

# GATE No. 2

## THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



END OF THE RUN (See "A Safe Day in Passenger Service"... page 8)

OCTOBER 1957

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# THE MILWAUKEE ROAD MAGAZINE

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# Wages, Freight Rates and Service

IT IS a fact almost too obvious to mention that regardless of what people set out to buy, *they spend their money with the fellow who offers the best value at the price.*

Payroll has an important bearing on prices in every business. In ours it is more important than in most others, because we have nothing but service to sell. Wages and salaries paid for providing a railroad's many and varied services represent the largest part of the cost of doing business. When you check the financial statement in this issue of the Magazine you will see that in July—the last month for which complete figures were available—wages and salaries amounted to 53 cents for every dollar we took in. We paid another 3.6 cents out of that dollar for Railroad Retirement and Railroad Unemployment Insurance benefits for employes.

In November of last year Milwaukee Road men and women, along with the employes of all railroads, received a wage increase of 12.5 cents an hour. In May of this year the cost-of-living provision in work agreements raised wages another 3 cents an hour. An additional 7 cents an hour will be added in November of this year, plus (in all probability) still another 5-cent raise for cost-of-living. Seven cents more will automatically become payable in November, 1958, and unless the nationwide inflationary spiral can be slowed, further cost-of-living increases will go into effect in May and November of 1958.

*These higher wages can be paid only if our railroad earns the additional revenue with which to pay them. This revenue can be earned only by attracting more traffic to our rails or by charging higher rates for our services.*

The limited freight rate increases which the Interstate Commerce Commission allowed the railroads last December and again in August are not sufficient to meet our railroad's higher wage rates and other increased costs of operation. Most lines are having a similar experience, and the industry as a whole is now looking for ways of further increasing rates.

The round robin of higher wages and higher rates makes it increasingly clear that each of us has, in effect, a personal business relationship with the public which buys our services and pays our wages. It is also clear, I think, that we are in direct, personal competition with those other men and women who are our opposite numbers on the payrolls of the trucking lines, the barge lines, the airlines, and competitive railroads.

The shipping and traveling public is free to decide whether we or our competitors offer greater value for the money.

I know that all of us in the Milwaukee Road family feel a sense of pride in our railroad, *but we owe it to ourselves to make absolutely certain that no one outperforms us, that our brand of service is the customer's very best buy.*

*J. P. Kiley*





## TRIP WITH NO RETURN

SHOULD a national award ever be offered for the world's shortest short story, we hope to win it with the following:

A few weeks back our passenger traffic department was obliged to turn down a claim for refund on the unused half of a Woonsocket-to-Roswell, S. D., excursion ticket, on grounds that left no argument. To the claimant they wrote, "As this ticket was issued on July 1, 1905, the period within which it was redeemable expired many years ago. Furthermore, it was issued by the Chicago, Milwaukee & St. Paul Railway, which is no longer in existence . . ."

The story? In the statement attached to the claim, the reason for non-use read, "Got married and didn't return."

## THE DOUBLE-TAKE

MAGAZINES, like women, are anxious not to be seen in public in the same dress.

It's not quite that way with publications as dissimilar as The MILWAUKEE ROAD MAGAZINE and NEWSWEEK, but the appearance of the above issue of NEWSWEEK did call for a double-take in the MILWAUKEE ROAD MAGAZINE office, where the September issue was just then being hustled off to press.

How did it happen?

Actually, the NEWSWEEK "issue" is not a regular number but a merchandising piece of four pages which that publication printed and The Milwaukee Road distributed to a list of selected traffic customers throughout the country.

Inside, in large size, was the "Yes, We're Ambidextrous" ad reproduced at right, together with this statement over the signature of P. H. Draver, vice president—traffic:

"Our new 'Skyworker' is not used to remove foliage so passengers in our Super Dome cars can see every detail of the wonderful scenery. It performs a more utilitarian service—trimming branches so they will not interfere with communications wires.

"It is vital that the left hand knows what the right hand does . . . vital that all hands keep the lines clear for both freight and passenger traffic.

"The advertisement at the right, from a recent issue of Newsweek, expressed this idea. More than a million copies reached several times that many readers.

"Our aim is to remind influential Americans that The Milwaukee Road is constantly improving its facilities in order to provide better service for shippers and travelers."

Magazines resemble women in another way, too. They're unpredictable. Not only can you never tell when two "magazines" will appear simultaneously with practically the same cover, but you can't always tell what is going to look good to some other publication for a story. Since the "Skyworker" received front cover and page 8 billing in the September issue of our own book, other magazines have requested prints of the pictures and still more information.

You just never know.

The left hand knows what the right hand does.

on the one hand we provide passengers with the latest refinements . . .

on the other hand we provide shippers with fast, dependable freight service.

Yes, we're **ambi-dextrous**

THE MILWAUKEE ROAD



(Answers on page 25)

1. Is a spot board used by a draftsman, a signalman or a trackman?
2. For what railway office do the initials FFA stand?
3. When a wharf projects out from the shore line, is it called a quay or a pier?
4. What is the official name of the "Frisco" Railroad?
5. Who is credited with being the author of the ballad "Casey Jones"—Wallace Saunders, Sim Webb or Burl Ives?
6. When a rail spike is in track, does the part of the head which projects out the farthest point away from the rail or toward the rail?
7. Do bolts which fasten rail joints all point to the inside or to the outside of the track or do half of them point one way and half another?
8. What are the glass wire holders in a telegraph line called—roundels, insulators or spools?
9. How many spike holes in a standard tie plate—4, 6, 8 or 10?
10. Is iron pipe designated by its inside diameter or its outside diameter?

# Looking at the Railroad

**WISCONSIN DELLS, WIS.,** one of the most popular playgrounds in the whole Midwest, and the railroad which helped to make it famous, as they appeared from the air on a beautiful day in August. The view is south-

easterly, showing the Milwaukee's bridge across the Wisconsin River in the foreground, and the passenger depot and freight house toward the center and top. How many other landmarks can you identify?





**RAILROAD AT WORK.** *Save for the lone motorist, Freight 263 had the broad Minnesota landscape all to itself when the westbound trans-continental freight was pictured one mile east of Corvett. The time—3 P.M. Aug. 24. A slice of the plane wing shows above, and a cloud casts a spot of shade in the distance.*

The pedestrian, or trackside, view of a railroad is apt to be a little like the blind men's impression of the elephant.

The one standing at the rear, feeling of the animal's tail, decided that an elephant must be like a rope. The one at the front thought he surely resembled a tree, while the one at the side concluded that he was very much like a wall. The only one who came to a fairly accurate estimate of what an elephant is like was the one who felt of him all the way around.

A close-on view of The Milwaukee Road may leave the viewer with the impression that it is as local as the corner drug store. Even the individual employe sometimes sees the railroad only in terms of paper work or rolling stock or spikes in the ties, depending on which end of the elephant he has hold of.

The long view of The Milwaukee Road, both in a literal and a figurative

sense, puts the whole proposition in different perspective. The aerial survey made by the Road's industrial development department this past summer and described in the July-August issue of the Magazine, provides just such a long view.

This has proved to be a sideline benefit of the survey, the principal purpose of which, to quote S. J. Cooley, industrial commissioner, was to let industries in search of choice plant sites see "the merchandise we have on our shelves."

The survey has produced 450 excellent black and white photographs and approximately the same number of colored slides showing available railroad properties and other industrial land, as well as promising farm acreage.

Those photographs have already proved valuable for other purposes. One official of the operating department said that looking through the col-

**DOWNTOWN DES MOINES.** *An interesting late-afternoon view of Des Moines, with lengthening shadows lending a pictorial quality to an otherwise work-a-day scene. This picture is one for the record, having been taken in late August, just a few days before workmen began razing the west end of the Union Station (center) in connection with remodeling the structure. It houses Milwaukee Road traffic offices and also serves the Wabash and the Des Moines Union Railway. The county building is the white structure at left.*





## Looking at the Railroad

**WABASHA, MINN.,** looking in a northerly direction, showing the Milwaukee Road line running diagonally across the picture, with the depot in the upper central area and the Wabasha gravel pit, source of much Milwaukee right-of-way ballast stone, beyond. Highway 61 is shown crossing over the tracks and disappearing at top center.

lection was one of the best "inspection tours" of the property that he had ever taken.

E. J. Stoll, assistant industrial commissioner, accompanied the photographer and pilot on all of the flights in Illinois, Indiana, Iowa, Wisconsin, Minnesota and South Dakota to direct the work. He later remarked that he wished it were possible for everyone on the railroad to see the line as he had.

"From an altitude of 1,200 feet or more you can't help being struck by what a big thing our railroad really is,"

he said. "It is a center of industrial activity in every community, and seeing it stretch out for miles on either side makes you realize how important a life line the railroad actually is to those communities."

The industrial development department has made a number of the pictures from the survey available to the Magazine in order that all employes may have the opportunity of joining in a pictorial inspection tour. The first of those selected views are reproduced here, and others will appear in future issues.

**ST. PAUL, MINN.** (opposite page). A familiar sight at St. Paul, taken in a southerly direction across the Mississippi River, with the Milwaukee's main line trackage and signal crew highway trailers in the foreground and the Farmers Union Grain Terminal Association elevator dominating the central areas. Chestnut Street, at left, gives this yard its name. St. Paul Union Station is beyond picture range at the left.



**MADISON, S. D.** (above). Here, as in most of the towns and cities it serves, The Milwaukee Road shows itself to be a central figure in the industrial life of the community. Taken in an easterly direction, the picture shows a number of the city's other industries, many of which are served by the railroad.

# A SAFE DAY IN PASSENGER SERVICE



As the westbound Olympian Hiawatha prepares to leave LaCrosse, Brakeman William Manion (in the distance) raises his hands to call for an all-clear signal, and Flagman R. K. "Randy" Newhouse gives it. Care in the giving and receiving of hand and lantern signals is very important to the safe operation of trains.

## *11th of a series*

**A** SMILE—at least as far as the records show—has never been known to save a life. A friendly remark or a pleasant interest in the comfort of passengers can hardly be expected to improve an accident report, but it is a fact that in the operation of railroad passenger service courtesy and safety are so closely allied that it is impossible to separate them

completely.

When a brakeman places the step box for the passenger and touches her elbow as she boards or leaves the train, is he being courteous or cautious?

It doesn't actually matter which thought inspires the action but it is an interesting illustration of the fact that in passenger service safety is a consider-



The crew members of Train No. 58, which leaves Minneapolis at 9:20 a.m., start the day with a chuckle as they sign in for the run and check train orders and clearance forms before going downstairs to their train. Left to right: Brakeman William R. Manion, Brakeman Randolph K. Newhouse and Conductor John J. Sullivan.

The safety record among road passenger trainmen is impressive, with personal injuries occurring at the rate of only four for every million manhours worked during the period from Jan. 1, 1952 to the present. There has not been a fatality among passenger brakemen since 1943.

Typical of Milwaukee Road men who have built this record is William R. Manion of Minneapolis who, with Conductor J. J. Sullivan and Flagman R. K. Newhouse, takes No. 58 east to LaCrosse every other day, and returns west on No. 15, and who hasn't suffered a single reportable injury in his

Below Left: As his train gets under way, Brakeman Manion drops the vestibule handrails into place and checks them on either side to make certain they are secure and safe for the use of passengers and crew members passing from car to car.

Below Right: Arriving in LaCrosse on No. 58 at 1:28 p.m., Mr. Manion places the stepping box on the depot platform and stands in position to assist passengers getting off the train. He makes a point of seeing that the box is securely placed.



ably different thing than in any other aspect of a railroad's work.

Elsewhere in railroad service safety involves primarily the safety of the individual employe and his fellow employes. For everyone in the train and engine crew on a passenger train safety means all of that *plus* a constant awareness of their responsibility for the safety of the passengers. The latter involves not only the safe operation of the train itself but those other matters combining considerations of safety, comfort, courtesy and simple convenience.



Above: As he walks through the cars he always looks along the overhead racks to make sure luggage is properly placed and not endangering passengers beneath. At Right: Checking signals and inspecting the train at every opportunity while en route is a regular practice. Here Brakeman Manion takes advantage of the broad view afforded by the Super Dome to scrutinize the rear of the train as it rounds a curve.



## A SAFE DAY IN PASSENGER SERVICE . . .

### THE COVER

One hundred and thirty-two years of experience and service stride across the front cover of this issue. The picture was taken in the Milwaukee Passenger Station in Minneapolis, and the men, left to right, are: Brakeman William R. Manion, who has 40 years of service; Flagman Randolph K. Newhouse, 45 years of service; and Conductor John J. Sullivan, 47 years of service.

These three LaCrosse Division, Second District men work together on No. 58 from Minneapolis to LaCrosse, returning to Minneapolis the same day on No. 15, the westbound Olympian Hiawatha. The picture shows them leaving No. 15 in Minneapolis and heading for the locker room in the station.

The long experience of men such as these three means a great deal to the railroad, to the safety of the traveling public, and to their own well being.

Having a few hours of spare time in LaCrosse between the arrival of No. 58 and the return trip to Minneapolis on No. 15, Brakeman Manion takes advantage of the opportunity to attend a safety meeting being conducted by E. G. Kiesele, superintendent of safety. Shown, left to right, are: Train Baggage-man C. J. Marik; Brakeman T. H. Boutillier; Conductor W. M. Farmer; District Safety Engineer R. A. Dahms; Brakeman R. K. Newhouse; Brakeman Manion; Conductor James Taylor; and G. M. Dempsey, assistant superintendent of safety.



40 years of service with our railroad.

Bill Manion is well known on the LaCrosse Division and in the Twin Cities, as well as elsewhere on the railroad. It is a point of pride with him that he was on the first run of the Afternoon Hiawatha eastbound out of Minneapolis when it went into service on May

29, 1935. He was also selected to help exhibit the train in the Twin Cities and LaCrosse.

Mr. and Mrs. Manion make their home in Minneapolis with their son Phillip. Their son James, a former Milwaukee Road yard clerk, is now in the insurance business in Minneapolis, and



Above: In LaCrosse, prior to the arrival of No. 15, Brakeman Manion always checks the bulletin board. He reads the Rule of the Day carefully and fixes it in mind well enough to discuss it if questioned about it. He then checks his watch carefully with the standard clock.

Below: Before leaving No. 15 in Minneapolis, Brakeman Manion explains to H&D Division Brakeman Douglas Bucklin that there is an elderly woman in the next coach who may need some special attention. Engineer Al Sutton is in the background.



With No. 15 arriving in Minneapolis at 8:05 p.m., Bill Manion has time to relax a while at home before calling it a day. He is shown here with Mrs. Manion, who is reading him a letter from their son Mark, who is stationed in Heidelberg, Germany, with the army. One of Bill's hobbies is handcrafting such objects as the beautiful ornamental candle on the table.



the Manions' only daughter, Mrs. B. F. Ingwald, also has remained in the home town. Their son Bill, Jr., is located in San Diego, and Mark, who is in military service, has been stationed in Heidelberg, Germany, with his family for almost three years. They are due to return in November.

The Manions have 14 grandchildren and are happy that five of them are in

Minneapolis and readily accessible.

That part of safety which is inseparable from the practice of courtesy has made Bill Manion one of the most popular trainmen on the railroad. And his thorough understanding of safe practices in the operation of trains has made every day a safe day in passenger service for him.

Between runs Bill Manion finds relaxation in working with his sons Jim (left) and Phillip, who have developed a sideline interest in the vacuum forming of rigid vinyl plastic pictures. They spend many hours together here in the workshop behind Phillip's place of business.

# appointments



F. G. McGinn



P. J. Weiland



L. V. Anderson



R. J. Kemp

## Operating Department

Effective Oct. 1, 1957:

F. G. McGinn is appointed general manager Lines East with headquarters in Chicago, following the retirement of J. H. Stewart. Mr. McGinn has been with the Road since 1930 as operator, dispatcher, trainmaster and assistant superintendent at various points, and as superintendent of the Iowa and the Milwaukee Divisions. Since 1955, when he was appointed assistant to vice president operation, he has served also as assistant general manager Lines East, and since this February as general manager Lines West at Seattle.

