922. Starting as a clerk, he was promoted in 1925 to chief clerk in Mason City and later in Chicago, then to assistant division storekeeper at Western Avenue and Bensenville, and in 1950 to division storekeeper of the Chicago Terminals. He had been assistant district storekeeper of the Southern District since May, 1951.

## Chicago Union Station Manager Retires

CLARENCE P. FISHER, general manager of the Chicago Union Station Company since 1949, retired on Nov. 30. He lacked only a month of having been in railroad service 52 years.



Mr. Fisher is a native of Buffalo, N. Y., and started his career there in the Pennsylvania's maintenance of way department. Transferring to the engine house, he worked briefly as a machinist's helper. Later he was employed on various positions in the car department and was also for a time in train service. Starting in 1924, he went on special duty for the operating department, in which he was promoted to superintendent in 1936. He was superintendent of the road's Chicago Terminals Division when he resigned to head the Union Station organization in 1949.

A Chicagoan since 1933, Mr. Fisher has served as chairman of the rail transportation division of the Chicago Civil Defense Corps and as a member of the mayor's Citizens' Committee for a Cleaner Chicago. Several hundred railroad, civic and industrial leaders honored him at a testimonial dinner on Nov. 7. He plans to make his future home in Buffalo.

before returning to his home in Mill Valley, Calif.

Gold Passes have been received by Conductor W. J. Hayes, who retired in August, and Conductor O. W. Larson.

Don Conklin (roundhouse) is the father of a boy, Hugh, born Oct. 17. Engineer Charles Conklin is the grandfather; "your correspondent" a great-aunt. Brakeman Harold Skibba is the father of a girl born Oct. 12. Engineer Art Janz is the grandfather of a girl born Oct. 12. Art Jr. is the father.

Following a brief illness, Mrs. Thomas Lane, 85, passed away at Merrill Oct. 25. She was the widow of one of the early Valley conductors, who entered service in 1891 and retired in 1937. Funeral services were held in St. Francis Xavier Catholic Church in Merrill, burial following in the parish cemetery. Officiating at the services was her son, Rev. T. J.

Lane, an instructor at Notre Dame University in Indiana. Immediate survivors are a daughter, Miss Mary Lane, at home; three sons, Dr. G. W. Lane, Petaluma, Calif., Dr. F. C. Lane, Merrill, and Father Lane.

## Terre Haute Division

Contributed by J. Frances Pettus  
Superintendent's Office, Terre Haute

Walter C. Glass, division storekeeper at Terre Haute, vacationed in San Diego, Calif., visiting his son, Walter Jr., who is a chief radioman in the Navy.

Joe McMahon, chief clerk in the store department, attended the retirement party in Chicago on Oct. 28 in honor of L. F. Anderson, assistant district storekeeper.

The new member of the T. K. Sims family is daughter "Judy Kay." The proud father is operator at Spring Hill tower and local chairman of the O.R.T.

Word has been received of the recent death of Retired Carman A. C. Austin, brother of Chief Clerk A. H. Austin of the car department.

We just recently learned of the death of Mrs. Mary Talkington, wife of retired agent-operator. Mr. and Mrs. Talkington were involved in an automobile accident near Columbus, Ind., and Mrs. Talkington died as a result of her injuries. Mr. Talkington, who was not seriously injured, has fully recovered.

## I M & D Division

SANBORN-RAPID CITY

Florence Paullin, Correspondent  
Roundhouse Clerk, Mitchell

William "Bill" Schumaker, retired Platte line engineer who now lives in Boise, Ida., stopped in the office recently for a chat. Also Lyle Shannahan, former I&D fireman now traveling engineer at Terre Haute, along with his wife Vera and their daughter.

Word has been received that Ove A. Lynberg, retired Sioux City engineer, passed away in Long Beach, Calif., on Aug. 19. Burial was in Long Beach.

Frank Henderson, retired switchman, passed away at Sioux Falls and was buried there on Oct. 9.

Word comes to us that John Leafstone underwent surgery in a Sioux City hospital recently.

C. Walburn, night caller at Sioux City, has taken the night calling position at Perry, Ia.

F. D. Morgan, night foreman recently at Sioux City, has taken the position of foreman at Madison, S. D., left vacant by the retirement of A. C. "Al" Johnson.

Agent L. L. Long of Mitchell—"Ted" to his many friends and associates—was recently elected president of the Mitchell Kiwanis Club.

Mrs. Paul Mueller, widow of the former roundhouse foreman in Sioux City, passed away recently in a Sioux City hospital after a long illness. Burial was from the Trinity Lutheran Church in Sioux City. She was the mother of Engineer Kenneth Sabin of Sioux City.

It's a girl for the James Lingbeck family, born at the M. E. Hospital in Mitchell on Oct. 28. Jim is night electrician at the Mitchell roundhouse.

Mr. and Mrs. Perry Paullin (Mitchell machinist) have returned from a vacation spent in Payne, Ohio, and Ft. Wayne, Ind. En route home, they stopped in Chicago to see the Chicago Bears defeat the Los Angeles Rams at Wrigley Field.

Retired Machinist Ray Woodman is in the Methodist Hospital in Mitchell at this writing.

It was a gala evening at the Elks Club in Mitchell on Oct. 21 when the local chapter of the Women's Club staged its annual veterans' party. Sixty veterans, together with their wives, turned out for the affair, which featured a 6:30 dinner served by the Wright Catering Service. Entertainment followed, also a short program at which Retired Engineer George Gowling spoke for the veterans and Mrs. John Thompson, club president, for the club, and games. Mrs. John Thompson was general chairman of the affair, and Mrs. W. J. Potvin and Miss Florence Paullin were in charge of entertainment. Approximately 128 were present.

Sympathy was extended to Carman Ambrose Mackey whose brother Tim passed away recently at his home in Mitchell.

Section Foreman H. J. Miller of Yankton has been presented with his Gold Pass.

At Rapid City, S. D., Mrs. Dan A. Kemerling Sr., widow of retired roadmaster and mother of Fireman Dan Kemerling, was the subject of considerable newspaper publicity recently due to her work for the Mountain View Nursing Home drive. The goal of the fund raising campaign, which closed on Nov. 1, was \$150,000, so as to qualify for an equal federal grant. To finance her subscription, Mrs. Kemerling decided to hold an "open house" for a week and with the help of two friends sell home-baked cookies, a project in which she had been quite successful in raising money for her church. Mrs. Kemerling, who is 77 and has been on crutches since she broke a hip about two years ago, is nevertheless very active and keenly aware of the need for a modern nursing home for elderly convalescents in the Rapid City area. Her cookie sale, extended to two weeks by popular demand, brought in a cool \$1,780.

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**WHERE THE WILD GEESE WENT.** Milwaukee Road sportsmen who invaded the Horicon Marsh out of Horicon, Wis., for the recent opening of the goose season got their share of the big game birds. Pictured here with a pair of fat Canadian honkers are Don Woodhouse, chief clerk to the superintendent of the Milwaukee Division (left), and Paul Bridenstine, trainmaster at Horicon headquarters.



**BUSMEN'S HOLIDAY.** A party of approximately 50 members of the Philadelphia Passenger Association, which includes transportation people in the Pennsylvania and New Jersey areas, pictured on a recent educational tour of the scenic wonders of the Milwaukee Road's route through the Pacific Northwest. Traveling from Chicago on the Olympian Hiawatha, they stopped at Three Forks, Mont., to tour Yellowstone Park, proceeded to Seattle for trips to Mt. Rainier and Victoria, B. C., and from there took the trip out of Portland down the Columbia River highway. Returning, they rode the City of Portland. Tour conductor was E. P. Schilling, Milwaukee Road district passenger agent in Philadelphia (front, fifth from left (in dark suit) who is president of the association this year.



**LAST TIME AROUND.** Conductor John J. Johnson, a long-time veteran of the old SC&D Division, retired recently with a total of 46 years and 10 months of service to his credit. He is pictured here (left) his last time around to pick up train orders from Operator Donald Decker at Sioux Falls, S. D.



**ROMANCE NEWS.** Miss Jean Marie Cahalan daughter of Mason City Conductor George W. Cahalan, and James Wright are this happy couple who exchanged marriage vows at St. Joseph's Church in Mason City on Oct. 5. A reception in the church hall followed the ceremony. The Wrights have since returned from a wedding trip to Denver.



**A COUPLA SPORTS.** Engineers William C. "Bill" Selig (left) and William "Bill" Zoellner were just hitting their stride in train service on the old CGM Division when in 1914 they were snapped thus at a railroad family picnic in Chicago. The picnic spot was Sharpshooter's Park, forerunner of the present Riverview, a famous mecca for amusement seekers. Engineer Zoellner retired this fall, making his last trip on the Chicago-Madison run of the Varsity. He had 53 years of service. Engineer Selig, still on the active list after 55 years, is currently on the Healy switch job in the Chicago Terminals.



**TRIBUTE TO CAESAR.**

As a surprise for Caesar G. Peterson his last day on the job, co-workers in the office of the freight auditor in Chicago devised this replica of his retirement home in Bemidji, Minn. Pictured admiring it with him are (from left) Kitty McKinzie, Jane Mezak and Erna Hendrickson. For details, read the column of Magazine Correspondent Norman Hendrickson.

## New Scribe, Norman R. Hendrickson

WHEN a fellow employe of Norman R. Hendrickson recommended him as being particularly well qualified to serve as Magazine correspondent for the freight auditor's office in Chicago—"He wrote for an Air Force paper while he was on leave, you know"—the candidate laughed and said that his reputation as a journalist had been exaggerated. However, he acknowledged that he does enjoy writing, and that he'd like to try. His initial contribution appears in this issue.

