

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

OCTOBER 1953

OCTOBER 1953

THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis
Manager

Marc Green
Editor

Marie Hotton
Assistant to Editor

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

The Milwaukee Road Magazine is published for active and retired employes of The Milwaukee Road, to whom it is distributed free. It is available to others at 10c per single copy or \$1.00 per year.

IN THIS ISSUE

	Page
A Good Business to Be In By President J. P. Kiley-----	2
Who Should Carry the Mail?-----	3
And So To College-----	4
Sitting Bull Returns-----	6
Ticket Agents Hear History of Dome Cars-----	9
Our Safety Score-----	9
The Experts Look at Bensenville Yard-----	10
Appointments-----	11
They Come Back for More-----	12
Quiz-----	12
The Forty-Year Vigil-----	13
Charles Slocum Saluted at Scout Court of Honor-----	14
Cost of Living Wage Increases Total 13 Cents-----	14
How Well Do You Know Your Railroad?-----	14
Work Begins on New Tacoma Passenger Station-----	15
Home Department-----	16
Retirements-----	18
How Are We Doing?-----	21
About People of the Railroad-----	22

A Good Business To Be In

I SUPPOSE that most of us on The Milwaukee Road, like other people living on a more or less fixed income, occasionally look with envy upon the man who is in business for himself.

To be sure, many individuals have ventured on their own and met with great success. But, like all things, that picture of an ideal situation has another side.

Let me tell you of an experience I had recently.

Walking through the Chicago Union Station, I was greeted by an acquaintance whom I had not seen for several years. He had done well in his business. His manner, his dress and his conversation always bore out that fact. On this occasion, however, I sensed that of late things had not been going well with him. As is sometimes the case with a large company such as ours, his small company had come upon difficult times. But, unlike ourselves, he had felt the pinch *immediately*.

I couldn't help feeling that if my friend had had the necessary skill and experience he would have gladly traded places with the average railroad man.

The form of private enterprise in which each of us on this railroad is participating has much to recommend it. The \$23,570 investment behind every Milwaukee Road job is one of such size that few of us would ever have been able to make it ourselves. Yet most of us know people who have, over the years, put more than \$23,570 into enterprises of their own which today provide them with less net income and less security for the future than that enjoyed by the average Milwaukee Road employe.

Living today has a way of being strenuous, and at times is an unhappy business. But I believe that anyone who takes an honest look at his Milwaukee Road job sees in it something of real worth, something dependable. I believe he also sees it as something worth striving to preserve and make better.

In a sense, we each enjoy many of the advantages of being in business for ourselves without being exposed to most of its dangers. I believe those of us who have been around for a while will agree that working for The Milwaukee Road is a good business to be in.

J. P. Kiley



Who Should Carry the Mail?

No other form of transportation can equal or approach the efficiency and economy of the railroads for transporting the great bulk of the United States mails, declared William T. Faricy, president of the Association of American Railroads, in a recent statement commenting upon the claims that the Post Office Department could economize by moving all long-haul first-class mail by air. Mr. Faricy's statement follows.

CURRENT claims that the Post Office Department could economize by moving all long-haul first-class mail by air add more than usual interest to the Cost Ascertainment Report for the fiscal year 1952, just issued by the Post Office Department.

Analysis of the department's report shows that railroads and other surface carriers moved nearly 17½ billion pieces of non-local first-class mail, for which they received an average of approximately 1/9 of a cent for transportation of each piece.

Airlines carried about 1 1/3 billion pieces of air mail (excluding air parcel post) for which they received an average of about 2 2/3 cents per piece—more than 20 times as much per piece as was paid to railroads.

Pouches of letters and packages which have been sorted on the RPO car are stacked at the storage end. (Milwaukee Journal photos)



Speed and accuracy are watchwords on railway post office cars, which sort and distribute mail en route, a service not provided by air carriers. This picture taken aboard an RPO car operating between Milwaukee and Champion, Mich., on The Milwaukee Road.

Besides transporting the mail, railroads rented to the Post Office Department space and facilities aboard railway post office cars for distributing mail en route,

For both services combined, the railroads received about 1/4 of one cent per piece—less than 1/10 as much as was paid air carriers for transportation alone.

On a ton-mile basis, railroads and other surface carriers (approximately 90 per cent of the service being by rail) received an average of a little more than 16 cents for carrying a ton of first-class mail one mile, and an average of 36 cents when the amount paid for distributing space and facilities is included.

Air carriers and surface carriers handling air mail (approximately 95 per cent of the service being by air) received an average of \$1.33 per ton-mile. Of this

amount, the Post Office Department estimated that 68.8 cents was paid for transportation service and the balance was a direct subsidy to airlines. Payment of this subsidy is soon to be transferred from the Post Office Department to the Civil Aeronautics Board, but the subsidy will be continued.

In addition to lower cost of transportation, mail moved by rail has the further advantages of lower cost transfer between post offices and stations, of facilities better adapted to terminal handling of mail in quantities, and of the dependability of an all-weather service reaching directly 40,000 post offices.

Taking everything into account, no other form of transportation can equal or approach the efficiency and economy of the railroads for transporting the great bulk of the United States mail.

Railroads Brought Low Postage

A common complaint of the thousands of Americans who write to their Congressmen today is the high cost of living. Back in the early 1800's it was the high cost of writing to their Congressmen.

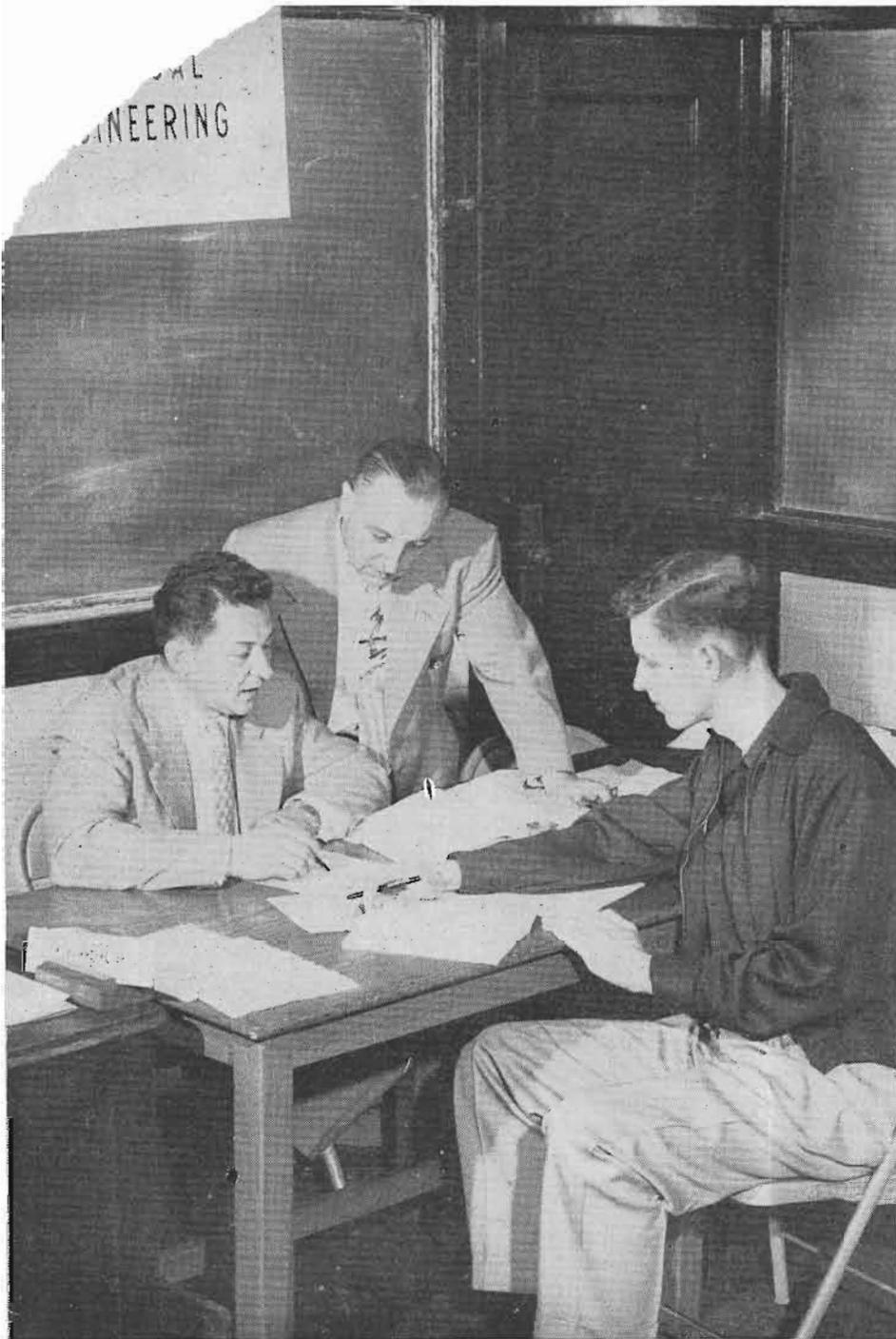
In the good old days it cost the average working man as much as a day's pay to send a letter from Boston to Washington. Maybe that's why Christmas cards didn't become popular until years later.

In 1840, for example, the standard first class postage rate was 75 cents for a three-sheet letter going farther than 400 miles. Adjusting this to today's dollar, the postage for the same letter would cost the sender \$3.48 in 1953.

Until 1845, when the railroads first

helped remove the mail from the luxury class, it cost six cents to send a one-sheet letter 30 miles or less. The rate increased with the mileage. In 1845 the postal rates dropped to five cents for a half ounce up to 300 miles and 10 cents up to 1000 miles. In 1851, with more than 10,000 miles of railroad lines in the country, the rates were three cents for a half ounce up to 3000 miles and six cents for over 3000. The first class rate was cut in 1883 to a flat two cents for a half ounce and in 1885 it became two cents an ounce. The two cent mail continued until 1932 when the present three cents an ounce standard was established.

—Reprinted from the Trenton (Ill.) Sun



Roger Coe registers at the State University of Iowa. Signing up at the chemical engineering desk, he plans his schedule with his adviser, Dr. C. J. Major (seated) and Dr. K. Kammermeyer.

Stretching his legs as a freshman, Roger strolls down a campus walk; Old Capitol building in the background. He had previously attended the summer session at the university, taking courses in physical geology, college algebra and trigonometry.



...And So

"HE KNOWS how to work," stated his high school principal, and while this was not the deciding factor, it explains as well as anything how Roger N. Coe came to be selected as winner of the J. T. Gillick Scholarship for 1953.

The Tama, Ia., High School senior who won the scholarship offered to sons of employes in the name of the Road's retired operating vice president was the unanimous choice of this year's award committee. Roger, who was chosen over 45 other candidates, is the son of W. M. Coe, signal maintainer at Tama and a veteran of 25 years of service. He was graduated this summer just two weeks after his 18th birthday, first in a class of 54 students.

The J. T. Gillick Scholarship provides \$600 annually toward tuition and other academic expenses at a college or university of the winner's choice and is subject to renewal for the three remaining years of undergraduate study. As chairman of the scholarship committee, C. William Reiley, director of admissions at Northwestern University, expressed the opinion that Roger should be congratulated, inasmuch as many of the applicants were exceptionally well qualified.

Roger's scholastic record was outstanding—straight A's in all subjects but one during four years of high school. The sole exception was a B in the first semester of freshman English. Outside the classroom he was active in glee club

To College

and choral singing, played in the band (also served as manager), was a member of the operators' club and photographers' club, served on the business and editorial staffs of the school paper, and engaged in debating, dramatics and oratorical declamation.

He accounted for himself by winning awards through all four years of school, including a number one rating in the state speech contest, the National Honor Society award, and the American Citizenship Award from the Iowa State Bar Association and the Iowa State Bar Foundation. Boy Scout and church work also claimed his time, and he worked intermittently after school hours and on Saturdays, with a part-time job through his entire senior year.

The new scholarship winner is inclined toward chemical engineering as a vocational field and to determine his capability for such work took a summer course at the State University of Iowa at Iowa City before enrolling there this fall. President J. P. Kiley, in a letter of congratulation to Mr. and Mrs. Coe, lauded their son's choice of a career. "Engineering is what I studied when I went to college," he wrote, "and I am convinced that a student with an interest in that direction will find it a most practical and useful science."



The letter with the Chicago postmark brought the whole family to the door. One of many local townspeople who were interested in the outcome of the scholarship contest, the postman stayed around to offer Roger his congratulations.



An amateur geologist, Roger has accumulated an interesting collection of specimens. He also enjoys photography and has his own darkroom.

Roger gets a preview of what lies in store in his educational career as he tests a specimen of heat-treated metal on a Rockwell Hardness Tester in the university's engineering laboratory.



Will Coe, who has been with the Road 25 years, is in charge of signal maintenance at Tama. Here he discusses the workings of the relays in an instrument case.





Hundreds of spectators, including Indians from many tribes, milled about the monument following the dedication. The twice-life-size bust is the work of Korczak Ziolkowski, noted sculptor of Custer, S.D.



Sitting Bull as he appeared in his latter years. He died in 1890 at the age of 59.

Sitting Bull Returns

THE last act of what might well be termed the great American drama was enacted on a high bluff overlooking the Missouri River near Mobridge, S.D., on the afternoon of Sept. 2. There, before a large throng of Indians from 11 tribes in nine states, together with residents of Mobridge and many visitors, a large and impressive memorial was dedicated to the famous Sioux chieftain, Sitting Bull.

The ceremony climaxed the action which made news on the front pages of most American and many foreign newspapers last April when the Indian leader's remains were transferred from their grave in the abandoned cemetery at Fort Yates, N.D., to their new resting place. The memorial stands above the grave at a point near the confluence of the Grand and Missouri Rivers about four miles west of Mobridge and two miles south of the present Milwaukee Road bridge across the Missouri. It is on the Standing Rock Reservation near

the point where Sitting Bull was born and, by odd coincidence, where he also died.

The monument dedication was the featured event in a two-day observance which was notable not alone for its historical significance, but also for the

Clarence Grey Eagle, nephew of Sitting Bull, who was principally responsible for the removal of his uncle's remains to their present burial place, greets Julius Skaug, Mobridge attorney and student of South Dakota history, in the latter's law office.



The Milwaukee Road Magazine

fact that it witnessed one of the largest gatherings in recent years of Indians from many tribes. The ceremonial dances held at the Mobridge Rodeo Grounds on the evenings of Sept. 1 and 2 were, in fact, regarded as unique in view of the many tribes represented and the great variety of dances and costumes displayed.

The 200 Indians who took part in the dancing ranged in age from two to 96, all beautifully costumed, with the hereditary descendants of chiefs wearing feathered war bonnets. Among the dozen or more privileged to wear the war bonnet was Kingman of Cheyenne Agency, a 96-year-old Sioux who fought against General Custer and his troops in the Battle of the Little Big Horn 77 years ago.

Julius Skaug, a Mobridge attorney and student of South Dakota history, served as chairman of the dedication committee and introduced Governor Sigurd Anderson of South Dakota, who acted as official host and master of ceremonies at the dedication. He, in turn, presented Governor Johnston Murray of Oklahoma, who delivered the dedicatory address. Governor Murray, who prides himself upon a strain of Chickasaw Indian blood, has lived all his life a neighbor to Indian problems and has worked diligently for the betterment of the native Americans.

Among other distinguished visitors were Congressman Harold Lovre and George E. Mickelson, former governor of South Dakota. A highlight of the ceremony was an address by Clarence Grey Eagle, 79-year-old nephew of Sitting Bull who was principally responsible for having the famous Indian leader's remains removed to South Dakota. He spoke in the Sioux tongue, his address then being translated for his audience. Another stirring address was delivered by William Firethunder, president of the Tribal Council at Pine Ridge, S.D., who spoke in English.

Dedicated with the monument was a 10-acre memorial park which will be maintained by the Dakota Memorial Association of Mobridge but will be under the supervision of the Sioux Tribe of Standing Rock Reservation.

Sitting Bull was, to say the very least, a controversial figure. In their estimates of the man, historians differ sharply, assigning to him an array of wierdly assorted attributes, ranging from that of a trickster who "made medicine" for his own purposes, to more charitable ones which identify him as a brilliant leader who championed his people

F. C. Williams, well known Milwaukee Road agent at Mobridge, stopped by the Indian encampment on the outskirts of Mobridge to visit with an acquaintance of several years, Frank White Buffalo Man, who is a grandson of Sitting Bull. With them are Mrs. White Buffalo Man and son.



against white spoliation and the threat of extinction.

He was born in March, 1831. Although not an hereditary chief, he rose to a position of power through personal qualities which appealed to his people. While still a young man he developed his talent as a speaker and very effectively spoke out against what he regarded as white intrusion and urged resistance to it. He was not a field general but

is generally believed to have planned many of the campaigns, including the famous massacre of General Custer and his troops at the Battle of the Little Big Horn.

Following that engagement, he fled to Canada, where he lived in exile for a number of years. When he did finally return at the request of the government, he participated in many confer-

(Continued on page 8)

Governor Anderson of South Dakota presents three of Sitting Bull's granddaughters, Sarah Spotted Horse La-Pointe, Angeline Spotted Horse, and Nancy Kicking Bear, following the dedication. Behind him are, left to right, Julius Skaug, chairman of the dedication committee, and Governor Johnston Murray of Oklahoma. (Mobridge Tribune photo)



Sitting Bull Returns

(Continued from page 7)

ences over Indian affairs and became the recognized leader of most of the Sioux tribes in South Dakota. His name became familiar in every American household when he joined Buffalo Bill and traveled throughout the United States and Europe as the chief attraction of the famous Wild West Show.

Already regarded by Indian authorities as a dangerous agitator, Sitting Bull became an even greater threat to peaceful relations between Indians and white settlers when he joined the Ghost Dancers and, with his followers, became a party to the "Messiah Craze."

A belief developed among the Indians at that time which held that the Messiah had returned to earth—this time in the flesh of an Indian, since the whites had denied and killed Him; that the Messiah was coming from the West with all the nations of the Indian dead; that He would remove the white men and that all the Indians, dead and living, would be re-united. All that was required, the belief held, was to dance the so-called Ghost Dance regularly until He came. The dancers wore ghost shirts and danced until exhausted.

Concluding that the Ghost Dance would develop into hostile action against the whites, Major McLaughlin, then agent at Fort Yates, ordered the arrest of Sitting Bull. Indian police were sent to the chief's camp but met with resistance, and in the melee which ensued Sitting Bull and several other Indians were killed. The date was Dec. 15, 1890.

His body was returned to Fort Yates and interred without ceremony in a rough box filled with quick lime. When the fort was later abandoned as a military post, the bodies of soldiers buried in the post cemetery with Sitting Bull were removed, leaving the Sioux chieftain the lone occupant of that abandoned burial ground. The body remained there until removed, at the request of his heirs, on Apr. 8 of this year, to its present resting place.

Whether or not Sitting Bull was, as Stanley Vestal, a recent biographer, says, "by all odds the most famous of all South Dakota's sons," the monument erected above his grave stands as an impressive and fitting tribute to his memory. As the most outspoken champion of his people, he occupies a place of great significance at the very heart of American history.

did you know?

During the year 1952 The Milwaukee Road purchased more than 31,000,000 board feet of lumber. This included hardwood and softwood switch ties, car lumber, B&B lumber, oak car stock, and fancy hardwoods and softwoods. If all of this lumber were converted into boards one inch thick and 12 inches wide, it would make a plank walk extending all the way from the North Pole to the Panama Canal.

Inter-city truck tonnage transported by motor carriers in the second quarter of 1953 increased 13.5 per cent over the same period in 1952. The American Trucking Association says this was the third consecutive quarterly period in which gains were registered over the preceding year. Increases were general throughout the country except in the Pacific region which showed a decrease of 2.7 per cent.

A recent Gallup Poll reveals that the special excise taxes on railroad tickets and on telephone calls are the two types of excise tax disliked most by the general public

A railway locomotive, and a retired one at that, has the unusual role of starring in a new motion picture. The celebrated 114-year-old "Lion," one of the first steam engines in the world, has top billing in "The Titfield Thunderbolt," a British technicolor film produced at the J. Arthur Rank Studio and premiered Oct. 5 at the Little Carnegie Theater in New York City. "The Lion" first performed on the Liverpool and Manchester Railway in the 1830's and later gave years of sterling service on the Grand Junction Railway and the London and Northwestern. She has been in retirement at the Liverpool Engineering Society museum since 1928.



Ticket Agents Hear History of DOME CARS

TYPICAL of the age we are living in—a world of television, deep freezes and solar homes—the dome car was recently cited by William Wallace, assistant passenger traffic manager, as one of the most progressive steps ever taken in the railroad industry. At the 16th annual sales meeting of the American Association of Railroad Ticket Agents in Los Angeles, Sept. 17-22, a talk by Mr. Wallace traced the history of the dome car from its first crude conception to luxury cars such as the Milwaukee's Super Domes.

When something new comes along we generally assume it has just been invented, Mr. Wallace said. Actually, the idea of a dome car was conceived more than 60 years ago. It can be credited to a Winnipeg, Canada, car builder who contributed a sketch of a triple dome car to the Scientific American back in 1891.

"Obviously it didn't catch on right away," Mr. Wallace remarked. "According to the sources I've consulted, the idea popped up again just before World War II when the Budd Company proposed it to the industry. In July, 1944, a General Motors man, C. R. Osborn, was riding a Rio Grande freight diesel when it occurred to him that a dome car would be fine for viewing the scenery. He suggested the idea to General Motors and they started work on it.