P. J. Weiland is appointed general manager Lines West, with headquarters in Seattle, succeeding F. G. McGinn. Mr. Weiland, who has been with the Road since 1916, has served as division superintendent at Ottumwa, Sioux City, Aberdeen, S. D., and Marion. He was general superintendent with headquarters at Milwaukee from June 1956 to February of this year, since when he has been assistant general manager Lines East in Chicago.

L. V. Anderson is appointed assistant general manager, Lines East with headquarters in Chicago, succeeding P. J. Weiland. Mr. Anderson, an employee since 1941, was formerly a dispatcher and trainmaster, and special representative to vice president, Chicago. In 1952 he was appointed superintendent of transportation Lines West, and in March, 1956 promoted to operating department duties in Chicago, where since July, 1956 he has served as assistant to vice president-operation in charge of claim prevention, refrigerator and merchandise service.

R. J. Kemp is appointed assistant to vice president-operation in charge of claim prevention, refrigerator and merchandise service. Mr. Kemp started with the Road in 1942, and was formerly as-

sistant agent at Rockford and agent at Mason City and Dubuque. He was promoted to manager of claim prevention, refrigerator and merchandise service, Chicago, in September, 1956.

H. M. Warner is appointed manager claim prevention, refrigerator and merchandise service with headquarters in Chicago, succeeding R. J. Kemp. Mr. Warner, who has been with the Road since 1918, was formerly chief merchandise inspector, Chicago. He was furloughed to serve on the Freight Station Section LCL Research Committee of the A.A.R. from October, 1953 to March 1956 since when he has been assistant manager claim prevention, refrigerator and merchandise service.



J. E. Marshall



L. J. Kidd



J. H. Agner

## Traffic Department

Effective Sept. 1, 1957:

J. E. Marshall is appointed assistant freight traffic manager, sales and service, with office at Chicago. Mr. Marshall, who started in the Winnipeg traffic office in 1926, has served in the offices in St. Paul, Minneapolis and St. Louis, and as general agent in Seattle and Milwaukee. He has been general freight agent with headquarters in Seattle since October, 1950.

L. J. Kidd is appointed general freight agent, sales and service, Seattle, succeeding J. E. Marshall. Mr. Kidd has been with the traffic department since

1915, starting in Tacoma. In 1943 he became export and import agent in Seattle, then general agent there, and later general agent in Milwaukee. Since April, 1953 he has been assistant to western traffic manager.

J. H. Agner is appointed assistant to western traffic manager, Seattle, succeeding L. J. Kidd. Mr. Agner entered service in Seattle in 1918, and subsequently was city freight agent, traveling freight and passenger agent and assistant general agent. Most recently he has been division freight and passenger agent with headquarters in Tacoma.

H. K. Williams is appointed division freight and passenger agent at Tacoma, succeeding J. H. Agner. Mr. Williams, an employee since 1916, has held various traffic department positions in Kansas City, Mason City and Aberdeen, S. D. Since September, 1952 he has been division freight and passenger agent at Sioux City.

L. F. Walsh is appointed division freight and passenger agent, Sioux City, succeeding H. K. Williams. Since becoming city freight agent in Butte in 1942, Mr. Walsh has served as traveling freight and passenger agent at Spokane, and since September, 1952 as divi-

sion freight and passenger agent in Great Falls.

H. D. Collingwood is appointed division freight and passenger agent at Great Falls, succeeding L. F. Walsh. Mr. Collingwood entered service in Seattle in 1919 and subsequently represented the Road in Spokane, Portland and Butte. He was formerly traveling freight agent with headquarters in Seattle, and since 1947 has been division freight and passenger agent at Aberdeen, Wash.

W. P. Morton is appointed division freight and passenger agent at Aberdeen, Wash., succeeding H. D. Collingwood. Starting in 1931, Mr. Morton has held

various positions in the traffic offices in Kansas City and San Francisco. He has been assistant general agent in Seattle since 1955.

L. P. Freeman is appointed district traffic manager with headquarters in San Francisco, with general supervision of the San Francisco, Oakland, Sacramento, Los Angeles and Salt Lake City agencies. Following service with the Southern Pacific, Mr. Freeman, a native of San Francisco, joined the Road's traffic department in 1924. He was city freight agent and later traveling freight and passenger agent in San Francisco before being appointed general agent in 1951.



L. P. Freeman



G. H. Kronberg

G. H. Kronberg is appointed general agent at San Francisco, succeeding L. P. Freeman. Since starting in the Detroit traffic office in 1937, Mr. Kronberg has been traveling freight and passenger agent with headquarters in Atlanta, Ga., and in Mason City. He was appointed district freight agent in Washington, D. C., on Jan. 1, 1953.

J. B. Cunningham is appointed district freight and passenger agent with headquarters in Washington, D. C., succeeding G. H. Kronberg. He will report to the Philadelphia, Pa., agency. Mr. Cunningham started with the traffic department in New York City in 1927. He has been district passenger agent in Washington since 1948.

Peter Braun is appointed general agent, Cleveland, Ohio, succeeding R. G. Davisson, transferred. Mr. Braun entered service in Chicago in 1924. He has been city freight agent in Los Angeles, city freight agent and traveling freight and passenger agent in San Francisco, and since 1953 division freight and passenger agent in Terre Haute.

R. G. Davisson is appointed division freight and passenger agent at Terre Haute, following the transfer of Peter Braun. Mr. Davisson, a member of the department since 1925, has been traveling freight agent with headquarters in Cleveland, and general agent there since 1942.

Effective Oct. 1, 1957:

L. R. Gates is appointed district  
**October, 1957**

## J. H. Stewart Retires as Lines East General Manager

As another magazine recently put it, a young fellow from the Hoosier state of Indiana wandered into a railroad job about 46 years ago and, as things turned out, a lifetime career with The Milwaukee Road for John H. Stewart. That was written at the time of his returning to Chicago from Seattle as general manager Lines East, in February of this year, a position which the calendar and the railroad's retirement policy dictated could be held only a relatively short while. Mr. Stewart's retirement came at the end of September, marking the close of an active and varied career on The Milwaukee Road.



J. H. Stewart

"Jack" Stewart, as the railroad knows him, started his railroad service in Terre Haute in 1911. After an apprenticeship as trainmaster in Ottumwa, Ia., and later in Beloit, Wis., he was appointed assistant superintendent in Milwaukee, and in 1947 promoted to superintendent of the Milwaukee Terminals.

His career has closely paralleled some of the company's most significant developments. The re-building of Savanna Yard was accomplished while he was superintendent of the Dubuque & Illinois Division from 1948 to 1950. Again, he was general superintendent at Milwaukee when Airline Yard, the Road's

freight and passenger agent with headquarters in Medford, Ore. Mr. Gates was city freight agent at Butte from 1949 until 1952 when he became traveling freight and passenger agent at Great Falls. He has been filling the latter position at Medford since 1955.

Effective Aug. 16, 1957:

J. P. O'Neill is appointed city freight and passenger agent in Omaha. Mr. O'Neill started with the Road in Mitchell in 1940, and has been stationed in Charles City, Sanborn, Rapid City and Yankton. Since May, 1955 he has been chief clerk in the division freight and passenger agent's office in Mason City.

first automatic retarder facility, was built. He was promoted to assistant general manager with headquarters in Chicago in 1953.

Construction of the new yard at Spokane, Wash., was already under way when he went to Seattle as general manager Lines West in 1955, but he takes something of a father's pride in the new yard at Othello, Wash., and the huge new icing facility there, having been close to all of the details of planning and completion.

"The material improvements on our railroad, particularly with respect to yard operations, within the past 10 years have been very great", Mr. Stewart said as his last day as general manager approached. "When you sum up all of the things we have done to modernize our railroad, it simply means that we are able today to do a much better job of serving the public than we could only a few years ago."

Mr. and Mrs. Stewart plan to continue making their home in suburban Evanston, Ill. They are pleased at the prospect of being at least fairly close to their two daughters and six grandchildren. One daughter, Mrs. G. B. Mulder, resides in Brookfield, Ill., and the other, Mrs. F. A. Barton, makes her home in Terre Haute, Ind., where Mr. Barton is a Milwaukee Road trainmaster.

### What They Cost?

How much does a diesel-electric locomotive cost? How much do the railroads pay for freight cars? Certainly a lot more than they did in years gone by!

According to data published by the Interstate Commerce Commission, the average cost of a new diesel-electric "A" freight unit in 1955 ranged from \$122,008 for a 1500 h.p. unit to \$233,478 for a 2400 h.p. unit. An "A" unit is a self-propelled unit capable of operating independently or coupled to other diesel-electric units. A "B" unit is dependent on the "A" unit and is used to provide supplementary power. The average cost of a "B" unit in 1955 ranged from \$122,008 for a 1500 h.p. unit to \$170,221 for a 1750 h.p. unit.

It is the man who does not want to express an opinion whose opinion I want.

—Abraham Lincoln

# Scholarship Winner Will Attend University of Washington

by Mrs. Elisabeth L. Crawford, Division Editor, Tacoma, Wash.



Michael H. Shanahan

THE Milwaukee Road's first place J. T. Gillick Scholarship for 1957 was granted to an 18-year-old Tacoma, Wash., boy, Michael Henry Shanahan. He is the son of James N. Shanahan, an inspector in the Tacoma car department.

The scholarship, which totals \$2,400 (or full tuition, if more) for the young man who qualifies throughout four years of college, will make it possible for Michael to attend the University of Washington. He will study for a Bachelor of Science Degree in the College of

Engineering.

The award winner was born in Sioux City and for three and a half years attended high school in Mobridge, S. D. Last winter he transferred to Stadium High School in Tacoma, where on June 5 he was graduated with the scholastic rating of fourth in a class of 515.

During the time Michael was in school at Mobridge he led his class scholastically and distinguished himself as an athlete and student leader. In athletics he excelled in football, basketball, track and tennis. As for leadership, he was freshman class president, president of the student body association in his last year, local and district oratory winner, co-editor of the school paper, a delegate to the state student council convention, South Dakota Boys State delegate in 1956, active in school dramatics and on a teen-age radio program, an Explorer Scout, and homecoming king of 1956. At the same time he worked as a theater and gas station attendant.

Mobridge High School has an enrollment of approximately 300 students. When, in his senior year, Michael transferred to Stadium High in Tacoma, which has about 2,000, his qualities of leadership continued to prove outstanding. In addition to graduating with a near-perfect average, he was awarded a \$100 bond by the Tacoma Elks as the city's most valuable student of the year.

The Shanahans have six other children, Jeanine, who is married to an at-

torney; Francis, who is completing his education for the priesthood; Patrick, an Air Force communication specialist now stationed at Hanna City, Ill.; Dennis, who is currently in college; and two boys in grade school.

In a letter to C. Wm. Reiley, director of admissions at Northwestern University, who serves as chairman of the scholarship committee, Michael wrote that the whole family was proud he had been chosen. "It has been one of my Dad's fondest dreams that one of his boys would win this scholarship", he wrote. "Thank you for making us the happiest family of 'rails' on the system."

## W. R. Dolan Retires

W. R. DOLAN, special assistant to general adjuster and a member of the personal claim department force for 37 years, retired on Aug. 31. His associates in the law and claim departments hon-



W. R. Dolan

ored him at a farewell luncheon in the University Club.

Mr. Dolan was born on May 1, 1895, in Oswego, N. Y., where he was graduated from a business school. After a brief experience as a secretary, he moved to Chicago and assumed a position in the law-claim department of the Chicago & Eastern Illinois Railroad. At the same time, he attended night classes at Chicago Kent College of Law, from which he was graduated in 1919. He was admitted to the bar in Illinois in 1920, and joined the Road the same year.

Starting as an adjuster in the Chicago claim office, he was promoted to district adjuster in 1923, and later had charge of the Indiana, Illinois and Chicago Terminal territories, with headquarters in Chicago. He was appointed special assistant to general adjuster in 1951.

Mr. Dolan is a member of the Chicago Bar Association and the South Shore Country Club, and his hobbies are golf and both lawn and alley bowling. He and Mrs. Dolan will continue to live in their Chicago home which they have occupied throughout their married life. Railroad associates presented him with a camera outfit to use in their future travels.

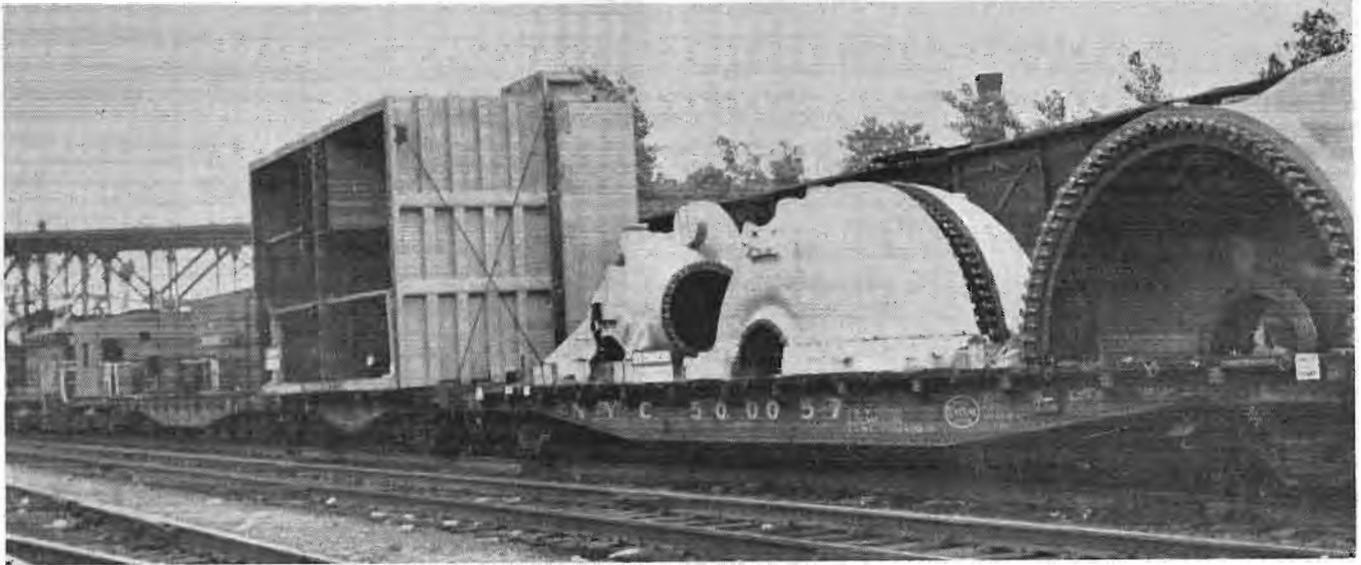
## LET COMPETITION GOVERN RATES

"The government ought to let competition, instead of the Interstate Commerce Commission, be the main regulator of freight rates. Two years ago a Presidential advisory committee urged that the I.C.C. act as 'an adjudicator, not a business manager' of the common carriers, retaining only the power to prevent unreasonably high rates, or the cutting of rates below cost, or discrimination among shippers, commodities, or communities.

"Legislation to carry out this program is stalled in Congress. The railroads favor it. The truck and barge operators want to retain the present system which, in effect, gives the I.C.C. power to allocate business among the carriers.

"The people would be better served if competition were permitted to work in all forms of interstate transportation."

—Chicago Daily Tribune, Aug. 1, 1957



The 6:45 A.M. Muskego Transfer with sections of the low pressure turbine casing. Note the height of the load compared with the diesel switch engine.

## The 6:45 Muskego Transfer

"HERE in Milwaukee Terminal we probably handle more and originate more high-wide dimension carload shipments than at any other point on our railroad," wrote Trainmaster S. O. Jones of the Milwaukee Terminal Division, recently.