Norman has been with the Road since February, 1951. By joining the freight auditor's force he varied the tradition of following in the footsteps of his father by emulating his mother, Mrs. Erna Hendrickson. He also has a sister employed in the same office, Dorothy St. George. Enlisting in the Air Force in September, 1952, he was away for four years. Starting with basic training in Texas, he spent two years at an ice-bound base in Alaska, then a short period in Florida, and finished his enlistment at the Navy's air missile test center in Point Mugu, Calif. He has been back since October, 1956, cur-



rently working in the revising bureau.

The status of a bachelor leaves Norman with time to indulge in several hobbies. Photography is one—he became interested in it while he was in Alaska—and he has quite a lot of equipment, including an 8 mm. movie camera and a 35 mm. still camera, both with projectors. The possessor of a pleasing baritone voice, he also sings with the company choral club.

## Chicago General Offices

### OFFICE OF FREIGHT AUDITOR

Norman Hendrickson, Correspondent

October 10 marked the end of 48 years of railroad work for Caesar G. Peterson. Caesar started in 1909 as a telegrapher and agent. He joined the Road in 1927 and since then has worked in the freight auditor's office. His plans for the future include hunting, fishing, and the pursuit of his stamp collecting and woodworking hobbies at his new home in Bemidji, Minn. Caesar was more than just surprised when he arrived at work for his last day. On his desk was a replica of his new home, including a figurine to represent him fishing from a boat. On the lawn, employes had planted a few seeds and from them grew a flourishing money tree. Local 991 also paid tribute to Caesar upon his completing 20 years of service as a union officer. They declared Sept. 17 to be Caesar's Day and presented him with a fishing rod and reel.

Marie Nilles of the waybill filing bureau retired recently. She had been with

the Road since November, 1944.

Wedding bells rang loud and clear recently for four girls in the keypunch and coding bureau. Dolores Fagiano and Leonard Niebow became Mr. and Mrs. Sept. 14. They honeymooned in California, where Leonard had once been stationed as a Marine. Irene Puccinelli and Jerome Kearney were married recently and spent their honeymoon in Michigan. Pat Neitzel and James Holzapfel, a former employe, honeymooned in the Wisconsin Dells. Coreen Grimm and John Kocisko also exchanged wedding vows. They honeymooned in Yellowstone National Park.

Charlene Priebes of keypunch and coding has received an engagement ring from Kenneth Bata.

Peter J. Heffner, of the accounting machine bureau, and Denyse Howard were married Sept. 28. Their honeymoon took them to Mexico City and Acapulco, Mexico.

Alice Kwiatkowski of the waybill filing bureau became engaged to Alan Jacob Sept. 14.

Walter (Duke) Ducret of the review

bureau passed away Sept. 25 at the age of 58. He had been an employe of the Road for more than 34 years.

For those of you who have often wondered—there are 12 bureaus in our office, with a total employment of 245 people.

On Oct 21, Dorothy St. George of the statistical bureau and her husband, Pete, became the proud parents of a boy. They have named him "Dan Peter."

### ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

C. E. Morgan, superintendent track welding, proudly announces that he is "grandpa" a second time. Son Rex and wife Natalie, residing at San Leandro, Calif., have a new son, Bradford Rex, born Oct. 6. They also have a daughter who is now two and a half years old. Rex is chief engineer of the Coast Guard cutter "Gresham," stationed at Alameda, Calif.

H. J. Flint, teletype repairman employed by the Road since Oct. 4, 1907, was awarded a 50-year "Gold Card Pass" recently. It was presented to him by W. J. Worley, superintendent of communications and signals.

Ray Keegan Jr., who was secretary to V. E. Glosup, left Oct. 1 to take a position as adjuster in the claim department with headquarters in Chicago.

Joe Wylder is now Mr. Glosup's secretary and Jim Donahugh is the new stenoclerk in work equipment and welding. Jim came to us after a year in the passenger and freight traffic department.

We are sorry to report that S. H. Smith, former assistant engineer under E. E. Burch, bridge engineer, was the victim of an automobile accident near his residence in Elmhurst, Ill., on Oct. 29 and died in DuPage Memorial Hospital, Elmhurst, four hours later. At this writing, his wife is under treatment at the hospital for injuries. "Smitty" was with the Road from Mar. 3, 1913 until his retirement on Dec. 31, 1952. He is survived by his wife Hazel, daughters, Beverly Champion, Shirley Anderton, Muriel Nack and Carol Soley, and son Somers H. Smith Jr.; also by 11 grandchildren. Funeral services were held at a chapel in Elmhurst, with interment in Elm Lawn.

Mr. Smith was born Dec. 27, 1887, in Danville, Pa., and graduated in 1911 from Pennsylvania State College with a B.S. in civil engineering. After doing post graduate work, he was granted his C. E. degree in 1916. He started with the Milwaukee on Mar. 3, 1913, and served in the capacities of designer, office engineer and assistant engineer. Some notable improvements were made on the railroad under his supervision, such as the Evans-ton, Mayfair, and Lake-Hermosa track elevation structures, and a number of grain elevators in Milwaukee. He was

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directly responsible for working up a quick reference system of routing extra heavy and extra wide and high loads over our lines. He was a member of the American Society of Civil Engineers.

Roy Wanser and Francis K. Lee, draftsmen, joined us in the bridge department in October. Ralph Neuman started as draftsman under K. E. Hornung, architect, on Oct. 1. Gasper Arbore, draftsman, came to us Sept. 16. He is at present attending night classes in mechanical engineering at the Allied Technical Institute.

Marge Coyle, steno-clerk, engineering department, may well be proud of the appointment of her son Edward as agency manager, Pacific Mutual Life Insurance Company, in Chicago. He attended the public schools here in Chicago, studied at St. Louis University, St. Louis, and John Carroll University in Cleveland, then graduated from Loyola University, Chicago, with a degree in commerce. He is active in the U. S. Junior Chamber of Commerce.

## H. L. Fortier

HENRY L. FORTIER, 66, a retired veteran of the industrial development department who had a wide acquaintanceship among Milwaukee Road people, died in his home in Chicago on Oct. 30. He had been ill only a short time and succumbed suddenly. Burial was from St. Gall's Church in Chicago to St. Mary's Cemetery.

Mr. Fortier had five years of service with the Burlington before he started with the Milwaukee's land valuation office in Chicago in 1915. Following several promotions he became chief clerk, while the office meanwhile developed into the real estate department and the now industrial development department. For several years he served as president of Lodge 1184 of the Brotherhood of Railway Clerks, and he was also one of the more active members of the Veteran Employees' Association. He retired in July, 1956.

Surviving Mr. Fortier are his wife, Rose; a son, Henry J.; three daughters, Mrs. Rosemary Reed, Mrs. Betty Jane Lane and Mrs. Rosella Gleason; three sisters, five brothers and 15 grandchildren. His son and two of his daughters, Mrs. Reed and Mrs. Lane, are former Milwaukee Road employes.

**"FOR MANY YEARS TO COME".** With the enthusiasm of the dedicated angler, Henry "Hank" Kraebber, retiring Chicago accounting department veteran (center), accepts from J. E. Vraney, auditor of station accounts and overcharge claims, a fund to provide fishing licenses "for many years to come". He also received a complete set of fishing gear. The presentation was made at a dinner given on Oct.



30 by some 65 co-workers, with Mrs. Kraebber, herself a former accounting department employe, looking on. The genial "Hank" started in the overcharge claims office in 1914, and in 1916 was promoted to bureau head. Since 1951 he has headed the relief claim bureau. A skilled violinist, for many years his avocation was conducting his own orchestra, the Royal Serenaders. It is to be expected that the future will hold many leisurely sojourns at Lake Noquebay, Wis., his favorite fishing haunt for upward of 30 years. A. V. "Andy" Gallagher succeeds him as bureau head.

## PURCHASING DEPARTMENT

Bertha Sexton, Correspondent

Our families are growing. C. B. Hanover, purchasing agent, has another grandson, Michael McGowan. James McPherson, general purpose clerk, and his wife Joan welcomed a daughter, Mary Patricia, on Oct. 5.

Leonard Thelander, stationery buyer, and Marjorie recently moved into their new home in Elgin.

We welcomed a new office boy, Robert Easton.

A picture of Mary Alice Maloney, daughter of Jim Maloney, our head price clerk, appeared recently in The Daily News. She was selected as "beauty of the day" at the Prudential Insurance Company.

## FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

A welcome was extended to Harry Jacobson and Leo Schultz, new in the Milwaukee Road family.

Among employes recently promoted were James Butzen, Americo Cristiani, Elmer Dancy and Thomas Kelly.

Sally and Don Devitt, stationed in Germany, enjoyed a recent furlough by touring Austria, Rome, Paris and Switzerland. Civilian life was never like this.

Grace Ferguson and June Liga surprised the grain and the loss and damage

adjusters on Hallowe'en by depositing a hat, a card and some candy on each desk. Many youngsters at home were pleased with the colorful hats.

Mr. and Mrs. Victor Yankowski spent an enjoyable vacation in Victor's home town of Boston, Mass. Mr. and Mrs. Ed Ewald visited southwest points, including the Grand Canyon, Los Angeles and Tijuana, Mexico.

Mary Powitz celebrated her 35th anniversary with the Road on Oct. 30. Mary began her service in the freight claim department in 1922 as a typist, and held various positions up to her present position of personal file clerk. The girls of the department remembered her with 15 brand new dollar bills blossoming on a beautiful plant of yellow "mums." Festivities were topped off by a cake.

## OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

The Richard Bergers are the proud parents of a girl born Oct. 5; name, "Kathy Marie."