"Meanwhile, in June, 1945, the Burlington constructed a dome car in their shops by rebuilding a standard Budd stainless steel coach. In the fall of that year General Motors let a contract to Pullman-Standard for their Train of Tomorrow, which included several dome cars. From this you can see that the Burlington was the first railroad in history to have a dome car."

According to an estimate made by Mr. Wallace, close to 100 dome cars are now in operation on the nation's railroads, and approximately another 80 are on order. To evaluate their appeal for the traveling public, he quoted replies he had received to a questionnaire sent to various lines on which they are in use. The response, he said, was inspiring to anyone engaged in selling passenger transportation.

E. A. Klippel, general passenger traffic manager of the Union Pacific, seemed to wrap it up, Mr. Wallace said, when he answered that Union Pacific's experience with four dome cars has proved their popularity to the extent that it has or-



Mr. Wallace gave the convening ticket agents a glimpse of dome car beginnings with this artist's conception of things to come, created in 1891.

dered 30 more. A similar success story was told by J. C. Nolan, assistant to vice president—traffic of the Western Pacific, who said of that road's California Zephyr that notwithstanding a longer schedule than any competing train between San Francisco and Chicago, the Zephyr has continually maintained its popularity. "We attribute much of this to the Vista Domes," he said.

About the performance of the Milwaukee's Super Domes which went into

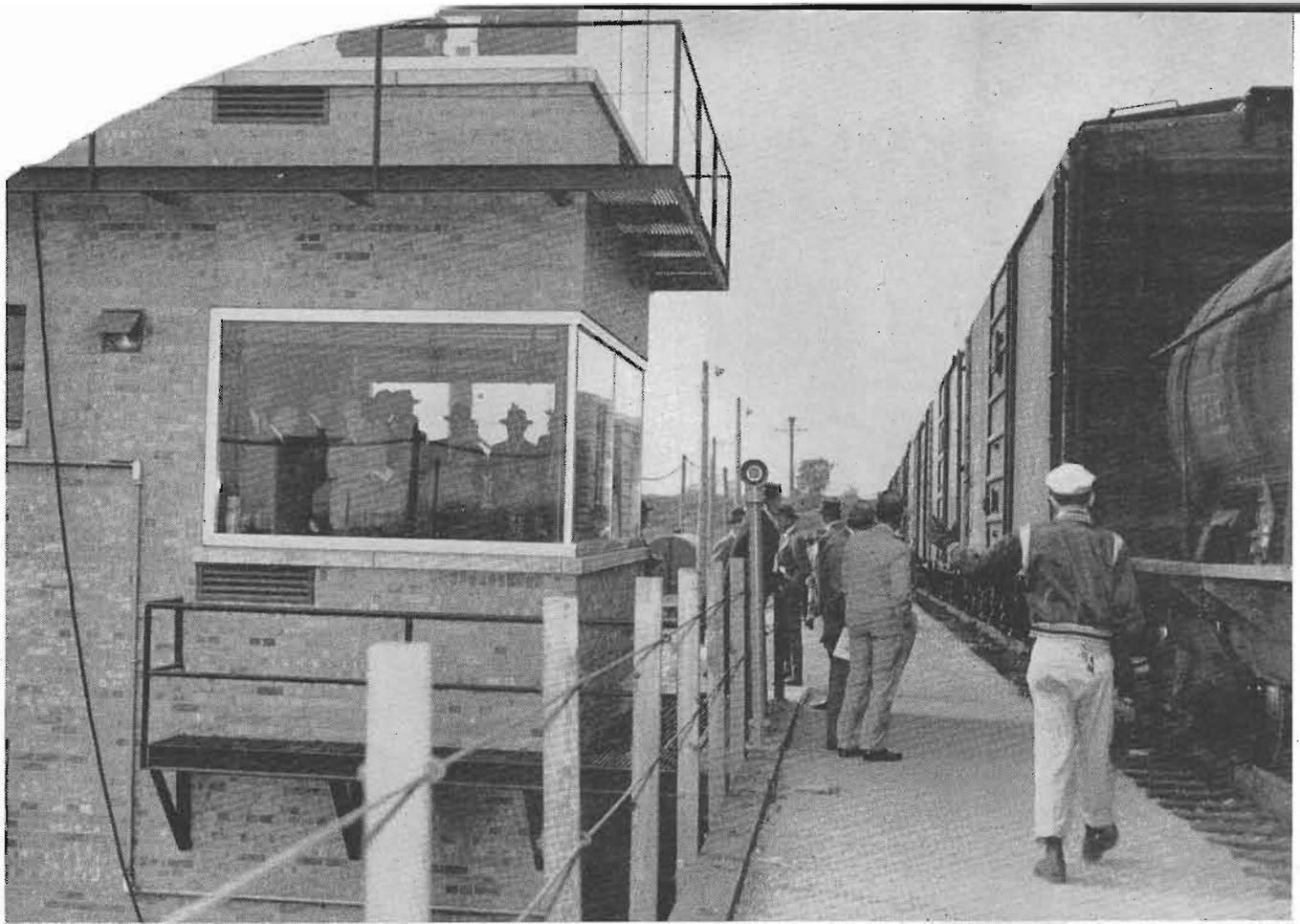
operation last December, Mr. Wallace said there is every evidence that they are a definite asset. The fact that the Milwaukee Road's Yellowstone Park business out of Gallatin Gateway has increased approximately 40 per cent can be credited largely to the Super Domes on the Olympian Hiawathas. "This is an age of picture windows, of light and air and new ideas," he said. "In the dome car the traveling public sees a realization of those desires."

our safety score

reportable casualties on The Milwaukee Road through September, 1953, compared with 1952

Month	1953		1952		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January	2	41	1	50	+100	-18
February	.....	19	1	43	-100	-56
March	1	29	....	47	....	-38
April	.....	26	2	33	-100	-21
May	.....	28	1	32	-100	-16
June	.....	31	....	36	....	-14
July	.....	32	2	35	-100	-9
August	1	39	1	43	....	-9
September	.....	28	2	47	-100	-40
TOTALS	4	273	10	366	-60	-25
Casualty Rates	.08*	5.60*	.19	7.10	-58	-21

*Estimated



The visiting railroad officers study the switch control tower and operations at the crest of the incline.



Above: Among those on the Bensenville tour, left to right: F. A. Hess, assistant chief engineer, New York Central; K. L. Clark, Milwaukee Road principal assistant engineer in charge of construction on the project; G. Murray Campbell, vice president of the Baltimore & Ohio; V. E. Glosup, assistant chief engineer in charge of communications and signals, Milwaukee Road; and G. F. Wilson, superintendent of Chicago Terminals, Milwaukee Road.

The Experts Look at BENSENVILLE YARD

THE MILWAUKEE ROAD played host to experts in the field of railroad construction and track work on Sept. 17 when more than 200 roadmasters and bridge and building engineers from all over the United States, Canada and Mexico inspected the new retarder classification yard at Bensenville, Ill.

The 17-mile trip from Chicago's loop aboard a Milwaukee Road special train was a feature of the three-day conventions of the Roadmasters' and Maintenance of Way Association and the American Railway Bridge & Building Association which were held concurrently. The group making the study tour represented all of the Class I railroads in America.

Railroaders from Canada to Uruguay were in Chicago to inspect the extensive display of manufacturers' products on exhibition at the Coliseum during the period of the conventions. Total registration for the two meetings was 1,364. R. G. Simmons, Milwaukee Road general roadmaster, was elected first vice president of the Roadmasters' and Maintenance of Way Association.

Being the most modern freight car classification yard employing both automatic route switching and retarder speed control, the new facility at Bensenville was studied closely and with great interest by the visiting railroad officers.



Shown at the right during the tour are the officers of the Roadmasters' and Maintenance of Way Association. Left to right: Director G. B. McClellan, general roadmaster, Texas & Pacific; Director E. F. Snyder, assistant to chief engineer, Illinois Central; Director J. E. Griffith, assistant chief engineer, MW&S, Southern; President H. W. Kellogg, engineer track, Chesapeake & Ohio; Director P. S. Settle, Jr., division engineer, Pennsylvania; First Vice President R. C. Simmons, general roadmaster, Milwaukee Road; and V. E. Glosup, assistant chief engineer, communications and signals, Milwaukee Road (not on the board).

CHOOSE YE THIS DAY

"Choose Ye This Day" appeared originally in the September 1953 issue of *Texas and Pacific Railway Topics*, and is reprinted here through the courtesy of the author, J. B. Shores, director of *Employe and Public Relations on the Texas and Pacific*.

"HOW OLD ARE YOU?" asked a radio comedian of an elderly man whom he had invited to come up to the microphone.

"I was 102 on my last birthday," replied the oldster.

"Incredible!" rejoined the comedian. "Why, you don't look a day over 72! To what do you attribute your long life, your apparent good health, and your cheerful disposition?"

"It's all quite simple," replied the old-timer. "Every morning when I get up, I'm privileged to choose between being happy or unhappy during the day . . . and I've always chosen to be happy."

This old fellow had built his life around a sound philosophy.

Each morning he chose to look upon the bright side of life, instead of the dark.

He chose to look for happiness, instead of unhappiness.

He found each day what he was looking for . . . just as all of us do if we look hard enough.

Each day we have the privilege and the responsibility of making many choices between the positive and negative forces of life.

We have the privilege of choosing between . . .

good and evil
kindness and unkindness
faith and distrust
honesty and dishonesty
loyalty and disloyalty
courtesy and discourtesy
hope and despair
tolerance and intolerance
charity and greed

Throughout our lives there is in progress a constant tug of war between right and wrong . . . between good and evil . . . between the positive and negative forces of life.

Our lives, therefore, consist of an unending series of choices which we must make each day . . . whether we want to or not. Sometimes we make these choices deliberately . . . sometimes thoughtlessly . . . sometimes unconsciously.

But regardless of the manner of our choosing, we are free to select the thoughts we entertain, the attitudes we assume and the actions we take . . .

October, 1953

appointments

Operating Department

Effective Sept. 16, 1953:

E. P. Snee is appointed assistant superintendent of the Chicago Terminals with headquarters at Bensenville, Ill. Mr. Snee started with the Road as a switchman at Minneapolis in 1925. He was promoted to trainmaster there in 1943 and subsequently served in that capacity at Aberdeen, S. D. (1948), and Spokane (1949). Since August, 1952, he has been trainmaster at Bensenville.



E. P. Snee

Effective Oct. 8, 1953:

Lieutenant of Police J. J. Sheridan, Tacoma, is appointed captain of police at Sioux City, succeeding M. J. Noonan, who died on Oct. 4. Mr. Sheridan entered service in the police department at Davenport in 1934. He was stationed in Sioux City as special officer from 1936 to 1938, when he was transferred to Tacoma.

Mechanical Department

Effective Oct. 1, 1953:

A. W. Hallenberg is appointed district master mechanic with jurisdiction over all locomotive department matters on the Chicago Terminal and Terre Haute Divisions, with headquarters at Western Avenue, Chicago. Mr. Hallenberg has been master mechanic in Deer Lodge, Mont., since September, 1952.

G. J. Johnston is appointed district master mechanic with jurisdiction over all locomotive department matters on

toward the people we must live and work with . . . toward the society of which each of us is a part.

It is important that we choose carefully and weigh thoughtfully . . . the things we stand for . . . believe in . . . and live by.

If we do that, we're likely to choose wisely.

the Rocky Mountain and Idaho Divisions with headquarters at Deer Lodge, Mont. Mr. Johnston was formerly master mechanic with headquarters in Spokane.

The office of master mechanic at Spokane, Wash., is abolished.

L. H. Rabun, master mechanic at Miles City, Mont., will in addition to his other duties, assume jurisdiction over all car department matters on the West Hastings & Dakota, Trans-Missouri, Harlowton, Mont., and Northern Montana Divisions.

Traffic Department

Effective Sept. 16, 1953:

A. J. Knaff is appointed district passenger agent at Tacoma, succeeding M. P. Burns, transferred. Starting with the Road in 1908 at Harlowton, Mr. Knaff has been city ticket agent in Butte and Tacoma. Most recently he has been city passenger agent in the Tacoma office.

J. M. Stanger is appointed city passenger agent at Tacoma, succeeding A. J. Knaff. Mr. Stanger has been with the railroad at Vancouver, B. C., since February, 1948, as secretary to general agent and most recently as chief clerk.

Effective Oct. 1, 1953:

H. R. Genereau is appointed traveling freight agent with headquarters at Los Angeles, succeeding J. C. Geirk, retired. Mr. Genereau has been with the Road's traffic department since 1942, serving in Duluth, St. Paul and Aberdeen, S. D. Since October, 1950, he has been city freight agent in St. Paul.

E. W. Liese is appointed city freight agent at St. Paul, succeeding H. R. Genereau. Mr. Liese was formerly in the local agent's office at Appleton. Since January of this year he has been chief clerk to the general agent in Indianapolis.

A. E. Stullich is appointed city freight agent at Milwaukee, succeeding J. E. Colloton, resigned. Starting in 1948, Mr. Stullich's service, save for two years with the military, has been in Milwaukee.

Effective Oct. 16, 1953:

R. J. McCarthy is appointed city freight agent at New York City. Mr. McCarthy has been employed in the New York office since October, 1949.

They Come Back for More

HAVING made a career of seeing to the comforts of the traveling public, John R. Norie, a Midwest Hiawatha steward, has had a chance to acquire some theories about his work.

"After all," he said, "we're selling service and if we don't sell it, customers won't come to the diner again. In our department we're dealing with a man's stomach, and that's pretty important."

It was this attitude which was responsible for his receiving the Employee Award of the Federation of Railway Progress for October. The award, consisting of a \$25 War Bond and a lapel emblem, is conferred monthly for outstanding courtesy and service reported by travelers. Mr. Norie was sponsored by E. L. Schmidt of Elgin, Ill., who wrote of his own experience on the Midwest: "The dining car steward was very courteous in his handling of all diners, had well planned meals, and it was a pleasure to dine in his car. He was so nice on the going trip, I hoped I would catch him on the return trip, and fortunately I did."

His Milwaukee Road host will be 74 on his next birthday and is believed to be the country's oldest dining car steward. To see Mr. Norie, however, you'd never believe it. Nancy Ford, railroad editor of the Chicago Journal of Commerce who interviewed him for Railway Prog-

ress was impressed by his upright carriage—"as straight as one of Hiawatha's arrows"—his heavy thatch of silver hair and the absence of wrinkles. "The few in his face are laugh wrinkles," she said, "and you sense immediately that this . . . twinkling 'young' railroader likes his job and people."

When Miss Ford told him he'd been selected for the award Steward Norie insisted on sharing the honor. "Lots of that is due to my crew," he told her. "They're all good men. Most of them were with me on the Olympian Hiawatha for many years." One of Steward Norie's star pupils, incidentally, was Olympian Hiawatha Steward L. K. Wilmot who received the Railway Progress award for March, 1951. "I helped train Wilmot," he told Miss Ford; "he made his first run with me."

The business of feeding the traveling public has been Steward Norie's concern for a good 40 years—on the New York Central, the IC, the Burlington and the Rio Grande Western before coming to the Milwaukee in 1936. While he was not responsible for the well-planned meals mentioned in his sponsor's letter, he can remember when they were; when crews were out on the line for 30 days at a time. But he never minded—he's always enjoyed railroading.

Considering his senior status, Steward



The gracious gesture of welcome comes easily to Steward John Norie. He is one of the oldest stewards on the railroad.

Norie has been taking it a bit easier these past two years. The Midwest Hiawatha run is convenient—four days on the road and four at home in Chicago. One of these winters when the fishing is good in Florida he may decide to retire, but not just yet.



test your knowledge of railroads and railroading

(Answers on Page 38)

1. What is the height of a standard 131-pound rail— $7\frac{1}{8}$, $8\frac{1}{8}$ or $9\frac{1}{8}$ inches?
2. In railway operating terms, what is a "roller"—a locomotive engineer who never stays long on any railroad; a fast-moving freight train; or a carload of freight in transit without a designated consignee?
3. What was the approximate rate of return on railway investment in 1952—about three, four, or five per cent?
4. What kind of railway car is equipped with hatches—baggage, diner, refrigerator, or gondola?
5. What is the weight of a standard freight car wheel—500, 750 or 1,000 pounds?
6. What is a spur track—a track reserved for cars in need of repairs; a stub track extending from a main or secondary track to some point off the main right-of-way; or a track reserved for movement through a yard?
7. How many wheels does a 2C + C2 electric locomotive have—16, 18, 20, 22, or 24?
8. What is a "hot" shipment—a shipment suspected of being illegally made; a shipment which must not be delayed; or a shipment which must be handled with utmost secrecy?
9. To whom does a car marked GATX belong?
10. What is meant by "billing in transit"—the recording of freight bills by the conductor; the telegraphic transmission of the contents of a freight train after it has left the terminal; or the consignment of a freight shipment after it has left its originating point?

Better Than Average

IN AN exchange of letters about baggage valuation, C. F. Rank, manager of mail, express baggage and milk, Chicago, received the following from J. H. Davis of Nashotah, Wis.:

"During the past two years I have had occasion to use The Milwaukee Road a number of times . . . I have found the service good and an excellent understanding of courtesy among the employees. Judging from my travels on other railroads, I believe the Milwaukee is above the average in that respect."

English-speaking races say "God bless you" when someone sneezes. The ancient Greeks and Romans used to say "Long may you live" and "Jupiter preserve you". When a Hindu sneezes those in the vicinity say "Live" and the sneezer replies "You, too". When a Zulu sneezes he says "I am now blessed. The ancestral spirit is with me. Let me hasten and praise it, for it is that which causes me to sneeze".

New Rates for Family Travel

A NEW turn in travel economy was recently instituted on The Milwaukee Road with the adoption of the family fare plan for all classes of travel on the system. As announced by Harry Sengstacken, passenger traffic manager, Chicago, the new fares became effective in sleeping and parlor cars on Sept. 21, and in coaches and Touralux sleeping cars on Oct. 19.

Under the family excursion plan, the head of the family pays a regular one-way fare. The other parent and children five through 21 pay half of the one-way fare, and children under five accompanied by parents ride free. Tickets are honored on trains departing on Monday, Tuesday and Wednesday of each week. Baggage up to 300 pounds is checked free on any one ticket, regardless of the number of persons in the party.

The family fare plan will be in effect to and including Feb. 28, 1954, unless changed or extended. It is good between all points on the system and to all points on other railroads which similarly adopted the plan.

H. M. Warner Appointed to L.C.L. Research Group

H. M. WARNER, chief of merchandise service in Chicago, has been appointed assistant director of the new research group set up by the Association of American Railroads to improve the handling of l.c.l. freight. The announcement was made by W. T. Faricy, president of the A.A.R., in Washington on Sept. 28.



H. M. Warner

In authorizing the organization of the traffic study the board of directors of the A.A.R. acted on the suggestion of the National Association of Shippers Advisory Boards. Chicago will be the center of research activities, which started on Oct. 1 as part of the A.A.R. Freight Station Section. G. H. Hill of Chicago, superintendent of stations and transfers, western region of the Pennsylvania, has been named director of the research group. In addition to Mr. Warner, he will be assisted by C. F. Yardley, trans-

The Forty-Year Vig

ON OCT. 18 the 23 radio stations throughout the railroad system which carry The Milwaukee Road's weekly news programs reminded their thousands of listeners of something of great importance to them, as well as to the railroad:

"The 41st National Safety Council is meeting in Chicago this week. Only the fullest cooperation by each one of us will reduce the dreadful toll of *preventable* deaths and injuries that occur each year. We must make safety a basic aim in our homes and schools, offices and factories, on our streets and highways."

The boost for safety was one of the ways in which this railroad cooperated with the National Safety Council in observing the Council's 40th anniversary coincident with the 41st National Safety Congress. Oddly enough, the Congress antedates the Council, since the first cooperative safety congress was held in Milwaukee in 1912 by the Association of Iron and Steel Electrical Engineers, and it was decided at that meeting that a year-round accident prevention organization should be set up. The National Safety Council came into being the following year, with operations beginning on Sept. 24, 1913.

At that time the Council consisted of a room in a Chicago office building, a desk, a filing cabinet, two chairs and three employees. In 40 years it has grown

portation assistant of the New York New Haven & Hartford.

Mr. Warner will be on furlough to the A.A.R. He started with the Road on Jan. 1, 1918 and after serving on various clerical positions became freight service inspector in 1942. He succeeded to his present position in 1950.

from the original 40 members to more than 8,000, practically all of which are large industrial organizations such as The Milwaukee Road.

It is interesting to recall that The Milwaukee Road, like many other industrial firms, began a formal safety program before the need for a national organization asserted itself.

In 1910 A. W. Smallen, an adjuster, was assigned to study the field of safety work and set up a program for the railroad.

In 1912, with the Titanic disaster, the Bull Moose movement and Jim Thorpe's brilliant success in the Olympic Games occupying the headlines, the news of the First Cooperative Safety Congress being held in Milwaukee commanded but little space in the country's newspapers. But out of that meeting came a program which has meant the saving of many lives and the preventing of untold thousands of injuries.

Mr. Smallen, as well as G. F. Baker, a district adjuster of the railroad who later became general adjuster, attended that first meeting and, as a result, a Safety First Bureau was established on the railroad. From that day to the present The Milwaukee Road has cooperated closely with the National Safety Council in its drive toward the goal of accident-free railroading.

The goal of the First Safety Congress was "To organize and create a permanent body devoted to the promotion of safety in human life in the industries of the United States."

It is a fact of significance to all railroad people that the National Safety Council has been working for their safety over a period of four decades.

The Milwaukee Road salutes the National Safety Council for its 40-year vigil over the welfare of Americans.