"One of the largest shippers of this type of carload freight," his letter continued, "is the large Allis Chalmers West Allis Works located in West Allis, Wis."

Mr. Jones took the accompanying pictures in connection with the Milwaukee's recent handling of five such high

loads from that company on the so-called 6:45 A.M. Muskego Yard Transfer.

Consisting of huge component parts for the world's first 300,000 kilowatt steam turbine generator unit, the loads were given special handling through the terminal area and followed a specially planned, obstruction-free route from Milwaukee to River Rouge, Mich., where a plant is under construction for the Detroit Edison Company.

Being too high to clear the 35th Street

viaduct, as well as those at 16th and 6th Streets, the loads were moved via the cut-off, through the upper Fowler Street District and on to Washington Street, where the Rondout Patrol picked them up and took them to Rondout, Ill. From there they moved via the Elgin, Joliet & Eastern and the New York Central to destination.

Only the railroads can do this kind of a job, and on the Milwaukee it's all in the day's work.

Below: The men who handled the big loads on the Muskego Transfer, and part of the 6 A.M. Fowler Street Transfer crew. Left to right: Switchman Emil Wifler, Fireman Keith Stroud, Switchman Charles Polcyn, Engineer J. E. Bockhop, Switchman Dan Lynch,

Conductor Arthur Cullen, and Switchman L. I. Meyers.

Below: The 6:45 Muskego Transfer with the outside loads (only part of which show) in upper Fowler Street District.



# retirements

during August 1957



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

DOLAN, WILLIAM R.  
Spec. Asst. . . . . Chicago, Ill.  
ERICKSON, LILLIAN A.  
Clerk . . . . . Chicago, Ill.  
MEYER, JOHN A.  
Clerk . . . . . Chicago, Ill.  
NILLES, MARIE A.  
Sorter . . . . . Chicago, Ill.  
STEVENS, FRANK D.  
Counterman . . . . . Chicago, Ill.  
WILLE, HENRY A.  
Chf. Meeting Repr. Frt. Traffic. Chicago, Ill.  
WITHALL, WILLIAM P.  
Asst. Butcher . . . . . Chicago, Ill.

## Chicago Terminals

ALLEN, MARTIN A.  
Asst. Track Foreman . . . . . Galewood, Ill.  
FUENTES, CAMILO  
Sec. Laborer . . . . . Chicago, Ill.  
GOODS, ANTHONY J.  
Switchman . . . . . Chicago, Ill.  
GUMINSKI, FRANK  
Carman . . . . . Chicago, Ill.  
KARAS, JOHN  
Carman . . . . . Chicago, Ill.  
KAROUMBAS, THOMAS  
Ex. Gang Laborer . . . . . Chicago, Ill.  
LUKASZ, STELLA M.  
Coach Cleaner . . . . . Chicago, Ill.  
MARKANCIK, SUSIE  
Car . . . . . Chicago, Ill.  
REED, SOPHIE F.  
Car Cleaner . . . . . Chicago, Ill.

## Coast Division

BERG, PETER M.  
Carman . . . . . Port Angeles, Wash.  
BISSON, GIFFORD F.  
Conductor . . . . . Tacoma, Wash.  
FORDYCE, HARRY W.  
B&B Carpenter . . . . . Seattle, Wash.  
FRITZ, HERMAN  
Section Laborer . . . . . Mineral, Wash.  
GARDNER, ROBERT R.  
Conductor . . . . . Tacoma, Wash.  
KRANHOLD, GEORGE  
Conductor . . . . . Tacoma, Wash.  
MILENDER, ROY F.  
Sec. Foreman . . . . . Rainier, Wash.  
PALMER, ARTHUR C.  
Switchman . . . . . Tacoma, Wash.  
PIEKARSKI, JOSEPH P.  
Blacksmith Helper . . . . . Tacoma, Wash.  
WALLACE, WARREN E.  
B&B Carpenter . . . . . Tacoma, Wash.  
WARNER, CHARLES S.  
Conductor . . . . . Tacoma, Wash.

## Dubuque & Illinois Division

BURNS, JAMES H.  
Brakeman . . . . . Ottumwa, Ia.  
BUTTERFIELD, HODGE E.  
B&B Carpenter . . . . . Kansas City, Mo.  
DAU, ALBERT W.  
Section Foreman . . . . . Eldridge, Ia.

FOHRMAN, FRED J.  
Crossingman . . . . . Elgin, Ill.  
SMITH, LESTER M.  
B&B Carpenter . . . . . Savanna, Ill.  
WESTPHAL, WILLIAM G.  
Agent . . . . . Elgin, Ill.

## Hastings & Dakota Division

CHRISTMAS, LOUIS  
R.H. Foreman . . . . . Aberdeen, S.D.  
FULLER, BERT F.  
Dispatcher . . . . . Aberdeen, S.D.

## Idaho Division

JOHNSON, GILMAN M.  
Conductor . . . . . Spokane, Wash.

## Iowa Division

BERTSCH, LEO D.  
Machinist . . . . . Perry, Ia.  
MCDOWELL, ULYSIS S.  
Section Foreman . . . . . Granger, Ia.  
MULLALEY, HAROLD C.  
Machinist . . . . . Cedar Rapids, Ia.  
PECKOSH, LOUIS E.  
Conductor . . . . . Marion, Ia.

## Iowa, Minnesota & Dakota Division

ANDERSON, FRANK L.  
Brakeman . . . . . Sioux City, Ia.  
BROWMAN, HARRY E.  
Tel. Operator . . . . . Spencer, Ia.  
FRENCH, CARL L.  
W.H. Foreman . . . . . Spencer, Ia.  
HANSEN, GLEN R.  
B&B Carpenter . . . . . Sioux City, Ia.  
HEMANN, WILLIAM F.  
Checker . . . . . Austin, Minn.

## J. H. Vanderhei

JOHN H. VANDERHEI, retired Madison, Wis., pump repairer who was well known for his activities in employe and company-related affairs, died at a hospital in Woodruff, Wis., on Aug. 12, at age 76. He was at one time Milwaukee Road general chairman of the Brotherhood of Maintenance of Way Employes.

Mr. Vanderhei was born in Appleton, Wis., and lived for several years in Wisconsin Rapids, where he went to work for the Road as a carpenter in 1900. Later he became a pump repairer on the old Prairie du Chien Division, and in that capacity transferred to the Madison Division in 1905. He first became chair-

JOYNT, JOSEPH F.  
B&B Carpenter . . . . . Mason City, Ia.  
KNUTSON, JOHN J.  
Sec. Laborer . . . . . Lanesboro, Minn.  
LINSOTT, CLIFFORD S.  
R.H. Laborer . . . . . Sioux City, Ia.  
MALEK, JAMES J.  
Agent . . . . . Lonsdale, Minn.  
MORGAN, BARNEY B.  
Conductor . . . . . Madison, S.D.  
OWENS, ROBERT E.  
B&B Carpenter . . . . . Miles City, Mont.  
POPE, HERBERT J.  
Ex. Gang Laborer . . . . . Alexandria, S.D.  
REITMANN, AUGUST P.  
Sec. Laborer . . . . . Zumbrota, Minn.  
ROBINSON, GEORGE S.  
Conductor . . . . . Sioux City, Ia.  
TOMIC, RUDOLPH J.  
Sec. Foreman . . . . . Lake Andes, S.D.

## La Crosse & River Division

SMITH, VERN A.  
Ex. Gang Laborer . . . . . River Jct., Minn.  
TESSMANN, EDMUND F.  
Loco. Engr. . . . . Portage, Wis.  
TYLER, IRVIN F.  
Clerk . . . . . LaCrosse, Wis.

## Madison Division

CHRISTENSEN, CHRIST C.  
Brakeman . . . . . Madison, Wis.  
LAWLESS, THOMAS G.  
Agent . . . . . Avoca, Wis.  
LAWTON, TROY W.  
Flagman . . . . . Madison, Wis.

## Milwaukee Division

LEHMAN, WILLIAM C.  
B&B Carpenter . . . . . Milwaukee, Wis.  
PARKER, JEROME E.  
Loco. Engr. . . . . Horicon, Wis.  
REILLY, MICHAEL F.  
Loco. Engr. . . . . Milwaukee, Wis.  
VOLLMAN, GEORGE J.  
Loco. Engr. . . . . Milwaukee, Wis.

## Milwaukee Terminals & Shops

BORTOWSKI, PAUL  
Carman . . . . . Milwaukee, Wis.  
DICKEY, FREDERICK C.  
Yard Clerk . . . . . Milwaukee, Wis.  
DRISCHLER, JOHN A.  
Welder . . . . . Milwaukee, Wis.

man of the maintenance of way organization in 1919. When he retired on Aug. 1, 1948, he held office as assistant chairman.

Mr. Vanderhei is remembered on the railroad as one of the organizers of the Service Club at Madison and one of its first chairmen. He was also active in politics, having been a candidate for the state legislature in 1936.

Since spring Mr. Vanderhei had been staying at his summer home in Minocqua, Wis. Funeral services were conducted in Madison. Surviving him are his wife Mayme; a daughter, Mrs. Al Stafford of Madison; a brother, three sisters, a granddaughter and a great-grandson.

The Milwaukee Road Magazine

# How "The Sioux" Got Its Name

JERRY WELCH, one-time auditor of the old "Jawbone" railroad, who is well remembered for his long service as the Road's assistant secretary and treasurer in New York headquarters, was recently re-reading some old correspondence when he came upon a piece which concerned a hitherto unpublished bit of history. He tells it this way:



Jerry Welch

"On one of my business trips from New York to Chicago in 1926, I was invited by Joe Caldwell, then assistant general passenger agent, to view a new train in the Union Station which was about to make its first trip. It was a beautiful train, and I asked Joe what it was called. He replied, '11 and 22', as a name had not yet been selected. I suggested that, as it went to Sioux Falls, S. D., an appropriate one would be 'The Sioux'. [The train's western terminus is now Canton, S. D.] A couple of weeks later I received a telegram stating that the new train had been christened. The name was 'The Sioux', and I was congratulated for suggesting it.

Mr. Welch, now 83, had been in railroad service 56 years when he retired

on Dec. 31, 1947. His first years were with the Sioux City & Northern and the Great Northern in Sioux City, and starting in 1904, with the Montana ("Jawbone") Railroad at Helena. He came to the Milwaukee in 1909 after the Montana line was acquired by our company, and was the first auditor of the new extension to the coast, then customarily referred to as the Puget Sound Railway. Later he was assistant general auditor of the CM&StP and eventually assistant comptroller. In 1918-20, under Federal control, he served as comptroller.

During World War I Mr. Welch helped to recruit a company of the Illinois National Guard, composed mainly of Milwaukee Road employes, and was commissioned as a captain. He was appointed the Road's financial officer in New York in 1922.

Since his retirement Mr. Welch has continued to be a familiar figure at annual meetings of the treasury and accounting departments. His home is in Brooklyn, N. Y., where he has not only a tree, but a large flower and vegetable garden. It is also close to Ebbets Field, and the baseball season is a busy time for Mr. Welch—he is either out at the ball park, or watching the Dodgers on television.

- DULLAR, FRANK  
Sec. Laborer.....Milwaukee, Wis.
- ECKERT, FRANK  
Trucker.....Milwaukee, Wis.
- GRIBBLE, REUBEN T.  
Chief Clerk.....Milwaukee, Wis.
- PETRAS, GEORGE C.  
Carman.....Milwaukee, Wis.
- PRELEC, JOSEPH S.  
Welder.....Milwaukee, Wis.
- RISTOW, FRED H.  
B&B Foreman.....Milwaukee, Wis.
- SHEFFIELD, DALE C.  
Supr. Diesel Recl.....Milwaukee, Wis.
- SOCHER, JOSEPH H.  
Crossingman.....Milwaukee, Wis.
- WACLAWSKI, JOSEPH  
Welder.....Milwaukee, Wis.

## Rocky Mountain Division

- BARTON, ALBERT J.  
Hostler.....Harlowton, Mont.
- FAIRHURST, THOMAS C.  
Conductor.....Three Forks, Mont.
- GIBSON, SR., JAMES A.  
Sta. Fireman.....Harlowton, Mont.
- LISTARHIS, NICK  
Sec. Foreman.....Bozeman, Mont.
- LONGENECKER, DAISY E.  
Janitor.....Three Forks, Mont.

## Terre Haute Division

- CARTWRIGHT, WILLIAM O.  
Sec. Laborer.....No. Harvey, Ill.
- CROW, HENRY  
Frt. Hse. Foreman.....Terre Haute, Ind.

## Trans-Missouri Division

- GUDMUNDSON, MOUR F.  
Conductor.....Miles City, Mont.
- KINDEN, ALVIN I.  
Conductor.....Miles City, Mont.
- ROBBINS, FRANK S.  
Carman.....Miles City, Mont.
- WAHL, GEORGE  
Carman Helper.....Miles City, Mont.
- ZUELKE, HUGO E.  
Conductor.....Miles City, Mont.

## Twin City Terminals

- BRUNEAU, ALFRED J.  
Switchman.....Minneapolis, Minn.
- CAMPBELL, HAROLD R.  
Asst. Car Foreman.....Minneapolis, Minn.
- CARUSO, JOHN  
Boilermaker Helper.....St. Paul, Minn.
- CUPRYN, ANTON  
Car Cleaner.....Minneapolis, Minn.

- DOLGE, THEODORE P.  
Brakeman.....Minneapolis, Minn.
- ERDAHL, HERMAN A.  
Carman.....Minneapolis, Minn.
- HAUGER, EINAR H.  
Bill Clerk.....St. Paul, Minn.
- JOHNSON, ELMER C.  
Mach. Helper.....Minneapolis, Minn.
- MELQUIST, ROY E.  
Asst. Car Foreman.....Minneapolis, Minn.
- RANSON, LA SALLE  
Ex. Gang Laborer.....St. Paul, Minn.
- SEDGWICK, JOHN D.  
Conductor.....Minneapolis, Minn.
- SHELLEY, HOWARD A.  
Switchman.....Minneapolis, Minn.
- SHORT, ASA G.  
Sec. Laborer.....Minneapolis, Minn.
- SIEGLER, HERBERT W.  
Machine Operator.....Minneapolis, Minn.
- STOFFELS, LEO  
Switchman.....St. Paul, Minn.
- TOMPOROWSKI, JOSEPH  
B&B Carpenter.....Minneapolis, Minn.
- TRUAX, LEON M.  
Local Frt. Agent.....Minneapolis, Minn.
- WITT, WILLIAM S.  
Ex. Gang Laborer.....Minneapolis, Minn.

## NOTICE

### All-Employe Retirement Party Being Held in Minneapolis Oct. 10

MORE than 100 former officers and employes of the Twin City Terminal, as well as those on the LaCrosse & River, Hastings & Dakota, and the Iowa, Minnesota & Dakota Divisions who regularly worked into the Twin Cities but who have retired or will retire during 1957 will be honored at an all-employe retirement and reunion party on Oct. 10.

The place is the Calhoun Beach Hotel in Minneapolis. Serving will continue from 6:30 to 7:30 P.M., followed by dancing and entertainment.

The committee in charge of the party, under the chairmanship of Trainman W. R. Manion, extends a cordial invitation to all employes and their wives or husbands to attend. This is expected to be the largest gathering in the eight-year history of the party, with more than 300 active and retired employes and members of their families in attendance. Tickets for all other than the honored guests are \$2.00 per person.

The committee asks that all who plan to attend but who have not already indicated their intention notify C. A. Volsted of the general superintendent's office, Minneapolis, as quickly as possible.

# There's No Place Like



THE year-round campaign of fire safety education which is being emphasized during national Fire Prevention Week, Oct. 6-12, directs attention to the fact that fires in homes kill about 5,500 persons each year. Of this number, more than 41 per cent are children.