Irene Buller and Marge Wagonknecht are back after furloughs for ill health.

Frank Bednarek recently underwent a heart operation.

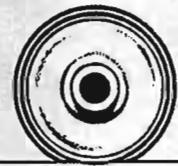
The Gavins, Simons and Rohdes spent their vacations in Los Angeles and San Francisco.

## HALF THE FREIGHT: ONE-TENTH THE FUEL

David E. Smucker, president of the Detroit Toledo and Ironton Railroad, recently made the following significant point in an address before the Great Lakes Institute of Transportation:

"Just to round up the fuel economy inherent in the combination of a flanged steel wheel on a steel rail, let me point out that the railroads now move about half of the intercity freight ton-miles with only one-tenth the amount of fuel that all other forms of transportation use to move the remaining half."

# here's how we're doing



	SEPTEMBER		NINE MONTHS	
	1957	1956	1957	1956
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc.....	\$23,087,803	\$22,269,242	\$192,067,726	\$190,048,793
<b>PAID OUT IN WAGES</b>	10,051,284	10,518,785	93,893,874	93,667,859
PER DOLLAR RECEIVED (cents).....	43.5	47.2	48.9	49.3
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	707,481	720,691	6,593,800	6,461,466
PER DOLLAR RECEIVED (cents).....	3.1	3.2	3.4	3.4
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest.	9,787,610	10,101,687	87,050,694	86,645,468
PER DOLLAR RECEIVED (cents).....	42.4	45.4	45.3	45.6
<b>NET INCOME</b>	<b>\$2,541,428</b>	<b>\$928,079</b>	<b>\$4,529,358</b>	<b>\$3,274,00</b>
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars.....	109,667	119,984	984,439	1,027,977
Decrease 1957 under 1956.....		-10,317		-43,538

## OPERATING DEPARTMENT

G. C. Harder, Correspondent  
Office of Vice President-Operation

Sympathy was extended to Steve Mongelluzzo of the transportation department and Eddie Mongelluzzo of the vice president's office, whose father passed away Oct. 2. Steve and Eddie have asked that this means be taken of extending their appreciation to the many Milwaukee Road people whose interest lent moral support to their father and themselves throughout his illness.

Jay L. Franz, retired office assistant to president, called on his friends in the Union Station during a visit with his son and family in Joliet, Ill. He and Mrs. Franz now live in Orlando, Fla. W. L. Ennis, retired assistant to the vice president-operations, also called on his friends in the Union Station.

Hans Klemmer, stock transfer clerk in the treasurer's office, and his wife, Florence, secretary in Mr. Downing's office, moved into their new home in Roselle, Ill., Nov. 1.

Beatrice Douglas (formerly) Brown, assistant file clerk in the transportation department, is the proud mother of a boy, Charles Thomas.

C. M. Reed, chief operator, and Heine Flint, special lineman in the CG office,

celebrated their 50th anniversaries as employes of the Road on Nov. 4 and Oct. 4, respectively.

Edith Dillow, stenographer in signal and communications, became Mrs. Wayne Overstreet on Oct. 5 at the First Evangelical United Brethren Church, Bensenville, Ill. A reception was held at the Addison fire hall, after which they took a honeymoon trip to Mackinac Island.

L. R. Guthrie has joined the office force in claim prevention, refrigerator and merchandise service. Mr. Guthrie has been with the Road since 1943, working out of Bensenville as a perishable freight inspector. He lives in Bensenville, is married, and is the father of two boys.

Mr. and Mrs. Harry Tadda became the parents of Mari-Sue on Oct. 11. Mrs. Tadda is the former Barbara Ford, stenographer in the office of R. J. Kemp.

James Welik passed away in October as the result of falling from a ladder. He was the father of George J. Welik, now freight service inspector at Milwaukee, who was formerly employed in the telegraph department and in the CPR&MS office.

The Barnes family is becoming a staunch part of the Milwaukee Road family. Elmer is employed as a steno-

in the tax department, while his two brothers, Don and Bob, are working in the office of R. J. Kemp, Don Barnes being a newcomer.

Donald L. Youngs, a veteran of many years of service in the CPR&MS office, was recently promoted to freight service inspector.

R. J. Kemp and H. M. Warner held 137 careful car handling meetings with division officers during October. A total of 1,440 men attended.

## CHORAL CLUB NEWS

Contributed by Phil McDonald

The Choral Club is now serving coffee and rolls to the members at rehearsals. The rehearsal time has been changed from 6:00 P.M. to 7:30 P.M. All members are urged to attend every rehearsal from now until Christmas, as new music will be used for the Christmas concerts to be presented in the depot.

Word has been received that a former member, Mrs. Theresa Craig, has passed away. Mrs. Craig was living with her daughter in Mount Prospect, Ill.

Mrs. Lucy Martin of the soprano section has undergone surgery at Wesley Hospital and at this writing is recuperating at the home of her daughter in Northbrook, Ill.

The Milwaukee Road Magazine

**AUDITOR OF EXPENDITURE'S OFFICE**

Mary Harrison, Correspondent

Sympathy was extended to Joseph Ciesinski of the bookkeeping bureau on the death of his sister on Oct. 7.

Frances Prenavo of the timekeeping bureau retired on Oct. 11 after 35 years of service. Frances is a talented pianist, and also entertained at several Milwaukee Road social functions with dramatic readings. Her co-workers presented her with a radio and many lovely gifts, along with their best wishes for her good health and happiness.

The office was saddened by news of the death on Oct. 17 at Palo Alto, Calif., of Ben F. Shields, recently retired assistant

bureau head. He is survived by his widow Mabel, son John and three grandchildren.

The end of October found the following members of our office force hospitalized; Delia Cush of the general bureau, Ruth Espeset of the computing bureau, and Frank Passaretti of the timekeeping bureau.

Bruce W. Poland Jr., Donald E. Hersey and JoAnn E. Lechman are the latest additions to our office force.

Bureau Head Felix Raue has returned from a visit with his son Bill, who is a junior in the college of pharmacy at Ferris Institute, Big Rapids, Mich. He and Mrs. Raue also enjoyed a tour of the Smoky and Blue Ridge Mountains.

**OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS**

Contributed by Harry M. Trickett

Your regular Magazine correspondent, Martha Streit, at this writing is on her honeymoon, following her marriage to Leonard Courtwright at St. Josephat's Church on Oct. 19.

A bridal shower was given for Carol Mayer, who became Mrs. James Groell on Oct. 26.

Upon returning from her vacation on October 14, Mary Lemke received many gifts in recognition of 30 years of service.

On Oct. 26, Ardele Dassow presented her husband with baby Susan Lynne.

**Milwaukee Road Carloadings**



**OCTOBER 1957 compared with OCTOBER 1956**

% of total revenue obtained from commodities shown	loading of these commodities <b>INCREASED</b> in October 1957 over October 1956	NUMBER OF CARLOADS			
		OCTOBER		INCREASE	
		1957	1956	1957 over 1956	% of increase
2.4%	Forwarder Traffic .....	3,573	2,350	+ 1,223	+ 52.0%
2.3	Gravel, Sand and Stone .....	6,754	5,216	+ 1,538	+ 29.5
2.3	Cement, Lime, Plaster & Stucco .....	2,973	2,350	+ 623	+ 26.5
1.7	Agri. Impl., Machinery & Parts.....	1,690	916	+ 774	+ 84.5
8.7%		14,990	10,832	+ 4,158	+ 38.4%
	loading of these commodities <b>DECREASED</b> in October 1957 under October 1956	OCTOBER			
		1957	1956	1957 under 1956	% of decrease
11.5%	Forest Prod. (Excl. Logs & Pulpwood)....	9,111	9,383	- 272	- 2.9%
11.0	Grain and Soy Beans.....	8,606	9,076	- 470	- 5.2
6.8	Coal and Coke.....	10,955	12,407	- 1,452	- 11.7
6.8	Iron and Steel.....	6,916	7,051	- 135	- 1.9
4.0	Livestock .....	6,194	6,766	- 572	- 8.5
3.1	All Other Prod. of Mines.....	1,805	3,153	- 1,348	- 42.8
2.9	Meat & Packing House Prod.....	3,844	4,554	- 710	- 15.6
2.9	Logs and Pulpwood.....	5,419	9,786	- 4,367	- 44.6
2.8	All Other Prod. of Agri.....	3,247	4,872	- 1,625	- 33.4
2.7	Oil and Gasoline.....	3,990	4,012	- 22	- .5
2.4	Merchandise .....	7,896	8,271	- 375	- 4.5
2.3	Fruits and Vegetables (Fresh).....	3,046	4,174	- 1,128	- 27.0
2.3	Automobiles and Parts.....	2,423	2,717	- 294	- 10.8
2.0	Grain Products .....	4,469	5,411	- 942	- 17.4
1.6	Liquors, Malt .....	1,632	1,914	- 282	- 14.7
1.4	All Other Animals & Prod.....	1,098	1,376	- 278	- 20.2
24.8	All Other Mfgs. & Miscellaneous.....	24,856	26,941	- 2,085	- 7.7
91.3%		105,507	121,864	- 16,357	- 13.4%
100.0%	Total	120,497	132,696	- 12,199	- 9.2%

Frances Moss sustained the loss of her brother on Oct. 11, and Marge Russin the loss of her father on Oct. 20.

We regret to report the sudden death of Harry Henry Kester on Oct. 28. Harry retired in August, 1955, after 35 years of loyal service. He was laid to rest at Mt. Hope Cemetery with Masonic honors.