The Railroad Hour Forecast

IN THE 265th Railroad Hour program on Monday, Oct. 26, the American railroads will present Rudolph Friml's famous operetta, "Firefly." Gordon MacRae, the program's baritone star, supported by Dorothy Warenskjold, will sing such memorable songs as "Giannina Mia," "Sympathy" and "Love Is Like a Firefly." The programs which follow are:

- Nov. 2—"Rosalinda" with Elaine Malbin
- Nov. 9—"Roberta" with Dorothy Kirsten
- Nov. 16—"The Merry Widow" with Dorothy Kirsten

Charles Slocum Saluted at Scout Court of Honor



Charles Slocum has devoted almost 40 years to teaching good citizenship to Scouts and Scouters. He is shown here with Scouts who attended the national jamboree at Santa Ana, Calif., this summer.

in the Explorer Boy Scouts. For almost 40 years the greater part of his spare time has been devoted to teaching scout lore and hobbies, specializing in fly tying, archery and first aid.

Mr. Slocum has been active in the Thatcher Woods Council as committee-

man, assistant scoutmaster and scoutmaster, and as advisor. Currently he is an assistant commissioner of the Leyden District. In 1950 he was a delegate to the national Scout Jamboree at Valley Forge and this year he was a scoutmaster at the jamboree in Santa Ana, Calif.

CHARLES SLOCUM, yard conductor at Bensenville, Ill., who has no sons other than the thousands of Boy Scouts he has worked with, was saluted recently for his contribution to the Scout movement in the Chicago area. Citing his interest in youth, his enthusiasm for the out-of-doors and his unselfish spirit, Thatcher Woods Area Council named its recent Court of Honor for Mr. Slocum.

The Thatcher Woods Area Council embraces Oak Park, River Forest, Melrose Park, Franklin Park, Elmwood Park and River Grove. More than 2,000 scouts paid tribute to Mr. Slocum. Several Milwaukee Road men assisted with the work of the court, including Everett Klotz, traveling mail, express and baggage agent, Chicago, who was chairman of arrangements, Raymond Granger, yardmaster at Bensenville, and Harold Tilly, yardmaster in the Western Avenue coach yard.

Mr. Slocum, a resident of Franklin Park for 32 years, has a Gold Pass for 50 years of service with the Road and is a past president of the Brotherhood of Railway Trainmen local No. 119. An Eagle Scout himself, he has been working with Scouts since 1914 and now is instructing grandchildren of Scouts who were in his first troop. Mostly he has worked with boys 14 and older who are

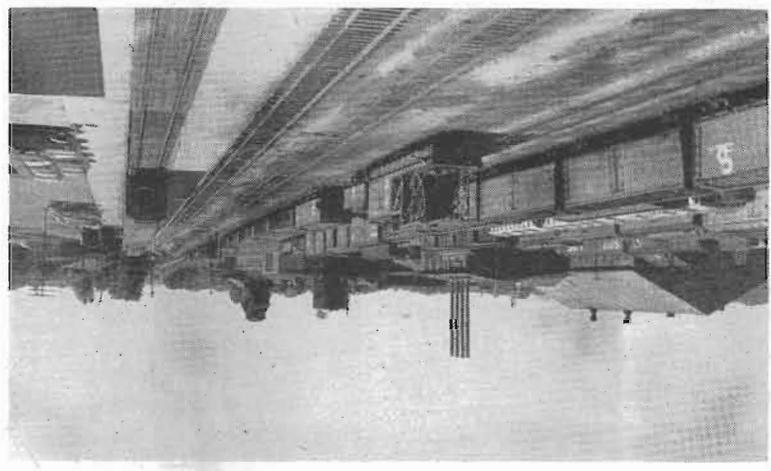
Cost of Living Wage Increases Total 13 Cents

THE government's cost of living index for August reached a new high, according to an announcement made last month by the Labor Department's Bureau of Labor Statistics.

The increase, created largely by higher food and housing prices, brought the index to 15 per cent above the 1947-1949 average. This meant a three-cent hourly increase, effective Oct. 1, for 32-100 Milwaukee Road employes, or a total of approximately \$2,175,000 per year. On a national basis the increase, applying to 1,300,000 railroad men and women, represents a \$90,000,000 wage boost.

This is the ninth wage adjustment made by the railroad since entering into the agreement providing for such adjustments on Mar. 1, 1951. Of the nine, six have been increases and three have been decreases, with the net wage improvement totaling 13 cents per hour, or approximately \$10,000,000 annually on The Milwaukee Road alone.

How Well Do You Know Your Railroad?



DEER, elk, bear and buffalo once stalked this part of the country, but their tracks have long since been obliterated by the track of the railroad. The city was named for its first settler and The Milwaukee Road is one of its two principal industries.

For the answer turn to page 38.

Work Begins on New Tacoma Passenger Station

CONSTRUCTION work has been started on the Milwaukee Road's new passenger station located just east of the East 11th Street viaduct in Tacoma, Washington.

The new facility, which is expected to be completed the latter part of next January, will consist of a depot building approximately 40 feet wide and 100 feet long, platforms and platform canopy.

It will provide a waiting room, ticket office, women's lounge, men and women's toilet facilities, welfare facilities for employes and baggage room facilities.

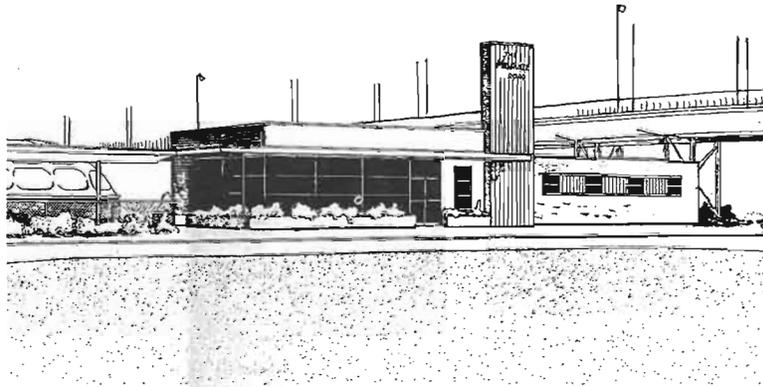
Seating facilities in the waiting room will consist of lounge type aluminum furniture upholstered in plastic material. To further carry out a club atmosphere there will be planter areas located both within the main waiting room and along the outside of the large window areas. Gold tone photo murals of suitable subjects will be mounted on the wall provided for this purpose.

In the women's lounge there will be comfortable furniture, mirrors and vanity tables for the convenience of women travelers.

A ventilating system which will operate the year round will introduce fresh outside air and provide thermostatically controlled heating necessary to meet the requirements of the outside temperature.

The building will be of modern architectural design, with large glass areas along the north facing Milwaukee Way and to the east facing the train shed area. All doors and glass settings will be of extruded aluminum, glazed with glare reducing tinted glass.

Of masonry construction, the exterior



Architect's drawing of the new Tacoma station, now under construction.

surface of the building is to be of red Roman type brick and the interior of pastel colored ceramic glazed tile wall surfaces. The ceiling will be of suspended fiber glass acoustical tile with recessed Troffer type fluorescent lighting fixtures set flush with the ceiling surface. The floor surfacing in the main waiting room and lounge areas will be terrazzo with ground and polished chip aggregates, using marble of colors that will harmonize with the ceramic tile.

The passenger station itself will feature a masonry pylon which extends approximately 32 feet with stainless steel silhouette type sign, illuminated with zeon tubing, reading "The Milwaukee Road." These signs will be located on both the north and south faces of the pylon near the top where they will readily identify the building from a considerable distance in both directions along East 11th Street. A marquee is provided along two sides of the building to pro-

vide weather protection to the patrons arriving and departing by automotive vehicle. A canopy from the east end of the building approximately 550 feet long provides similar protection to patrons for getting to and from trains on either of two tracks.

The area surrounding the new passenger station will be landscaped and lighted to provide an attractive appearance.

Daniel Bohan

DANIEL BOHAN, retired Milwaukee Road station agent who held one of the longest service records in the railroad industry, died Sept. 1 in Richland Center, Wis., after a long illness. He was 96 last July 27.

Mr. Bohan was top man on the Road's seniority list when he retired on Jan. 21, 1946. He had been with the company 72 years and agent at Avoca, Wis., for 63 years—believed to be a record for a station agent on one job. His father was a pioneer on the first line into Stoughton in 1851 and an older brother was agent at Woodman. Mr. Bohan started as an operator at Lone Rock and did a nine-year shift at Prairie du Chien before he was assigned to Avoca on Mar. 1, 1883. His son Fred took over the agency upon his retirement at the age of 89.

Mr. Bohan was a keen businessman and engaged in the farm implement business all the years he served the road at Avoca. He was also very civic minded, helping to organize the Avoca State Bank of which he was president for 20 years and serving on the village and school boards. Five children survive him: Ira of Detroit; Fred and Helen with whom he lived in Avoca; Mrs. Clara Buckerige of Beloit; and Mrs. Zilpha Gillies of Albany, N. Y.

Over 8,000 Milwaukee Road Employes Drawing Annuities

A RECENT report from the Railroad Retirement Board stated that about 8,040 men and women whose last railroad service was with The Milwaukee Road were receiving employe annuities at the end of 1952. Their annuities averaged \$92 a month. About one-third of these employes had wives who were also receiving monthly benefits. In addition, an average of \$62 per month was still being paid to four pensioners who were taken over from the company's pension rolls in 1937.

During 1952, according to the board's

report, 953 former Milwaukee Road employes were added to the retirement rolls, and 760 were removed, mainly because of death. The average annuity paid to those added to the rolls was \$102 a month.

The board stated that last year some 31,500 employes of the nation's railroads retired on annuities averaging \$105 per month. Of this number, 72 per cent retired because of old age and 28 per cent because of disability. At the end of the year an average of \$95 per month was being paid to 265,700 retired railroad people, of whom 87,000 had wives receiving annuities averaging \$36 per month.



home department

sugared and spiced for HALLOWE'EN

THERE'S magic in the air on Hallowe'en—of witches on broomsticks, black cats on the prowl, and goblins lurking in every shadow—magic that insures the success of any entertaining planned for this exciting night. Whatever your party plans may be, set the Hallowe'en mood with decorations of pumpkins and corn shocks, brighten the windows with jack-o-lanterns, and place a bowl of Hallowe'en candies near the door for "trick or treat". For refreshments in the old fashioned tradition serve spicy doughnuts and ginger cookies with hot, spiced cider. Here are the recipes for these old-time favorites:

Quick Hallowe'en Doughnuts

1 egg	1 tsp. salt
1/2 cup sugar	3/4 tsp. soda
1 cup molasses	5 tsp. baking powder
1/2 cup sweet milk	1 tsp. ginger
1 tbsp. vinegar	1 tsp. cinnamon
2 tbsps. melted butter	1 tsp. nutmeg
5 cups sifted flour	

Beat egg and add sugar gradually, beating well. Add molasses. Mix milk and vinegar.

Add, with melted butter. Add sifted dry ingredients; mix well. Roll out a small amount of dough at a time to 1/4-inch thickness on floured board. Cut with a 3-inch doughnut cutter. Fry in deep hot fat (370°F.) until golden brown, turning only once. Toss doughnuts into confectioners' sugar or cinnamon-sugar mixture. Makes 3 dozen. (*Brer Rabbit Molasses recipe*)

Gingersnaps

1/2 cup shortening	1 egg, unbeaten
1/2 cup sugar	1/2 cup molasses
1/2 tsp. salt	2 cups sifted flour
2 tsp. ginger	1 tsp. baking soda

Place shortening, sugar, salt, ginger, egg and molasses in mixing bowl. Beat until well blended. Sift together flour and baking soda into first mixture. Beat until completely blended. Drop by level tablespoonfuls on greased baking sheets. Flatten by stamping cookies with flat-bottomed glass covered with a damp cloth. Bake in a 350° F. oven for 12-15 minutes. Makes about 4 dozen.

Decorate the gingersnaps with gum drops or "chicken corn" to simulate pumpkin faces. The gum drops can be put on before the cookies are baked, but "chicken corn" will melt in the oven and should be pressed into the cookies as soon as they are baked.



Hot Spiced Cider

1 1/2 quarts apple cider or apple juice
6 whole cloves
1/3 cup brown sugar firmly packed
1/2 cinnamon stick

Mix ingredients together, bring to a boil on high heat, switch to low heat and cook 20 minutes. Makes 1 1/2 quarts.

(*G-E Consumers Institute*)

How to Freeze Apple Slices

AMERICANS are the most enthusiastic apple eaters in the world, not only in out-of-the-hand munching but in the form of apple pie, applesauce, apple butter, baked apples, apple juice, fried apple rings, fritters, apple jelly, cider—the list is never ending. With the harvest being taken from the orchards this fall, there will be a pick of fresh fruit in the market.

In or out of season, however, it's always possible to have a supply put by for serving the proverbial "apple-a-day". Raw apples should always be stored in a cold place, but they should *not* be frozen. If they should become frozen accidentally, thaw gradually and use them right away. You *can* freeze apple slices, however, using fully mature apples.

How to Freeze Apple Slices

Wash, peel and slice apples to 1/2-inch thickness, holding them under water. Prepare only a few apples at a time, otherwise they will turn brown. Spread them out in a colander or wire basket and steam for 1 1/2 minutes, then cool immediately in cold running or ice water and place in moisture-vaporproof containers. Seal, label and place in the food freezer. (*G-E Consumers Institute.*)

how to "break in" a new home



Proper ventilation minimizes condensation in basements during the summer.

This is the third in a series of articles on how to keep a new home new and to deal with problems which may arise during the first years of occupancy. The following article offers advice on condensation and plumbing.

Condensation

CONDENSATION is disturbing in that it may cause you to believe moisture is seeping through cellar walls, that the basement and pipes are leaking, or that water is coming through the windows. Actually, it is caused by warm, moist air inside the house coming in contact with a colder surface. Proper ventilation will minimize condensation in basements. Windows should be closed during damp, muggy weather and opened when the air is clear and dry.

When the house was built, quantities of water went into materials such as concrete, cement, plaster, wallpaper paste, tile work and some types of paint. This water comes out of the house by evaporation. Steady ventilation will bring the drying-out process to a conclusion in time. Do not try to accelerate it with extremely high heating temperatures. This will only cause an uneven drying and exaggerate the effects of normal shrinkage.

Plumbing

The rubber ball valve plunger which moves vertically in the toilet tank is subject to deterioration. To repair the mechanism, unscrew the plunger from the end of the vertical rod which holds

it in place and insert a new one (purchase at a hardware store). The large ball float which maintains the level of the water can also be replaced. All tanks contain a marking to show the required water storage level. The float should be adjusted to keep the water at that line.

The brown-colored water and small quantities of scale which collect in a hot water heater can be removed by opening the valve at the bottom of the heater and allowing the tank to drain clean. The control mechanism which governs the temperature of the water should normally be set at approximately 125 degrees, but where automatic washing machines are used it may be set for 145 degrees. The lower setting is preferable so as to avoid scalding, particularly in houses where there are small children.

In areas where the temperature falls below freezing in the winter, exterior water connections for gardens should be turned off before cold weather so as to avoid freezing and fracture of the pipe and fittings on the outside.

Septic Tanks

If your house has a septic tank, have the builder show you the location of the tank and the drainage field. Every three to five years the sludge should be removed from the tank and the tank should be cleaned. Patented cleaning agents are not generally recommended to be added to the sewage. — *National Association of Home Builders.*

LONGER-WEARING HEELS. Hand knit anklets are budget investments for chill fall and winter weather. These in wool grip the ankles neatly and can be made in little time. The directions, for instance, explain how to turn a heel in terms which can be followed by even an inexperienced knitter. For extra strength, a strand of matching color nylon sewing thread may be knitted into the heel flap. Free instruction leaflets for WOOL ANKLETS are available from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



modernizing old table lamps

A LAMP wiring kit plus a three-way bulb make it possible for a homemaker (or her handyman husband) to modernize any ordinary table lamp.

The wiring kit is actually a preassembled, factory-wired three-way socket with an adjustable harp, an eight-foot cord and a special plug which clamps onto the wire. It will fit any standard size lamp without any additional hardware fittings. Each kit includes complete instructions, detailed enough for even the most amateur handyman.

How to Do It

Unplug the lamp. To remove the old wiring, cut off the old plug, loosen the set screw and unscrew the old socket from the nipple. Remove the old harp and cord.

Thread the new wire through the lamp, but do not pull it tight. Screw the new socket onto the nipple and tighten the set screw. Pull the wire through the hole in the lamp base and take up the slack.

Insert the wire in the side of the quick clamp plug and press the clamp shut. (If the cord is too long, cut it to the desired length, slit between the wires $\frac{1}{4}$ inch, and attach the clamp plug.) Screw in a three-way bulb, attach the lamp shade to the adjustable harp and plug in the lamp. That's all there is to it. (By the GE Wiring Institute)

it's an IDEA!

Tears in net curtains can be mended almost invisibly by applying a thin coat of colorless nail polish. Just finger-press the frayed edges together until the polish dries. The polish won't wash out, but curtains mended this way should not be rack-stretched after laundering.

Junior Takes His Medicine



WHEN the doctor prescribes medicine for Junior, some parents, remembering their own early reactions, expect trouble. Actually, it's easy to get medicine into a child, even if he has had unpleasant experiences in the past. Here are a few hints well known to psychologists who specialize in working with children:

The Child Under Two

Prepare the medication out of sight, preferably in another room. Be casual and matter of fact, and put him on a bathinet or table so that he is almost up to your level. Give him a favorite toy to cuddle, then smiling and speaking softly, put the spoon to his lips. Most children will open their mouths automatically. Have a little fruit juice or water handy. Aspirin may be crushed and added to a spoonful of strained fruit or custard.

Between Two and Five

With this group there is usually some discussion, but make it brief. Don't use the word "medicine"—somehow children learn early that medicine is something to fuss over—call it syrup. It's best to approach the child when he's busy at play so he won't be in the mood to stop and fuss. Don't bargain with the child or offer him a bribe. After he has taken the medicine, however, there's no harm in giving him a piece of candy. The medicine may leave a bitter taste.

The Child Over Five

Generally youngsters of five and over realize they must take their medicine if they are to get well, and if you have handled the situation correctly in earlier years, your troubles are over. The approach is the same. Discuss a trip to

the zoo, repeat a joke you have in common, ignore the spoon in hand. Have his favorite drink ready to give after the medicine is taken.

The Child Who Fusses

If your child is one who balks at medicine-taking, aside from adopting the above suggested tactics, discuss with him why he must take it. Talk an hour if you must; remain firm and don't let tricks of temper weaken your determination. Above all, don't resort to bribery. Let him see that you mean business, but be friendly. It may be a hard fight, but endurance and purpose should win out.

Hints About Medicines

In recent years some thought has been given to improving the flavor and appearance of children's medicines. Children's aspirin, for instance, is now available in convenient tablets one-fourth of the adult dose and flavored with orange. Baby cough syrup is flavored with pineapple, and when your doctor prescribes one of the powerful new drugs, he may have it prepared with cherry or chocolate flavoring so that it tastes good. You can camouflage medicine yourself simply by adding chocolate syrup, soda or juice. If the liquid is cloudy, put it in a cup rather than a glass. Castor oil may be blended with orange juice in an electric mixer—the foamy mixture is easy to swallow. Parents should, however, be careful to keep all medicines out of reach.

retirements

The following employes' applications for retirement were recorded during September, 1953

CHICAGO GENERAL OFFICES
 BREEN, WILLIAM J.
 Clerk Chicago, Ill.
 CATLIN, ORRIN P.
 Chief Clerk Chicago, Ill.
 CLUEVER, EMILY M.
 Clerk Chicago, Ill.
 DURDEN, JAMES P.
 Waiter Chicago, Ill.
 GRAVES, VILA M.
 Asst. Secretary Chicago, Ill.
 JOHNSON, ELMER I.
 T.F. & P.A. Chicago, Ill.
 JURGENS, CHARLES F.
 Chef Chicago, Ill.
 MILLER, WALTER C.
 Waiter Chicago, Ill.

CHICAGO TERMINALS
 ANGARONE, DOMENECK

Mach. Helper Chicago, Ill.
 COLLINS, LEWIS H.
 Boilermaker Helper Bensenville, Ill.
 DRYER, WM.
 Machinist Bensenville, Ill.
 ENEFF, TOM
 Sec. Laborer Chicago, Ill.
 Grajewski, Stanley
 Carman Chicago, Ill.
 HAWARTH, MADGE
 Clerk Galewood, Ill.
 KELLER, FRED
 Carman Helper Galewood, Ill.
 LARSON, TAGE H.
 Loco. Engr. Chicago, Ill.
 ORASZ, ANDREW
 Track Laborer Chicago, Ill.
 PIEKARZ, LOUIS
 Carman Helper Bensenville, Ill.
 POLLOW, MICHAEL
 Carpenter Chicago, Ill.

COAST DIVISION

BRADY, JAMES
 Ex. Gang Laborer Puyallup, Wash.
 CASADAY, ELMER
 Carman Tacoma, Wash.
 CHAPEL, MILAN E.
 Mach. Helper Tacoma, Wash.
 COMER, WALTER W.
 Storehelper Tacoma, Wash.
 JONES, FREDERICH W.
 Boiler Insp. Tacoma, Wash.
 LAMPE, ANTON
 Carman Tacoma, Wash.
 SULLIVAN, BERT E.
 Carman Helper Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

ARMBRUSTER, JOSEPH A.
 Cutter Dubuque, Iowa
 CALLAHAN, TIM P.
 Radhse. Laborer Dubuque, Iowa
 HANSEN, HAROLD C.
 Loco. Engr. Savanna, Ill.
 JONES, JEPHTHA H.
 Sec. Foreman Richland, Iowa
 KOSER, JESSE V.
 Pipefitter Savanna, Ill.
 RADKE, HARRY A.