Because one-fifth of all home fires can be traced to defective or improperly operated heating equipment, your heating system should be one of the first check points for fire safety. A professional inspection should be made at least once a year. Unless you are fully qualified, do not attempt to repair or alter the equipment yourself.

Flue pipe connections should fit tightly and preferably be sealed at the joints. If they are located less than 18 inches from combustible material (such as wooden walls or ceilings), the combustible surface should be protected by sheet-

metal, asbestos or plaster. The chimney, too, should be checked and cleaned at regular intervals.

Many disastrous home fires have resulted from the misuse of portable heaters and stoves that burn kerosene. Inasmuch as these also consume oxygen, they can, under some conditions, cause suffocation. In any room where they are used, it is important that some fresh air always be available.

When you leave the house or go to bed, preferably turn off any portable kerosene heaters. Be certain that they are properly adjusted, and located so they do not block exits and won't tip over. Animals have been known to knock over heaters with disastrous results.

Portable kerosene burning stoves and heaters should stand level and preferably on a metal base. They should never be

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## Fall Is Apple Recipe Time



Danish Apple Bake

Blue Ribbon  
Apple Pie



THIS is the season to try new apple recipes, when the fruit, fresh from the tree, is crisp and juicy and full of flavor.

What dessert do apples bring promptly to mind? Apple pie, of course, America's favorite ending-to-a-meal. The following recipe has a crust that melts in the mouth. Serve it warm, lavished with vanilla ice cream and with coffee piping hot.

### Blue Ribbon Apple Pie

6 to 8 large tart apples  
½ cup granulated sugar  
½ cup dark brown sugar  
1 tbsp. flour  
½ tsp. nutmeg, grated  
grated peel of an orange  
grated peel of one lemon  
2 tbsps. orange juice  
3 tbsps. butter  
pastry for 2 crusts

Pare and core apples and cut each in 8 to 10 slices. Line a deep 9-inch pie tin with pastry. Combine granulated sugar, brown sugar, flour and nutmeg. Rub a little of the mixture into the pastry lining. Add the grated peels to the remaining mixture. Arrange apples in the pan, sprinkle with the sugar mixture, and sprinkle the whole with the orange juice. Fit on top crust, cut slit to release steam, and bake in a 425 F. oven 45-50 minutes, or until tender. Serve warm.

### Perfect Pie Crust

½ cup lard  
¼ cup boiling water

*The Milwaukee Road Magazine*

# Home for Starting a Fire

**SPARKY SAYS**

**DON'T LEAVE CHILDREN UNATTENDED EVER!**

**DON'T GIVE FIRE A PLACE TO START** 



moved while lighted. *Always* be sure the heater is out and has cooled off before you fill the tank. A funnel should be used to avoid spilling, and the tank

should be filled in the open.

Be sure the heater is equipped with a safety device to shut off the kerosene automatically if the flame fails.



If you think there is a fire, don't fling doors open, but feel doors for heat.



If door is hot—block with furniture or mattress (preferably wet) to keep out smoke and gases.



If trapped by fire, remember that the air is usually better near the floor.



**DON'T** jump from upper-story windows except as a last resort. Wait for firemen.

1½ cups cake flour, sifted  
½ tsp. baking powder  
½ tsp. salt

Put lard in bowl, pour boiling water over it, and beat until cold and creamy. Chill for half an hour. Resift flour with baking powder and salt and add to lard mixture. Stir until it forms a smooth ball. Cover and chill until firm. Divide dough and roll bottom crust ⅛-inch thick, using as little flour as possible on the pin and board. Roll out top crust and cut 1 inch larger than the pan. Prick with a fork, place over filling and dampen edges slightly with water. Tuck under lower crust and press around the edges. (*Pan-American Coffee Bureau*)

The mingling of Old World food traditions with New World eating habits produced this baked pudding. The combination of tart apple sauce, crisp bread cubes and lightly browned meringue is a treat at the family dinner table.

## Danish Apple Bake

1 qt. applesauce  
2 cups toasted bread crumbs  
3 egg yolks, beaten  
1/3 cup melted butter  
½ tsp. cinnamon  
¼ cup sugar  
3 egg whites  
½ tsp. vanilla extract  
6 tbsps. sugar

Combine applesauce, bread crumbs, beaten egg yolks, butter, cinnamon and ¼ cup sugar. Bake in a greased 2-qt. casserole in a 325° F. oven for 45 minutes. Remove from

oven. Beat egg whites until stiff, add remaining sugar gradually, continuing to beat until they stand in peaks. Add vanilla. Top apple bake with meringue and return to oven for 15 minutes, or until brown. (*American Institute of Baking*)

All sorts of good things go into this cake—applesauce, spices, plump raisins and molasses. When you top it with orange-molasses frosting, watch the smiles of anticipation.

## Molasses Applesauce Cake

2¼ cups sifted cake flour  
½ tsp. salt  
1 tsp. baking soda  
1 tsp. cinnamon  
½ tsp. nutmeg  
¼ tsp. cloves  
½ cup shortening  
¼ cup sugar  
2 eggs  
½ cup molasses  
1 cup strained applesauce  
1 tsp. vanilla  
¾ cup raisins

Sift together flour, salt, baking soda and spices. Cream shortening; add sugar and beat until light. Stir in eggs, one at a time. Combine applesauce, molasses and vanilla; add alternately with dry ingredients, mixing just enough to blend. Add raisins by combining with last portion of flour. **DO NOT OVERBEAT.** Pour into two greased and floured 8-inch cake pans and bake in a 350° F. oven about 30 minutes, or until it tests done.

**FROSTING:** Cream 1/3 cup butter until soft, gradually stir in one cup confectioners' sugar and ⅛ tsp. salt. Blend in 3 tbsps. molasses, 1 tbsp. orange juice and 2 tbsps. grated orange rind. Add 2 cups sifted confectioners' sugar gradually, beating until frosting is of consistency to spread.

\* \* \* \* \*

To make applesauce, wash and quarter apples and remove blossom end. Add only enough water to keep apples from sticking. Bring quickly to a boil and simmer for 20-30 minutes, or until tender. Rub through strainer or food mill and add sugar. One cup sugar is about right for one quart applesauce.

## Molasses Applesauce Cake





"First you pin it—so", Mrs. Heene Abrams demonstrates to an adult education program class.

## SHE MAKES HEAD LINES

If YOU are lucky enough to have Grandma's old beaver tippet in the attic, don't consign it to the missionary barrel just yet. That is the counsel of Mrs. Heene Abrams, wife of N. P. Abrams, assistant chief clerk to the superintendent of the Chicago Terminals. Fur is taking a new fashion trend this fall, she says, and with different styling it can be worn again—on your head!

Although a hat of fur is a challenge to the woman who makes her own, it is not beyond the skill of even a beginner, according to Mrs. Abrams, whose interesting avocation is instructing classes in millinery design. In fact, one of the inducements to try is that good results have been obtained by women who never handled a needle before.

Hat making as a hobby has adherents among women in all walks of life. At the Washburn Trade School in Chicago, where Mrs. Abrams conducts classes four nights a week, there is always a waiting list. The students are mostly white collar girls—secretaries, nurses, telephone operators, typists, tech-

nicians, and so on. So interesting do some find it that they have been attending classes for as long as five years.

The courses, which are provided free by the board of education, offer instructions in all techniques, from designing the shape and fitting it on a block, to the final insertion of the lining. Projects vary with the seasons. Starting in the fall, students are introduced to winter hats, and progress through the school term to spring and summer models. A fashion show is held before Easter and again at graduation at which students model their own creations.

Mrs. Abrams, whose zest for her work is apparent in her vivacious smile and speech, majored in home economics and was a professional designer before entering the teaching field. At one time she taught millinery at Englewood High School in Chicago. She forsook her career when daughter Karen, now 11 years old, was born.

A shortage of qualified teachers induced her to resume her profession. Today, in addition to teaching at the trade school, she conducts classes for the adult education program of the YMCA. Occasionally she talks before club groups, and she also does some freelance designing.

An aspect of this work which Mrs. Abrams enjoys is that it allows plenty of time to be with her family. Also, that it does not tie her to a desk, for, to keep abreast of changing styles, she makes seasonal trips to the important New York millinery showings. These are applied to class instruction. For instance, from one recent trip she brought back an educational film which shows how felt is made.

### Encourages Creative Talent

There is also the satisfaction of knowing that in many women she is encouraging creative talent. Particularly she has in mind the many housewives who take millinery courses at the "Y". Whole blocks make up groups, and while their husbands baby sit, find relaxation in making something practical and beautiful to increase the joy of everyday living.

Mrs. Abrams' avocation is fun for her family, too. Occasionally there is a sightseeing trip to New York during the millinery market, and as a result of having her work featured recently in educational and trade magazines, she receives letters of inquiry from many parts of the country. Last year, too, there was the thrill of watching while she was interviewed on Kay Francis' "Home" television program.

## Bulletin for Gardeners



HOUSE plants that have been out of doors all summer need attention at this time. The old plants need cutting back and potting in new soil, if they are to be saved. There is still time to root some cuttings and start the fall and winter seasons with fresh young plants.

Take up the plants and hold them in the shade to get them accustomed to the new environment. However, get them indoors before frost.

You can establish an indoor garden in the basement or a spare room with fluorescent lights. The amount varies for different kinds of plants. African violets, for instance, do best with 500-foot candles, while gloxinias need about twice this amount. Various annuals grow best with about 1,200-foot candles when they are small.

An indoor garden requires proper temperature and moisture. Most house plants thrive in a temperature of 65 to 70°F. Locate the garden where water can drip or splash without injuring the surroundings. A shallow, watertight pan with a layer of fine gravel or coarse sand will serve as a suitable base for the pots.



"CHANGE OUR TICKETS. WE'RE NOT TAKING THE SAME TRAIN SHE IS!"

The Milwaukee Road Magazine

## Trans-Missouri Division

### WEST

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

Charles P. Shine, warehouse foreman at Miles City, was killed in an automobile collision at the Cottonwood Creek bridge 17 miles west of Miles City on July 13. The crash hospitalized Mrs. Opal Shine with serious injuries, while her daughter, Marlys, escaped with minor injuries. Mr. Shine was born Mar. 31, 1901 in Madison, Wis. He started with the railroad in 1917 and worked 39 years at Miles City and other points on this division. He is survived by his mother, his wife, a son, a daughter, four brothers and three sisters. Funeral services were held in Sacred Heart Church, with burial in Calvary Cemetery.

Carman Joe Garcia suffered fatal injuries July 21 when a car in which he was riding was struck by another vehicle on highway 10 three miles east of Miles City. He was born Mar. 3, 1929 in Pubelo, Colo. He is survived by his wife, two sons, his father and mother. Funeral services were held in the memorial chapel of Bray Mortuary, with interment in Calvary Cemetery.

Mary Lynn Zuelke, daughter of Mr. and Mrs. H. E. Zuelke of Miles City, and Vern Taylor, son of Mr. and Mrs. Alvin Taylor of Rock Springs, were married recently in Trinity Lutheran Church in Miles City.

Peggy Jane Jacobson, daughter of Mr. and Mrs. James Jacobson, recently became the bride of Russell Martin, son of Mr. and Mrs. R. D. Martin, in the First Lutheran Church of Miles City.

Augustine J. Perry, retired engineer, passed away July 30 in a Miles City hospital. He was born on Prince Edward Island, Canada, on Dec. 10, 1887, and spent his childhood in Canada. Moving to this country, he entered the employ of the railroad at Miles City in 1912, and worked as an engineer until his retirement in 1950. He is survived by his mother, three sisters and three brothers. Funeral services were held in Sacred Heart Church with burial in Calvary.

The softball championship of district eight of Montana was won for the second straight year by the Kegler-Highlander team of Miles City. The roster included Milwaukee Road employes Mike Mincoff, brakeman; Paul Bradley, switchman; Gene O'Brien, PFI; and Icehouse Laborers Don Helm, Al Perschillo, Ray Yates and Bob Swanson.

Bernie Wrenn, retired baggageman, passed away Aug. 8 after a long illness. Mr. Wrenn was born March 26, 1885 in Harmon, Minn., and came to Miles City in 1908, after which he entered train service. He retired in 1950, since when he had been confined to bed. Mr. Wrenn is survived by his wife, two brothers and a sister. Services were held in the memorial chapel of Bray Mortuary, with burial in Calvary Cemetery.

The Milwaukee Service Club baseball team of the Miles City Babe Ruth League captured the 1957 championship of the city by defeating the Elks team in the final playoff of the season.

Engineer J. E. Burrows of Miles City has received a Gold Pass.

## L & R Division

### THIRD DISTRICT

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

T/Sgt. Steve Schultz Jr., with his wife and three small daughters, recently visited his parents, Engineer and Mrs. Steve Schultz, en route to New York, from where he took a plane for France to report for duty. This will be the family's second trip to Europe. They previously lived in Germany for about a year.

Carman Grover Heath retired on Sept. 13, after more than 40 years of service in the car department. He will be missed by his associates, who wished him a long and pleasant retirement. Some of his leisure time will be spent in his woodworking shop. Started as a hobby several years ago, Grover has become an expert woodworker.

Baby boys were born recently to Operator and Mrs. Herbert Shremp of Mosinee, and to Fireman and Mrs. Larry Osswald.

Carman Wyman J. Dustin, 55, died Aug. 8 in St. Mary's Hospital at Wausau, after an unexpected illness. Mr. Dustin was a foster parent, whose record of foster care with his wife dates back to April, 1944. In the years since, 117 children, mostly infants and preschool youngsters, had come under their kind and efficient care. He had 29 years of railroad service. Funeral services were held in St. Therese Catholic Church in Schofield, with burial in Wausau. Immediate survivors are his widow, a son and two daughters.

Mrs. Jennie VanGilder, 66, passed away Aug. 18 at Wausau, where she had made her home since the death of her husband, Retired Agent W. F. VanGilder. Funeral services were held in

the First Methodist Church at Wausau; with interment at Mosinee, where the VanGilders lived for many years.

Mrs. Jacob Held, 77, who was the widow of retired dispatcher, passed away Aug. 24 at Wausau. Funeral services at which the pastor of the First Universal Church officiated, were held in the Helke Funeral Home, and interment was in Restlawn Memorial Park, Wausau. Mrs. Held was a member of the White Shrine, the order of the Eastern Star, and a past matron of the latter group.

## Chicago General Offices

### AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

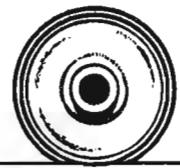
The Milwaukee Road Golf League, composed of employes from the accounting departments at Fullerton Avenue and the Union Station, completed the 1957 season with a trophy award dinner on Aug. 13 in Bensenville, attended by 21 members and guests. The championship trophy was awarded to Stephen Krumpack of the chief disbursement ac-



### HALF CENTURY IN OFFICE OF PRESIDENT.

Frank C. Lowry, who has served 50 years in the office of the president, Chicago, pictured as he was presented with his Gold Pass by President J. P. Kiley on Sept. 7. He started in 1907 under A. J. Earling and has served since under the late H. E. Byram and H. A. Scandrett, as well as C. H. Buford, since retired, and now President Kiley. Mr. Lowry, who is a minister of the African Methodist Episcopal Church and pastor of Coleman Chapel A.M.E. Church in Kenosha, Wis., is known as the author of "Sentence Sermons" which for 35 years have been appearing in 112 weekly newspapers and the Associated Negro Press and Southwestern Christian Recorder. He has three sons, a daughter and six grandchildren. One son, Isaac Newton Lowry, is now studying medicine at the University of Illinois.