## D & I Division

Eunice Stevens, Division Editor  
Superintendent's Office, Savanna

A dinner party held recently at "Meekers" outside of Savanna honored J. H. Fisher, car foreman at Savanna, who had retired on Aug. 31. Fifty-five friends and relatives were present. Talks were given by various department heads, with E. G. Kieseles, superintendent of safety, Chicago, serving as emcee. Mr. Fisher was born Oct. 22, 1895 at Moorland, Ia., and has a family of seven children. One son, Darrell D., is district general car foreman at Bensenville, and another, Robert J., is employed in the car department in Savanna. Mr. Fisher started with the Road as a carman at Sioux City in January, 1919, and in 1920 was appointed car foreman at Tripp, S. D. After acting in the latter capacity at various places, he came to Savanna as car foreman in November, 1937. He plans to make his retirement home in Camdenton, Mo. J. F. Wilbur succeeded him as car foreman at Savanna.

Vealr E. Lahre and Consuella I. Bailey of Savanna were married in Mt. Carroll on Oct. 12. The ceremony was followed by a dinner in the home of the bride's parents. Mr. Lahre is employed in the communications department, and the new home is being made in Savanna.

Robert O. Kehl, yard clerk at Davenport, was married to Miss Betty Ann Shelly in St. John's Catholic Church, Savanna, on Oct. 19. Following a wedding trip through southern Illinois and Missouri, they are making their home in



J. H. Fisher, who retired recently as car foreman at Savanna, Ill., pictured (right) as he was congratulated by E. G. Kieseles, superintendent of safety, at a dinner held in his honor at Savanna. For details, read the news of the D&I Division reported by Magazine Correspondent Eunice Stevens.

Davenport, where the groom is employed. Bob received his discharge from the Navy in February after serving four years as a yeoman second-class.

Mr. and Mrs. James Rabun of Milwaukee, formerly of the mechanical department, Savanna, are the parents of a boy born Oct. 20; name, "James Matthew." Grandparents are the Matthew Pollocks and the Lou Rabuns of Savanna.

Retired Switchman and Mrs. George Mitchell, Savanna, attended the funeral of Mr. Mitchell's brother-in-law, Harry S. Beattie, in Hot Springs, Ark., on Oct. 23. Mr. Beattie, who was an engineer on the D&I First District for 44 years, retired Feb. 13, 1944, and passed away at his home in Hot Springs. Surviving are his widow, a sister and a niece. Burial was in Memorial Gardens Cemetery, Hot Springs.

Switchman and Mrs. Wayne Mace, Savanna, welcomed their first child, a boy, on Oct. 4. The grandparents are the Carl Krafts, Savanna store department.

Iowa Division Fireman Kenneth Chase

is the father of a boy born in the Savanna City Hospital on Oct. 5.

W. W. Kohl passed away Oct. 13 at Prairie du Chien, following a brief illness. Engineer Kohl started railroading as a fireman in 1912 and was promoted to an engineer in 1920. Surviving are his widow and two daughters. Funeral services were held in the Pilkington Funeral Home, with burial in Pleasant Grove Cemetery.

Engineer F. C. Cawrey of Dubuque passed away recently after a long illness. Services were held at the Haudenshield Funeral Home, with burial in Linwood Cemetery in Dubuque. Mr. Cawrey had been in engine service for 52 years at the time of his retirement in 1950. Surviving are his widow and a brother, Walter.

Funeral services for Peter E. "Happy" McGuire, 58, who passed away from a heart attack on Oct. 8 at his home in Marquette, were held in the Pilkington Funeral home, with burial in Pleasant Ridge Cemetery. Mr. McGuire started railroading in Mason City 40 years ago and had been ticket agent at Mason City and Mitchell, S. D., before going to Marquette, where he had been a yard clerk up to the time of his death. Surviving are his widow, his parents, five brothers and three sisters.

New holders of Gold Passes are Engineer C. H. Overturf of Ottumwa and C. E. Hersey, machinist in the locomotive department at Savanna. H. J. Alexander, Kansas City engineer, has been presented with his Silver Pass.

Mrs. Florence Watson, widow of Engineer David Watson, and a charter member of Kansas City Chapter of the Women's Club, observed her 90th birthday Oct. 25 at her home in Kansas City. Present were her four children, Mrs. W. B. Moore of Coshocton, Ohio, Mrs. George R. Jones of Kansas City, Miss Elizabeth Watson, and David Jr.; also 9 of 11 grandchildren, and 9 of 13 great-grandchildren. Among old friends present was Paul Affeld, retired engineer.

### Still Greater PROTECTION

for CARS and LADING

CARDWELL WESTINGHOUSE  
FRICTION DRAFT GEARS

to absorb horizontal shocks  
CARDWELL FRICTION BOLSTER  
SPRINGS

to absorb vertical and lateral shocks

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CHICAGO  
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MONTREAL

## WEHR STEEL COMPANY

2100 South Fifty-Fourth St.  
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Carbon and Alloy  
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Pattern Making and  
Machining Facilities

## CARTER BLATCHFORD CORPORATION

80 E. JACKSON BLVD.  
CHICAGO

RAIL JOINTS

Reformed and heat treated  
to meet specifications for  
new bars.

## A. C. Van Sickle Heads Traveling Passenger Agents

THE American Association of Traveling Passenger Agents, convening in San Antonio, Tex., on Oct. 21-22, unanimously elected A. C. Van Sickle, traveling freight and passenger agent with head-



A. C. Van Sickle

quarters in Des Moines, to the office of president. The convention, at which the association observed its 75th anniversary, was followed by a two-week educational tour of Mexico.

Mr. Van Sickle has been in railroad service 42 years and with The Milwaukee Road since 1942. He started as a division rate clerk in Des Moines and in 1945 was promoted to city freight agent. He was appointed to his present position on Aug. 1, 1950.

The American Association of Traveling Passenger Agents is an international organization of railroad and steamship sales representatives. Mr. Van Sickle has held office in it as sergeant-at-arms and vice president.

## Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER  
SUPT. OF CAR DEPT., & TEST DEPT.

H. J. Montgomery, Correspondent

Jack Mulhollon, captain in the 757th Railway Battalion, together with M/Sgt. Dick Severson and Capt. Dick Andrews, did a two-week tour of duty in the railroad shops at Ft. Eustis, Va.

We understand that Carol Luser, former majorette of the Hiawatha Service Club Band, was to be wed in November.

Gene "Butch" Weber, former leader of the Hiawatha Band, is the proud owner of an "autographed by Eddie Matthews" ball from the World Series. This was the ball that came as a homer to win the fourth game. Butch "played band" at the series.

We regret to report the death of Carl Stark, brother of Walter Stark of the superintendent car department office, in October.

Among the lucky people to see at least one World Series game at the Stadium were Steve Filut, J. A. Rosan, Willard Schroeder, Blanche Danely, Mr. and Mrs. V. L. Green, Mrs. Tarrence, and Ralph Haslan and the writer.

December, 1957

Sorry to report the death of an old time railroader, Switchman John Berry. He was 86 years old.

Charles Veit, two and a half years with the test department as inspector and formerly of the diesel shop as a machinist, is now a draftsman in the mechanical engineer's office. He is from Marquette, Ia.

Mrs. Mollie Teisl, mother of Tony Teisl of the drafting room, passed away in October. Flowers were sent by the Sunshine Club.

Harvey Klind, formerly "UP" foreman—meaning upholstery foreman—is now "U&P" foreman—upholstering and painting. Louis Klubertanz, former painting foreman, retired in September.

## Coast Division

TACOMA

E. L. Crawford, Correspondent  
c/o Agent

Certificates of Recognition for many years of faithful service were awarded recently to: Conductor Harold P. Carroll, Seattle; Assistant Agent Louis M. Weigand, Seattle; Conductor Charles S. Warner, Port Angeles; Conductors George Kranhold and Robert R. Gardner, Tacoma; Ticket Clerk Carl Ziemer, Tacoma; and Section Laborers Lewis Borsheim, Tacoma, and Herman Fritz, Mineral, Wash.

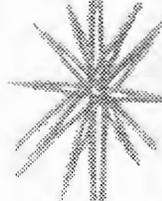
Vacation tourism has been attracting many Tacoma employes. Ivar Berven, chief clerk to superintendent, and wife took in the national parks. Dorothy Clover of the freight office visited quaint little byways in the foothills of Pennsylvania. Hazel Cardle of the roadmaster's office visited her daughter in Texas. Captain of Police Jack Sheridan enjoyed a vacation in Dubuque and Chicago. Safety Engineer J. C. Delin also went to Chicago, and Trainmaster R. C. Schwichtenberg and family went to Nebraska, South Dakota and Minnesota.

It is with deep regret we announce the death of Walther A. Salzmann Jr. on Oct. 15, after a long and valiant struggle against heart disease. Walther was employed in the yard as a clerk and was working his way through school.

Arthur J. Sorenson, retired station agent, Enumclaw, living at 3927 Aurora Avenue in Seattle, writes that he enjoys reading the Magazine and keeping posted on railroad events and friends. He writes that visitors will get a hearty welcome.

Retired Conductor Frank C. Ziel, 76, well known veteran of 48 years of service, died at the Norse Home in Seattle on October 20. He had been living at the home since about July 1. Masonic services were held at Raymond, where he had lived for 41 years, and burial was in

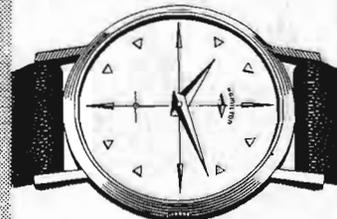
Christmas  
stars  
from  
Hamilton



TRENT \$85



JUBILEE "BB" \$89.50



CRISPIN \$150

Watches shown are exclusive  
Hamilton Five Feature models

Remember how you felt  
when you wore your Hamilton  
for the first time?