Engine Foreman Savanna, Ill.
RENWICK, THOMAS J.
 Brakeman Savanna, Ill.
WINKLER, ADOLPH A.
 Machinist Savanna, Ill.

HASTINGS & DAKOTA DIVISION

DEITZ, CARRELL W.
 Loco. Engr. Aberdeen, S.D.
MESSLER, EDSON L.
 Sec. Laborer Milbank, S.D.
TOLSON, FRED
 Switchman Aberdeen, S.D.
WILLIAMS, THOMAS K.
 Agent Mellette, S.D.

IDAHO DIVISION

CAPEN, RALPH W.
 Frt. Checker Spokane, Wash.

IOWA DIVISION

CORNELIUS, BENJAMIN
 Mach. Helper Perry, Iowa

IOWA & DAKOTA DIVISION

CHAPMAN, ANNE E.
 Agent Worthing, S.D.
CONRAD, ROBERT H.
 D F & P Agt. Mason City, Iowa
RODGERS, ALEXANDER
 Sec. Foreman Oakton, S.D.
SHELDON, MACK W.
 Pumper Sioux Falls, S.D.

IOWA & SOUTHERN MINNESOTA DIVISION

PEED, OSCAR C.
 Chf. Train Dispatcher Austin, Minn.
TAPP, THOMAS
 Sec. Laborer Austin, Minn.
WHALEN, JOHN C.
 Agent Fulda, Minn.

LA CROSSE & RIVER DIVISION

BIEGEL, RICHARD J.
 Laborer Tomah, Wis.
BRANNON, CHARLES F.
 Conductor Milwaukee, Wis.
GARTHWAIT, LOUIE A.
 Train Baggage man Minneapolis, Minn.
GODARD, BRUNO P.
 Rndhse. Laborer Wausau, Wis.
GOSSE, ANTHONY W.
 Steel Erector System
ISBERNER, FRANK A.
 Loco. Engr. Portage, Wis.
JORDAN, WILLIAM H.
 Engr. Milwaukee, Wis.
MALONEY, THOMAS W.
 Mach. Helper Portage, Wis.
OTT, WILLIAM F.
 Crossingman Eau Claire, Wis.
TEUTEBERG, JOSEPH
 Sec. Laborer Pewaukee, Wis.
TREVETTE, WILLIAM H.
 Engr. St. Paul, Minn.

MILWAUKEE DIVISION

ANDERSON, ELMER C.
 Towerman & Agt. Milwaukee, Wis.

MILWAUKEE TERMINALS & SHOPS

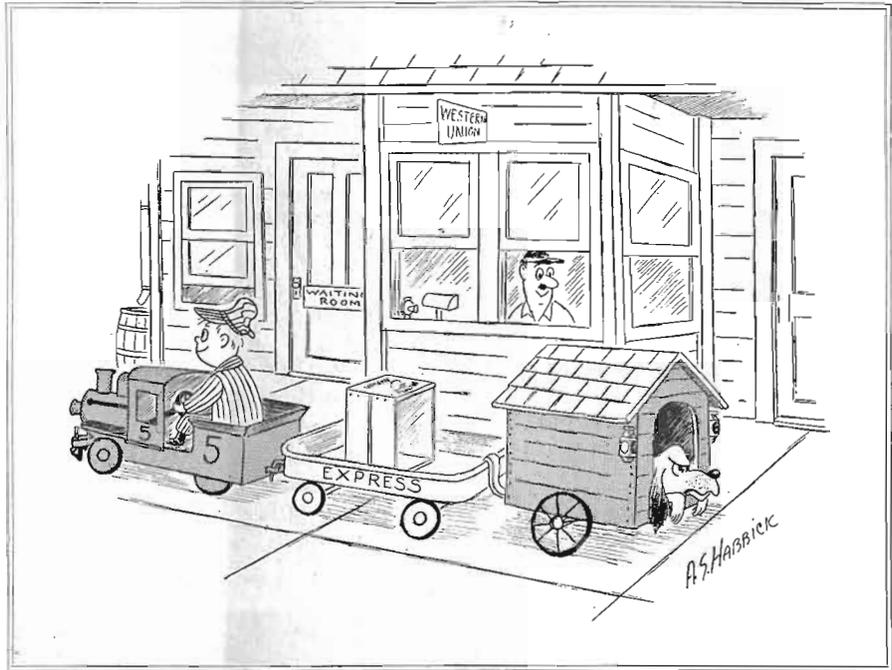
ASSMAN, EDWARD W.
 Machinist Milwaukee, Wis.
BAILEY, WILLIAM C.
 Asst. Car Foreman Milwaukee, Wis.
BEITZINGER, ANTHONY S.
 Pass. Air Brakeman Milwaukee, Wis.
CAULEY, FRANK J.
 Machinist Milwaukee, Wis.

CINATL, LUDWIG
 Tinsmith Milwaukee, Wis.
DAVIS, CLIFFORD B.
 Ex. Gang Laborer Milwaukee, Wis.
DOUGLAS, EDGAR R.
 Machinist Milwaukee, Wis.
DRISCOLL, WILLIAM A.
 Electrician Milwaukee, Wis.
ESSER, NICHOLAS
 Air Brakeman Milwaukee, Wis.
GONIA, EARL J.
 Switchman Milwaukee, Wis.
GROSS, ARTHUR O.
 Machinist Milwaukee, Wis.
JABLONSKI, ROMAN A.
 Trucksmith Milwaukee, Wis.
KIRSCHNIK, FRED W.

Telegrapher Ringling
CAVANAUGH, WALTER M.
 Boilermaker Harlowton, Mont.
HANSEN, KJELD M.
 Boilermaker Deer Lodge, Mont.
HOWARD, GEORGE W.
 Carpenter Butte, Mont.
KEELER, ARTHUR
 Rndhse. Foreman Lewistown, Mont.
PERKINS, WM. E.
 Boilermaker Deer Lodge, Mont.
WOOLMAN, ARTHUR A.
 Electrician Deer Lodge, Mont.

TERRE HAUTE DIVISION

CALLAHAN, LAWRENCE



Carpenter Milwaukee, Wis.
KOPISCH, EDWARD C.
 Boilermaker Helper Milwaukee, Wis.
KURI, MICHAEL
 Carpenter Milwaukee, Wis.
MACHAS, JAMES E.
 Sec. Foreman Milwaukee, Wis.
MATOUS, ANTON
 Mach. Helper Milwaukee, Wis.
MCKENZIE, DANIEL
 Electrician Milwaukee, Wis.
PRIER, ALOYSIUS A.
 Machinist Milwaukee, Wis.
REMM, ANDREW J.
 Mach. Helper Milwaukee, Wis.
SCHWARTZ, MARTIN A.
 Carman Milwaukee, Wis.
SLOAN, WILLIAM A.
 Carman Milwaukee, Wis.
SWAN, VERN B.
 Switchman Milwaukee, Wis.
WALLWITZ, ALBERT E.
 Machinist Milwaukee, Wis.
ZIFHER, FRANK A.
 Foreman Milwaukee, Wis.

Welder-Cutter Terre Haute, Ind.
COX, GEORGE F.
 Loco. Engr. Terre Haute, Ind.
TALKINGTON, EDGAR
 Agent Westport, Ind.
ZORICH, THOMAS
 Ex. Gang Laborer Terre Haute, Ind.

TRANS-MISSOURI DIVISION

BELZER, FORD
 Sec. Laborer Musselshell, Mont.
KEARNS, JAMES B.
 Laborer Miles City, Mont.
SWIFT, ALBERT A.
 Mach. Helper Mobridge, S.D.

TWIN CITY TERMINALS

BEAUDOIN, THEOPHILE
 Machinist Minneapolis, Minn.
FRIEDRICH, OTTO A.
 Machinist Minneapolis, Minn.
HENDERSON, LESLIE C.
 Pipefitter Helper Minneapolis, Minn.
JOHNSON, ANDREW
 Mach. Helper Minneapolis, Minn.
SEGOVIANO, JOSE C.
 Laborer St. Paul, Minn.
TOFTNESS, OLAF
 Blacksmith St. Paul, Minn.

ROCKY MOUNTAIN DIVISION

CAMPBELL, LIDA E.

Organize Maintenance of Way Club



Newly elected officers of the Northwest Maintenance of Way Club. From left: G. G. Prest, executive secretary (president, George G. Prest Company, St. Paul); J. M. Gustafson, second vice president (bridge engineer, M&STL, Minneapolis); H. R. Peterson, first vice president (chief engineer, NP, St. Paul); T. P. Klingel, president (principal assistant engineer, Soo Line, Minneapolis); and L. C. Blanchard, secretary-treasurer (Milwaukee Road roadmaster, Minneapolis).

At a meeting in St. Paul on Sept. 24 employees of railroads in the Twin Cities area who engage in maintenance of way work, together with representatives of various railway supply houses and companies who are similarly affiliated with the maintenance of railroad property, organized the Northwest Maintenance of Way Club. Approximately 150 attended

the meeting which was held in the Midway Club.

The objective of the organization is to promote a close understanding of problems connected with the design, construction and the maintenance of the fixed properties of the railroads. L. C. Blanchard, Milwaukee Road roadmaster at Minneapolis, was elected secretary-



Milwaukee Road engineering and track department men who attended the organization meeting. First row, from left: E. C. Jordan, division engineer, Minneapolis; J. M. Tracy, general track foreman, Minneapolis; O. S. Jewett, assistant track foreman, St. Paul; J. A. Messicci, general track foreman, St. Paul; H. H. Kruse, chief carpenter, Minneapolis; and J. O. March, assistant track foreman, St. Paul. Second row: A. Hazen, assistant engineer, Minneapolis; E. C. Wheeler, assistant division engineer, Minneapolis; E. L. Roland, roadmaster's clerk, Minneapolis; and G. A. Simon, general track foreman, St. Paul. Third row (far right): J. W. Hagen, chief clerk to division engineer, Minneapolis; R. Evans, assistant engineer, Minneapolis; and C. F. Prescott, instrumentman, Minneapolis. Top row: L. C. Blanchard; L. Junjak, assistant track foreman, Minneapolis; F. A. Dittloff, instrumentman, Minneapolis; R. G. Simmons, general roadmaster, Chicago; H. Pinske, assistant track foreman, Minneapolis; and A. C. Thornhill, assistant track foreman, Minneapolis.

treasurer of the club.

About 20 of the Road's engineering and track department employees were present at the organization meeting. Prominent in the group were R. G. Simmons, general roadmaster, Chicago, who is first vice president of the Roadmasters' and Maintenance of Way Association; E. C. Jordan, division engineer, Minneapolis; and H. H. Kruse, chief carpenter, Minneapolis.

Hastings Kiwanis Talk Highlights Taxes

ILLUSTRATING a talk on the operation of the La Crosse & River Division before the Kiwanis club at Hastings, Minn., early in September, Superintendent L. W. Palmquist discussed the sizable contribution which the railroads make to tax revenue in the state of Minnesota.



L. W. Palmquist

Minnesota, he reminded his audience, assesses a gross earnings tax, that is, five per cent of all railroad income goes into taxes which are used at the discretion of the governing body to defray the cost of various state activities. In 1950, railroads operating in Minnesota paid between \$14 and \$15 million in gross earnings taxes, of which the Milwaukee contributed \$1,678,971, together with \$26,992 assessed by local municipalities on non-operating property. The 1952 gross earnings tax was \$1,738,555, while local assessments totaled \$33,681.

Other facts of interest which Mr. Palmquist pointed out had to do with the operation of his own division.

The La Crosse & River Division, with 1,386 miles of track between Milwaukee and the Twin Cities, handled 74,174,000 loaded freight car miles during 1952. Passenger car miles totaled 26,595,000, which Mr. Palmquist said represented 30 per cent of the total handled on the system. Milwaukee Road activities at Hastings, which is the center of a large agricultural and industrial area, produced \$95,346 in taxes. The railroad payroll at Hastings in 1952 was \$148,813.

At the age of 20 we don't care what the world thinks of us; at 30 we worry about what it is thinking of us; at 40 we discover that it wasn't thinking of us at all.

NEWS OF THE VETERANS

C. H. Crouse Observes 103rd Birthday

TIME appears to be standing still for Charles H. Crouse, the Road's oldest veteran. On September 13 Mr. Crouse was kept busy at his home in Minneapolis accepting congratulations and thanking friends for the roses sent to mark his 103rd birthday!



C. H. Crouse

How does it feel to reach 103? Mr. Crouse admits that he is slowing up a bit—he doesn't see quite as well as he did 50 years ago; for instance—but on the whole he still finds life good. He walks downtown occasionally, goes to church, travels, and spends much of his

time reading. "Keep busy, eat lightly, don't worry," he says to people who ask how he does it.

Mr. Crouse, who incidentally was born the same year as the railroad, had been on the payroll continuously since 1871 when he retired as agent at Minneapolis in 1937. He started as a clerk on the IC, and had served successively as agent at Reed's Landing, Lake City and Red Wing on the Milwaukee before being appointed to the Minneapolis agency. It was at Red Wing in 1889 that he became acquainted with J. T. Gillick, retired operating vice president and former president of the veterans' association. Mr. Gillick, then 19, was starting his first job as a train dispatcher. During the next 10 years, he says, he learned much from Mr. Crouse.

"That training was an asset to the years to come," he wrote to Mr. Crouse on the latter's anniversary, "although I could never equal you in doing the little things that, added together, saved many dollars to the treasurer."

Among the "little things" Mr. Gillick recalled were Mr. Crouse's economies in regard to pins, paper, pencils and the like. "For instance," he wrote, "one day Hy Cobb, the wayfreight conductor, in explaining a delay, showed me a copy of the switch list you gave him. It was written on the back of a used envelope. I said, looking it over, 'Why doesn't he use a regular switch list?' Hy, a lovable old roughneck, said 'Don't send that guy a switch list form. He would never use it as long as he can find a scrap of paper!'"

"Hy had a good opinion of you, and so did the flour mills that received a lot of grain. You taught them that it was a sin to destroy a grain board, and you always had enough to take care of the outbound loads. I could keep on reciting the economies you practiced all your life and with them carried the respect of all users of railroad service. No wonder I always considered you the outstanding station agent on the railroad."

how are we doing?

	AUGUST		EIGHT MONTHS	
	1953	1952	1953	1952
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$22,702,492	\$24,949,812	\$172,272,513	\$174,634,365
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS)	11,460,570 (50.5)	11,590,997 (46.5)	87,363,550 (50.7)	90,473,560 (51.8)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	639,834 (2.8)	672,176 (2.7)	4,998,854 (2.9)	5,304,809 (3.0)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest....	10,137,827 (44.7)	10,930,746 (43.8)	77,040,333 (44.7)	75,749,571 (43.4)
NET INCOME	464,261	1,755,893	2,869,776	3,106,425
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	133,380	144,202	995,382	998,866
Decrease 1953 under 1952	10,822		3,484	

about people of the railroad

Off Line Offices

LOS ANGELES

J. C. Geirk, traveling freight agent with headquarters in Los Angeles, Calif., retired Sept. 30. Mr. Geirk started with the Road in 1922 in the Salt Lake City office and had represented the railroad in the Los Angeles area since transferring there as city freight agent in 1926. He had been traveling freight agent since 1931. Following his retirement, he will make his home in San Diego. H. R. Genereau who has been with the Road since 1942 and was most recently city freight agent in St. Paul, will succeed Mr. Geirk.



J. C. Geirk

La Crosse & River Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Engineer Frank Isberner, 69, passed away at Portage Sept. 4 after a long illness. Burial was at Portage. Starting with our railroad 53 years ago, he had an enviable record as an engineer and a fine neighbor. He was a member of the Brotherhood of Locomotive Engineers. Surviving are his wife; one son, Lester of Montello, Wis.; one daughter, Mrs. Grace Kohl of Portage; two brothers, Carl of New Ulm, Minn., and Paul of Chicago; and two sisters, Mrs. Ramsay and Mrs. Emory Anderson, both of Madison, Wis.

West End Lineman Louis Stoneberg, age 57, died while on the job near Lyndon Aug. 1, evidently having suffered a heart attack. Burial was at Braham, Minn. He is survived by his wife. Both he and Engineer Isberner were veteran employes who will be greatly missed. We extend the sympathy of the division to the bereaved families.

Arthur McPherson, retired conductor of Madison, was married at Portage Sept. 26 to Mrs. Marjorie Hettinger of Portage.

Cashier George Spicer of the Portage freight house and wife took in New York and Washington, D. C., on their recent vacation.

Kinda hate to see the blackbirds banding up and taking off for the South, on account of that means dragging out the hug-me-tites for Old Man Winter.

A careful motorist is one who is driving to court to answer a summons for speeding.—Wall Street Journal

D & I Division

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

William Cain, mechanical department employe for 17 years who retired in 1947 on account of ill health, passed away at his home in Savanna in September. Surviving are his widow, a daughter, two sisters, Mrs. Cal Fonger of Savanna and Mrs. D. R. Davis of Long Beach, Calif., and a brother, Leonard J. Cain of Beloit.

The Community Church in Savanna on the evening of Sept. 11 was the scene of the marriage of Gladys Getty and Yardmaster George (Peck) Correll, both of Savanna. The immediate families were present for the ceremony and the supper which followed.

SECOND DISTRICT

Engineer Mike Galvin of Dubuque passed away in Dubuque on Aug. 29. Mr. Galvin started his service with the Road as a brakeman on Oct. 3, 1914 and was promoted to conductor Mar. 17, 1922. Surviving are his widow, two sisters and four brothers.

THIRD DISTRICT

Sympathy is extended to Mrs. M. L. Fromm on the death of Train Rules Examiner Fromm who passed away in Ottumwa on Sept. 2.

Chief Dispatcher A. G. Elder of Ottumwa who is confined to Sunnyslope Sanitorium, Ottumwa, at this writing is holding his own and we hope to see him up and around before long.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

G. E. McManamon, chief clerk at Everett, dropped in to renew old friendships at the Spokane freight office, where he worked at one time. File Clerk Doty of the superintendent's office worked with him at Everett.

Bill Hoyt, young son of Mr. and Mrs. E. M. Hoyt, is enrolled at the University of Washington as a freshman.

"Nancy Pearl" is the name chosen for the new arrival in the family circle of the R. C. Krebs.

Locomotive Engineer A. S. Nash is proudly displaying his Silver Pass issued to him and Mrs. Nash in view of his 45 years of service.

The deaths of J. R. Warbrick and R. L. Johnson, Sr. are mourned by the employes at Spokane. Mr. Johnson, the father of R. L. Johnson, Jr., was only 56 years of age. Bob, who had just returned home following about nine months with the Naval Reserves, is now working in Seattle in the traffic department.

Mr. Warbrick, chief inspector for the T.C.F.B. at Spokane, passed away Sept. 20. He was secretary for the Freight Agents' Association and a member of the clerks' organization. His daily rounds took him to all

of the freight offices in Spokane, so we all knew him. Agents of the various roads acted as honorary pallbearers, while the inspectors working out of his office served as pallbearers.

* * *

V. C. Carroll

Vincent Charles Carroll, train dispatcher working out of Spokane, passed away on Sept. 8. He was Spokane's second polio victim of 1953. His wife Shirley and two children, David, 3, and Diane, 5, survive at their home in Opportunity. Mrs. Carroll, as Shirley Guyer, is well known on the Idaho Division, having worked as operator prior to her marriage in 1946.

Mr. Carroll started his railroad service in July, 1941 as an operator. In March, 1944, he entered the Navy and was a radio man third class until his discharge in 1946. During his service he received several awards, including the World War II Victory Medal, the Philippine Liberation Medal and the Campaign Medal. Returning to the railroad, he was promoted to dispatcher in August, 1950. Last rites for Mr. Carroll were held in St. Maries, his home town.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Morrell E. Sharp, assistant general attorney in the law department, was beaming Sept. 15 as he passed around candy and cigars to announce the birth of Laurie Elizabeth. This is the first little Sharp.

Also just learned of the arrival on Aug. 16 of Vickie Lee Callahan, daughter of Mr. and Mrs. Dennis Callahan of Seattle and granddaughter of Western Freight Claim Agent E. H. Suhrbier. Mrs. Callahan was the former Laverne Suhrbier.

Andy Winberg has resigned as payroll accountant in the traffic department and moved to California. His position is being filled by Wayne Lawson, former clerk in the general agent's office.

Announcement was received of the marriage of Jean R. Benner, former stenographer in the law department, to Lawrence Clinton King, the marriage taking place Oct. 3 at the Advent Christian Church in Tustin, Calif. Jean has been residing in Long Beach, Calif., for the past two years.

R. L. Johnson has been appointed chief clerk in the office of western traffic manager, the position formerly held by Loren Cowling who transferred to California. Mr. Johnson formerly worked in the traffic department at Spokane and recently had served with the Air Force.

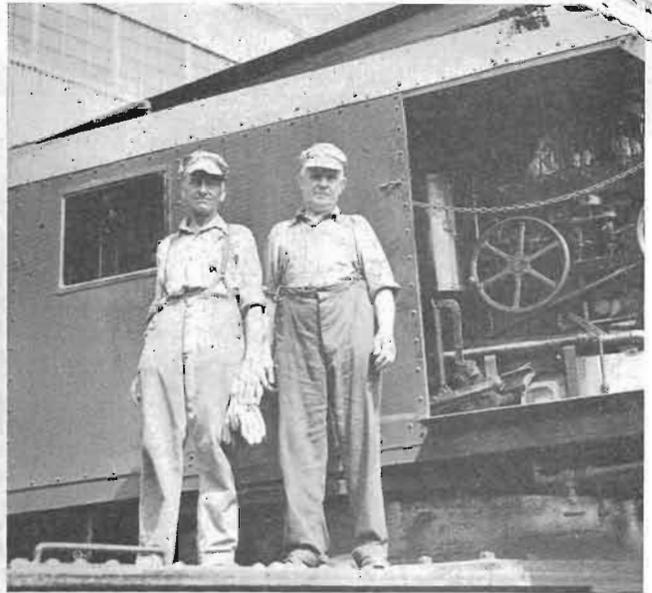
Edna May Henderson, stenographer in the general agent's office, left Sept. 28 for New York City where she will join her mother to see the sights.