# here's how we're doing



	JULY		SEVEN MONTHS	
	1957	1956	1957	1956
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc. ....	\$21,444,625	\$20,744,768	\$144,307,347	\$143,571,267
<b>PAID OUT IN WAGES</b> .....	11,372,567	10,257,492	72,973,389	72,337,306
PER DOLLAR RECEIVED (cents) .....	53.0	49.4	50.6	50.4
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	771,528	740,777	5,132,342	4,980,575
PER DOLLAR RECEIVED (cents) .....	3.6	3.6	3.6	3.5
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest	9,474,207	9,310,622	67,282,042	66,501,061
PER DOLLAR RECEIVED (cents) .....	44.2	44.9	46.6	46.3
<b>NET INCOME</b> .....		435,877		
<b>NET LOSS</b> .....	\$173,677		\$1,080,426	\$247,675
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	111,067	108,741	750,369	777,383
Increase 1957 over 1956 .....		+2,326		
Decrease 1957 under 1956 .....				-27,014

countant's office, and presented on behalf of the league by Bill Ficht of the vice president and comptroller's office, last year's champion. Leo Waleh of the auditor of capital expenditure's office was the runner-up.

Sympathy was extended to Herbert Johnson, of the audit section, on the recent death of his wife. Also to Ruth Watman of the timekeeping section on the death of her mother.

We welcomed back Josephine Botzon, Rose Marie Curtin and Margaret Skaja, who have been ill during recent months.

Lois (Ritter) Gerse, formerly of the A.F.E. bureau, paid us a visit on Aug. 20, together with her young son Stephen. Traveling Accountant John S. Ritter took great pride in introducing his young grandson, and the same was true of Aunt Nancy Ritter of the typing bureau.

Several young people who joined the office staff during August are following in their fathers' footsteps. Jerome Bowe is the son of William Bowe, now of the auditor of capital expenditures office, who for many years served in the chief disbursement accountant's office. Gayle Gross of the bill and voucher bureau is the daughter of John Gross of the A.F.E. bureau. John McGinley is the son of Nile McGinley, assistant bureau head of the bill and voucher bureau.

## OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Bernice Gambill, formerly secretary to auditor of capital expenditures, has been appointed chief clerk, following the retirement of Mabel E. Helander.

Carlene Soderberg, formerly stenographer in the valuation bureau, has been appointed secretary to auditor of capital expenditures.

Mr. and Mrs. Robert Wilson announced the arrival of a son, William John, on Aug. 15. Mrs. Wilson was stenographer in the joint facility bureau.

## CHORAL CLUB NEWS

Contributed by Phil McDonald

September 9 marked the beginning of another season for the Choral Club. The members looked forward through the summer to renewing old friendships and loosening their vocal chords.

The club extended sympathy to Helen Braun, a member of the alto section, on the loss of her brother, and several weeks later of her brother-in-law. On the happy side, congratulations were extended to Margaret Thiede of the soprano section and her husband on the birth of Pamela Ann on Sept. 2.

Our first concert will be held on Nov. 6 at the Christ Presbyterian Church, 2000 Orchard Street, at 8:15 p.m., under the sponsorship of the Woman's Association of the church.

Our rehearsals are always open for people interested in joining. They are held every Monday evening from 5:30 p.m. to 7:00 p.m. in the Women's Club room in the Fullerton Avenue building.

## OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

Daniel Chabowski was married to Donna Peterson at St. Gregory's Church on Aug. 24.

Walter Barthel announced the arrival of his first grandchild, David Lawrence, on Aug. 22.

In honor of her 30-year anniversary with the Road, Angelin Tauber was given a lovely wrist watch by her co-workers, along with many other gifts.

Cora B. Eckerly was presented with a Silver Pass on Aug. 26 when she celebrated 45 years of service. Her friends gave her a 400-day clock and a lovely bouquet in honor of the occasion.

August 2 was the day Anne Berg of foreign car records and John Meyer of

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the reclaim bureau both retired. John served with the Road for 40 years, while Anne's service was 30 years. Both were presented with many gifts.

Ciel Mischke and her husband vacationed recently in Washington, D.C., Helen Degner in Portland, Ore.

**ENGINEERING DEPARTMENT**

Grace E. Klauber, Correspondent

Jerry Holoubek, rodman under V. E. Glosup, engineer of maintenance of way, who had been with us since November 1956, left Aug. 31. He will attend the University of Wisconsin.

Chief Engineer W. G. Powrie's secretary, Charles F. Hoffman, left Aug. 31 to work for International Paper Sales Company in Chicago.

Omar Denz, assistant engineer, attended a family reunion at Cedar Lake, Ill., Aug. 24. In attendance were about 50 members of the tribe of Denz. Among those present were: Leo Denz, retired chief carpenter, Western Avenue; Carl Denz, retired car accountant, Fullerton Avenue; and Rita Denz Manilla, formerly steno-clerk in the engineering department, who was there with her five children.

August 12 was "Honor Night" in Thillens Stadium for the Little League Cleveland Indians. The Indians, with 10 year old Larry Kampwirth at second base, are currently leading the League. Larry's father, Assistant Engineer J. L. Kampwirth of the office of E. E. Burch, bridge engineer, is justly proud of his offspring.

We are again in receipt of a newsy letter from P. G. Savidis, former office engineer. He tells of enjoying a recent visit from Assistant Engineer Raymond Spars and his wife Esther, who in turn, had visited Wally Nelson, former engineering accountant, and family in Sarasota, Fla.

We were glad to welcome Joan Majeski, who came to us on Aug. 1 from her position as secretary to Assistant Freight Manager R. H. Harding. She is now secretary to K. E. Hornung, architect.

Mrs. H. G. Fowler, widow of the former superintendent of transportation, passed away Aug. 28. Funeral services were held at Tomahawk, Wis.

**Milwaukee Road Carloadings**



**AUGUST 1957 compared with AUGUST 1956**

% of total revenue obtained from commodities shown	loading of these commodities <b>INCREASED</b> in August 1957 over August 1956	NUMBER OF CARLOADS			
		AUGUST		INCREASE	
		1957	1956	1957 over 1956	% of increase
12.8%	Grain and Soy Beans.....	13,595	9,061	+ 4,534	+50.0%
11.5	Forest Prod. (Excl. Logs & Pulpwood)...	10,158	9,613	+ 545	+ 5.7
4.5	Iron and Steel.....	7,433	4,923	+ 2,510	+51.0
2.4	Agri. Impl., Machinery & Parts.....	1,857	1,275	+ 582	+45.6
2.3	Oil and Gasoline.....	4,503	3,565	+ 938	+26.3
2.2	Automobiles and Parts.....	2,531	2,089	+ 442	+21.2
2.1	Forwarder Traffic.....	3,803	2,207	+ 1,596	+72.3
1.1	All Other Prod. of Agri. ....	1,611	1,528	+ 83	+ 5.4
<b>38.9%</b>		<b>45,491</b>	<b>34,261</b>	<b>+11,230</b>	<b>+32.8%</b>
	loading of these commodities <b>DECREASED</b> in August 1957 under August 1956	DECREASE			
		AUGUST		DECREASE	
		1957	1956	1957 under 1956	% of decrease
5.3%	Coal and Coke.....	8,656	9,840	- 1,184	-12.0%
4.9	Fruits and Vegetables (Fresh).....	4,538	4,835	- 297	- .61
3.3	All Other Prod. of Mines.....	1,480	3,848	- 2,368	-61.5
3.3	Cement, Lime, Plaster & Stucco.....	3,143	3,339	- 196	- 5.9
3.1	Gravel, Sand & Stone.....	7,308	7,696	- 388	- 5.0
2.8	Meat & Packing House Prod.....	3,534	4,118	- 584	-14.2
2.8	Logs and Pulpwood.....	6,253	12,863	- 6,610	-51.4
2.4	Liquors, Malt.....	2,849	2,938	- 89	- 3.0
2.4	Merchandise.....	7,476	8,855	- 1,379	-15.6
2.0	Livestock.....	1,571	3,720	- 2,149	-57.8
1.8	Grain Products.....	4,790	4,816	- 26	- .5
1.4	All Other Animals & Prod.....	1,005	1,415	- 410	-29.0
25.6	All Other Mfgs. & Miscellaneous.....	26,309	28,066	- 1,757	- .63
<b>61.1%</b>		<b>78,912</b>	<b>96,349</b>	<b>-17,437</b>	<b>-18.1%</b>
<b>100.0%</b>		<b>124,403</b>	<b>130,610</b>	<b>- 6,207</b>	<b>- 4.8%</b>



#### TO BEAT THE FIELD.

At the Chicago Sun-Times annual horse show held in Lincoln Park Aug. 24, William J. McPherson, son of W. R. McPherson, superintendent transportation-passenger, won the class 16 novice jumper event. He is shown here taking his mount, Cyclone Malone, over a jump before a group of spectators which includes his sister Margaret, 13 (standing, right). William, who is a chemical engineer, has been a member of Chicago's famous Black Horse Troop. (Chicago Sun-Times photo)

#### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Dorothy Magnini has resigned to take up the duties of a full time homemaker. Grace Brandenburger is on leave awaiting the stork.

Wilma Hoffman has returned to work after a three month leave, as has Stephanie Hargus.

May Kavanagh visited Seattle and Victoria for her vacation. The Distads went to the Black Hills.

#### Idaho Division

Mrs. Ruth White, Correspondent  
Office of Superintendent, Spokane

The new icing facilities at Othello have been a great improvement in the handling of icers for spud loading. The peak of the spud shipping is expected soon, so things will really be humming in the Columbia Basin in the vicinity of Moses Lake, Warden and Othello.

Traveling Engineer Shaw has been riding Nos. 15 and 16 in recent weeks.

Engineer J. B. Service has retired, having served on the road since 1909, first as roundhouse helper then in 1910 as fireman. According to the records, "Service" was not only his last name but his middle name also. Most recently

he has been on passenger out of Spokane.

Passenger Conductor Gil M. Johnson retired in August. Gil frequently worked in freight service out of Spokane.

H. J. Burton, section laborer at Tekoa, retires this month.

G. W. Beals, roundhouse foreman at St. Maries, is being succeeded by Roy A. Peterson, formerly of Avery. Mr. Beals is retiring.

We are sorry to report that Retired Engineer James McBride is in the Vets hospital in Spokane at this writing.

Word has been received that Al Rusch, retired Idaho and Coast Division clerk, passed away recently in California where he made his home. Mrs. Rusch and two sons survive.

A smorgasbord at Leo's Club in Worley, Ida., on Aug. 30 honored two retiring agents, A. L. Schlatter and C. H. Coplen. Mr. Schlatter's plans include taking it easy at his home on Lake Coeur d'Alene. Mr. Coplen has decided to do a little work instead of retiring completely. The Spokane Telegraph School students will get station work instruction from "Cope".

A trip to Oakland, Calif., was enjoyed by Chief Clerk Adolph Carufel. Mary Smith, steno in the superintendent's office, spent a week at Upper Twin Lakes, and Howard Kipp caught

about 100 fish while vacationing on the lake.

Oh yes, we have opened the station at Clarkia, Ida., for the logging season. H. B. Rash is working as agent-operator.

Brakeman John Fuller was injured in an auto accident recently while driving from Cle Elum to work at Malden. He was taken to the Ritzville hospital with neck injuries.

Sympathy was extended to Mrs. Frank Hays of Coeur d'Alene on the recent death of her husband. Mr. Hays was agent at Coeur d'Alene when he retired a few years ago.

Funeral services for Retired Agent James A. Stephenson were held Aug. 24 in Spokane Valley, where he had made his home since retiring as agent at Metaline Falls. His wife survives.

#### Madison Division

##### SECOND DISTRICT

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

Agent P. A. Techel and wife welcomed their new boy on July 31; the W. L. Reppins, a new girl on Aug. 23.

Agent M. E. Meyers of Lanark was a judge for Mendota's recent Sweet Corn Festival queen contest.

Miss Edna Simmons, cashier at Racine, is one of the few women on the railroad to complete 50 years of service and to receive a Gold Pass. Her anniversary, on Aug. 1, was observed by the office force and train and enginemen with a gift presentation.

##### FIRST DISTRICT

J. W. Loftin, Correspondent  
Yard Office, Janesville, Wis.

Mr. and Mrs. Burleigh A. Allen of McFarland observed their golden wedding anniversary with a reception on Aug. 18 at the McFarland Lutheran Church. Mr. Allen was agent and operator in Janesville and McFarland from 1901 until his retirement in 1954. The Allens, who were married in Rockford, Ill., have two children, Burleigh K., a member of the Madison, Wis., police department for eight years and now a resident agent for the FBI in Billings,

## WEST COAST WOOD PRESERVING CO.

*We are proud to serve "The Milwaukee Road"*  
*in supplying treated ties and structural timbers.*

Office: 1118-4th Avenue, Seattle, Wash. | Plants: Eagle Harbor and West Seattle

## QUIZ answers

1. By a trackman.
2. Foreign Freight Agent.
3. A pier.
4. St. Louis-San Francisco Railway Company.
5. Wallace Saunders.
6. Toward the rail.
7. Half one way; half another.
8. Insulators (petticoat).
9. Four to eight, depending upon use of anchor spikes.
10. Inside diameter.

Mont., and a daughter Mrs. F. J. Korf of East Troy, Wis.; also four grandchildren.

Silver Passes were presented recently to C. J. McDonnell, agent at Spring Green, and Conductor Harry Noe of Wauzeka.

## Milwaukee Shops

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

H. J. Montgomery, Correspondent

That "new look" in the drafting room comes from Louis McAllister, who left the Road about 12 years ago and since has been mechanical engineering for several other lines. Mac is a veteran from back in 1926. He was mechanical inspector for the test department when he left.

Did you know that: Eugene Kujawski, welder on track 2 in the freight shop, is commander of Bay View Post 180 of the Legion? He is a college graduate and has a degree in journalism.

Lloyd W. Brown, of the cabinet makers force, and Helen M. Lang were married at Santa Ana, Calif., by none other than the noted evangelist Rev. R. C. Valdez Sr. The ceremony took place in July during their vacations, and the honeymoon trip took in 6,000 miles—Denver, Reno, Salt Lake City, Frisco, St. Louis and Chicago.

New offices were in order for J. J. Drinka, L. L. Lentz and G. J. Bilty. They are now located in C.D. 41, west end.

Not many women employes get to the 48-plus mark in years of service, but Emma Wolf, upholstering seamstress, has done just that. She started in December, 1908 and is among the oldest "young" women employes to retire.

"Sally Ann" is the new baby in the Ernie Hirshman household, making her appearance on Aug. 23 at Mt. Sinai Hospital. Ernie is in the erecting shop locomotive department, and Grandpa Sherman Hirshman is a switchman.

October, 1957



**H&D FRIEND OF SMALL FRY RETIRES.** The departure of No. 264 from Montevideo on Aug. 29 was the last trip for Conductor James Fay, who is shown with his crew. From left: Brakeman W. E. Hocum, Fireman Wayne Hill, Conductor Fay, Engineer Jack McKeown and Brakeman George Solberg. Over the years Conductor Fay has made friends with many boys and girls along the right of way, waving to them and occasionally tossing them little tokens from the caboose. One of them, Allen Theye of Twin Brooks, expressed his appreciation a few days before Conductor Fay retired by giving him the hot box signal as he passed. Sure enough, after the train was stopped, a hot box was found midway of the train, where the crew would find it difficult to detect.



**FOR MEN ONLY** was this Lake Michigan crossing made recently by Otto Kettner Sr., foreman at freight house 7 in Milwaukee, and his boys—mother and sister Carol stayed home. The party, pictured here on the CGO car ferry en route to Ludington, Mich., consists of Dad, Walter, Richard, Norman and Otto Jr.



**RETIREMENT CONGRATULATIONS.** Mabel E. Helander, chief clerk in the office of the auditor of capital expenditure, Chicago, pictured as she was presented with a retirement gift by W. E. Broberg, auditor of capital expenditure. Miss Helander started her service as a typist in 1917 and was advanced through various positions until she became chief clerk in 1943. Her farewells were made on Aug. 6. She will continue to live in Chicago.



