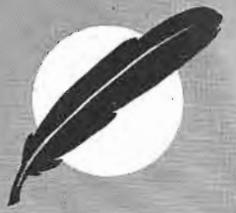


# THE MILWAUKEE ROAD MAGAZINE

CHICAGO. ST. PAUL AND PACIFIC RAILROAD

OCTOBER 1956



The Milwaukee County  
Red Feather Kids

OCTOBER 1956

# THE MILWAUKEE ROAD MAGAZINE

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The Milwaukee Road Magazine is published for active and retired employees 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.

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## Being Right Is Not Enough

ONE Sunday morning recently a Milwaukee Road man and his family stopped their car at a busy street intersection and, as they waited, a huge trailer truck rumbled by. The man's son watched it closely for a moment. Then, turning to his father, he remarked that "trucks sure do pay high taxes."

The father, who told me about it, said he asked him how he had come by *that* piece of information, and the lad replied that he had heard some men talking about it after church.

And did they say anything about how truck taxes compare with railroad taxes and other costs, or even how they compare with the taxes an automobile owner pays?

Well, no. They didn't mention that.

So the father explained that it costs a railroad about 22 cents out of every dollar it takes in just to maintain its roadway and pay taxes on it; that the average intercity truck operator pays only about 5 cents (in the form of fees and taxes) for the same thing.

"But I'm afraid I was wasting my breath", the employe remarked to me. "I suppose it got too involved for him. When I looked around to see if he was listening, he was reading the Sunday comics!"

The father's problem was typical of the very thing our industry is up against. Understanding requires that someone explain . . . *but how many people really want to listen?*

Compared with their rail competitors, the highway carriers have a fairly simple story to tell. In the telling they have oversimplified it and allied their cause with that of the farmer, the local business man, the school teacher, and many others. They are spending vast sums of money to get their message to everyone from the man on the street to the Congressman in Washington.

They even make it appear that comments such as these are a criticism directed at everyone who operates a truck of any kind, and not just the intercity carrier who is in direct competition with the railroads.

The answer to this problem is not easily found because, for one thing, *we have learned that it is not enough merely to be right. We must be convincing, as well.* The railroads need the help of a large body of articulate employes who will take the time to keep themselves abreast of what is going on in the transportation industry and who are eager to say a good word for the railroads which are their livelihood.

The things we say in our own behalf, and the service we render in support of what we say, will point the way to a better future for our railroad and ourselves.

## THIS MONTH'S COVER

DRESS rehearsal for Milwaukee County's Red Feather Kids for 1956, pictured on the cover of this month's Magazine, proved again that good things frequently come in little packages. Red Feather Girl Sharon Olsen who is small for her almost 11 years is shown agreeing with her boy counterpart, Stanley Buerger Jr., that maybe her costume is a trifle long, but there's practically nothing her mother can't fix. A tuck here and there, and it will be just the right size.

The dainty brown-eyed blonde to whom fell the honor of sparking the Community Chest drive when it started in Milwaukee on Oct. 1 is the daughter of John W. Olsen, a yard conductor in the Milwaukee Terminals. She was one of more than 60 boys and girls nominated because of their neighborly spirit—the theme of the campaign—by family friends and neighbors. The winners were elected by popular vote. Sharon, who was nominated by an aunt, was chosen to represent the fair sex because of her generosity to a child who was ill and her willingness to help at home with the care of her brothers and sisters. The Olsens have three younger—Deborah, 8, Jon, 3, and Jill, 1.

Sharon is in the sixth grade of Atonement Lutheran School where she does right well in spelling, history, geography and science, and has a little trouble with arithmetic. She is a hopsotch and dodge

Yard Conductor John W. Olsen with little Jon, 3, one of his four children.



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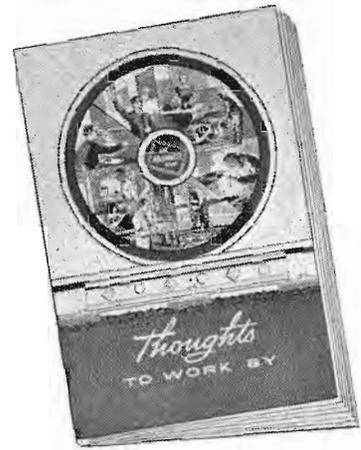
ball fan, and thinks it would be wonderful to be a nurse when she grows up. The aunt who nominated her for the Red Feather contest listed her outstanding characteristic as "a sweet, sunny disposition," and mentioned the project by means of which she raised money this summer for a sick child as typical of her thoughtfulness of others.

Mrs. Olsen had told Sharon about the little girl, seriously injured, who had been confined for a long period to Capitol Hospital. Impressed by the tale, Sharon conscripted two friends to help canvass the neighborhood for discarded crockery and bric-a-brac, and opened a "swap shop" in the Olsen garage. The profit realized was \$3.19, which the young Samaritan thoughtfully converted into a money order before sending it to her secret pal.

As this issue of the Magazine went to press, Sharon and her Red Feather teammate were filling a schedule of personal appearances that promised to make them the most talked about members of Milwaukee County's grade school set before the month was out. Wearing their elfin costumes, they added a colorful note at the final home game of the Braves in the Milwaukee Stadium, and also at the dedication of Camp Sidney Cohen for children. Almost every day has called for an appearance on television or radio, a tour of an industry or at some fund-raising function. On Oct. 14 they were to attend a game of the Green Bay Packers, and on the 17th had permission to skip school so as to visit the Red Feather Kids of Chicago. For this thrilling experience they were traveling—but naturally—on The Milwaukee Road.