Ruth Walla, secretary in the law department, is the owner of a very special dog, a long coat Chihuahua named Arrone Angelo



DOUBLE HEADER. Two sons of Section Foreman John Trout, Madison Division Second District, and themselves former employes of the Road are now with the U. S. forces. George, who was employed on the section in 1951, is a seaman apprentice currently assigned to the U.S.S. Hornet. James, an airman second class, was working under his father at Oglesby when he was called up. Illness brought on by eight months of duty in the Philippines has confined him recently to the Dayton Air Base hospital. He plans to return to the railroad after his discharge.

AFTER 47 YEARS. Jerry Reismeyer (left), wrecking engineer in the Milwaukee terminals, retired Aug. 31, having completed 47 years of service. Taking it easy will be a novel experience for Jerry who was subject to round-the-clock call. Shown with him is Adam Dzieniszewski, his former sidekick on the wrecker.



IN CLOVER. Better than words, this answers the question of what's doing with Salvatore Zaccone since he retired. The former Madison Division roundhouse employe is now making his home in Pasadena, Calif.



HAT ON THE SHELF. T. J. Renwick of Elgin, Ill., a trainman in commuter service for the past five years, and a Milwaukee Road man for 40, preparing to lay the cap in moth balls after his retirement on Aug. 31. With him are his wife and son, R. J. Renwick, a D&I Division fireman, in whose home in Dundee, Ill., the picture was taken. Mr. Renwick began his career working on a milk train out of Kirkland, Ill., remained in freight service for 30 years, and in baggage service on the Midwest Hiawatha for five years before going into suburban service. He planned to leave for Arcadia, Calif., before the end of September, where his temporary address will be 225 San Antonio Road.



OFF THE ROAD. Traveling Auditor George Halsey, a Silver Pass veteran, was honored at a dinner party in Seattle when he retired on Sept. 10. This table group consists of, seated left to right: Mr. and Mrs. Halsey, Seattle; Mrs. B. M. Nelson, wife of traveling auditor, Miles City; Mrs. E. B. Wright, wife of chief traveling auditor, Chicago; Mrs. A. Woodward, wife of retired demurrage inspector, Seattle; Mr. Woodward and Mr. Nelson. Standing, from left: L. H. Severson, traveling auditor, Missoula; Mr. Wright, and J. B. Dede, traveling auditor, Spokane. Mr. Halsey entered service in 1905 as a station helper at Parker, S. D., and had been a traveling auditor since 1915.

ANNIVERSARY. Close-up of the principals in a little celebration at the Terre Haute freight house on Sept. 10 to honor John Mahalek who on that date completed 40 years of service. From left: Agent P. B. Mueller, Mr. Mahalek, District Storekeeper Roy Baker and Division Storekeeper W. C. Class. Starting as a messenger at the age of 14, Mr. Mahalek was formerly chief clerk at Bedford and also a traveling auditor for 16 years before becoming cashier at Terre Haute in 1945.



Chico—Chico for short. At a showing in Spokane by the Inland Empire Kennel Association for amateur dog fanciers Sept. 19, Chico came away with first prize, winner and best variety, and on the following day in Lewiston, Idaho, at the Lewis-Clark Kennel Club, Chico repeated the performance for the same three prizes.

Clark Jones, clerk in the yard office, is now filling the position of general clerk in the office of General Agent Watkins.

Vern Petermeyer of the yard office is now chief clerk to assistant general agent.

Trans-Missouri Division EAST END

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

Railway Policeman E. H. Warner passed away from a heart attack on Aug. 8. He leaves his wife, two sons and two daughters.

The many friends of "Red" Richardson were grieved to hear of his sudden death at San Luis Obispo, Calif. He came to Mobridge in 1916 and worked as engineer out of here for many years, later working for the Southern Pacific in California.

Engineer Merle Thorstenson and family and Roadmaster Myron Olson and family spent their vacations at Renton, Wash., with relatives.

Car Inspector Fritz Magera and wife are sure lucky. They won the Westinghouse automatic toaster at the Glader Bros. opening on Sept. 18 and the meat broiler at the Travis Super Market opening on Sept. 19.

At the 70th annual Conclave of the Grand Commandery of South Dakota at Mobridge on Aug. 23, 24 and 25, Engineer Hewitt Patten was elected Grand Commander of South Dakota.

Engineer and Mrs. W. F. Wands have returned from Boston where Engineer Wands served as a delegate for the B. of L.F. & E. convention. Mrs. Vernon Fisher was a delegate to the L.S. of the B. of L.F. & E.

Verne Cotton, retired conductor, and wife of Whittier, Calif., are visiting at Mobridge and Isabel, S. D., at this writing.

Agent F. C. Williams and wife were in New York City to take in the World Series and visit their daughter, Mrs. James R. Anderson, and family.

Mrs. Jennie O'Hern attended the national Democratic convention at Chicago on Sept. 14 where she visited with the Trumans and Adlai Stevenson and other Democratic friends.

Conductor L. W. Clark and wife and Engineer Hewitt Patten were among the Mobridge people who took in the recent Shrine ceremonies at Minneapolis.

Engineer "Cub" Catey is at this writing a patient at the Mobridge hospital.

Trainmaster Paul Bridenstine who was recently transferred to Sioux City has since

been transferred to Miles City.

Conductor L. W. Schiefelbein and wife have received word of the arrival of their third grandchild, a son born to their daughter Mrs. Joan Lohr at Cincinnati on Sept. 22. He has been named James Michael.

Miss Loraine Batson, daughter of Engineer Charles Batson, was united in marriage to Alfred Hauck on Aug. 21. They will make their home on a farm near McLaughlin.

Miss Esther Catey, daughter of Engineer "Cub" Catey, was married to Allen A. Ehrke on Aug. 26. Miss Catey is a technician at the Lowe Hospital and Mr. Ehrke is employed at the First National Bank of Mobridge.

Miss Lorraine Baum, daughter of Trucker John Baum, was married at the Baptist church to Walter H. Haefner on Sept. 15. After a honeymoon in the Black Hills they will make their home in Minneapolis where Mr. Haefner is employed by the Dayton Company.

Switchman Wayne Hawkins and family had as guests his mother, Mrs. Jane Hawkins, and his sister Esther of Washington, D.C. Esther Hawkins, a former teacher in the Mobridge schools, is now employed in the State Department at Washington. Mrs. Hawkins will spend some time here.

R. R. McConohay of Chicago has succeeded Gordon Hill as supervisor of signals between Aberdeen and Marmarth.

J. L. Caldwell, retired yardmaster, is the proud owner of a brand new car, and has returned from a trip through the Black Hills.

WEST

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

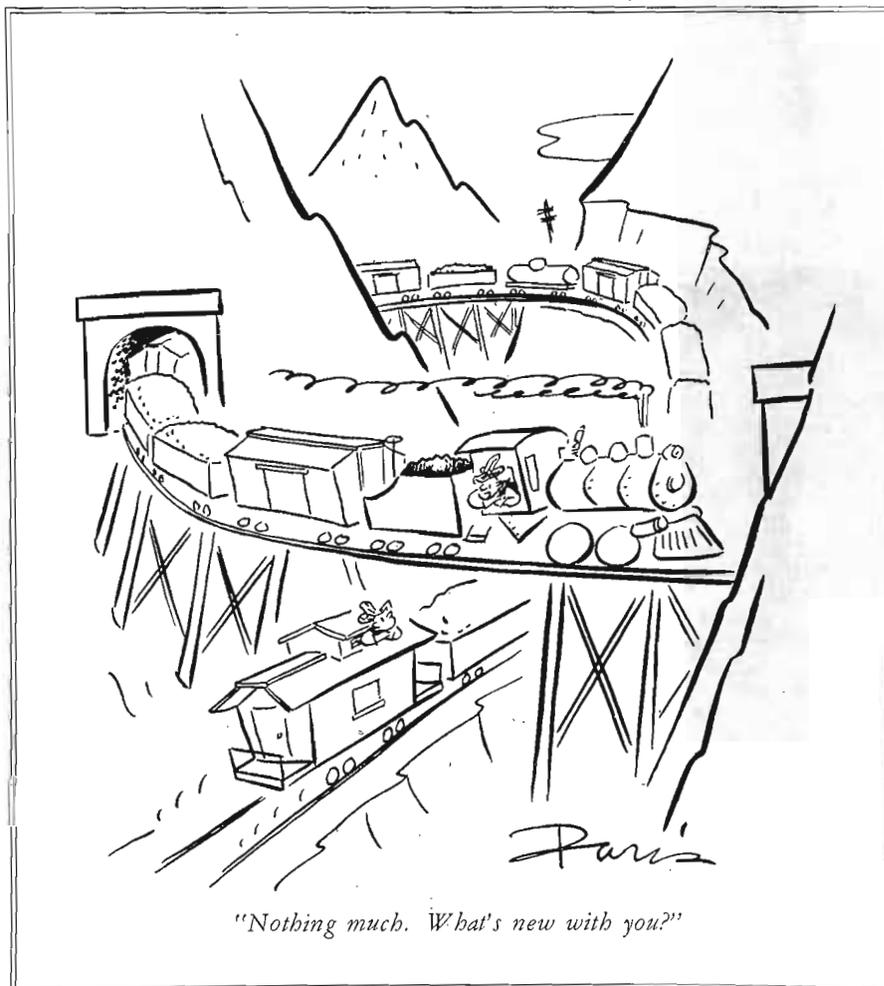
September 3-4-5 were red letter days for Custer County youngsters under 15 years of age. On those days gamma globulin inoculations were given at Miles City to approximately 3,500 youngsters. A late summer increase in polio cases led authorities to arrange for the inoculation which was administered from emergency quarters set up in the Washington School. Parents were universally happy but the kids shed plenty of tears.

September was the month selected for marriage by the sons and daughters of several Milwaukee employees. Loretta Kierzek married Duane Shine, son of Mr. and Mrs. C. P. Shine, and Jean Ann Carlson, daughter of Mr. and Mrs. E. C. Carlson, married Leo Freimark. In Bozeman, Mont., Mary Nicholson and Kenneth Williams, son of Mr. and Mrs. G. T. Williams, were united in marriage.

Bowling is under way again with members of the Milwaukee League of Miles City out to try for new scores and records. Challenges and bets at long odds are being offered and taken. If pre-season dope is any good there will be some startling developments as the season unfolds.

Committee members and officers of the Miles City Milwaukee Service Club gathered at the Crossroads Inn the evening of Sept. 21 for a chicken dinner. A social hour preceded the dinner.

People may ride airplanes for speed, but they ride trains when they want to get there. The afternoon of Sept. 22 a C-46 with 44 persons aboard, including 37 GI's returning from Korea and seven crew members, made



a "belly buster" landing in a field near the Miles City airport. The motor on the right wing had caught fire just after leaving the airport. The plane with its trailing aurora of fire, was noticed by many employes as it scooted over the yard area, headed for the safety of the plateau on which the airport is located. This was the second non-fatal plane crash in this area in 1953. Earlier in the year another large plane overshot the landing field and startled motorists on a nearby farm highway by rushing for them, losing its landing gear in the borrow pit. While the crew members waited for the official investigation of the crash, the GI's continued their trip by rail.

I & D Division

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

Paul J. Palmer, retired veteran machinist, has returned to his home in Sioux City after a three-month stay in a hospital where he underwent surgery for the removal of a leg. We are glad to report that he is recuperating nicely.

Margaret Burnett has moved to Sioux City from Mason City and is employed here as roadmaster's clerk.

Sympathy is extended to L. W. Hilburn, retired conductor, in the recent loss of his wife. Lou says he intends to return to Chehalis, Wash., where they had been living since his retirement.

There appears to be a dearth of news from the Second District, and we would like to ask that employes in this territory help to make this column interesting by supplying me with news of both active and retired folks.

Very glad to report that Roadmaster J. M. Murphy is well on the road to recovery and hope he will soon be back on the job.

EAST END

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

Special Officer John Maloney, while spending part of his vacation in Chicago, was a winner in the Chicago American Lucky Bucks treasure hunt. Every day the Chicago American selects and publishes 14 serial numbers taken from dollar bills. Persons having possession of them may redeem them for cash, ranging from \$25 to \$500, and John's lucky buck was a \$50 winner. He and his wife Gertrude splurged just that much more on their vacation.

George Buehler, retired carman, died Sept. 5 at his home in Mason City after an illness. Mr. Buehler had retired in January. He was well known in Mason City for his tropical garden.

The Women's Club held their first meeting of the season Sept. 1. Mrs. R. E. Sizer, president, was hostess. Reports were made by members who attended the district convention at Sioux City. Mrs. Ralph Joynt accompanied community singing.

Dr. G. M. Crabb, company surgeon at Mason City, passed away suddenly Sept. 16 following a heart attack.

R. H. Conrad, who retired Sept. 1 was pre-



SUPER DOME SIGHTSEERS. Student nurses from Holy Rosary Unit of the Presentation School of Nursing, Miles City, ready to board the Olympian Hiawatha for a trip to Aberdeen, S. D., and six months' training at St. Luke's Hospital. En route to Aberdeen several more joined the party which was in charge of Holy Rosary nuns. J. D. Pessein, traveling freight and passenger agent, Miles City (far right), said that the question uppermost was "Which way to the Super Dome car?" Every year these nurses are the guests of the Miles City Service Club at a dinner party and dance which is held in the Elks Club for Milwaukee people and their friends. It is one of the city's outstanding social affairs.

sented with a television set by his friends and co-workers. Among those present when the set was given to him at his home were N. P. Van Maren, H. K. Williams, H. H. Jacobs, P. J. Weiland, R. W. Graves and F. J. Galvin.

Margaret Burnett, formerly employed in the superintendent's office at Mason City, has gone to Sioux City to take over the duties of roadmaster's clerk.

Iowa Division

EAST END

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

R. R. Mills, wife and daughter Rosamond, vacationed in eastern Canada and the New England states. Rosamond has enrolled in the University of Iowa, after three years of teaching.

The R. M. Low family spent a vacation in the Black Hills. Coal Shed Foreman K. I. John, wife and daughter of Oxford Junction, spent two weeks in Los Angeles and other points in California; also, in Portland, Seattle and Minneapolis.

Guy Miller, retired chief clerk, and wife spent part of the summer in Minnesota. En route home to Florida, they stopped in Marion.

Mr. and Mrs. F. E. Winston of St. Petersburg, Fla., were visitors in Marion, coming from Bettendorf, Ia., where they had been visiting with their daughter, Mrs. Evelyn Strauck.

Mr. and Mrs. H. J. Murphy were in Independence, Mo., for the wedding of their granddaughter, Nancy Lou Brewer, and Robert K. Stockdale on Aug. 28 in the Watson Memorial Methodist Church.

Chief Carpenter R. R. Cheney and wife have moved into an apartment in Cedar Rapids, moving from Bellevue, Ia.

John J. Gavin has moved his family from Clinton, Ind., to Cedar Rapids, where he is roundhouse foreman.

For the next two months Muriel Reichert, laboratory technician at the Cook County Hospital in Chicago, will be hospitalized, due to a back injury suffered in an automobile accident on Sept. 12. Her mother, Mrs. Verto Reichert, came from Glendale, Calif., to be with her.

Mrs. Weaver C. Fenn, mother of Agent W. H. Robinson, Jr., Marion, died at the Jenny Edmundson Hospital in Council Bluffs on Aug. 30. Burial was at Carson, Ia., where she had made her home.

William E. Fisher, son of Conductor E. W. Fisher, was married to Janet Lee Untiedt of Cedar Rapids in the Methodist church at Marion. After a wedding trip to the Lake of the Ozarks the couple will live in Cedar Rapids. Mrs. Fisher is employed by the Collins Radio Company and Mr. Fisher is attending Coe College.

Conductor and Mrs. E. W. Fisher visited recently in Los Angeles and Long Beach, Calif., returning via San Francisco.

D. R. Davis, retired roundhouse foreman, and Mrs. Davis of Long Beach, Calif., were called to Savanna, Ill., by the death of Mrs. Davis' brother, William Cain, and visited at Cedar Rapids before returning to Long Beach.

MIDDLE - WEST - DES MOINES

B. H. Cornelius, machinist helper at the Perry roundhouse, announced his retirement on Sept. 2, having reached his 65th birthday. His period of service covered 31 years. He was with the Great Western before starting with the Milwaukee in 1922 and worked for a time at Western Avenue and Bensenville in the Chicago area. During the war he served as a machinist in Chicago, but he resumed his former rating when there was an opportunity to return to Perry in 1945. He had been on a leave of absence since March of this year. He and Mrs. Cornelius are looking forward to enjoying their leisure on the acreage which they bought four years ago at Berkley.

Earl McLuen, retired engineer, 89, who claimed to be Perry's oldest resident, died Sept. 23 following a short illness. Mr. McLuen was born in Redfield and moved to Perry in June, 1869. He served the Road for 50 years, starting in 1890. When he retired he was an engineer on the passenger run between Perry and Omaha. He is survived by three sons and nine grandchildren.

Emotional maturity is ability to stick to a job and to struggle through until it is finished; to endure unpleasantness, discomfort and frustration; to give more than is asked for or required; to size things up and make independent decisions; to work under authority and to cooperate with others; to defer to time, other persons and to circumstances.—Edwin A. Strecker.

Still Greater
PROTECTION
for CARS and LADING

CARDWELL WESTINGHOUSE
FRICTION DRAFT GEARS

to absorb horizontal shocks

CARDWELL FRICTION BOLSTER
SPRINGS

to absorb vertical and lateral shocks

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

T-Z Products Always Give Unexcelled Service

T-Z "Clingtite" DUST GUARD PLUGS
MW JOURNAL BOX LIDS
T-Z PIPE CLAMPS for all type cars
T-Z "AB" BRANCH PIPE TEE BRACKETS
T-Z RETAINING VALVE BRACKETS
T-Z WASHOUT PLUGS

T-Z Products, As Standard Equipment, Prove Their Merit

T-Z RAILWAY EQUIPMENT CO.
CHICAGO, ILL.
G. S. Turner

Grain Doors
Railroad Cross Ties
Hardwood Lumber
Timbers

Webster Lumber Company
2522 Como Ave., West
St. Paul, Minn.

COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent
Perishable Freight Inspector

Agnes Kinder, former correspondent, and husband Edgar have returned from a vacation trip which took them through the interesting sights of Colorado, including Estes Park, Mesa Verde, and the Royal Gorge Bridge. Agnes reports they took their movie camera and got colored film of the entire trip.

Don Hannum who had been working during the school vacation in the car department and is the son of Yardmaster Earl Hannum, left Sept. 13 for Boston to attend Boston University. A new addition to the car department is Robert Rhoades.

Frank Fischer, PFI, took a vacation trip and drove his family to San Francisco and Seattle, returning via Yellowstone Park.

Warrant Officer Arthur Dean Moen recently joined the UN Command Military Armistice Commission in Korea. Dean, a helicopter pilot, is the son of Passenger Car Inspector Arthur Moen and a former student of the University of Omaha and yard clerk now on military leave.

Emil Christians of the car department reports he and his wife spent their entire vacation touring the "Show Me" state and attended the state fair at Sedalia, Mo.

Switchman Jay Hollingsworth passed away Sept. 25. He had a heart attack and died on the way to the hospital.

Switchman Al Milbourn and wife were hospitalized at Red Oak, Ia., due to an automobile accident Sept. 19. Al is now out of the hospital, and his wife, who was seriously injured, is rapidly improving.

Madison Division

FIRST DISTRICT

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

The many friends of Frank Dempsey, storekeeper at Madison for 42 years, and Mrs. Dempsey, former clerk for the Road, will be happy to hear that their son Frank was appointed assistant manager of the traffic department of the Aluminum Goods Manufacturing Company, Manitowoc, Wis. He majored in transportation at the University of Wisconsin, having been sort of raised on "railroad talk."

Relief Yardmaster and Mrs. G. R. Culp of Madison announce the arrival of a daughter on Sept. 19.

R. A. Woodworth, former superintendent on the Madison Division, recently paid us a visit. He is now living in California.

Engineer and Mrs. Lonnie Chute of Madison have been making the headlines with the huge fish they caught in Lake Wisconsin. The latest catch was a 69-inch sturgeon weighing 67 pounds, which was landed by Mrs. Chute.

A. C. Tubaugh, retired roadmaster, passed away on Sept. 3 at Blakesburg, Ia. Mr. Tubaugh retired in 1937.

Conductor E. C. Wood, Mazomanie, has been ill for several weeks at this writing.

You don't realize how many of your old school chums have become highbrows until they remove their hats.—Wall Street Journal

SECOND DISTRICT



S. Simenc, S/A

Reporting from Oglesby, Ill., on the Second District, Clerk V. Lee advises that Stanley "Stash" Simenc, who had been employed on the section for about a year when he was called up for service, is now a seaman apprentice. He received his basic training at Great Lakes, Ill., and is currently in

Norfolk, Va., expecting to leave for Japan. He writes that he hopes to resume with the Road at Oglesby when he is mustered out of service.