**BUT IS IT COLOR-FAST?** At a preview of what members of Burns Post 388 of the VFW at Wausau, Wis., would wear to the 58th annual national encampment held recently in Miami Beach, Fla., Conductor Frank Wisniewski was the man of the hour. With admiring fellow delegates, he is pictured demonstrating the fit of his Bermuda shorts. A muscular type, Conductor Wisniewski must shop around for his size. —(Wausau Daily Record-Herald photo)



**THEY RETIRED AT MUSKEGO YARD.** Veteran Milwaukee Terminals men who retired in September included the three shown here, who are pictured being congratulated by fellow employees. Left: Switchman Roy Lewis (center) accepting the good wishes of Yardmaster George McKenna, Switchman Jack Christensen, Switchtender Joe Varick and Yard Conductor Taylor Witters (left to right). Center: Yard Conductor Claude Huebschen (in cap) taking leave of General



Yardmaster William Cahill, with Assistant Superintendent R. A. Hummer and Caller Virginia McCarthy ready to join in. Right: "I'll be seeing you," says Yard Conductor Max Dahlke, shaking on it with Assistant Superintendent Hummer. Looking on are General Yardmaster Cahill, Engineer Jack Carr and Switchman Joe Schuenke. Mr. Lewis and Mr. Dahlke have Silver Pass service records.

Walter Stark, who recently underwent eye surgery, had another eye operation Aug. 28. We are glad to report that both turned out fine.

Glad to report that Bill Regan of the blacksmith shop, who also underwent an operation, is "up and at 'em" again.

Word from Lou and Mrs. Howell (retired), vacationing on the west coast, was that they would be back in Milwaukee after Labor Day.

Ted Tanin can now be reached at his new home on North 84th Street. He and his brother Vastile built a duplex for their respective families.

Elmer Liebert, electrical draftsman, also has a new home across the street from the Tanins.

Pat Coleman, apprentice from the electrical department, has finished a sojourn in the drafting room. His next stop is in the diesel house.

Silver Passes were presented recently to Gabriel F. Oravez, woodmill machine operator in the car department; also to George Buchholtz, steamfitter in the car department, and Engineers Thomas Dwyer and J. A. Fardy. Gold Passes were received by John Krause, tool dresser in the car department, John Owley, car department blacksmith, and Otto Ruck, boilermaker in the locomotive department.

Louis Klubertanz, paint foreman since 1929, said "so long" to his fellow supervisors on Aug. 30. He received a scroll signed by many friends, which was presented by General Foreman Pass Department George J. Bilty, and a wallet with a little "scratch" inside. Lou has been with the paint department since 1919.

The Milwaukee Hiawatha Service Club held its 20th annual family picnic at Horns Corner Park, four miles west of Cedarburg, on Aug. 24. Approximately 250 attended. A good time was provided, with dancing, games and other outdoor fun. Ed McDermott was chairman of the picnic committee, which included George Jung, chairman of the club; John Macht, secretary; H. Ondrejka, vice chairman; and J. Marquardt, A. Frankovick, H. Klinger, M. Schneider, R. Brahm, K. Fuestal, R. Gerke, M. Domier, R. Andrews, L. Melieske and A. Zabel.

**Reminder**, to members of the Hiawatha Service Club: The fall festival will be held this year at the North Avenue Auditorium on Saturday, Nov. 16.

## Twin City Terminals

### ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent  
c/o General Agent

Recent visitors in the St. Paul general agent's office included W. A. Murley, TF&PA, Philadelphia; Harry Genereau, TF&PA, Los Angeles; and Jack Maher, now a major in the Air Force, stationed in Texas. All were former CFA's in St. Paul, and returned to renew acquaintances and talk about old times.

George Quinlan, G.A., was all ready for a trip to Washington D.C. with his wife and two sons, Jean and Richard,

when Jean became ill and was rushed to the hospital for an emergency appendectomy. He is home now, and doing fine. P.S. The Quinlan garage now has a nice new coat of paint.

The zinnia-marigold season has arrived, and Gene Liese brings bouquets to the office daily to brighten up the place. Mary Shields has barred the marigolds from the office, because she is apparently allergic to them. However, the girl next door likes marigolds, and that's where they go. Gene also supplies tomatoes to the office force. Aren't we lucky?

### SOUTH MINNEAPOLIS CAR DEPT AND COACH YARD

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

Veteran employees who retired during July were: Foreman H. R. Campbell, with 47 years' service, and R. E. Melquist, with 41 years' service; Clerk Einar H. Hauger with 41 years' service; Air-brake Man Carl A. Carlson and Carman Herman Erdahl, with 40 years' service; Laborers Frank M. Doege and Edward J. Doane; and Coach Cleaners Thomas J. Cox and Anton Cupryn.

Sympathy was extended to survivors of Alex Sinkowski, who passed away July 25. He had retired May 1. . . And to survivors of John W. Fitzhenry, former helper, who retired several years ago. He died on July 11.

Mr. and Mrs. Sidney Tverberg (carman at the shops) have a new baby girl.

Store Laborer Henry Gerkin is vacationing with relatives in England, France and Germany at this writing.

Engineer Joe Slezak of St. Paul was recently presented with his Silver Pass.

*The Milwaukee Road Magazine*

# YOU<sup>★</sup> 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.

**MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT**

G. V. Stevens, Correspondent  
Agent's Office

Our new freight agent, A. C. Andersen, is not a stranger to many of us, having served here as assistant agent before being appointed agent at Aberdeen, S.D.

Al Wareham, chief clerk, had the distinction of being a referee for the Wolstenholm-Robbins match in the Walker Cup matches held at the Minikahda golf course Aug. 30 and 31.

Art (C.F.A.) and Mrs. Bourgeault have a recent addition to their family—a boy. That now makes three of each.

Bill Head and wife celebrated their 40th wedding anniversary Aug. 30.

It was good to see Elmer Davies back at his desk after a long absence.

**Rocky Mountain Division**

**EAST END**

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

We are sorry to report the death of Conductor Manley, who passed away Aug. 15 at the St. Joseph Hospital. He had been a patient there for about three weeks. He was conductor on 15 and 16, from Deer Lodge to Harlowton.

Boardman W. Merrill has let it be known that he will retire in January. He will make his home in Seattle.

Fireman Delbert Pugh is at this writing in Providence Hospital in Seattle, where he has undergone surgery.

Mrs. Walter Cox, wife of operator, underwent surgery in St. Patrick's Hospital, Missoula, on Aug. 21.

New holders of Silver Passes in this area are Agent D. V. Phare of Three Forks, and Conductor Joe Gordon, Three Forks; also Engineer F. G. Sexton, Deer Lodge; Agent R. R. Coon, Missoula; and Conductor C. A. Fought, Harlowton. A. G. Francisco Sr., section foreman at Harlowton, has been presented with a Gold Pass.



IT'S A GOLD PASS for B&B Foreman Fred Ristow, who is pictured (right) accepting it from W. E. McFadden, chief carpenter of the Milwaukee Terminals. Mr. Ristow is leaving the railroad after his half century of service and says that he and his wife will use the pass to travel and see "far away places." He retires with an untarnished safety record.

Twenty-seven year Superior Service Award Cards were presented recently to the following Rocky Mountain foremen: T. Thompson, Superior; F. J. Austin, Three Forks; B. B. Eloff, Butte Yard; Albert Henry, Highwood; Mike Makich, Square Butte; Felix Orrino, Bonner; Joe Peccia, Two Dot; and Andrew Savas, Tarkio.

**Chicago Terminals**

**BENSENVILLE**

Dorothy Lee Camp, Correspondent

Tom Poulos, veteran car department employe, recently received his 40-year pin.

Mrs. Dwight Young, wife of C&M

conductor, passed away in August. Survivors include a son and daughter, both of Milwaukee.

Retired Switchman Eric Erickson, formerly of Elgin and now of Clearwater, Fla., has been visiting his old stamping grounds. He asked your correspondent to say "hello" to those friends he missed when he visited the yards.

David Rands Jr., former yard clerk and son of Switchman David Sr., was recently awarded a doctor of philosophy degree in chemistry at the University of Iowa. He was a part of the railroad family from 1946 to 1950.

Lowell Pugeseck, son of Bill Clerk Ted Pugeseck, entered the Navy July 25 and at this writing is in boot camp at Great Lakes. He hopes to make the Navy his career.

"Butch" Harold Crouse of the PFI department and son of Yardmaster Kenny Crouse, has been writing some newsy letters to your correspondent about how grand he thinks the Navy is.

Yard Clerk George Cornille and wife Frances have a young daughter they are mighty proud of. On Aug. 30 Mary Lou was chosen to be the queen of a ball sponsored by the Catholic Youth Federation of Du Page County at the Elmhurst Country Club.

Yard Clerk Ray Quillinan wishes through the Magazine to thank his friends for the expressions of sympathy and kindness shown when his mother passed away recently.

Your correspondent and husband Joe (phone director) celebrated a very happy 21st wedding anniversary Aug. 23. In 21 years Joe has never forgotten a corsage or roses, and sometimes both. This year it was a lovely corsage of white mums from Quasthoff's in River Grove, where most of them have been purchased. Even Mr. Quasthoff thought that was a record.

"Pappy" Frank Hanes and wife have been enjoying visits from Frank's former side kicks. Frank, C&M conductor who retired this spring, says he is really enjoying his home on the Crystal River

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CHICAGO, ILL.

**HONOR NIGHT IN CHICAGO'S LITTLE LEAGUE** turned the spotlight on the sons of two Milwaukee Road employees. Pictured at the right, in Thillens Stadium, is 11-year-old first baseman Larry Connery Jr., who was among the players honored for outstanding ability and sportsmanship. Sharing the limelight are, left to right; another Connery son, James; L. V. Connery Sr., chief yard clerk at the Western Avenue terminal; Mrs. Madeline Siegardt, a family friend, and her son Neal; and Larry Jr.'s aunt, Mrs. Edna Maus.



Below, Jimmy Condon, 10-year-old star first baseman, is shown with his parents, Mr. and Mrs. W. J. Condon, and a group which includes some of Mr. Condon's co-workers in the freight auditor's office. Under the lights, Jimmy demonstrated that he has what it takes by getting a base hit his first time at bat, and capping it with a sensational catch at first base. The Condons have another son, Jimmy's twin brother Billy, who is also potential star material in the league.



in Wisconsin.

Gus Jacobi has joined his brother Charlie, IBM operator, as a member of the Milwaukee Road family. He arrived from Mexico this summer, and is now a yard clerk.

Yardmaster Art Koch stopped by to say that his son Walter, a Bensenville yard clerk now in the Air Force, will soon be released from service.

Sympathy was extended to Yard Clerk Stanley Creamer whose father passed away late in August.

Eugene and Mavis Waletich finally found a lovely home to rent in Elmhurst, and were planning to move in September. From it they can look into Chief Yard Clerk Ed Meier's back yard.

Wally Grosnick, first train clerk, and

family have returned from a wonderful vacation in California, which included a visit to Disneyland.

Noreen Phillips, daughter of Yardmaster Glen Phillips, who is showing promise as a singer, was the soloist for the wedding of her cousin, Joan Asta, at St. Gertrude's Church in Franklin Park Aug. 31.

#### WESTERN AVENUE

On Aug. 31 the dining car accountant and his staff were officially "at home" in their new quarters, on the second floor of the commissary building. This office was formerly located on the third floor of the building, but with the advent of joint operation of the Challenger and

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Railroad Department

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City trains with the UP and SP, the staff grew and it became evident that larger quarters would be needed. The laundry and sewing rooms on the second floor of the building, which have not been used recently, were chosen as being convenient to the sleeping and dining car department, with which their work is associated. Dining Car Accountant K. C. Donisch drew up the plans for the use of the space, and they were executed by the engineering department. The former sewing room has been converted into an office for the dining car accountant and the various auditors who make periodic

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audits of dining car accounts. The entire area was completely decorated, new lighting fixtures installed, an asphalt tile floor laid, and the premises turned into bright and spacious new quarters.

## **Milwaukee Terminals**

**FOWLER STREET STATION**

Pearl Freund, Correspondent

Sympathy was extended to Chief Clerk George Roessger, Outbound Rate Clerk Fred Roessger, and William Roessger, yard clerk in the Plankinton District, on the death of their mother, Mrs. Margaret Roessger, on Aug. 18 at the age of 85. She is survived also by three daughters, Mrs. Edna Froehlich, Mrs. Elizabeth Neumann and Mrs. Clara Kausch, 10 grandchildren, 11 great-grandchildren and two brothers.

Frederick C. Dickey, a veteran of 49 years of service, retired on Aug. 2 to try his hand at living leisurely. His entire service at Upper Fowler District was on the same position, first with Western Weighing and Inspection as a Milwaukee Road weighmaster, and later as weighmaster solely for the Road. With the privileges open to Silver Pass holders, he and Mrs. Dickey expect to enliven their leisure time with occasional trips.

The Harold Gromackis had a nice cottage at Turtle Lake near Manitowish for their vacation. Some fish were caught every day, mostly perch and walleyes.

They also enjoyed side trips to Little Bohemia, Mercer and Ironwood.

Our expert contest winner has done it again! Mrs. Ira Wallace, wife of supervisor of stations, really came up with a thriller this time—an expense-paid trip to Hawaii for two for two weeks, won through the Milwaukee Boston Store. This was just enough to entice Mr. Wallace away for a vacation trip in September. Not to be overshadowed by this wonderful prize is a complete laundry which she won at the same time in another contest.

**MUSKEGO YARD & UNION STATION**

Grace M. Johnson, Correspondent  
Office of General Superintendent

**MUSKEGO YARD**

Retired Switchman Vern (Ducky) Swam visited the office recently. He was on the way to Minneapolis, en route from Torrence, Calif., where he now lives.

Also, received a card from Retired Agent Ben Swang, mailed from San Francisco where he and Mrs. Swang were spending some time. The Swangs live in Porterville, Calif. He asked to be remembered to his friends here.

Lined up for congratulations on additions to their families are the following: the Al Owens, who have a baby girl; Mr. and Mrs. Donald Sorrem, who have a baby girl, "Diana Lynne", born Aug. 14; the Paul Dennis family, for a little boy, "Drew", born Aug. 26; Yardmaster Tom Farrell and Mrs. Farrell, proud of their baby girl, "Therese Marie", born Aug. 20; Mr. and Mrs. Leland Parve, for a baby girl, "Laurene Marie", born July 30; the Sal Farina family, for a new son, "David", born Aug. 26.

Switchman Art Carlson and family had an interesting vacation this year. While visiting in Long Beach, they saw the "Miss Universe" contest, and on their way back made Salt Lake City in time for "Gold Rush Day" at Custer, S. D.

Southwestern Conductor John Weber is under care at the Wood, Wis., hospital at this writing.

The Milwaukee Road baseball team held a benefit dance recently for Switchman Gordon Bourassi. Gordon has been off work several months as a result of an injury incurred in a ball game.

The eldest granddaughter of Switchman Sherman Hirschman, Renee Kugler, was married to Berle Mell in Chicago on Aug. 18. A large reception was held afterward in the grand ballroom of Chicago's LaSalle Hotel. The couple spent their honeymoon in Florida.

Sympathy was extended to the family of Cliff P. McAllister, C&M conductor, who passed away Aug. 25.

Switchman Peter Churchill returned from military service on Aug. 12.

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"HELLO GIRLS" BID GOOD-BY to Genevieve Sheben, chief switchboard operator in the Milwaukee Union Station, at a retirement dinner held Aug. 29 at Fazio's Restaurant. In the future, instead of listening to the board, Jenny will be listening to a transistor radio which was presented to her, among other things, as a parting gift. Miss Sheben is pictured in the front row, second from left.

Raymond Babeck, son of Switchman Frank Babeck, was married to Miss Shirley Muska on Aug. 10.

Sympathy was extended to Max Dahlke in the recent loss of his brother.