This Christmas give the  
same pleasure to someone  
you love. Your Hamilton  
jeweler or time inspector  
will show you smart new  
Hamiltons with famous time-  
proven Hamilton accuracy.  
Hamilton Watch Company,  
Lancaster, Pennsylvania.

**HAMILTON**

The watch  
of railroad accuracy

No man really becomes a fool until he  
stops asking questions. — Charles P.  
Steinmetz.

Chehalis. A native of Prairie du Chien, Wis., Mr. Ziel's early railroad service was on the Prairie du Chien and La Crosse Divisions, and on the line out of Davis Jct. After moving to the coast, he was for many years on the Raymond-Maytown run. He retired on Sept. 12, 1946. Survivors are three daughters, Mrs. Anna Kaasa, Raymond, Mrs. Lorene Mulvany, San Francisco, and Mrs. L. W. Donnelly, Houston, Tex.; a son, Lt. Col. E. J. Ziel, who is with the Marine Corps in San Rafael, Calif.; a brother, Edward Ziel of Madison, Wis.; seven grandchildren and 11 great-grandchildren.

## Trans-Missouri Division

### WEST

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

Marriages among the Milwaukee family in Miles City include: John Schell, assistant division engineer, to Elsie Paeth; I. H. (Shorty) Rodgers, chief clerk to agent, to Olive Finch; and Beverly Ann France, daughter of Mr. and Mrs. Walter France, to Alan Ronning. All are making their homes in Miles City.

Frank E. Johnson, roundhouse laborer, died in a Miles City hospital recently, after a brief illness. He was born on June 1, 1896 in Stillman Valley, Ill. and lived there until his enlistment in the Navy in 1917. After his discharge he came to Montana where he married Leona DeLange in 1929 at Miles City, which became their home. He is survived by his wife, a daughter, a sister and five grandchildren. Funeral services were held in the Graves Funeral Home chapel, with interment in Custer County Cemetery.

Mrs. Kathryn Braden, 68, widow of the late Phil Braden, passed away in a

## HALF CENTURY VET-

ERANS at Harlowton, Mont., are Section Foreman Joe Peccia and Section Laborer M. Takahashi, who are pictured being presented with the coveted Gold "Lifetime" Passes. In the ceremonial lineup are, from left: Sam Lee, retired Rocky Mountain Division roadmaster; Assistant Superintendent J. O'Dore; Mr. Takahashi; Section Foreman Alex Francisco Sr.; Mr. Peccia and Roadmaster T. A. Spatafore.



Miles City hospital Oct. 25. Funeral services were held in the chapel of the Graves Funeral Home, with interment in Custer County Cemetery.

Omitted from the October report concerning the late Bernie Wrenn, retired baggageman, who passed away Aug. 8 at Miles City: "Funeral services for Bernie Wrenn were conducted at the Sacred Heart Church with Msgr. Thomas Hennessy celebrating the mass and Father Gregori officiating at the graveside services in Calvary Cemetery."

## Chicago Terminals

### GALEWOOD

Norma Gunderson, Correspondent

Emily Wilkinson of the cashier's office was surprised by 20 women of her church with a shower for her adopted daughter, Judy, age 6. Final adoption papers were signed just recently.

The reason for the big smile on Joe White, reconsigning clerk, is due to becoming a grandpa, his daughter having borne a daughter, little Cynthia Bollman. Joe treated the office to candy and cigars.

Agent A. E. Ward is in Mexico City

at this writing.

Ruth Rise, bill clerk, resigned Oct. 29 after 25 years of service. She and her husband are going to make their home in Los Angeles, Calif., where her mother and brother have lived for many years. She was presented with matched luggage by the office force.

Patrick Foley, communication checker in the freight house, is confined to Walther Memorial Hospital at this writing with pneumonia.

The October meeting of the Women's Club—Fullerton Avenue Chapter—was conducted by Ella Ugla, due to the president, Mrs. Tobias, serving on a jury. It featured a delicious dinner and a Wesson Oil demonstration. I am sure we all learned a few new cooking tricks.

Highlight of the Nov. 12 meeting was the annual penny social and the election of officers. A large turnout is expected for the Christmas party on Dec. 10. Social Chairman Hazel Petersen is busy with plans for this event.

## BENSENVILLE

Dorothy Lee Camp, Correspondent

Wilbur "Bill" Remington, retired yard conductor, stopped in at Bensenville early in November on a visit from his home in Alabama. His wife remained at home, due to her health. Bill says a note to 1702 Meridian Pike, Huntsville, Ala., will always be welcome.

C&M Conductor Fred Loftens and wife Lynn welcomed a daughter, "Cynthia", on Oct. 8. This is the first little tyke for the Loftens.

Yard Clerk John J. Eriksen and wife Judith announced the arrival of "Sandra Lynn", a little strawberry blonde at Elmhurst Hospital on Oct. 19. This is also a "first" for the Eriksens.

Jim Kaminski, yard clerk now serving as an airman 2/c, is home on leave from Japan at this writing, and staying for the greater part of it with your correspondent and her hubby, Joe. On his new assignment Jim will be stationed near Terre Haute.

Danny Sparks, night clerk at the hump yardmaster's office, passed away Nov. 6

The Milwaukee Road Magazine

**UNION REFRIGERATOR TRANSIT LINES**  
**4206 N. GREEN BAY AVE.**  
**Milwaukee 12, Wisconsin**

# YOU\* are eligible

\*(as a Milwaukee Road employee)

for this non-cancellable, non-assessable, guaranteed premium,

## \$1,000.00 insurance policy

(payable in case of death from any cause.)

## for only \$1.00 per month

if you are under 39 inc. If older, the rate is \$1.50 a month

- (a) On payroll deduction plan
- (b) No medical examination
- (c) No membership fees.—  
Age on application determines rate
- (d) Policy can be continued  
regardless of occupation change

### MAIL THIS APPLICATION TODAY!

**EMPLOYEES MUTUAL BENEFIT ASS'N.  
1457 GRAND AVE.  
ST. PAUL 5, MINN.**

Please have the C.M.St.P.&P.R.R.Co. make the following premium deductions each month: Please print.

Deduct \$..... per month for \$1000.00 policy.

Employee's Name.....  
*First Name Initial Last Name*

Date of Birth.....

Soc. Sec. No..... Occupation.....

Payroll No..... Train & Eng. Work No.....

Home Address.....

City..... State.....

Beneficiary..... Relationship.....

★ ★ ★ ★ ★

For Dependent Wife deduct \$..... per month for \$1000.00 policy

Her Name..... Date of Birth.....  
(Add \$1 00 a month for each year she is over 60)

★ ★ ★ ★ ★

For Dependent Children listed below deduct a total of \$..... per month for \$500.00 policy for each.

First Name Age Date of Birth

.....

.....

.....

(If additional children add attachment)

Signature \_\_\_\_\_

Date \_\_\_\_\_

★  
**Your dependent  
WIFE**

insured for \$1,000.00  
at \$2.00 a month,  
if under 39 inc.  
40 to 60 inc. the rate is  
\$2.50 a month  
(over 60 see application)

★  
**Each dependent  
CHILD**

insured for \$500.00  
at 50c a month

★  
**2 options on  
retirement**

(after policy is in force three years)  
(1) Continue paying premiums  
and policy is continued at full  
face value, or  
(2) Authorize our Association  
to continue in force and deduct  
premium from face of policy on  
death and pay balance to bene-  
ficiary without interest or car-  
rying charge.

after a brief illness. He had 30 years of seniority. Dan is survived by three daughters and his son, Dan Jr.

Herb's Snack Shop near River Road and Grand Avenue in River Grove has become a very popular "before and after work" stop for a lot of railroad folks in this section. A good many have given notice to the manager in the morning of a birthday party for the evening, and had a grand time, with a decorated birthday cake and delicious food. Having been a guest at a couple of these celebrations, I thought folks might like to know about it.

Tom Collins, retired train clerk, was hospitalized with a heart attack early in November.

Lyle Pope, IBM operator recently returned from Japan with his wife. Lyle, spent most of his time in the armed forces in the Far East. He liked it, he said, but it's good to be back.

The Bensenville paper recently carried two stories which concerned Milwaukee Road people. One was about Officer Robert Standard, son of Switchtender Bill Standard and himself a former Milwaukee Road switchman, who is now a Bensenville police officer. With a buddy, Officer Standard was cited for help beyond the line of duty to a motorist who had been stalled for several hours with tire trouble and was suffering from exposure to cold. In a letter to village officials, the motorist commended them highly. "Policemen of their kind are sure hard to find", he said.

Officer Standard also figured in the other story, of which the hero was Detective Wally Tett, son of Retired Engineer Tett. Due to some clever sleuthing by the Bensenville detective, two lo-

cal burglaries were cleared up and the culprits, who had police records going back 30 years, were lodged in the village jail. Detective Tett credited Bob Standard as being one of the officers whose assistance helped to break the case.

#### UNION STREET

Carolyn DiCicco, Correspondent

Ed Sloncen, retired OS&D clerk, underwent surgery recently and is convalescing at home at this writing.

Sympathy was extended to Tony Gagliardi, stower at House 5, whose father passed away recently.

Ray O'Hare, mechanic in the Union Street garage, was presented with a diamond pin when he retired from the office of Grand Knight of the Knights of Columbus, St. Bede Council 3788, Ingle-side, Ill.

Edward Karafa and Pete Torenko, checkers in House 2, are confined to a Veterans hospital at this writing.

A vacation trip covering 6,000 miles was made by Lloyd LeGros, chief clerk, and family, with stops at Paulding, Mich., to do some fishing; then to Bozeman, Mont., Yellowstone Park, Grand Teton Park, Bryce Canyon, Salt Lake City, California and home via the southern route.