I & S M Division

H. J. Swank, Division Editor
Superintendent's Office, Austin

On the evening of Sept. 4 about 80 I&SM employes, former employes and guests gathered at the Elks lodge rooms in Austin to honor four employes who had joined the ranks of retired men. A dinner was served, following which Trainmaster Dick Jensen, acting as emcee, called upon various speakers. These included R. C. Dodds, former superintendent; G. H. Rowley, superintendent at Madison; and M. T. Sevedge, superintendent at Austin. Two others who were present, H. R. Laugen, agent at Jackson, Minn., and Walter Gleason, agent at Cresco, Ia., were called on to relate the highlights of their service, both being 45 to 50 year employes.

Rumor had it that some of the boys would be doing a little traveling, so Leo McGovern, Clyde Peed and Ed Laugen were presented with luggage. Ben King, who had received a gift of luggage from the store department employes in Minneapolis, was presented with a clock radio so he could wake up to music. All present joined in wishing the honored guests a long and happy retirement.

The first thing I wish to do is take this opportunity of saying a great big "thank you" to Superintendent Sevedge and our Chicago office for my appointment as chief clerk effective Oct. 1, and to extend best wishes to the outgoing chief, Leo McGovern, for many happy years of retirement as well as success in the insurance sales business.

Barbara Wacholtz, clerk in the Austin roundhouse, was senior bidder for the position of clerk-steno in the superintendent's office at Austin.

Conductor L. E. Westby, Madison, S.D., passed away suddenly on Sept. 9. Two sons, Verald and Ronald, are employed in train service on the west end. "Lars," as he was familiarly known to his fellow employes and business associates, was a loyal railroader and a staunch supporter of the Service Club.

Walter J. Stephenson, retired engineer, was confined to Rochester Hospital during September. Fireman Kenny Fraser was released from St. Mary's Hospital, Rochester, and returned to his home Sept. 7.



ON THE IGSM. The retirement of four of the IGSM Division's veteran employes within a matter of months was the occasion for a large testimonial get-together at Austin on Sept. 4. The principals shown here are, from left: H. J. Swank, superintendent's office, who was party chairman; Superintendent M. T. Sevedge; and the honored guests, L. L. McGovern, E. H. Laugen, B. A. King and O. C. Peed. For details read Correspondent Swank's column.

The first fall meeting of the Madison Women's Club was held Sept. 8. The members were pleased to acknowledge receipt of a check from the general governing board for a prize in the membership drive.

Several marriages of interest to railroad families in Madison occurred during the summer. Jack Klopff, son of Sectionman Leo Klopff, married Ada Fletchall of Madison on June 14; Arthur P. Vogel, Jr., son of Roadmaster A. P. Vogel, married Maxine Goldie of Sioux Falls Aug. 14; Robert Martinson, son of Section Foreman Norvin Martinson, married Mary Kaye Schneider of Sioux Falls Aug. 18; and John Bakke, roundhouse employe, married Louise Walker of Madison.

Mr. and Mrs. A. P. Vogel attended the roadmasters' convention at Chicago Sept. 15-18.

Tom Holmes had a fall Aug. 15 and will be confined to his home for about another three months recuperating from a broken hip and arm.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor
General Superintendent's Office

Harry G. Dodds, retired Hiawatha service conductor, passed away Aug. 28 in Los Angeles where he had made his home the past 10 years. Ill for several years, his death was caused by a heart seizure. Mr. Dodds was a veteran of 48 years of railroad service—42 with The Milwaukee Road. He started as a brakeman on the North Western and was also with the D&I and the Great Northern before joining the Milwaukee in 1901. He was promoted to passenger conductor in 1914 and was on the Hiawatha run between Chicago and Minneapolis when he retired on Sept. 29, 1943. Mr. Dodds was a member of the O.R.C., a life member of Zuhrah Temple, Minneapolis, Scottish Rite and Beverly Hills Masonic Lodge. Masonic services were held in Los Angeles. He is survived by Mrs. Dodds.

October, 1953

Best wishes for a recovery and an early return to work go to Bertha Burge, assistant superintendent's clerk at South Minneapolis, who at this writing is confined to the hospital for an operation.

Sympathy is extended to Hank Budnick of the district adjuster's office on the death of his mother in September.

Best wishes and good luck to Howard C. Blake, assistant engineer at Minneapolis, who retired on Sept. 30.

All who knew him were saddened by the death on Sept. 28 of Stationmaster J. M. Mortenson of the Minneapolis passenger station. Johnny's pleasant smile will be missed around the depot.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

There have been so many personnel changes in the local freight office recently that it is almost necessary to become re-acquainted each A.M. Don Olson has returned after three years' service in the Marine Corps. John Seland left recently to take a job in the depot ticket office. We also welcomed a new employe, Loyola Kane; also Marge Fricke and Gloria Czerepak who have returned temporarily to help out.

We are sorry to report the death of Jeff Lancaster, former freight house employe.

Our chief clerk, Mr. Wareham, will be "batching it" for about a month. His wife is going to Honolulu to visit their daughter, son-in-law and four grandchildren.

Martha Osbloom and Leda Mars attended a R.B.W.A. meeting in Omaha the week end of Sept. 26.

Eugene Solvie, tracing clerk in the commercial office, and Romayne Crossman were married at Central Lutheran Church on Sept. 26. They spent their honeymoon in northern Minnesota.

ST. PAUL TRAFFIC DEPARTMENT, YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent
c/o General Agent

W. Anfang, coach yard carman, and W. Meihofner, train yard foreman, visited J. Hansen, superintendent of shops at Milwaukee, on Sept. 1. Mr. Hansen showed them through the entire shop and our boys enjoyed their visit.

Jon Caven, car inspector in the train yard, was confined to St. Joseph's Hospital for a week, but is recovering and will be back on the job soon.

John Sleva, tractor operator on the rip track for seven years, has resigned.

September 25 was the last day in St. Paul for Harry R. Genereau, who, up to that time, was city freight agent here. He is now traveling freight agent in Los Angeles—definitely our loss, their gain. Harry started working for our road in 1942, just before entering military service. After serving three years with the Navy, he came back to the Milwaukee as clerk-steno in Duluth. From there he went to St. Paul as clerk, then as chief clerk to Aberdeen where he remained until Sept. 30, 1950. At that time he received a promotion to city freight agent and returned to St. Paul. Before he left, a farewell dinner

Your
best
BUY!



THE ONLY **23** JEWEL
RAILROAD WATCH
at this low price!

**WALTHAM
VANGUARD**

America's First Railroad Watch
Accepted and
Approved by
Official Railroad
Watch Inspectors

71⁵⁰
Fed.
Tax
Incl.

10K HEAVY-DUTY YELLOW ROLLED GOLD PLATE. 9 adjustments—6 to position, 2 to temperature, and isochronism. Conel hairspring — anti-magnetic, rust-resistant.

The famous 23 jewel WALTHAM VANGUARD at this low price, means you can afford the very best!

Waltham

WALTHAM WATCH COMPANY
WALTHAM "The Watch City" MASSACHUSETTS



CENTENNIAL YEAR

MAY of this year will bring the 100th Anniversary of the First Wisconsin . . . completing a century of growth and progress, beginning a new century of service in step with the continuing progress of Milwaukee and Wisconsin.

•

FIRST WISCONSIN NATIONAL BANK of Milwaukee

Member Federal Deposit Insurance Corporation

was held for him and his friends presented him with a beautiful traveling bag. Before saying "over and out," I'd like to make a little wager that Harry will have a tough time trying to find something to take the place of the hunting and fishing he's been doing in Minnesota.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Leo Lutgen, traveling auditor, passed away Aug. 28. Burial was at Aberdeen, S. D.

Irvine Rothmund, of the roundhouse, is still a patient at Midway Hospital at this writing. He shows a slight improvement.

The writer placed his name and address inside a bottle about a year ago and sealed it and threw it into the river here at the foot of Sibley Street. Recently I received word from Muscatine, Ia., that it was fished from the river at that point.

Pete Goodman, is planning to accept his pension and retire to Mexico. Monterey is the city he has chosen, about 140 miles south of Laredo, Tex. Pete acts as depot pilot for the Road at St. Paul.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Harry A. Wellumscheg, 70, retired L&R engineer of Minneapolis, was the "kid" of five Spanish War veteran buddies who got together recently at Cleveland, Ohio, for the first time since they were mustered out of the Army 52 years ago. The five fought in Cuba and the Philippines with Company L of the Eighth Infantry. They were in Cleveland to attend the national encampment of the United Spanish War Veterans. The oldest in the group was 77.

Chief Clerk Charles Laird vacationed at home, painting his house; also marching as lieutenant with Zurah Temple Legion of Honor during the Shriners midwest meeting at Minneapolis Sept. 17-19.

The following car department men have entered U. S. service: Gordon R. Lane, helper, who left for San Francisco and Marine service; and Gordon Berggren and Terrence T. Wickham who have "gone military."

A lovely wedding took place Sept. 26 at St. Richard's Catholic Church, Minneapolis,

when Miss Shirley Garvey, daughter of Air Brake Foreman P. A. Garvey, was married to Walter Millman. A reception was held in the evening.

Glad to report that W. B. Olson, schedule shop, is home again, improving after his recent hospitalization.

Sympathy is extended to Miss Ella and to Herbert Siegler on the death of their sister Minnie who passed away Sept. 25 following a stroke.

Carman Helper C. Parker and Mrs. Parker have a new baby boy, born Aug. 20.



Mrs. N. M. Ross

Mrs. Neva M. Ross, price clerk of the Northern District stores division at Minneapolis, retired Sept. 30 after 35 years of service. She started in the Aberdeen, S.D., store department and came to Minneapolis in 1932. A dinner party was given in her honor on Sept. 22 at which

piano and accordion entertainment, with a skit by Jess Barker, was enjoyed.

Thomas E. Conroy, L&R Division, retired Sept. 30 following 49 years of service; Machinist Otto A. Friedrich of the Minneapolis locomotive department retired Aug. 31 with 45 years to his credit; Boilermaker Helper Hans Haugen of the roundhouse on Sept. 30 after 36 years; and Machinist Helper Andrew Johnson on Sept. 1, having 33 years of service.

C. A. Hodge, former laborer at the roundhouse, passed away Sept. 16.

Albert Sloan, from Winnipeg, is now employed as clerk in the stores division.

Milwaukee Shops

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

Emil J. Wegner, general foreman of the forge shop, retired Sept. 15 at the age of 55 with 37 years of service. He was presented with a gold wrist watch by his force. Although Emil is retiring from the railroad, he will still be very active on his farm which he purchased several years ago. It



REPUBLIC COAL & COKE CO.

General Offices: 8 S. Michigan Avenue, Chicago 3

Branch Offices:
St. Louis, Minneapolis, Indianapolis, Peoria, Milwaukee, Cleveland, New York

SOLID FUELS OF REAL MERIT



W. Sloan

E. J. Wegner

is located on highway C near Nashotah, Wis., and he extends a cordial invitation to his friends at the shops to pay him a visit.

Carman William Sloan retired Aug. 31 after serving 45 years with the company. Bill was born and raised at Dyersville, Ia., and started his railroad service at the Dubuque shops in 1908. He transferred to Milwaukee Shops in 1936.

Ludwig Cinatl, tinsmith, retired Aug. 31 at the age of 70, with 25 years of service. Ludwig is planning to do a little traveling and then keep busy by making toys for his four grandchildren.



L. Cinatl

M. Schwartz

Martin Schwartz, carman checker, retired on Aug. 31 after serving 33 years with the company. Martin started at the Dubuque shops on Aug. 16, 1908.

Dick Bauch, formerly a lead carman at the shops, paid us a visit recently. He is now general car foreman with the Rock Island in Chicago.

Sympathy is extended to the families of Herman Mueller, retired machine hand who passed away Aug. 26 at the age of 74, and William O. Davies, retired trucksmith foreman who passed away Sept. 3 at the age of 83.

Sympathy is extended to Joseph Valesano, car checker, whose brother James passed away Sept. 23 at Ladd where he was a roundhouse employe. He is also survived by another brother, John, who is an engineer at St. Paul.

An inebriate fell from a third-story window and hit the pavement with a terrific impact. A crowd gathered and as he staggered to rise someone in the crowd grabbed him by the arm asking, "What happened?"

To which the intoxicated one replied, "I dunno; I just got here."

October, 1953

STORE DEPARTMENT

Virginia Schori, Correspondent

Two coming marriages in the GSK office are responsible for a round of parties held recently. A shower was given for Helen Greenemeier, typist, on Sept. 10 at the Hob-Nob. Likewise, a stag was held for Robert Carver, storehelper, at the Club Orlow on Sept. 18. Bob and Helen were married on Oct. 3. Too, the Bee-Hive was buzzin' the night of Sept. 24 when Monica Bielmeier was surprised with a shower for her forthcoming marriage to James Krause.

On her arrival at the Steve Reiter household Aug. 31, Mary Margaret weighed in at 8 pounds 4 ounces.

A friendly hello was recently received from Edward O'Brien, former employe and now an officer in the Merchant Marine, from Bahrein Island on the Persian Gulf.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Ray Bishop, bill clerk, reports having a nice vacation touring Seattle and points west.

Floyd Hall, incomplete record clerk, has been home since his vacation in August due to illness.

Rate Clerk Bruno Reimann suffered a heart attack Sept. 5 and was taken to St. Joseph's Hospital.

Coal Clerk Eddie Sofka received a beautiful wrist watch from his wife on their 25th anniversary Sept. 8.

Joanne Lemke, wife of Rate Clerk Edgar Lemke, underwent surgery at St. Anne's Hospital Sept. 22.

Frank Dominick of the car record department and Athanasia, formerly a clerk in the Bensenville office, were blessed with their third daughter Sept. 24.

Switchman John Rozdilsky of 3719 Newland Avenue reports that he has sunflowers 12 feet high and a foot across growing in his back yard and is anxious to know if they are setting a record for the northwest side. Understand John had five 10-week-old beagle hound puppies he offered to give to anyone who could compete with his sunflowers for size.

Marie Riley, vacation relief clerk, has been confined to her home due to virus infection.

Lillian Arenstein, comptometer operator,



For over
87 years

The Travelers has been providing protection for railroad men. See a Travelers Representative.

or address

THE TRAVELERS
Railroad Department
HARTFORD, CONN.



BUCKEYE

CAST STEEL PRODUCTS
FOR RAILROADS

Truck Side Frames
Truck Bolsters
Couplers
Yokes and Draft Castings
Miscellaneous Car Castings
Six- and Eight-Wheel Trucks

THE
BUCKEYE STEEL CASTINGS CO.
COLUMBUS 7, OHIO

**OPERATING 161
MOTOR TRUCKS
TRACTORS AND
TRAILERS**

**RECEIVING
and
FORWARDING
POOL CAR
DISTRIBUTORS**

ESTABLISHED 1880

P. D. Carroll Trucking Co.

CHICAGO, ILLINOIS

**FOR ELECTRIC AND
DIESEL-ELECTRIC LOCOMOTIVES:**

All-Cast Aluminum Directional-Finned
Radiation Elements for most
efficient heat transfer, as used in:
**COMPRESSED AIR AFTERCOOLERS
AIR COMPRESSOR INTERCOOLERS
FUEL OIL HEATERS**

**WILSON
ENGINEERING CORPORATION**
122 So. Michigan Ave., Chicago 3

**Present Day
SAFETY Requirements
DEMAND the Best
Equipment**

**LAKESIDE
FUSEES**

**Fill the Bill
Safe Dependable Efficient**

**LAKESIDE RAILWAY
FUSEE COMPANY**
Beloit, Wisconsin

Specialties
DELICACIES FOR THE TABLE
Frozen Foods, Cheese, Poul-
try, Game, Fruits and
Vegetables
E. A. AARON & BROS.
CHICAGO, ILLINOIS

UNION REFRIGERATOR TRANSIT LINES
4206 N. Green Bay Ave.,
Milwaukee 12, Wisconsin

is confined to Mt. Sinai Hospital at this writing, due to a virus infection.

Best wishes are in order for Luwana Hamann, formerly of the Bensenville office and now a bill clerk at Galewood, who was married Sept. 26. Her name is now Mrs. Harold Burkey and her husband has just been assigned as pastor of the Franklin Park Bible Church, Franklin Park, Ill.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Officer William Stuckrath is now a sergeant on the Milwaukee police force. He is on the day trick at Bensenville.

Luana Hamann, clerk, and daughter of Wally Hamann, chief clerk at Galewood, was married in Franklin Park on Sept. 26. It was one of the loveliest weddings seen recently in this area. Train Clerk Wally Grosnick furnished the music for the affair.

Good to see Charlie Neumann, day train director, well enough to be back on the job.

Happy also to report that Conductor Jim Murphy is again back in harness, this time running on a passenger train. Jim was laid up for a good many months.

Second Trick Teletype Operator Gene Waletich traveled by plane to Denver for a short visit with his mother—there on a vacation. Gene's uncle has his own plane, so they were able to see a great deal of the country in four days.

UNION STREET

Florence La Monica, Correspondent

Several of our folks have been ill. Helen Gajda, secretary to trainmaster, is still confined to her home and we understand that Frank Frontzak fell down the stairs in his home and at this writing is confined to the Ingalls Memorial Hospital at Harvey, Ill. To date the extent of his injuries has not been determined. George Damp, blocker in house 3, is confined to Wesley Memorial Hospital with a leg infection.

Sorry to report that the sister of Paul Forney, checker in house 5, passed away on Aug. 26.

John Horn, supply clerk, recently purchased



LEAVING THE FAMILY. An office party on Sept. 15 marked the retirement of George Searles, cashier at Union Street, Chicago, who is shown here (right) being congratulated by Agent B. M. Smith. He had been with the Milwaukee family for 48 years. His future plans include some traveling and furthering his hobby of painting, both in water color and oils; also enjoying more of the company of his two sons and two daughters and his grandchildren.

a new home on the far south side and while inspecting the new home his old residence was burglarized. Fortunately the burglars were frightened away before they could do any damage.

We welcome Stanley Rebacz who came from Galewood to be the new cashier at Union Street, and Tom Condon, assistant reconsigning clerk.

Frank LaSalle, better known to all of us as "Frenchy," became ill suddenly on Sept. 4 and had to undergo surgery. The concern of everyone around these parts for our "boy" was very noticeable and we are glad to report that he is now at home and recuperating nicely.

Terre Haute Division

REA BUILDING

T. I. Colwell, Correspondent
Superintendent's Office, Terre Haute

Operator and Extra Dispatcher Robert Warren of Terre Haute had quite a surprise Sept. 19—Mrs. Warren presented him with twins! A boy, James Dean, weighing four pounds and a girl, Kimberly Jean, weighing five pounds four ounces. At the present time Bob is holding the second trick at Dewey.

Bob Stout, of the roadmaster's office, has been busy recently remodeling his boat which he built a short time ago. He has installed a 22½ h.p. motor in it and he says it compares favorably with any of the better boats on the Wabash. Bob also constructed a surf board which he is trying very hard to conquer.

Peter Braun, of Sacramento, Calif., arrived in Terre Haute during September to take up his new duties as D.F.&P.A.

Mr. and Mrs. Bob Bentley, who have lived near St. Petersburg, Fla., since his retirement about five years ago, were visitors in Chicago and Terre Haute during September. Bob was formerly in charge of the signal department on this division. This was their

first trip back to Terre Haute.

Locomotive Engineer George F. Cox, Terre Haute, retired Sept. 1. We wish Mr. and Mrs. Cox many happy years of retired life.

L. E. Hamrick, caller at the Terre Haute roundhouse, is taking a leave of absence to attend a college in Lincoln, Ill., where he will study for the ministry. He will be replaced by Katherine Berwick, daughter of Engineer John Grimes, who has worked for us before in a similar capacity.

Our sincere sympathy to Mr. and Mrs. Walter Richardson in the death of their seven-year-old son Richard during September. Richard had been seriously ill for some time. Mr. Richardson is a pipefitter in our Hulman Street roundhouse.

The Women's Club had their first fall meeting on Sept. 17. Hostesses were Mrs. Leslie Frederick, Mrs. Luther Nash, Mrs. William Hartley and Mrs. Ed Bevington. Mrs. John Graam, president, announced that an award had been received because of the gain in membership over last year.

Assistant Engineer Harry Paton, who was transferred to Iowa a few months ago, has since been transferred to Chicago and the Terre Haute Division will be part of his territory.

Leroy Reimer, locomotive engineer, told me that he planned to retire Sept. 30. Immediately after retiring he and Mrs. Reimer are planning to spend a few weeks in Florida. Roy had been employed on this division since August, 1909.

Mrs. Ruth Brough, wife of Engineer Frank Brough, recently was one of the winners in a nationwide contest sponsored by Proctor & Gamble. She received a lot of groceries, a year's supply of Camay soap and a check for \$1,000.

Doc Craig, retired conductor, expects to leave for Salina Cruz, Mexico, about Oct. 15. Doc has been wintering in Mexico for the past eight or ten years and has several favorite spots down there where he will divide his time until April or May. Most of his time will probably be spent in and around Guadalajara.

Conductor and Mrs. Herman J. Kutch, who have been living in Hot Springs, Ark., since his retirement in 1949, were visitors in Terre Haute during September. They will make a trip to California before returning to Hot Springs.

Mr. and Mrs. Hamilton F. King (retired engineer), who have been residing in Columbus, Ind., since his retirement in 1943, will leave soon for southern California where they will visit their son during part of the cold weather.

Mrs. Vernon F. Terry and daughter Carol of Hoopeston, Ill., went to Denver in September to meet Carol's husband, Lieutenant Terry, who is returning from Korea. Vernon Terry was employed as a telegraph operator at Cheneyville.

Mrs. Elmer R. Long, wife of retired conductor, will leave Clinton in October and join Mr. Long at Big Spring, Tex., where they will reside temporarily.