Mrs. Dwight D. Young, wife of C&M conductor, passed away on Aug. 6.

Switchman Harvey Garber retired in September.

F. H. Ristow, bridge and building foreman, Milwaukee, recently received his Gold Pass.

Arvid Bakke, yard conductor, 66, passed away recently in the Veterans Administration Hospital at Wood, Wis., after a long illness. Funeral services were held in the hospital chapel. Mr. Bakke, who was a former midwest ski champion, was born in Norway and came to this country at the age of 12. He served in World War I. An outstanding skier, he won numerous awards and the championship in 1930. He was with the Road for 35 years. Survivors include his wife, Elthea; four sons, Melvin, Eugene and Arvid Jr. of Milwaukee and Rudolph of Racine; a daughter, Mrs. Patricia Hutchinson of Racine; and six grandchildren.

#### UNION STATION

A dinner party was held in the Bamboo Room at the Medford Hotel recently in honor of Frank "Danny" Bryan of the city ticket office. It was sponsored by the Wisconsin Passenger Club, and a large group of his friends were there to wish him well. He was presented with a lounge chair as a remembrance gift.

Switchboard Operator Alice Van de Logt, who had been confined to the West Side Hospital for about two weeks after

a heart seizure, passed away there Sept. 2. Services were held at the Schmidt and Bartelt Funeral Home, and burial was in Holy Cross cemetery. She is survived by her husband, Henry W., a C&M brakeman; a brother, Ted Wayne; and a sister, Lorraine Sarnow.

#### D & I Division

Eunice Stevens, Division Editor  
Superintendent's Office, Savanna

J. H. Pelikan, Iowa Division fireman, passed away in the home of his daughter and son-in-law, Mr. and Mrs. Hugh Sullivan, in Savanna, following a heart attack on Aug. 22. Funeral services included Masonic rites held in the Hunter-Fuller Memorial Chapel, with burial in the Savanna cemetery. Surviving are a son in Princeton, N. J., two daughters in Savanna, a sister and six grandchildren.

Charles Moll, father of Lucille Dickman, clerk in the superintendent's office at Savanna, passed away in a hospital in Freeport Aug. 9, following a brief illness. Funeral services were held in Shannon, Ill., with burial in Chapel Hill cemetery, near Freeport. Surviving are his daughter and son, and a granddaughter.

Mrs. H. L. Stevens, 92, mother of Eunice J. Stevens of the superintendent's office in Savanna, and of W. H. Stevens, supervisor of telegraph and communications, Savanna, passed away in her home in Savanna on Aug. 6, following an illness of several months. Funeral services were conducted by Father Joffe in the Hunter Funeral Home, with burial in the Catholic cemetery at Savanna. Surviving are her

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son and daughter.

J. M. Cassidy, retired conductor on the Dubuque line, passed away at the age of 90 in Merrey Hospital, Dubuque, on Aug. 17, following a long illness. Mr. Cassidy was in train service on the Second District for 60 years. He was conductor on Nos. 35 and 38 between LaCrosse and Dubuque for a number of years, then on the last leg of the run between Savanna and Dubuque until the train was discontinued. Funeral services were held in St. Patrick's Church, with burial in Mt. Olivet Cemetery, Dubuque. Surviving is his sister, Miss Mary B. Cassidy of Dubuque.

Silver Passes were issued recently to Steve Deisis, track department employe, Savanna, and to Engineer L. O. Davis, Kansas City.

**WE'RE SORRY:** The recent reports in this column that Conductor M. L. McNerney of Ottumwa and Engineer John Litscher, Dubuque, were presented with Silver Passes were incorrect and were not furnished by Correspondent Eunice Stevens. Both men are 50-year veterans and received Gold Passes.—Ed.

### Milwaukee Division

#### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Mr. and Mrs. Donald Koltes of Northbrook report the arrival of Karen Kay on Aug. 10. Don is signal maintainer at Northbrook.

The following trainmen retired in August: J. L. Dalee, H. Schommer, Harry Jewell, Charles Flannigan, George Kolb, James Heagney, Charles Striebe, Wal-



**"STERLING" PASS.** L. O. Davis, engineer at the East Kansas City yard of the Milwaukee-Kansas City Southern Joint Agency, pictured as he received his Silver Pass on Aug. 21. Presenting it is General Roundhouse Foreman L. K. Smith, while looking on are General Yardmaster H. F. Austin, and on the platform and steps, Fireman H. L. Mann and Switchmen J. H. Masoner, F. A. King and V. R. Price.

ter Vantine, C. W. Alberth, William Zoellner and Charlie Croumer. The combined records of these men represent more than 500 years of faithful and good service.

Brakeman C. P. MacAllister, who had been ill for some time, passed away suddenly in Chicago on Aug. 25.

#### SECOND DISTRICT

F. F. Gotto, Correspondent

In the 1957 safety campaign sponsored by the Vocational School, the three Green Bay railroads were awarded honor rolls. Glen Fiedler, Vocational School coordinator for safety courses, presented the certificates to H. K. Matthews, time reviser, acting for The Milwaukee Road; C. J. McPhail of the Chicago and North Western; and L. J. Knutson, Green Bay and Western superintendent. The honor rolls included the names of 38 Milwaukee Road employes, 35 North Western and 42 GB&W.

### Coast Division

#### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

Sympathy was extended to Ralph K. Moyles on the death of his wife Jane on July 28.

We were saddened to learn of the death of A. M. Roesch, retired file clerk

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of the superintendent's office in Tacoma, in Ontario, Calif. on July 30. Mr. Roesch was originally from Spokane, but moved to Tacoma during the consolidation of the accounting department.

Operator Al Fulkerson and wife, cruising Puget Sound waters and the sheltered coves and bays of the San Juan Islands in their boat, really have a boatman's paradise.

Car Distributor Robert Huntsman and wife vacationed in California. Ruth Phelps and sister enjoyed the hospitality of the San Francisco area.

Retired Demurrage Inspector A. "Woody" Woodard, postcarding from LaJolla, Calif., wrote that he was enjoying the majestic sweep of the blue Pacific.

Herb. J. Johnson, agent at Morton, Wash., has been presented with his Silver Pass.

## H & D Division

### EAST END

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

Recent news of Bruce A. Hudson, east H&D fireman now serving in a railroad battalion, is that he received the highest academic average in the railroad locomotive operation course at Fort Eustis, Va. Bruce is the son of En-



B. A. Hudson

gineer Burton Hudson, also of the east H&D.

Odean Larsen, warehouse foreman at the Montevideo freight office, recently completed 40 years with the Road. Co-workers presented him with a gift in honor of the occasion.

Brakeman Jesse Eliason of Minneapolis gave up his status as a bachelor recently when he married Katherine Feist of Hanley Falls.

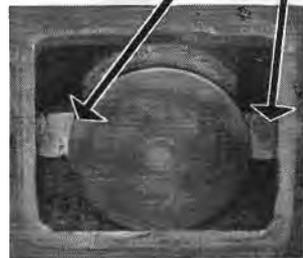
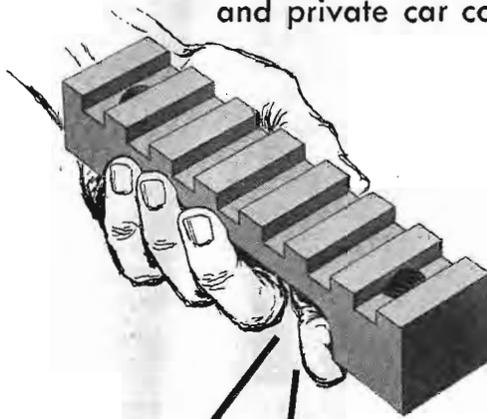
Engineer A. E. O'Neil and his wife spent their vacation on the west coast and "Peggy" tells us that he has some whingdinger pictures of himself and his wife digging clams.

Clarence Eliason, section foreman at Appleton, spent a part of his Army life in France and it was there that he met Mrs. Eliason. Now, some years and three children later, the Eliasons have packed up and gone to France for a two-month visit with her folks.

This here correspondent had one grand time on a vacation that took in Yellowstone Park, the Teton Mountains and the Black Hills. The 35 mm. camera got a work out, because that is definitely a shutterbug paradise.

October, 1957

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

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Recent resignations include A. C. Howell, and J. D. Sedgwick of the passenger department, and Jim Fay, freight conductor. Allan Skarp, Montevideo switchman for several years, has resigned to return to college.

Retired Engineer L. J. Wisner and his wife decided California was too far away from Montevideo, as they sold their home out there and have returned to Monte where they are now building a house.

"Katheryn Ann" is the name of the little miss who arrived recently at the home of Brakeman Bob Wallien.

Retired Engineer Lischefski and his wife have decided after spending some time in Gulfport, Miss., to make it permanent.

Conductor Ed Phelan and his wife, formerly of Andover, have moved to San Juan, Tex.

There are two kinds of men who never amount to much: those who cannot do what they are told, and those who can do nothing else.

—Cyrus H. K. Curtis

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## Iowa Division

### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids



J. A. Neff

Brakeman James A. "Jim" Neff of Marion, Ia., made his last trip on the Marion-Chicago run of the City of Los Angeles Aug. 29. His official retirement three days later concluded 47 years of service, which included 12 years as baggageman in addition to 35 years as brakeman between Chicago and Omaha. Asked to relate some of the highlights of his long service, Mr. Neff recalled the time when he was snowbound near Delmar for 24 hours. With a trainload of passengers fast getting hungry, he waded the drifts to a nearby farm where he obtained chickens which he also helped to dress. Later, when everyone was comfortable and well fed, there was a lively song fest. He and Mrs. Neff, who celebrated their golden wedding in 1955 will continue to live in their home in Marion. They have six children, 10 grandchildren and four great-grandchildren. One of their sons, Claire R., is a Chicago Terminals switchman.

Michael Kelly, son of J. L. Kelly, cashier at the Cedar Rapids freight house, has gone to Ft. Leonard Wood, Mo., for six months' duty with the Army Reserve.

Bob Boettcher, son of Retired Engineer L. R. Boettcher, has gone to Pasadena, Cal., planning to work there. He received a bachelor of arts degree from the University of Iowa in August.

Switchman Henry Kriegermeier and family have returned from a vacation in the East which included a visit with friends in Silver Spring, Md.

Mr. and Mrs. Arthur E. Fairhurst of Amherst, Mass., visited recently with their son-in-law and daughter, Mr. and Mrs. Hugh Jones. During their stay Hugh was taken ill and at this writing is confined at home.

Charles L. Carrington, 69, passed away Aug. 18 in a Cedar Rapids hospital. He was a freight brakeman and railroad employe for 25 years. For many years he had operated the city park popcorn stand at Marion. He was a member of the Marion Baptist Church and of Marion Lodge No. 6, A.F. and A.M., the Brotherhood of Railway Trainmen No. 319 and the Veteran Railway Employes Association. Surviving are his wife and a sister, Mrs. Gertrude Cook of Oxford Junction. Burial was in Cedar Memorial Cemetery.

### MIDDLE AND WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

A wedding of interest to Milwaukee folks took place recently when Engineer Ralph Walker of Perry was married to Mrs. Clara Latch of Spencer, Ia., in the Presbyterian manse in Lawton, Okla. The groom's son-in-law and daughter, Mr. and Mrs. Paul Bancroft, were the attendants. Paul Bancroft, who is on leave from his work as a fireman, is in the Air Force and based near Lawton, where his wife and baby live.

## The Milwaukee Road Women's Club Membership - 1957

THE chapters listed on the honor roll below had, as of May 31, 1957 increased their membership over that of Dec. 31, 1956, thereby qualifying for prizes awarded by the general governing board.

Chapter	Membership on May 31, 1957	Increase Over 1956
*Aberdeen, S. D.	627	247
*Aiberton, Mont.	204	22
*Austin, Minn.	239	14
*Avery, Ida.	165	5
*Beloit, Wis.	216	4
*Bensenville, Ill.	556	44
*Black Hills (Rapid City, S. D.)	182	2
*Channing, Mich.	162	3
*Council Bluffs, Ia.	206	59
*Deer Lodge, Mont.	217	27
*Green Bay, Wis.	269	25
*Harlowton, Mont.	208	7
*Iron Mountain, Mich.	172	2
*Janesville, Wis.	469	1
*Kansas City, Mo.	225	2
*La Crosse, Wis.	444	3
*Lewistown, Mont.	197	2
*Madison, Wis.	215	3
*Malden, Wash.	158	2
*Marion, Ia.	243	8
*Marmarth, N. D.	58	3
*Marquette, Ia.	240	12
*Mason City, Ia.	192	27
*Merrill, Wis.	63	8
*Milbank, S. D.	118	4
*Miles City, Mont.	450	15
*Mitchell, S. D.	269	5
*Mobridge, S. D.	339	4
*New Lisbon, Wis.	177	1
*Othello, Wash.	90	5
*Ottumwa, Ia.	470	13
*Perry, Ia.	427	41
*St. Paul, Minn.	472	8
*Sanborn, Ia.	122	1
*Savanna, Ill.	452	5
*Sioux Falls, S. D.	154	3
*Terre Haute, Ind.	222	25
*Three Forks, Mont.	102	6
*Tomah, Wis.	434	36
*Wausau, Wis.	226	7
*Yankton, S. D.	127	12

\*Indicates chapter had exceeded its Dec. 31, 1956 membership by Apr. 1, 1957. All chapters shown above exceeded their voting as well as their total membership.

Membership prizes awarded by the general governing board -----\$4,050

*The Milwaukee Road Magazine*

Since returning to Perry, Engineer Walker has transferred to yard service at Council Bluffs, as several of the young engineers who have been working there have returned to road service.

Silver Passes have been issued recently to Mahlon Small and Clarence Dettmann of the locomotive department; also to Engineers Glenn Linn, Herbert Christisen, Paul Black and Fred Marvin; and to Verto Reichert, clerk in the superintendent's office at Perry.

A son was born to Fireman and Mrs. Robert O'Connell on Aug. 8 at the Perry hospital.

Donna Lee, daughter of Agent D. E. Lee of Dawson, was graduated from the Mercy Hospital School of Nursing in Des Moines.

George Foxhoven and wife of Los Angeles, Calif., spent their vacation in Michigan and in Panora, Ia., with George's father, Agent G. J. Foxhoven. George, who is a former Iowa Division clerk and operator, is joint agent for the Harbor Belt Railroad, representing the Union Pacific, Southern Pacific, Santa Fe, Pacific Electric and Harbor Belt line.

A son born Aug. 19 to Mr. and Mrs. Myron Woods of Adel is a new grandson for Engineer Harley Woods.

Alonzo Springer, 82, who worked many years in the bridge and building department before his retirement, died of a heart attack on Aug. 18. Since the death of his wife, he had been making his home with his daughter at Yale.

"Michelle Le Ree" is the name which Attorney and Mrs. Failor gave to their daughter born in August. The little miss is another grandchild for Chief Clerk W. E. Failor of Perry.

A wedding of interest to the friends of Retired Train Dispatcher Ralph Wright took place at St. Stephen's Episcopal Church in Hollywood, Calif., when Ralph's grandson, Paul LeRoy Kinder, was married to Sheila Smith.

Parker Hurless, son of the late Engineer Ira Hurless, died in the Veteran's hospital in Des Moines in August. Mr. Hurless was a watchmaker and jeweler in Des Moines.

Mrs. Marie Cunningham, widow of

Engineer Dave Cunningham, broke a hip recently while working about her home. Mrs. Cunningham is a nurse.

Engineer Clarence Huffman, who had been off duty on account of illness, is hospitalized at this writing.

Mrs. Clyde Holdifer, widow of Conductor Holdifer, died of a heart attack in August. Since the death of her husband 12 years ago, she had operated a dress shop. She was active in church, civic and fraternal circles in Perry.