### H & D Division

#### EAST END

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

Two men long familiar on our passenger trains have retired. They are Conductor F. E. Wilcox, who will continue to live in Minneapolis, and Engineer Char-



**CHICAGO TERMINALS SEND-OFF.** Harry H. Griepke of the Union Street freight house office force in Chicago, pictured (left) being presented with a retirement wallet by Agent Bert M. Smith at a dinner held recently in his honor. He had been with the Road 43 years, starting at the Division Street freight office and transferring to Union Street in 1918.

lie Ross, who has bought a home in St. Petersburg, Fla., and with Mrs. Ross will settle down there in the H&D colony.

The night roundhouse foreman at Montevideo is Charles W. Shafer, and the new signal maintainer is Lenus Feuling of Wabasha. Lenus replaces Tom Goodier who is now traveling inspector with headquarters in Red Wing.

Among the Braves rooters at Milwaukee during the recent World Series were Brakeman Kenneth LeMere, Dispatcher Jap Wik and Engineer George Sproat.

Agent Martin Ogren of Appleton is now carrying a Silver Pass; likewise Engineer R. V. McDermott of Lakeville.

Joseph W. Adamson, retired engineer, died at Montevideo on Oct. 24, just a few days after his 72nd birthday. "Smoky Joe" was the last of three brothers who were H&D engineers, Gus and Hank having preceded him in death.

Yard Clerk "By" McKeown and his wife took a trip to Washington, D. C., for their vacation. By has an uncle there, so that's where they headquartered while they took in the historic sights.

Engineer Art O'Neil and his wife have had some interesting company from Melbourne, Australia. When Art was stationed there during the war, he met the Hillary Cantwells who operate a hotel. This year the Cantwells took a trip around the world and routed themselves through Minneapolis on purpose to see Art. Mr. Cantwell is on the city council in Melbourne.

*Do not take life too seriously—you will never get out of it alive.—Elbert Hubbard.*

*The Milwaukee Road Magazine*

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## H. J. McCauley

HENRY J. McCauley, 57, city ticket agent in Minneapolis, died in St. Joseph's Hospital in St. Paul Oct. 15, following a heart attack. Services were held in Nativity Church in St. Paul and interment was in Resurrection Cemetery. Survivors include his widow, Elizabeth; his mother, Mrs. Alice McCauley of Decorah, Ia.; a sister, Mrs. William Johnson, Decorah; and three brothers, Lester, Champaign, Ill., Hubert, Forest City, Ia., and Robert, Omaha. Mr. McCauley was born in Decorah and started his railroad service there in 1918. Later he was with the Road in Minneapolis and the Rock Island in St. Paul. He was an accountant in the Minneapolis depot ticket office before being appointed city ticket agent in Minneapolis. He was a member of the Minneapolis Passenger Traffic Club.

### MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Switchman Howard C. Deyapp passed away suddenly while on his way to work Oct. 10. Military services were held at the cemetery. Howard was a veteran of many years of service at Montevideo and Aberdeen.

Wire Chief R. D. Cornell is on vacation at this writing, stalking the wily pheasant and elusive green head. A trip to Seattle is also on the agenda. Engineer Olson and Fireman Olson recently spent the biggest part of a day in the hunting field trying to get their car out of the South Dakota mud. They got out, and also the birds. Ticket Clerk Bill Geer and wife are also vacationing at this time. They can probably be located where the geese are flying.

Chief Dispatcher R. D. Mathis and family spent their vacation in Norfolk,

Va., visiting their oldest son and his family. L. C. Hall, signal maintainer, and wife, vacationed around Chicago; no doubt proudly introducing the new addition.

## Twin City Terminals

SOUTH MINNEAPOLIS CAR DEPT.  
AND COACH YARD

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

Coach Cleaner Thomas J. Cox, formerly employed in the coach yard, retired in October.

Helper Frank Smith has been ill for some time at this writing.

Sympathy was extended to the widow and children of James N. Morehead, carman helper in the coach yard, who passed away suddenly Oct. 4, due to heart condition.

Our South Town yard office reports that the following old timers retired in Oct. 1: I. C. Aldrich, F. M. Balcom, J. W. Nelson, Walt Riley, Harry Johnson, H. M. Salmon and J. H. McLean. Each had between 35 and 40 years of service. Mr. Balcom is moving to Waco, Tex.

Fellow employees in the St. Paul locomotive department mourned the death of Clerk Paul G. Horwath Jr., age 35, who passed away Oct. 10 in his home from a heart attack. He was a veteran of World War II and the Korean War. Funeral mass was at St. Columba Catholic Church in St. Paul, and burial in Ft. Snelling National Cemetery.

Car Department Clerk Luther Cadow and the Mrs. vacationed at Las Vegas, Nev., in October. Coach Yard Clerk Leroy Samuelson and his mother enjoyed a vacation in Tennessee.

Martin Wallner and Mrs. Wallner celebrated their 50th wedding anniversary on Nov. 3 with an open house. Martin, a former carman, retired in 1949.

Store Department Clerk Cathy Boline is wearing a lovely diamond, and The Day is Dec. 28.

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### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

Martha Osbloom is back after an absence of several weeks for an operation. Jennie Goss had an inactive vacation. She broke several bones in a foot and was unable to walk.

W. P. Woodhouse was appointed city ticket agent effective Nov. 1.

A coffee party was held for Larry Johnson on Oct. 17, at which local freight employes presented him with a fountain pen as a token of their good wishes for success in his new job.

### ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent  
c/o General Agent

The campaign for Community Chest contributions from the Milwaukee Road in St. Paul, headed by George Quinlan, general agent, freight department, went well over 100 per cent of its quota. Interesting figures in the tabulation are as follows: Out of approximately 750 employes, 323, or 43 per cent, contributed. Those who did contribute donated an extra share which put The Milwaukee Road over its quota. Largest contribution per person came from the police department, with an average of \$5.83; second came the general agent's office, freight department; and third, the passenger department. Mr. Quinlan thanks all who had a part in the campaign, especially those whose job it was to collect the donations and submit reports.

Marian Cashill, our telephone operator, says she is disappointed in my column because I don't put in anything about anyone but my own department. So, will you people at the repair track, roundhouse, and passenger department please give me some news so I can make Marian happy? I can say this: Our men here think Marian is the best switchboard operator they know, and when she is ill or takes a vacation, they miss her.

*The great use of life is to spend it on something that will outlast it.—William James.*



### Iowa Division

MASON CITY AREA

Sophia P. McKillip, Correspondent  
Office of DF&PA, Mason City

Conductor George W. Cahalan and Mrs. Cahalan are on a three-week vacation in Sunnyside, Wash., at this writing.

John Carothers of Garner, Ia., father of Clerk Wayne Carothers, Mason City, passed away recently at Garner after a short illness. Mr. Carothers had hauled express and freight at Garner for more than 25 years. He was 80, and one of the oldest citizens of the area. Burial was at Garner.

Harry B. Larson, retired conductor, 72, passed away in Mason City Oct. 27. He was born in Spencer, Ia., and started with the Road in 1903, running between Marquette and Sanborn. He was last on the Mason City-Sioux Falls 62-63 run, and retired Sept. 1. He had been ill only a short time. His wife, a stepson, stepdaughter and eight grandchildren survive. Funeral services and burial were at Mason City.

The Willard K. Peterson family has moved from Mason City to Aberdeen, S. D., where Mr. Peterson was appointed agent, effective Sept. 16.

Mr. and Mrs. Don C. Fish moved into an apartment in Mason City Oct. 21. Mr.

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## Elected President of Fox River Traffic Club

At a meeting held in Oshkosh, Wis., on Nov. 5, W. J. Hetherington Jr., agent at Menasha, Wis., was installed as president of the Fox River Valley Traffic Club for 1958.



W. J. Hetherington Jr.

Mr. Hetherington started with the road as a clerk at Cedarburg, Wis., in 1941 and the following year became a relief agent and operator at stations on the former Superior Division. After spending three years in the Air Force during World War II, he returned to the railroad as agent at Grafton, Wis., and later was dispatcher at Terre Haute. He was appointed agent at Appleton, Wis., in 1953 and agent at Menasha in January of this year.

The Fox River Valley Traffic Club has approximately 300 members among transportation people in the Fox River Valley, from Fond du Lac to Kaukauna. Meetings are held annually in Fond du Lac, Oshkosh, Neenah, Menasha and Appleton. Mr. Hetherington served as a director in 1956 and this year as program chairman.

Fish, formerly assistant agent in Cedar Rapids, was appointed agent at Mason City Sept. 16.

The Nora Springs station has just been remodeled and looks very nice. M. C. Winter was recently appointed agent at Nora Springs, following the retirement of A. M. Choate.

B. L. Meyer has been appointed agent at Ventura. He was formerly agent at Belvidere, S. D.

Guert Leih, clerk at Spencer, was spending some time in the East when he became ill and entered the hospital at Norwalk, Conn.

Mrs. C. D. Hixson, wife of freight house foreman at Mason City, was hospitalized for an emergency operation Oct. 30.

Your correspondent spent some time the latter part of October vacationing in the East.

Ray K. Ferris, retired engineer, passed away recently. He is survived by his wife, a daughter and four sons. Requiem high Mass was celebrated at St. Joseph's Catholic Church in Mason City.

December, 1957

## EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

Diek Bristol, son of the Richard Bristols of Marion, who is assistant coach at Auamosa High School, is beginning work on his master's degree at the University of Iowa.

Mrs. E. W. Goeckermann, wife of trainman, who was in a Milwaukee hospital for several months, has returned home. Mr. Goeckermann and their children, Marlene and John, students at St. Joseph's parochial school, have been living in Marion for several months.