HULMAN STREET YARD

E. H. Lehman, Correspondent
c/o Yardmaster, Terre Haute

Our sympathy to the relatives of William Kelley, retired store department employe, who passed away in Terre Haute Sept. 1. He was a brother of Welder Dennis Kelley.

Brakeman William Seaton and family took time in August to swim in the Atlantic at Miami Beach.

Warren Hutson, former yard clerk, was killed Sept. 10 in a military truck accident in California. Corporal Hutson had been stationed there since returning from Korea, where he had served for 11 months. He was 25 years of age. Our sympathy is extended to the parents.

Conductor Ralph D. Pound received a card from William O. Wherrett, retired yardmaster, who has been enjoying the west coast of Florida.

Switchman George Funk and family have gone to California, expecting to remain for some time.

Coast Division

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

Roadmaster A. E. Moxness and wife went to New York on vacation to visit their daughter. Mr. Moxness attended the roadmasters' convention in Chicago first. Cecil Geelhart relieved Mr. Moxness as roadmaster.

The bowling league got off to a good start with Richard Butcher taking all honors with a 236 single game and 590 series. The stock room team was out in front, winning seven points and losing only one for two weeks of bowling. The team is composed of Harry Hescox, John Koval, Carl Adler, Leo Jensen and Ervin Logan.

Switchman L. W. Fix has returned to Tacoma after serving two years with the Army, most of the time in Germany.

Conductor H. Schmickrath has taken his vacation and is driving as far as Los Angeles where he will board a train to tour Mexico.

Conductor O. T. Tommany has returned from vacationing in Wisconsin where he watched the Milwaukee Braves win a few ball games.

Conductor E. L. Kittleson has decided to return to work after convalescing from injuries he sustained in an automobile accident a year ago.

Jack McMahon, retired B&B carpenter, is watching TV from his home now, having been in the hospital for quite a spell.

The watch that runs the railroads



keeps time
for everybody!



Hamilton

America's Fine Watch



No watch can match Hamilton's record of service to American railroading. To no other watch do railroad men give so much respect. Small wonder, then, that this feeling is shared by their families and friends.

For a birthday gift, anniversary present, Christmas giving—choose a fine Hamilton wrist watch. No other watch is welcomed with such real pleasure, or worn with such genuine pride.

HAMILTON WATCH COMPANY
Lancaster, Pennsylvania

Youngstown Steel Sides for Repairs to Freight Cars
Youngstown Corrugated Steel Freight Car Doors
Camel Roller Lift Fixtures

Youngstown Steel Door Co. & Camel Sales Co.

332 S. Michigan Ave.
Chicago

—OFFICES—
The Arcade
Cleveland

500 Fifth Ave.
New York

—PLANTS—
Hammond, Indiana • Youngstown, Ohio

UNION MADE
Lee OVERALLS
AND
OVERALL JACKETS



Sanforized
Guaranteed

**For Longest Wear On
Any Job . . . Buy LEE**
Satisfaction Guaranteed or
your money back.

THE H. D. LEE CO., INC.
Kansas City, Mo. • South Bend, Ind.
Minneapolis, Minn. • Trenton, N. J.
San Francisco, Calif. • Boaz, Ala.



WORLD'S LARGEST MANUFACTURER
OF UNION-MADE WORK CLOTHES

**MAUMEE
INDIANA**

WASHED AND
DRY DEDUSTED



MINED AND SHIPPED BY
THE MAUMEE
COLLIERIES
COMPANY
TERRE HAUTE, INDIANA

SEATTLE YARD

F. J. Kratschmer, Correspondent

Sympathy is extended to the family of Locomotive Fireman A. J. Strunk, whose wife passed away on Aug. 27. Mrs. Strunk had been in apparent good health when she suffered a fatal stroke.

Carman Matt Dragin motored to eastern Washington and the San Juan Islands in September.

W. H. "Bill" Jones of the car cleaning tracks announced the arrival on Sept. 9 of the third increase in his family. Kathlene Mary, as the new arrival was christened, was born in the Renton hospital after a trip from Kent, Wash.

Section Foreman George S. Meyer and wife took off for New York and the east coast on Sept. 18. They expected to be gone about four weeks. C. R. Williams of Tacoma is relieving foreman.

Switchman Claude Baer who has been off for several months on account of illness is back on the job.

Locomotive Engineer E. S. Johnson and wife spent two weeks on their ranch in North Dakota during August.

Locomotive Engineer C. R. Service has returned from a trip to San Francisco, where he took in all the sights.

Ray Holmes of the roundhouse spent all his spare time during August painting two houses.

John Lee, boardman, and wife started on a trip to the Twin Cities on Sept. 24. They will be gone several weeks.

H. M. Lomax who was timekeeper for an extra gang during the summer months, is back in the yard office checking cars.

Steve Cage, Ernie Scheibel and H. Morrow, night inspectors in the car department, have been ill for some time. All are doing as well as can be expected.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Sunny skies by day and a bountiful harvest moon by night launched the 50th Western Washington Fair on Sept. 19. The nine day spectacle caught the fancy of a great number of visitors from all over the Puget Sound country.

General Yardmaster H. W. Montague who recently retired never had time for a dog but now he decided the time was ripe, so he picked out a little cutie in a pet shop and brought her home. Everything was "rosy" the first day, then the second night came and

little Cutie called for attention, the third night and more attention, then sleepless nights for Monty. After one week, little Cutie was taken back to the pet shop and Monty has returned to baking apple pies, and is really on the up and up again.

Winding up vacations: Switching Clerk Dorothy Clover motoring to San Francisco with relatives from Pennsylvania, who spent several weeks at her home; Ticket Clerk Carl Ziemer catching up on the sleep he lost last year; Counter Clerk Ralph Moyles took a leisurely motor trip to Hoods Canal with the Mrs.; Warehouse Foreman A. H. Gleb enjoying the Puyallup Fair; Yard Clerk Helen Strub learning the intricacies of the board positions while Board Clerk Helen Ivory was on a vacation.

It is with regret that we report the death of Conductor Charles C. McKee's father and mother. Oscar O. McKee, 77, of Sumner died at his home Sept. 22, three days after his wife's death. The couple had lived in Sumner for 50 years and had recently celebrated their 56th wedding anniversary. Mr. McKee was born in Boone County, Ind., and Mrs. McKee at Little Rock, Ark.

Roger W. Grummel, son of Mike Grummel who is in charge of the woodmill in Tacoma, and the nephew of R. A. Grummel, retired Tacoma agent, was married last month to Miss Julia Mary Snyder. The charming late summer wedding was solemnized at St. Joseph's Church in Tacoma. A wedding trip to Canada followed the reception which was held at the Tennis Club. Mr. Grummel is a graduate of C.P.S. and is now studying medicine at the University of Oregon. The couple will live in Portland.

Milwaukee Division

SECOND DISTRICT

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

Ole Erickson, retired switchman, passed away recently. Sympathy is extended to his family.

The stork has been busy around these parts. Switchman George Woozencraft was presented with a little daughter, Brakeman Bob Cariveau with a little daughter, and Brake-man Bob Landry with a little son.

Switchman Leo Burns passed away recently. He will be missed by his fellow employes. We extend our sympathy to his son and wife.

We recently received two new 1600 h.p. Baldwin diesels for use between Crivitz, Channing, Champion and Iron River.

MARSH & McLENNAN

INCORPORATED
INSURANCE

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

Chicago • New York • San Francisco • Minneapolis • Detroit • Boston • Los Angeles • Toronto • Pittsburgh • Seattle • Vancouver • St. Louis • Indianapolis • Montreal • St. Paul • Duluth • Portland • Buffalo • Atlanta • Calgary • Washington • Tulsa • Phoenix • Milwaukee • Cleveland • Havana • London.



DESIGNED TO ADVERTISE. George F. Trabert, former perishable freight inspector in the Chestnut Street district, Milwaukee, shown enjoying the 11th anniversary of his retirement last month. Woodworking is his hobby—he has a completely equipped workshop—and this trellis in his back yard proves that he still has the Road in mind. It was designed for the express purpose of advertising the Hiawatha streamliners.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Brakeman Roger Zinke was home on furlough recently and dropped in for a visit. He is an A/2c at Keesler Field, Miss., where his work is teaching electronics classes.

Emil Byers, retired engineer, passed away on Sept. 25.

At the close of his run on trains 136-141 Sept. 25, Conductor John J. Wilkey retired after 35 years of service. He started as a freight brakeman in 1917 and was promoted to conductor in 1923. After a couple of years as collector on the Morning Hiawathas he went to Deerfield and worked the same job out of there for 11 years. He had been the collector on 136 and 141 up to his retirement. His immediate plans are to locate in Miami, Fla.

C. C. Clinker of the safety division has the following thought for us this month: "Let's teach our families and our children safety—and let's not forget to practice it ourselves."

H. J. Godding has resumed his position as brakeman after a short stint in the Marines.

Rocky Mountain Division EAST END

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

Mrs. William Sughroe and son Bill, wife and son of Retired Engineer Sughroe, visited in Deer Lodge recently. According to them, Mr. Sughroe is doing fine and would like to hear from friends he used to work with. He is still in the Milwaukee hospital in Seattle at this writing.

Conductor and Mrs. Adams and son attended funeral services in Missoula for his brother-in-law, Max Ulver, who passed away of a heart attack Sept. 20. Mr. Ulver was a

lineman on the west end trouble shooter.

Ronald Adams, son of Conductor Charles Adams, is attending the Rocky Mountain College at Billings. Russel Lane, son of Conductor Kenneth Lane, and Ronald Allen, son of Engineer Ronald Allen, are also attending this college.

Business on the Rocky Mountain Division has been very good the last two months. All firemen and brakemen who have been on leave have been called back to work. Some new brakemen have been hired recently, also.

Engineer Schecter, who has been on the Harlo turnaround the last two months, has taken the Butte helper again.

Boardman William Merrill and Mrs. Merrill visited their two daughters, Margie in Seattle and Betty in Centralia, Wash., on their recent vacation. Fireman and Mrs. Taylor were also on vacation last month.

J. P. Phelan, former train dispatcher who retired in 1943, passed away at Fort Harrison Hospital, Helena, Mont., Sept. 8. Funeral services were held in Boulder, Mont.

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Roundhouse Foreman Arthur Keeler Sr. retired Sept. 30 after 48 years of railroad service. Mr. Keeler served his apprenticeship as a machinist in Livingston on the N.P. then went to Deer Lodge for the Milwaukee, and then to Miles City and Lewistown. He has been in Lewistown since 1931, and will continue making his home here. He leaves a host of friends on the Milwaukee.

Roundhouse Foreman E. H. Mielke of Harlowton took over the roundhouse duties at Lewistown in place of Art Keeler, retired.

Funeral services were held Sept. 3 for Mrs. Smith, wife of Lineman A. L. Smith of Harlowton.

Passenger Conductor H. R. Bennett has taken the run on 292 in place of Conductor George Baumgartner who is taking 30 days off. Conductor John Robinson is holding the passenger run.

Operator Jewel Osterholm, who was going to pre-medical school at the University of Montana, has entered the Washington University medical school in St. Louis.

Some of the operators back to work after vacationing are A. M. Peterson, Vern Tronnes and Charles Plumb of Roy.

Conductor L. C. Soper and Mrs. Soper have returned from New York where Mr. Soper was on business for the B.R.T.

We had two units of the new S.M.D. No. 7 diesels up this way on trains 163 and 164. This is the type of diesel we hope to have on this line sometime next year in place of the steam engines we now have.

St. Joseph's Hospital of Lewistown celebrated its golden jubilee Sept. 24. It has belonged to the Milwaukee Hospital Association ever since the Road came to Lewistown.

Milwaukee Terminals

DAVIES YARD

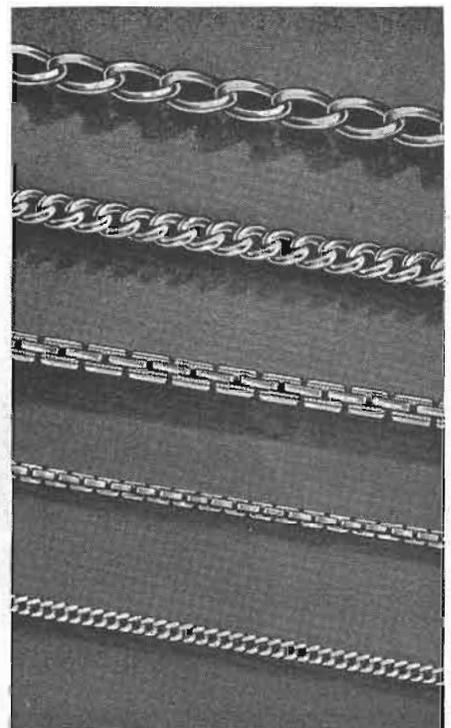
Charles Pikalek, Correspondent

Sympathy is extended to Ignatz Sliwinski and family on the death of Mrs. Sliwinski who passed away Sept. 7.

William Osberg is recuperating at home



Find
a Train
and You'll
Find a
SIMMONS CHAIN



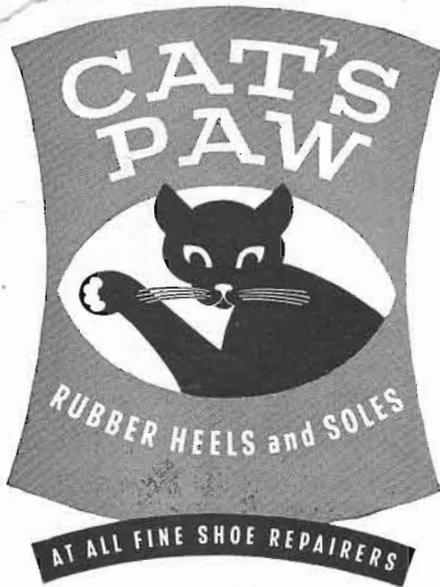
With railroad personnel, Simmons Quality Gold Filled Watch Chains are strong favorites. And for good reasons.

Since 1873, Simmons has specialized in making the right type of watch chains that railroad men need . . . strong, durable chains . . . chains that are both beautiful and practical.

See the latest popular styles at your favorite jewelry store.

R. F. SIMMONS
COMPANY
ATTLEBORO
MASS.





"M-F"

- Lock Nuts (3 types)
- Water-tight Bolts
- Lock-tight Floor Clips
- Collar Bolts

MacLean-Fogg Lock Nut Co.
CHICAGO, ILL.

CARTER BLATCHFORD, INC.
80 E. JACKSON BLVD.
CHICAGO

RAIL JOINTS

Reformed and heat treated
to meet specifications for
new bars.

at this writing after a short stay in the hospital.

We were honored at our regular monthly safety meeting by the presence of E. G. Kiesele, superintendent of safety. He delivered a short but impressive talk.

FOWLER STREET STATION

Pearl Freund, Correspondent

W. C. Hopkins, perishable freight inspector in house 7, will probably be inspecting his last shipment of freight around Oct. 30 after 30 years of service with the Road. "Hoppy," as he is known, will retire Nov. 1 and plans to move immediately to Seattle where he will look



W. C. Hopkins

for a new home. It seems that Mr. and Mrs. Hopkins were completely convinced on their last vacation trip to Seattle that it was the ideal spot to spend one's retirement. Most of "Hoppy's" time has been spent at Fowler Street with the exception of about four years when he traveled about the state inspecting fresh produce for shipment.

Jack Klima, demurrage clerk, is confined at Misericordia Hospital at this writing following surgery. Jack has promised to furnish pictures of the cottage he has built in Iowa, in its wooded setting. The woodwork inside was quite a laborious undertaking, but the beautiful results proved it was worth it. Jack cut the wood from his own land, seasoning it himself, then taking it to a woodworking factory, where it was finished into doors, window frames, and so on. It is black walnut, hard, and necessitating drilling to apply the hardware. We hope to see Jack up and around soon.

Margaret Hagberg recently displayed an elegant trophy won at a Shriner's benefit show by her mount "Hasty Puddin'" in the five-gaited open class. This was the peak of his accomplishments for the season, which included second place in the five-gaited combination at the State Fair, third in the Ladies five-gaited at Stoughton, Wis., at Madison, fourth in the Ladies and fourth in the Open, fifth at Richland Center, Wis., in the amateur five-gaited, fifth at the Milwaukee Spring Show, in the Ladies, and fifth at Monroe, Wis., in the Ladies.

Tom Vail, son of Clem Vail, rate clerk, has enlisted in the Air Corps and is now stationed at Sampson Air Force Base, Geneva, N. Y.

Catherine Consolazione is back from Bakersfield, Calif., after visiting with her sister and family and has resumed duties in the LCL billing department.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Oscar Sprague, veteran Milwaukee switchman, passed away Aug. 21. Oscar was well known around Muskego and was an active political worker in the state.

Milwaukee Terminals was saddened by the death of Switchman Frank Niessen on Aug. 11. Frank was within a few weeks of the date of his retirement and had many plans for enjoying his leisure. He was a great fisherman and sportsman and was looking forward to having time to enjoy these things.

Teddy Hanstad, our good janitor and supply man, is taking his annual vacation and traveling west this year to visit his only son, Terry, who has left our road and now makes his home in Los Angeles.

Clerk Hattie Mickelson returned recently from a vacation trip to Denver.

Eddie Fox, yard conductor, has been ill for some time.

Chicago General Offices

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

After an extended leave of absence due to illness, Cecilia Mansfield returned to work on Sept. 1; Mary Ebert on Sept. 8.

Our sympathy is extended to Elmer J. Linden, assistant auditor of station accounts and overcharge claims, on the death of his mother-in-law, and to Paul J. Jacobson, bureau head, on the death of his father-in-law.

We welcome Joyce Carlson to our central station accounting bureau.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

On Sept. 25 Ann Snyder celebrated her 30th anniversary with the Road. She received many good wishes and gifts from her friends here.

Beverly Krenz and Peter Klein were married Sept. 26 at Immaculate Heart of Mary Church. The newlyweds honeymooned in Florida.

Inge Scholz has resigned to await a visit of the stork.

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



WONDERFUL TOWN. Neither the "Old West" nor the "Sunny South" has any allure for Fred Hagen, 70, who retired last month as clerk at Muskego yard, Milwaukee. A veteran of 47 years of railroad service, all in Milwaukee, Mr. Hagen likes his home town and intends to enjoy his retirement at his residence on South 32nd Street. He leaves the company with a record of never having missed a day or of being late during his entire service. This picture was taken recently on the occasion of the Hagens' 43rd wedding anniversary.

Betty McConahay resigned to make her home in Moberge, where her husband has been transferred.

We welcomed back Danny Bubalo, Grace Larsen and Grace Brandenburger.

Marion Peterson Brauer gave birth to a boy on Sept. 3.

Flo Hurless moved into her new home last month and is spending all her spare time arranging and rearranging furniture, etc.

Hedwig Kohler visited her sister in Phoenix; Virginia Peterson vacationed in Columbus; Gertrude Walsh went to New York on her vacation; Priscilla and John Korun went to Denver and Colorado Springs; Harry Krumrei and his family toured southern Illinois and southern Indiana.

PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent
City Ticket Office

After a three month "vacation", this correspondent is pleased to take up his duties once more and to lead off with a few items in the good news bracket. First off, a resounding "welcome back" has been tendered Agnes Schubert of the general agent's staff. Agnes, who underwent surgery and convalescence at the Little Company of Mary Hospital, is back in circulation, and would like to thank the many Milwaukee Road people who wished her well.

Also back on the passenger department scene—in Reservations—is Jim Crosby, who in September wound up a three-year stint in the Marines, 13 months of which were spent in Korea, and the last 90 days in Miami—"just loafing". But Jim must be skipping over some of the story, as is evidenced by the next bit of info: Miss Nancy Sundstrom of Miami will become Mrs. Crosby come Nov. 14.

Advertising's George Schwandt, after a brief stopover in Japan, is now in Korea.

Bill Rosenberg, still in the Navy, is currently in Tacoma and recently made a trip into Chicago on his favorite railroad.

Joining the department in September were Dennis Keane, who is taking over on the mail desk in Passenger Rate, and Jim Riley in Reservations. Dennis is a June '53 graduate of Calumet High, plans on studying typing nights this fall at Fenger.

Riley, whose name is actually James Whitcomb Riley, was asked the inevitable question by this correspondent. Not to keep you in suspense, Jim's family were great admirers of, but not otherwise related to, the famed Hoosier poet. Riley, a 1946 graduate of Crane Tech, worked for the Chicago Union Station Company before becoming a reservationist. He is currently studying tool engineering at the Allied Institute of Technology, and plans on making his career in that field.

Robert Leach, formerly on the reservations staff, has been promoted to the passenger information bureau.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

The first concert of the 1953-1954 season will take place on Nov. 17. This program is being sponsored by the Ivanhoe Women's Club.

Adele Hirsch of the freight auditor's office was recently welcomed into the Choral Club.

We are happy to announce that on June 22 a little lad named Gary came to establish permanent residence at the home of Director Glenn Jorian.

Congratulations go to two recent brides—Virginia (Mihalyo) Neiman and Clara (Felski) Fister. Ceremonies were performed during the vacation period—Aug. 1 and Aug. 15 respectively.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Welcome is extended to Loretta Schott, Alice Wright, Richard Williams, Luis Orozco, Robert Langelund and Mary Rana-chowski.

Mary Ann Toporek, clerk, and George P. Ryan, adjuster, were united in marriage



KERITE CABLE

THE KERITE COMPANY
30 Church St., New York 7, N. Y.
Offices also at 122 Michigan Ave., Chicago;
582 Market St., San Francisco;
3901 San Fernando Rd., Glendale 4, Calif.

The value and service life of a product can be no greater than the integrity and craftsmanship of its maker.

EDWARD KEOGH PRINTING COMPANY

Printers and
Planographers

732-738 W. Van Buren St.