Eleanor Sue Smith was married recently to John R. Roberts in the First Baptist Church in Jefferson. She is the granddaughter of Retired Foreman W. J. Barth, who now lives in Grand Island, Neb.

Elvin R. Finley, son of Engineer Howard Finley and brother of Fireman S. D. Finley, died at his home in Little Rock, Ark., in August. He had been in ill health for some time.

Another granddaughter was added to the list of grandchildren of Retired Conductor Fred Vodenik on Aug. 13 when his son Robert became the father of a girl.

Alice McGuire, clerk in Chief Carpenter L. R. Riffle's office in Perry, spent her vacation in August on a trip to Seattle and Portland.

General Yardmaster Jack Snyder of the Perry yard force and Mrs. Snyder spent the month of August on a trip to Europe. Gene Heenan worked the day shift, Charles Prowse the afternoon shift, and Relief Yardmaster Billie Bolterman filled in on third shift during Jack's absence.

Retired Machinist D. F. Sullivan made the headlines during August by displaying a tomato from his garden which weighed one and three-fourths pounds and measured fifteen and a half inches around. Many of his tomatoes came very close to being just as fine as they were pictured in the seed catalogue. He raised the Ponderosa variety.

Mrs. John Galiher, mother of Section Foreman Clair Galiher of Portsmouth and grandmother of Train Dispatchers John and Everett Galiher of Perry, passed away at the family home in



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| <input type="checkbox"/> R. R. Air Brake          | <input type="checkbox"/> R. R. Diesel Machinist                  | <input type="checkbox"/> R. R. Car Repairer         |                                     |
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Name \_\_\_\_\_ Age \_\_\_\_\_

Home Address \_\_\_\_\_

City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_

Occupation \_\_\_\_\_ Name of Railroad \_\_\_\_\_

Anita, Ia., in August.

Retired Agent A. C. Jacobs had plenty of mail to keep him busy for some time in August. He celebrated his 93rd birthday on Aug. 18 and some of his friends arranged for a birthday card shower for him. He lives at the Elmrest Nursing Home, 2348 East 9th Street, in Des Moines.

Arthur Aspinall, retired roundhouse employe, was injured Aug. 25 when he was struck by an auto while crossing a street. He suffered a broken hip and internal injuries and will be confined to the Dallas County Hospital in Perry for some time.

Retired Engineer and Mrs. P. J. Ryan have another grandchild, a boy born to Mr. and Mrs. Vincent Ryan in Des Moines. Mrs. Ryan is the former Mary Julia Moran whose father was the late Iowa Division Conductor M. B. Moran.

Pfc. Thomas Morfoot, who is on leave from his work as a fireman to serve with the armed forces, was home for a visit in August before going to Japan for his foreign tour of duty.

George Kuebler of Jamaica, Ia., passed away Aug. 18 following a year's illness. He was a brother of George Kuebler of the B & B department, who lives in Perry.

Attorney Keith Stapleton, son of the late Engineer Frank Stapleton, was appointed assistant county attorney of Linn County, Ia., when the incumbent

resigned.

Mrs. Harry Jones of Tacoma, Wash., mother of Retired Roadmaster's Clerk Hugh Jones, died recently at the home of her daughter. She had celebrated her 100th birthday in July.

## I M & D Division

MASON CITY AREA

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

A record of 82 years with the CMStP&P has been compiled by two Spencer, Ia., men, Carl L. French, freight house foreman, who retired recently, and H. E. Browman, telegraph operator. Mr. French started with the Road in 1917, but a hitch in the Army during World War I interrupted his service. He returned in 1920. During his 37 years he missed only one month of work. Mr. Browman has 47 years as agent and operator, as he worked two years with M&StL before joining the CMStP&P. A fishing rod and reel presented to Mr. French by fellow employes will take up some of his retirement time. Mr. Browman may take a trip to California.

Sympathy was extended to the family of Ralph L. Reab, retired car department employe, who died suddenly at his home. Mr. Reab was born Jan. 8, 1890 at Lake Mills, Ia., and began his employment with the Road in 1936. Surviving are his wife, a daughter, a son, seven grandchildren and four great-grandchildren.

John Uher, 67, retired railroad man, died recently at his home in Calmar, Ia. Mr. Uher started with the Road on May 29, 1911. He was a member of the Brotherhood of Locomotive Firemen and Enginemen. Surviving are his wife, three brothers and three sisters.

Locomotive Engineer Arthur V. Peterson recently received a Gold Pass, marking 50 years of service with the Road. Mr. Peterson started in May, 1907 at 15 as an engine wiper at Calmar, and in 1909 moved into the locomotive cab as a fireman. He was promoted to engineer in 1914, and moved then to Mason City. Railroading runs in the Peterson family. When he was a switchman at Calmar, he worked under his father, who was yardmaster. He has a son, Lowell, 39, at Clear Lake, who is a conductor for the Road.

Francis J. Galvin, T.F.&P.A., and Mrs. Galvin are the parents of a girl born Aug. 19; the name, "Kathleen Cecile".

John P. O'Neill, chief clerk to D.F.&P.A., was recently appointed city freight and passenger agent at Omaha.

Rolland D. Walston, rate clerk, Des Moines, has taken up new duties as chief clerk in the Mason City division freight and passenger agent's office.

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**IM&D RETIREMENT.** Conductor Mathew C. Carey of Mason City pictured (left) with Brakeman Walter Smith just before he took off for his last trip, on No. 11 Mason City to Marquette, Aug. 12. He retired and received his Gold Pass at the same time. On his last run he was accompanied by his family, including his son Robert of New York City. Immediately afterward he and Mrs. Carey left for a trip through the West and a stay with their daughter in Wyoming.

#### SANBORN-RAPID CITY

Florence Paullin, Correspondent  
Roundhouse Clerk, Mitchell

Retired Engineer Bert Merriam passed away July 30 in his home town of Sanborn. Burial was in Sanborn.

Mrs. Joseph O'Neill, wife of pipe fitter at Mitchell, is recuperating at her home after a stay in St. Joe Hospital, Mitchell.

Retired Blacksmith Gilbert Lunde passed away at his Lake Mitchell home on Aug. 5. He had retired on Aug. 24, 1949. Burial was in Minneapolis.

James Cechman, retired brakeman who had made his home in Luverne, Minn., for some time, passed away there on Aug. 9.

Miss Ramona Schoppert of the assistant superintendent's office at Mitchell became Mrs. Leonard Fridel in a candle light service at the Congregational Church in Mitchell on Aug. 10. After a reception at the church and at the farm home of the bride's folks west of Mitchell, the couple spent their honeymoon in the Black Hills. They are now at home on East 2nd Avenue in Mitchell.

Mrs. James Zard (nee Margurite Kelly) relieved at the office while Ramona was gone. Margurite was formerly a clerk in that office.

Mrs. Roy Miner did relief work at the ticket office while Cashier Otto Secory and wife enjoyed a vacation in Yellowstone Park and Billings, Mont.

Conductor Matt Ladner of Mitchell passed away Aug. 29 en route to a Mitchell hospital after a heart attack. He had just completed his run from Murdo.

Machinist Helper Fred Hendricksen retired on Aug. 30 after 35 years with

the company, all at Mitchell. Employees at the shop presented him with a gift as a token of their esteem.

Have received word that Conductor John A. Forrester of Sioux City passed away at Junction City, Kans., on Aug. 28. Funeral services were held at Yankton, S. D.

As foreman in charge of decorating the Mitchell Corn Palace, Sidney Grinde of the Mitchell roundhouse is doing a remarkable job as this is being written. He says the building will be ready for our annual festival the last week in September. Ray Anthony will be the featured entertainer. The palace is decorated entirely with colored and natural corns, also other grains and grasses, and is really beautiful when it is completed.

Charles S. Sharrar, Sioux City engineer, was presented in August with his Gold Pass. The event was noted by the press, which reported that he would use it to visit "lots of relatives on the west coast". Mr. Sharrar began railroading in 1907 as a laborer in the Sioux City roundhouse, and was promoted to engineer in 1912. In recent years he has been on the Arrow between Sioux Falls and Manilla.

Under the attorney general's 1957 recruitment program for honor law graduates, Engineer W. T. Lynberg's son Charles has been appointed to the internal security division of the U. S. Department of Justice. He was one of approximately 70 to be chosen this year from 600 applicants representing 90 law schools. The Sioux City attorney was graduated from the University of Iowa with a B.A. degree in 1954, and was first in the class graduated from the university's law school this February. While he was attending school he served as instructor in business law at the college of commerce. This is the second of the Lynbergs' sons to be graduated from University of Iowa. Dr. R. A. Lynberg, now practicing in Spokane, was graduated in 1953.

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A husband decided that on his wife's birthday he'd surprise her with a new Cadillac. He drove the car home and parked it in front of the house. He then went in and asked the little woman to come to the front door.

When she appeared, the husband pointed proudly to the new Cadillac and asked, "How do you like it, honey?"

Wifey took a look and turned on him. "What's the matter, stupid", she said. "Couldn't you answer the \$64,000 question?"—*Television Age.*

Mr. and Mrs. Average American are getting more out of the time they work today than they did five years ago, according to the National Industrial Conference Board, which reports that a pound of bacon which used to cost 26 minutes' work now costs but 19 minutes. A dozen eggs to go with the bacon used to cost 30 minutes of work, but now costs 19 minutes, and a pound of coffee is down from 33 minutes work to 31. A man's suit which used to cost 33 hours and 44 minutes of work now is bought for 24 hours and 38 minutes. But up is his haircut—from 40 minutes of work to 53!

There are always too many people who reach for the stool when there's a piano to be moved.

A clergyman illustrated a point in his sermon by saying that a wise providence knows what grows best in the sunlight, and what needs the protection of shade.

"You know that you plant roses in the sun," he explained, "but if you want your fuchsias to grow, they must be kept in a shady nook."

A woman sought him out after the service. "You don't know how much your sermon helped me", she gushed.

For a moment the clergyman's heart glowed, but then the woman added, "I never did realize before just what was the matter with my fuchsias."

You know you can't drag people up to a subject and make them think about it. You've got to talk about things they really care about. Then you have them, and you can tell them something else. Hang your idea on a peg that all can reach. When writing an article on "The Dietary Laws of the Ancient Hebrews and Their Connection With the Social Customs of the Time", call it "Don't Blame Moses—He Had No Icebox."  
—Arthur Brisbane

If you intend to go to work, there is no better place than right where you are; if you do not intend to go to work, you cannot get along anywhere. Squirming and crawling about from place to place can do no good.—Abraham Lincoln



**WHAT'S THE MATTER? DIDN'T YOU EVER SEE A CADDY?** Detraining from the City of Portland in Chicago Aug. 24, Jupiter, canine caddy champion of the West, presented a casual front as he was met on the platform by Station Passenger Agent H. J. Bryntesen. Accompanying the 120-pound Newfoundland-sheep dog was Paul Bovey, a feed dealer of Jerome, Ida., who is president of the National Dog Caddying Association. At the St. Andrews Golf and Country Club in West Chicago the following week, Jupiter, who has caddied on more than 40 golf courses in 10 states, won the national four-footed caddy title.

**RETIREMENT OF A TEAM.** For 39 years it was Conductor Harry L. Jewell (left) and Brake-man Charles S. Croumer on the midday runs between Milwaukee and Chicago. As pictured here, the teammates are being congratulated by W. J. McDonald, engineer on No. 23, on which they made their last run Aug. 31. Together they had more than 90 years of service, Mr. Jewell having joined the Road in 1906 and Mr. Croumer in 1918. Mr. Jewell is planning to stay on in Milwaukee and spend the winters in Florida, as he has been doing in years past. A hobbyist, he strongly recommends cultivating spare time interests in preparation for retirement. His own are pen and ink drawing, and following sports—baseball, boxing and wrestling. Mr. Croumer, who owns a home in Milwaukee and enjoys gardening, is planning to either acquire more garden space or move to the San Diego area of California. (Chicago Sun-Times photo)



The Milwaukee Road Magazine

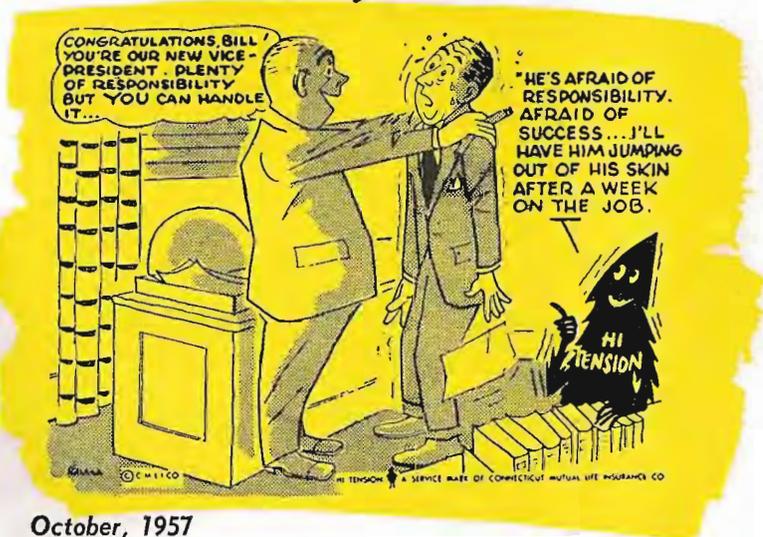
**CITATION FOR PUBLIC SAFETY.** As one of 15 United States and Canadian railroads recognized by the National Safety Council for outstanding accomplishments in public education last year, The Milwaukee Road has been presented with this Public Safety Activities Award plaque. The award is designed to stimulate community safety work by railroads. Milwaukee Road activities included the work of eight district safety engineers in communities served by our line, support of state safety programs, and participation in the Signs of Life and highway-railroad crossing accident prevention programs. Special commendation was given for two meetings, one at Medina, Ill., and the other at Austin, Minn., held to alert people to dangerous crossing habits and the hazards of trespassing, as well as comprehensive on-the-job safety training. According to E. G. Kiesele, superintendent of safety, the attendance at safety educational meetings organized and carried out by the Road totaled almost 44,500.



**THE BRAVES WIN—AT PERRY.** By winning 14 of the 20 games they played this season, the Perry, Ia., "Braves" made up largely of sons of Milwaukee Road employes, won the championship of the Little League tournament held in Perry just before the end of school vacation. Night Chief Dispatcher J. D. Galiher (right) served as manager, and his brother, Dispatcher E. P. Galiher (left), as assistant manager. The team regulars pictured here are, kneeling left to right: Dick Galiher, son of Night Chief Galiher; Steve Balsbaugh, son of Engineer George Balsbaugh; Bob James; Glenn Norris; and Larry La Borde, son of Engineer Kenneth La Borde. Second row, from left: Jimmie McDevitt; Derald Galiher, son of J. D. Galiher; Tommy Connors, son of Engineer Frank Connors; and Ricky Smith. Back row, from left: Ronnie Ridnour; Ronnie Landals; Dennis Gardner, son of Engineer W. D. Gardner; Steve Dorman and Doug Smalley. Everett Galiher's son is too young to play with the Braves, but is on another team.



## Get Off the Worry-Go-Round



**HAVE I GOT WHAT IT TAKES?** Every businessman will recognize this fellow. All his working life he has fought to get to the top. Now his big moment has come. Suddenly panic grips him.

HiTension is beginning to bore in, create anxieties and undermine his self-confidence. If our friend doesn't understand it's only natural to have a few momentary qualms, he's in for trouble. A mature man knows he can master his fears by facing them. When opportunities come, he accepts them gladly, takes his responsibilities in his stride.

If this man hadn't shown plenty of ability during his career, he wouldn't have been chosen for an important job. So what's he worrying about?

**THE  
MILWAUKEE  
ROAD**

**MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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**THE GOOD THINGS OF LIFE.** Under the shade trees of Fourth Ward Park, which fronts Milwaukee's Union Station, a group of older citizens sit out summer's end.