Ben Dvorak, operator at Marion, is a patient in St. Luke's Hospital, as a result of the flu, at this writing.

Mr. and Mrs. Theron Gordon are the parents of a girl, Anita Marie, born Oct. 11.

Mr. and Mrs. James Hollingsworth have a son, Robert Dean, born Oct. 7.

Claude Evans, retired Maquoketa cashier, passed away Oct. 16. He is survived by his wife, daughter, and a brother who is chief of police in Maquoketa.

## MIDDLE AND WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

Thomas Rellihan, retired engineer, was a surgical patient at the Dallas County Hospital in October. As a member of the visiting committee of the National Association of Retired and Veteran Railroad Employes, Thomas has been a frequent visitor at the hospital in recent years to see folks who were ill, and so wasn't any stranger there when he entered it himself.

Retired Machinist Owen Heenan has been ill at the home of his daughter in Spottsford, N. J. Owen and his wife

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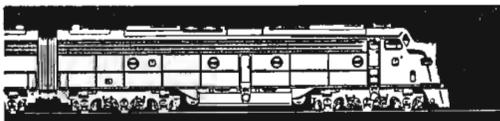
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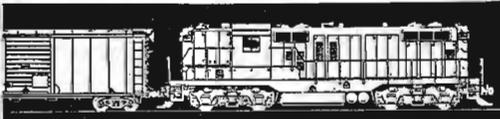
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went to New Jersey late this summer to visit their two daughters.

Janyce Leah Howard and Fireman Stanley D. Finley, son of Engineer Howard Finley, were married in an afternoon ceremony at the M E Church on Oct. 5. Brakeman Glenn Theulen served as best man, and his wife was matron of honor. Ushers were Engineer Mickey Moolick and Raymond McLuen, son of Engineer Howard McLuen.

Switchman George A. Franks of Perry has received his Gold Pass.

Machinist Thomas Connel suffered a back injury when he fell from a ladder while putting up storm windows at the home of his mother-in-law, Mrs. Benton Stitzel. He was confined to the hospital for some time.

Hagar Small, retired machinist helper, and his family, who are now living in California, made their biennial trip to Perry in October to visit his brother Mahlon, another retired Milwaukee shop man, and other relatives and friends in the area. The Smalls' daughter, Betta Brooks, who is stationed with the Woman's Air Force at Montgomery, Ala., joined her parents in Perry.

Miss Emma Langdon, sister of Caller Herbert Langdon, suffered a broken collar bone recently when the car in which she and Herbert were riding was struck by another car. She was hospitalized.

A son was born Oct. 27 to Mr. and Mrs. Charles Springer Jr. The baby's grandfather and father are both employed in the M of W department with headquarters at Perry.

2nd/Lt. La Verne Hill, who has been on leave from his duties as clerk to do his bit in the Army, and Mrs. Hill became the parents of a boy on Oct. 27. Lieutenant Hill is stationed at Corpus Christi, Tex.

Mrs. Bessie Grant-Mullen, widow of the late P. L. Mullen and a sister of Retired Engineer Earl Grant of Palos Verdes, Calif., passed away in October in a Seattle hospital where she had been superintendent for a long time.

October 5 is the date on which a son was born to Switchman and Mrs. Richard Schappaugh. Yardmaster Charles Prowse is the grandfather.

Members of the National Association of Retired and Veteran Railroad Employees who attended a potluck supper on



**IT'S THEIR 60TH.** William Coil, a machinist at the Perry, Ia., shops for many years before he retired, pictured with Mrs. Coil as they observed their 60th wedding anniversary at an "open house" at Perry in October. Both are active members of Perry unit of the National Association of Retired and Veteran Railroad Employees. (Perry Daily Chief photo)

Oct. 3 enjoyed a treat when Retired Machinist Frank Fulhart and wife showed some beautiful slides taken on a two-month trip through the Southwest. Frank and his wife travel in their home on wheels, and get some interesting pictures.

A group of about three hundred women enjoyed a talk and picture showing at the First Christian Church by Mrs. Jack Snyder, after she and Yardmaster Snyder returned from a six-week tour of Europe.

Airman Glenn Theulen received his discharge from the Air Force in September, after having served for four years. Airmen Richard Heenan and J. L. Fox also received their honorable discharges in September after a similar period of service. The boys have all resumed work in train service.

Arthur Kibby, son of Storekeeper Elvin Kibby, will be able to do some traveling while attending the State University at Iowa City. Arthur, who was active in musical circles while in Perry High School, is now a member of the university's marching band.

Benton Stitzel, retired engineer, passed away at his home in Perry on Oct. 11. He retired in 1950. For the last two years he has been ill. He is survived by his wife, his daughter, Mrs. Thomas Connel, and a granddaughter, Mrs. Jerry Kinney.

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**ALL FOR ONE.** A. G. Barrette, section foreman at Crivitz, Wis., who retired recently after more than 53 years of service, is the patriarch of this family group—three sons and a son-in-law—all of whom are Milwaukee Road employes. From left: Conductor J. T. Whitman, Section Foreman R. C. Barrette, Mr. Barrette Sr., G. J. Barrette, extra gang man, and Section Foreman H. F. Barrette. Dad Barrette, who started on Apr. 1, 1904 as a laborer, had been a foreman since 1911.



Gerald Jensen, son of Engineer Oliver Jensen, who is attending Harvard University, was one of 14 students elected Baker scholars at the Graduate School of Business Administration. This is the highest honor given to students before graduation. Jensen holds a degree in civil engineering from Iowa State College.

Carol Ann Reece, whose father was a Milwaukee shop employe at the time of his death a few years ago, was married in a church ceremony to Lowell Jean Peters in October. Since graduation from school Carol Ann has been employed in a bank. Her husband is a young farmer in the Perry area.

Lieutenant of Police A. W. Nicholson Sr. of Perry was a surgical patient at the Veteran's hospital in Des Moines in October.

W. R. Alex and D. E. Mills, who have been working as brakemen on the West Iowa division the last five years, were promoted to conductors in September. Conductor John Wright, with whom Mills has been working, and Conductor C. F. McDonald, with whom Alex has been working, both laid off to give their brakemen a chance to make their first trips as conductors.

Conductor Fred Vodenik, who retired because of disability, has disposed of his property in Perry, and he and Mrs. Vodenik have gone to Colorado Springs to make their home. Fred has suffered from asthma for a number of years and spent several months in Colorado before deciding to make his permanent home there.

Mrs. David Cunningham, widow of Engineer Cunningham, is a great-grandmother since the birth of a son at the Woodstock Hospital in Crystal Lake, Ill., to Mr. and Mrs. Jay Cunningham. Jay is her grandson.

Noted among interested spectators at the American Association of Traveling Passenger Agents convention held in San Antonio in October was Elmer I. John-

son, who retired in 1953 as traveling freight and passenger agent in Des Moines. (This is the convention at which A. C. Van Sickle, currently TF&PA in Des Moines, was elected president.) Afterward he and Mrs. Johnson took a post convention trip to Mexico City.

*Profit is a must. There can be no security for any employe in any business that doesn't make money. There can be no growth for that business. There can be no opportunity for the individual to achieve his personal ambitions unless his company makes money.—Duncan C. Menzies*



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## Milwaukee Division

SECOND DISTRICT

F. F. Gotto, Correspondent

On Oct. 19 Mr. and Mrs. E. P. Stien observed their golden wedding anniversary by renewing their marriage vows during a High Mass at St. Agnes Church. Fifty relatives and friends attended a reception and buffet supper at the Stien home. Mr. Stien is a retired brakeman. Children of the couple are two daughters, Mrs. William (Luelle) Griffis and Mrs. Harold (Geraldine) Holy, and a son, Bernard, all of Green Bay. Three grandchildren and two great-grandchildren complete the family circle.

Harry B. Held, retired agent and city freight and passenger agent, passed away suddenly in his home in Marinette on Sept. 20. Our sincere sympathy was extended to his family.

Congratulations and good wishes were extended to the following employes who have retired: Conductors William Miller, E. E. Christian and Ed Opitchka, and Engineers John Fahrenbach, John Breitenbach and John Schmidt.

Consolidation of the terminal facilities at Green Bay Shops is progressing at a rapid pace, and when completed they will be among the finest on the system. The old roundhouse is being wrecked and new trackage has been laid into the diesel house. On Oct. 17, at 4:15 P.M., Engineer John Desmond and Fireman P. B. Josephs housed diesel 1829 in the new house, the first one to be thus privileged. The following men rode the engine:

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**Vegetables**  
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**MARRIED FOLKS.** Ronald Feyrer, Milwaukee Terminals switchman, and his bride, Margaret Salamone, at the reception which followed their recent marriage in St. Francis Church in Milwaukee. Ronnie, an Air Force veteran of Korea, is state weight lifting champion, middleweight class.

Assistant Superintendent W. M. Freund, Traveling Engineer W. A. Hisman, Car Foreman R. LePage, Night Foreman W. R. Roiarty, Lieutenant of Police W. E. Rahn, B&B Foreman H. Schrab, Caller P. Larseheid, Maintenance Man Jack Meyer, Carman Dave Huempfer and Section Foreman Lawrence Sauerhammer.

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

We have received word by letter and card from Retired Superintendent Woodworth and his wife Nancy that they are making a cruise of the South Pacific islands. When last heard from they were enjoying the bounteous life on Tahiti.

Retired Conductor Jim Loden of the Northern Division passed away on Oct. 20 at Granville, Wis.

We also have heard that Retired Brakeman George Carron passed away on Oct. 30.