Phone: FRa. 2-0925

Chicago 7, Illinois

PROMPT AND EFFICIENT SERVICE

DO YOU KNOW THAT

**No General Motors Diesel locomotive
has ever worn out!**

... in fact through normal replacement of constantly improving parts, they literally improve with age

If you'd like the full story, write for booklet,
"Safeguarding Railroad Earnings."

**ELECTRO-MOTIVE DIVISION
GENERAL MOTORS**

La Grange, Illinois • Home of the Diesel Locomotive



Time Is Our Business

CHAS. H. BERN

Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN

29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH

332 W. Wisconsin Ave.
Milwaukee, Wis.

Official Watch Inspectors

for

The **MILWAUKEE ROAD**

Specialists in railroad watches, fine jewelry and personal gift items.

Always at Your Service

CREOSOTED MATERIALS

and

COAL TAR PRODUCTS

Republic Creosoting Co.

Minneapolis

★ THE IMPROVED ★ FAIR ★

PYRAMIDAL STRENGTH

THE IMPROVED FAIR

LONG LIFE

THE P. & M. CO.

CHICAGO NEW YORK

Sept. 12 at St. Hedwig's Church, Chicago. They honeymooned in Florida.

Lucille Williams and Bill Enthof are ill at this writing. We hope to see them back with us when this is in print.

Bud Bloethner, investigator, resigned to take a position as an adjuster for one of the Chicago insurance underwriters. His friends in the office presented him with a brief case set as a going-away gift.

Herman Grell, reviser, has been transferred to the grain and livestock bureau. Leonard Palla, adjuster, has been promoted to reviser.

PURCHASING DEPARTMENT

E. Galbreath, Correspondent

The members of the purchasing department forgot their diets, their foibles, etc., and went on a concerted "peanut binge" last month. All in a good cause—the Kiwanis Club Peanut Day. Leonard Thelander was the vendor in our office and I understand Ida Tucker also assisted with sales.

Peter Hayden has joined the department force as office man.

Dick Andrich left the employ of the railroad on Sept. 25. Ed Moscinski also tendered his resignation effective Oct. 9.

Leonard Thelander gave us the news of the engagement of his daughter, Nancy, to Charles W. Taylor. No date has been set for the wedding, but it is quite probable that early next spring, Leonard will have that harassed "father of the bride" look.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Those traveling the latter part of August and in September thinking they would have cool weather certainly were fooled this year. Mr. Trout of the bookkeeping bureau went east, arriving in New York with temperatures at 103. He then went on to Boston and Maine. Mary Lawler of the payroll bureau made a trip to Tennessee. Colene Elsenbrock escaped to Florida. Jean Sainio

recently visited her husband who is stationed at El Paso, Tex.

A welcome to Marie Olson who plans to help the keypunch operators carry the load, and to Leona Garonke and Dick Dressler, formerly at Western Avenue. They are now in station timekeeping; also to Richard N. Superson.

We were all saddened by the sudden death of Lucille Ball of the bill and voucher bureau on Sept. 14.

Sympathy is extended to Estelle Wander, former keypunch operator, on the recent death of her mother.

Mary Holmberg of the keypunch bureau became Mrs. Christopher Noel Walsh on Sept. 5 at St. Raphael's Cathedral in Dubuque. The couple are flying to Ireland in October to visit the home of Mr. Walsh.

Beverly Ellis of the keypunch bureau became Mrs. Richard McCarthy on Sept. 19 at Messiah Lutheran Church.

Congratulations to Agnes Touhey of the paymaster's office. Agnes was promoted Sept. 1 to the position of secretary to W. P. Heuel, assistant comptroller.

Ellsworth Braun showed pictures (taken by his "always-faithful-picture Brownie") of his new duplex flat on Capitol Drive in Milwaukee. It is finished in split-rock, has large picture windows, with spacious living-dining room, and an ultra-modern kitchen; house-warming later.

Hubert Severs visited us this past month. He still likes living in Florida; sure looked good for himself.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Eleanor Weidner, upon returning from her vacation on Sept. 14, announced her marriage to George Marshall. She was feted at a dinner party by her co-workers and with a bridal shower on Sept. 25.

Anna Jeske returned to work on Sept. 8 after an absence of many weeks due to illness.

Sympathy was extended to Gertrude Grubner in the loss of her sister on Sept. 8.

Ann Littwin returned on Sept. 21 from an enjoyable vacation in California.

Everett Hopke, formerly with the telegraph office in the Union Station, accepted on Sept. 28 the position of reclaim clerk vacated by Robert Olis who resigned.

We overlooked a welcome to Agnes Chabalowski who joined the Milwaukee family on July 28.

We extend sympathy to Dorothy Switzer in the loss of her mother on Sept. 25.

A new arrival in the Louis Skibicki family was reported on Sept. 30.

ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

Roy Scheck, assistant engineer in the office of Ed Burch, bridge engineer, became a member of the F.O.P.P. (Fraternity of Proud Papas) on Sept. 15 when his wife Elaine presented him with a son, Michael Frank, at St. Elizabeth's Hospital, Chicago. Roy, who is a steel bridge inspector, feels doubly happy as the new addition was a birthday present to him.

M. (Pete) Vergara, design-detailer of Mr.

Burch's office, spent some time at a United Nations session while vacationing in New York and the eastern U. S. Pete said it was a very interesting experience. Too bad more of us can't attend some of these interesting procedures, see and hear world famous figures, and watch history in the making.

A card from A. O. Tate, retired industrial engineer of Industrial Commissioner S. J. Cooley's office, says he is enjoying his retirement "down thar" in Texas, but that the card games are few and far between. We regard "Tate" as an *ex-officio* engineering department member, and he feels the same way. He sends his regards to his friends in the department. Should you care to write him a line, his address is: Box 373, Pearsall, Tex.

With the assistance of his wife and K. L. Clark's power saw, Chester (Chet) Miller, automotive engineer, is building a two-room addition to his home in Bensenville. Chet has promised us a picture when the addition to the "Manoir Miller" is completed.

R. H. (Ray) Keegan, secretary to H. B. Christianson, is probably one of the busiest persons on the railroad these days (and nights). Ray is attending law school at DePaul University four nights a week. What with his homework, we wonder when Mrs. Keegan gets a chance to help him spend his pay check.

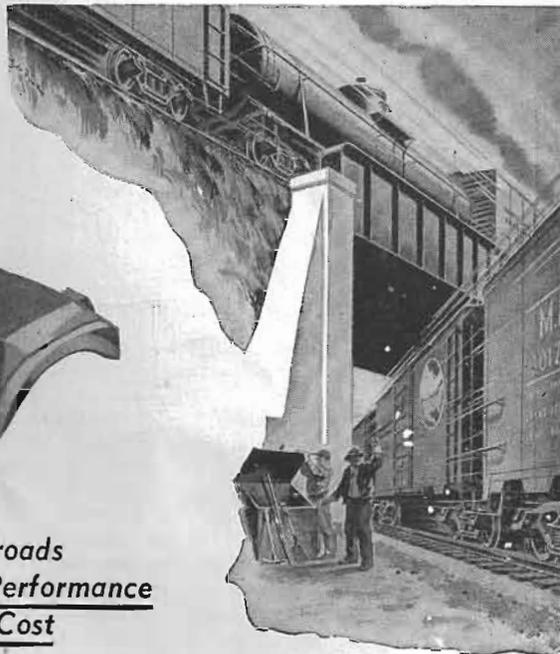
E. J. (Ed) Miglio, instrumentman in Mr. Powrie's office, has been a frequent visitor to the Illinois Central Hospital, Chicago, where his father is convalescing. Mr. Miglio, Sr., is in the freight traffic department of the IC. Ed and his family plan on spending their vacation in November with his dad, helping him to recuperate further at his home in Florida.

H. B. Christianson tells us that he and Mrs. Christianson had one of the nicest vacations ever. They made quite an extended trip into Mexico. Mr. Christianson says that he has witnessed his first, and as far as he is concerned, his last bull fight.

Several members of the engineering department attended the Booster Club golf tournament Sept. 26 at White Pines Golf Club, Bensenville. According to John Hehn, assistant engineer, the two shining lights of the "Battle of the Balls" were W. H. (Bunker Bill) Spinks, secretary to B. J. Ornburn, and R. G. (Slim) Simmons, general roadmaster. "Bunker Bill" played his best game to date (his fifth time out) and carded a net 74, two strokes out of the prize list. An impressive figure on the course was "Slim" Simmons who had a net 72 to take a prize. K. L. (Ken) Clark, principal assistant engineer, and N. E. (Nate) Smith, division engineer Chicago Terminals, also were right up there and shared in the prizes. H. S. (Howie from Hawaii) Kobayashi, assistant engineer, was "in there pitching" also (not literally) and played a real nice game. These exponents of "cow pasture billiards" are to be congratulated on the fine showing they made for the department.

Mrs. Erma Oberg, steno-clerk for Ed Burch, bridge engineer, passed away at Oak Park Hospital Sept. 24 after a short illness. Mrs. Oberg, a Milwaukee employe for over 30 years, was employed in the engineering department for the past 16 years. Prior to that she was in the office of the general adjuster.

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



Right for Railroads
... in Performance
and in Cost

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

necessary standby time keeps them idle 21 hours a day.

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

(Advertisement)

OFFICE OF FREIGHT AUDITOR

Louise Naumes, Correspondent

Nick Braschko paid John Griffin a visit and reports John as improving and now able to travel about for short walks. John says he would enjoy visits from his former co-workers.

Lorraine Klinkenberg, a former employe of this office and niece of Frances Daniels of the accounting machine bureau, was stricken with polio recently. Receiving get-well cards would help her while away the hours at the hospital. Just address your cards to her at Contagious Disease Hospital, 3026 South California Avenue, Chicago.

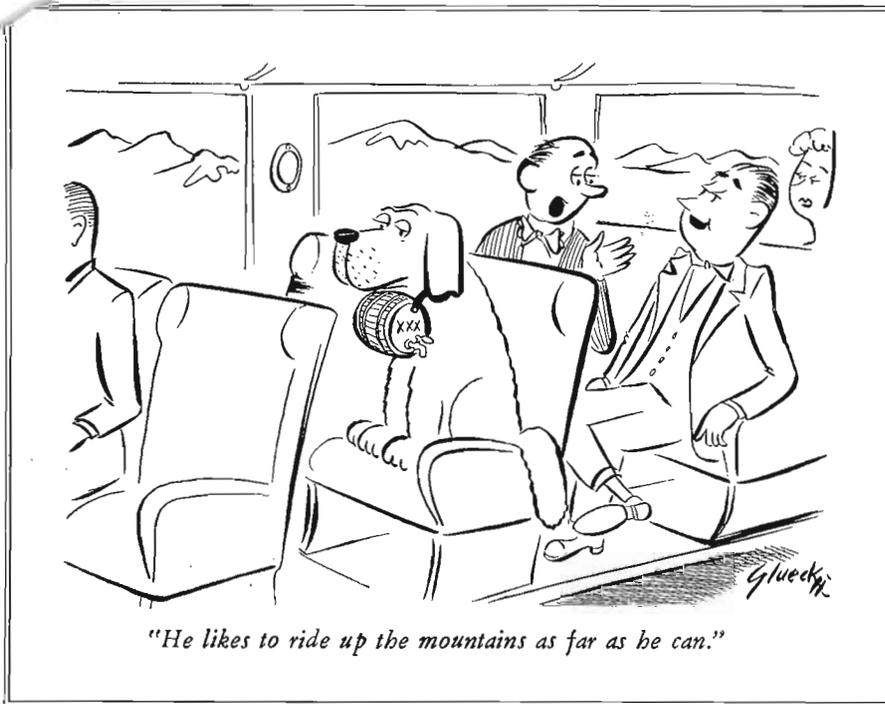
Joe Wager has been confined to Swedish Covenant Hospital since Sept. 16.

There were a few vacation stragglers during September. The Steiners spent their vacation in Wisconsin; Pat Wadman went to Florida to hold on to summer a little longer; N. J. Allaire preferred Canada and on his return furnished everyone in his department with a post card; Clara Fister took in California.

Victoria Fontagneres has been on leave due to ill health.

Vernice Fay's son broke his leg in football practice with his high school team.

They say in the spring a young man's fancy turns to love, but it seems the fall of the year has the same effect. Eileen Keating was presented with a ring after Marge Seneke's wedding on Sept. 5. Apparently the wedding put "him" in the mood. Joan



Maggio also became engaged in September.

The following employes resigned during the past month, some to stay at home, others to start new employment: Lorraine Walberg, Robert Schultz, Richard George and Yvonne Kornacker.

Sam Spence also dropped in for a visit. He now resides in Albuquerque, N. M., and says anyone traveling down that way should drop in.

The following employes recently joined our force: Anna Sauser, Kareen Duvall, Dolores Fagiano, Martha Perry, Ruth Di-Menna, Dorothy Kwiatkowski, Theresa Pawlowski and Flora Lyons.

The freight rate course was concluded Oct. 1. Joe Riplinger and Jake Jacobson were swamped with the return of questionnaires in the closing weeks.

Ralph Osmundsen's friends are referring to him as Commander Kukla since he purchased a motor boat.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Dispatcher L. E. Larson and wife are vacationing on the west coast at this writing, being relieved by Yours Truly. Agent C. I.

How Well Do You Know Your Railroad?

IN Austin, Minn., The Milwaukee Road is second only to the huge Hormel packing and food products plant as the city's main industry. The town was platted in 1856 and named for its first settler, Austin R. Nicholas (1814-1914). This picture of the shops and roundhouse was taken from the Water Street overpass. (Austin Herald photo)

Crowle, Frederick, is also on vacation, being relieved by Ed Fuhrer. Agent Jack Hartzell, Bowdle (presumably fishing on his vacation), is being relieved by M. M. Geist.

Dispatcher Don Friedenbach was awarded the Monte-Aberdeen dispatcher's swing job vacated when Keith Nystrom entered military service. Don is from Sioux City.

Conductor Al Klebe and wife recently returned from Miami where they took in the Moose convention.

Legion dues for 1954 are now being accepted. Red Detling is accepting them, as is Jerry Flattum at the yard office and Bill Kane and myself in the brick building. The price is still \$6. You can't go wrong; dances, bowling, luncheons, etc.

Our own coal shed foreman at Roscoe, Connie Menzia, has returned home and will resume work in the near future. Connie was recently released from a Korean Prisoner of War camp where he had been confined for over two years.

Marvin Heiser has been appointed agent at Bonilla, permanent. Clarence H. Anderson was appointed agent at Mellette, permanent, replacing T. K. Williams, retired.

Our sincere desire for a speedy recovery is extended to Superintendent J. D. Shea, Miles City, where he recently had an operation.

Had a letter from "Sailor" Duane Hansen who is serving with the Navy at San Diego. He expects to be home for Christmas and New Year.

EAST END

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

Brakeman Tom Darrington, now serving in the Navy, dropped in to visit H&D co-workers on his recent leave. Tom and his two brothers, Pat and Brakeman Micheal, are all on the same destroyer.

New arrivals in H&D families include sons who arrived at the homes of Al Moe, George Ryman, C. J. Huberty and James Shea . . .

we mean one was set off at each place.

Dispatcher Warren Mayer and Operator William Unker have moved their families to Montevideo, being new members of the Montevideo forces.

Back on the H&D after serving in the armed forces are Fireman Ronald Boerger and Jerry Ross, and we're happy to have them back.

Brakeman Bob Wallien married his girl friend Betty Gunderson in Minneapolis on Sept. 19.

Pvt. Ronald A. Alger, former fireman on this division, is currently a student in the Army diesel school at Ft. Eustis, Va. He will be a locomotive engineer when he finishes the Army training course.

Engineers Al Schiffman and George Hupp have been ill and at one time both were bedded down in the same room at Northwestern Hospital in Minneapolis.



Pvt. R. A. Alger

Agent Roy Fretts of Wheaton is seriously ill at Veterans Hospital in Minneapolis at this writing.

The Otto Kuhnerts recently celebrated their 50th wedding anniversary. Otto is a retired Montevideo roundhouse employe.

Dave Lankard, a former engineer on our division, visited at the Montevideo office while on a vacation from his home in Kingfisher, Okla.

During the recent state and county fairs, Engineer Howard Halloff and his wife again walked off with a considerable number of rug prizes. The Halloffs have several looms in operation all the time and turn out some beautiful woven rugs.

New Silver Pass owners are the J. H. McKeowns, E. E. Youngs, James Cunninghams and Bill Brademans.

Ed Waldman, retired engineer, has just celebrated his 80th birthday and advises that he is in the best of health and feels as frisky as the day he retired.

QUIZ answers

1. 7 1/8 inches.
2. Carload of freight in transit without a designated consignee.
3. About four per cent. (4.10 to be exact.)
4. Refrigerator.
5. About 750 pounds. (weights range from 700 to 835 pounds).
6. A stub track extending from a main or secondary track to some point off the main right-of-way.
7. Twenty.
8. A shipment which must not be delayed.
9. General American Transportation Corporation.
10. The consignment of a freight shipment after it has left its originating point.

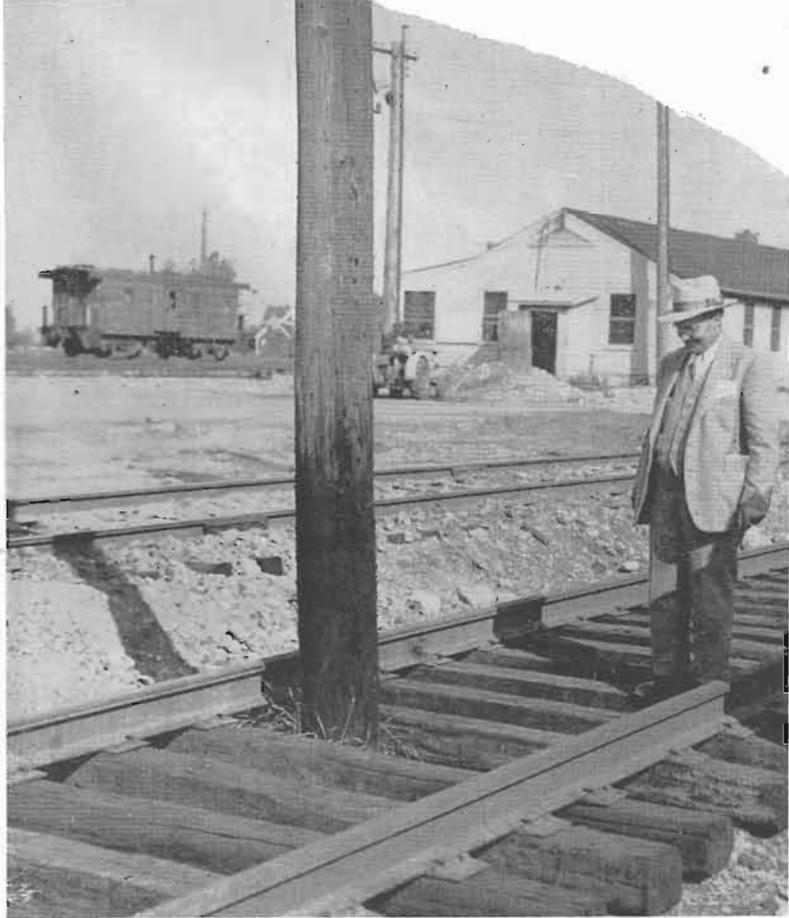
"DEATH'S DOOR" CONQUEROR. Kenneth Givan, an employe of the freight traffic department in Milwaukee, gave swim fans something to talk about recently when he became the first person to swim the treacherous 7½-mile passage between the Door County (Wis.) Peninsula and Washington Island known as "Death's Door." He is shown with M. M. Wolverton, assistant general freight agent, reading the newspaper reports of his feat which he undertook to celebrate his 10th wedding anniversary. He was in the water almost seven hours. Mr. Givan, the father of two children, was a Merchant Marine officer in World War II and practiced long distance swimming at various ports of call. Next summer he plans to try the 30-mile swim between Washington Island and Escanaba, Mich.



CAN YOU TOP THIS? It is estimated that 2,700,000 babies will be born in the United States this year. Of that number, this line of desk mates in the office of C. F. Rank, manager of mail, express, baggage and milk in Chicago, can account for their full quota, all within a matter of months. The proud fathers being congratulated by Mr. Rank are, from left: W. E. Snyder, a boy, Steven William; J. A. Fuscone, a boy, Louis (his sixth!); W. J. Kail, a boy, David; M. J. Sylvestro, a girl, Michele; and R. F. Kupina, a girl, Paulette.



October, 1953



NOW HE'S SEEN EVERYTHING. William Moberly, retired Milwaukee Road roadmaster, took one look and announced that "seeing's believing." The photographer caught the picture during the study tour of Bensenville yard by the roadmasters and bridge and building engineers (see story on page 8). Actually, the pole was left in during the track laying operation to carry power lines, communication cables and pneumatic tube circuits. It was later moved when the line carrying these controls was installed at the north side of the yard.

THE BIG PARADE. In commemoration of its 75th anniversary, Sacred Heart, Minn., staged the biggest and finest parade in city history. Feature of the Milwaukee Road float (built and drawn in the parade by Section Foreman H. J. Thielen, Lars Mahlum, drayman, and Agent H. S. Robb) was this pump-type hand car manned by (from left) Burnette Chelin, creamery operator, Howard Thielen, section foreman, Gordon Mahlum, drayman, and James Sagness, carpenter. The beavers were a concession to the Pioneer Days mustache contest, the prize being a Bavarian mustache cup.



39

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

NEW BOX CARS of the 35,000 series present an attractive picture as Milwaukee Road local freight No. 94 crosses a truss bridge over the Puyallup River near Tacoma.