Conductor Arthur S. Bishop of Milwaukee suffered a heart attack recently in the Union Station in Chicago and was pronounced dead at the hospital where he was taken. Survivors are his wife, Annette, and two sons, Arthur E. and William S., who live in Milwaukee. Mr. Bishop, a Milwaukee Road conductor and brakeman for more than 35 years, was president of Lodge 128 of the trainmen's brotherhood.

*More than 1,000 industrial firms now employ the atom in factory operations, while in hospitals and clinics, atomic medicines are being administered on a growing scale. It is estimated that more lives have already been saved by the atom than were wiped out in the Hiroshima and Nagasaki A-bomb blasts.*

*The Milwaukee Road Magazine*

**P. D. Carroll Trucking Co.**

CHICAGO, ILLINOIS

ESTABLISHED 1880

Performing Pick-up and Delivery Service

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Pool Car Distributors — Receiving and Forwarding

## Milwaukee Terminals

### FOWLER STREET STATION

Pearl Freund, Correspondent

October 2 marked the completion of 50 years of service on the Milwaukee for Henry Hempel, check clerk at House 7. Prior to 1907 he also worked three years with the PM railway at Grand Rapids, as a stower and caller. At present he enjoys the privileges of a Silver Pass and hopes that he may exchange it for a Gold one in the near future. Henry expects to continue working for a while before embarking on a life of ease. In the line of hobbies, he leans toward photography.

Miss Loretta Hofer and James O. Burow Jr. were married in St. Augustine's Catholic Church on Oct. 26. The bride is the daughter of Mrs. Henry Hofer and the late Mr. Hofer, former yard clerk at Stowell station.

Betty Metschl is back on the sick list after terminating a four-month siege of illness during the summer.

Three grandpas are boasting of new arrivals in their families, although it is not a new experience for any of them. George Roessger reports a son born to Mr. and Mrs. Charles Roessger. George Richter toasted a new son born to daughter Joyee, and a granddaughter for the Ralph Richters. It was a girl for the Richard Bergerons, and the first granddaughter for Bruno Kowalski.

Angeline Tillidetzke, former timekeeper, and husband Henry have left Milwaukee to try the motel business in Hollywood, Fla. Attractive and comfortable quarters are available for anyone desiring to spend a vacation in that vicinity. They are at 1903 Thomas Street, one block west of U.S. highway 1.

### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

#### MUSKEGO YARD

Switchman Tom Hamann has returned to the railroad after being in military service.

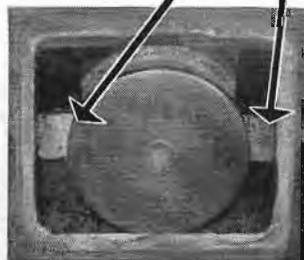
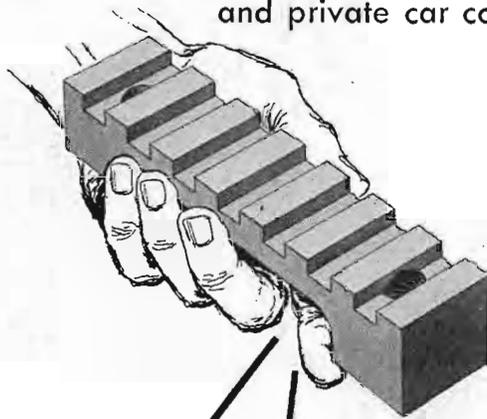
Switchman James Tobin has entered military service.

At this writing, Mrs. Oakley Strong, wife of Switchman Strong, is confined to the hospital. Switchman Robert Cameron is a patient at St. Joseph's Hospital, Caller Nick Gill is a patient at Wood, Wis., and Caller Bruce MacDonald is at home, recuperating from surgery.

Switchman Burkie West spent his vacation in Las Vegas, Nev.

C&M Conductor Fritz Loftén and Mrs. Loftén welcomed a baby girl, Cindy Kay, on Oct. 9. To add to the list of folks in line for similar congratulations are the following: the Kenneth Bol family, a baby boy, Ray Edward, born Oct. 7; the

now on the Milwaukee and more than 30 Class I railroads and private car companies . . .



# Magnus R-S JOURNAL STOPS

- double bearing life
- improve performance and lubrication
- reduce wheel flange wear

**W**ITH MAGNUS R-S Journal Stops installed on its freight cars, any railroad can realize a saving of about \$34 a year on every car.\* This means that the Stops pay for themselves in less than three years.

With this new device, users are averaging 8,000,000 car miles per road failure of a bearing. And that's not all: you double bearing life, reduce wheel flange wear, and cut maintenance and operating costs all along the line.

R-S Journal Stops are the low-cost, positive answer for hot-boxes. No

wonder more railroads and more private car companies are installing more stops every day. For complete information, write to Magnus Metal Corporation, 111 Broadway, New York 4, or 80 Jackson Blvd., Chicago 4.

*\*This figure based on detailed studies of AAR solid Journal Bearing operating costs.*

MAGNUS

## Solid Bearings



MAGNUS METAL CORPORATION

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Harold W. Prieves (L&R conductor), Michael Charles, born Oct. 10; the Bob Huebschen family, a girl, Amy Ruth, on Oct. 14.

Arthur Bishop, passenger conductor on the C&M division, passed away on Oct. 21.

Mr. and Mrs. Charles Zunker (retired) planned to spend the Thanksgiving holidays with their daughter and grandchildren in New York.

Friends of Johnny Koch, retired yardmaster now living in El Monte, Calif., will be glad to know that his eye sur-

gery was successful and he is getting along fine.

Mathew Mitchell, 94, retired terminals switchman, died Oct. 7 after a long illness. Mr. Mitchell, a native of Nashotah, spent most of his life in Milwaukee and worked here for the Road for 54 years before his retirement in 1937. He was a member of local 942, Brotherhood of Railway Trainmen. Surviving are a son, Ray; two stepdaughters, Mrs. Elizabeth Elleson and Mrs. Margaret Toohey; and three sisters, all of Milwaukee. Burial was in Wisconsin Memorial Park.



**FOR COAST DEFENSE.** Guest of honor at the October meeting of Seattle chapter of the National Defense Transportation Association, of which O. R. Anderson, general passenger agent, Seattle (left) is president, was Col. H. T. Meyers, executive officer of the Seattle Army Terminal (center) who was leaving Nov. 1 to become transportation officer at Ft. Lewis, Wash., near Tacoma. On hand to make him welcome at his new post was J. M. Stanger, district freight and passenger agent, Tacoma, who is president of the association's chapter in the latter city and who attended the meeting with a group of Tacoma members.

**POWWOW.** At Viroqua, Wis., Lions attending the October meeting discussed railroading and afterward were initiated into the Milwaukee Road's Tribe of Hiawatha by Big Chief Harry Sengstacken, passenger traffic manager, Chicago. Members and guests who posed for this picture are, seated left to right, E. A. Freund, district freight and passenger agent, LaCrosse; Mr. Sengstacken; Agent J. R. Blair, vice president of the local Lions who was in charge of the program; and Everett Lee, Lions Club president and superintendent of city schools. Standing, from left: Bruce Ehr, guidance counselor of the Viroqua schools; Wayne Cook, Viroqua dentist; Art Cook, owner of Cities Service Oil in Viroqua; Emery Nordness, school music and band instructor; and Carlyle Ellefson, a director of the Viroqua Creamery and Tobacco Farmer.



**First Aid for Poinsettias  
—See the Back Cover**

*WITH CARE, your Christmas poinsettia plant may last until next Christmas, or even afterward. When the leaves begin to dry, cut off one-half the growth, put it in the basement, and water it every few weeks. Plant it outside in June, in partial shade. Bring it inside in early September and keep in an atmosphere as close as possible to 65°F.*



**IN DOWNTOWN ST. PAUL,** the new address of the Milwaukee Road ticket office is 354 Cedar Street. This picture shows the new location with business going on as usual, after moving from Cedar and Fourth. J. E. Griller, general agent passenger department, is in charge.



**IN THE ROARING TWENTIES.** It was 1925, to be exact, when the mechanical engineer's office staff and special apprentices posed for this family portrait at Milwaukee Shops. Among the young old timers are V. E. McCoy, fourth from right, in first standing row (cap and string tie), now chief purchasing officer, Chicago; G. H. Koester, last row center (cap and bow tie), now mechanical

engineer; and in front of Mr. Koester, L. L. Lentz (cap and four-in-hand), now general foreman of the freight shop. H. J. Montgomery, Magazine correspondent for the mechanical engineer, car and test departments, is in the first standing row, fourth from left (sweater and bow tie). How many more can you name?

## Get Off the Worry-Go-Round



**ON THE DOTTED LINE.** Signing up for the Community Chest drive at Ottumwa, Ia., Charles Overturf, yard engineer, is pictured handing his pledge form to Chief Clerk E. F. Kemp, who headed the campaign for the railroad in that area. The other subscribers are (left to right) Yard Foreman D. E. Chambers, Fireman A. O. Hiatt and Switchmen H. W. Bruch and Herb Grooms. When this picture was taken, only one-third of the Road's employees had been solicited, but contributions were already up 109 per cent over last year's pledges. (Ottumwa Courier photo)

**JITTERY JOE.** Do you know how Winston Churchill cured himself of speechfright? Yes, he used to have it, just like most of us.

The story goes that Sir Winston suffered agonies before campaign speeches. But he gained confidence by reminding himself that he knew more than his audience about his subject.

Doctors agree that continued nervous tension can cause a variety of illnesses. If you're worried about making a speech, just remember that you're in good company. Arm yourself with plenty of information about your subject. Then HiTension won't have a chance to get started.

THE  
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