On all of these occasions Sharon and Stanley speak on behalf of the Red Feather agencies and explain the objectives of the fund-raising drive. Before they were chosen ambassadors of goodwill Sharon had never seen a news camera or microphone, but the press reports that she handles the role with a sweetness and sincerity which would do credit to a veteran. Incidentally, Oct. 26, which marks her final appearance on behalf of the drive, is a very important date in the Olsen household.

It's the Red Feather Girl's 11th birthday!



## THOUGHTS TO WORK BY

"The Idea Market" . . .

. . . "A Kit of New Tools"

"Do You 'Talk Railroading?'" . . .

. . . "Finding a Better Way"

"How Far Can We Go?" . . .

FOR regular readers of The Milwaukee Road Magazine these phrases are familiar. They are titles of messages by President J. P. Kiley which have appeared in the Magazine during his six years as chief executive officer of the railroad. They are among the 22 such messages selected for reprinting in a booklet which came off the press this month. It is called *Thoughts to Work By*, and a copy is enclosed with this issue of the Magazine for all employees. Each retired employe is also being sent a copy.



Almost from the time Mr. Kiley began "talking with the railroad family" in this way, these brief messages have been the subject of comment from many employe readers, customers and business associates.

Among those comments have been repeated requests that the messages be reprinted in booklet form as a convenient reference. The present booklet, including approximately one-third of all the messages of this type written by Mr. Kiley, has been prepared in response to those requests.

Additional copies may be had by addressing a request to The Milwaukee Road Magazine, Room 356, Union Station, Chicago.

# Veterans' 22nd Reunion Held in Chicago

**RIGHT:** One of the railroad's oldest retired veterans joins two veteran employes still in service for a discussion of association affairs. Left to right: John Little, 85, of Portage, Wis. a locomotive engineer before retiring in 1937, and for several years a member of the Veterans' Association executive committee; John Weist of Aberdeen, S. D., locomotive engineer on the Olympian Hiawatha, with almost 49 years of service; and George Riley of Channing, Mich., a freight conductor with 50 years of service.



**BELOW:** Scene in the Grand Ballroom of the Hotel Sherman at the opening of the banquet climaxing the veterans' 22nd reunion.



**T**HE business meeting was lively, as always, and the "switch shanty" was a busy place. There was time for visiting with old friends, and an opportunity during the banquet program to relate the past of The Milwaukee Road with the present and its prospects for the years ahead.

It was, in short, a typical reunion of the Veteran Employees' Association of The Milwaukee Road, the 1956 edition of a fascinating volume of experience, friendship and mutual interest compiled biennially by the group which President J. P. Kiley referred to as this railroad's elder statesmen, the men and women who represent both the past and the present of The Milwaukee Road, and who will also have much to do with its future.

The date was Aug. 29, the place was the Hotel Sherman in Chicago, and the occasion was the 22nd reunion in the lengthening history of the veterans' organization. While similar to past reunions in most respects, it was also different.

It was, for one thing, the first reunion the group had held in Chicago since 1940, and it was the first which, for a variety of reasons, had been limited to a single day, rather than two. As everyone in attendance agreed, however, the principal respect in which this reunion differed from others was in the absence of J. T. Gillick, retired operating vice president of the railroad, who served as president of the association for many years and is now its president emeritus. It was cheering news for all of the veterans, however, that he was well and had sent his hearty greetings to all.

The principal action of the group at the business meeting in the afternoon had to do with arrangements in connection with the next reunion, to be held in 1958. It was decided that because of

W. P. Kennedy, president of the B of RT, appeals to his audience to "keep the railroad running."



October, 1956

ease of access and the concentration of employes in that area, Milwaukee would be the place of that meeting. An increase was also voted in the annual dues, from \$1.00 to \$2.00.

L. J. Benson, president of the association, was re-elected to that office "for life," and J. J. O'Toole, general manager, Lines East, was re-elected to the vice presidency.

Mr. Benson reported that the association's membership had reached a total of 8,000. He said that 183 members

**RIGHT:** President J. P. Kiley addressing the veterans at the banquet.



M. L. Bluhm (standing), retired vice president and general counsel, again served as toastmaster for the banquet and kept the evening's program rolling along pleasantly, without delay. Seated, left to right: W. P. Kennedy, president of the Brotherhood of Railroad Trainmen; President J. P. Kiley; L. J. Benson, retired assistant to president of the railroad, and president of the Veterans' Association; W. J. Whalen, vice president—operation; and W. J. Quinn, vice president and general counsel.



Mrs. Grant Williams, 89, widow of the founder of the Veteran Employees' Association, (founding date, 1913), and its former secretary-treasurer, shown at the banquet with her successor, Miss Florence M. Walsh, and L. J. Benson, president of the association. Mrs. Williams was secretary-treasurer from the time of her husband's death in 1925 until relieved of those duties by Miss Walsh in 1948. The orchid was presented to her at the luncheon for the ladies of the association.



LEFT, above and below. Scenes on the mezzanine floor of the Hotel Sherman as the veteran employes and their wives registered for the reunion.



## SPECIAL NOTICE TO THE VETS

At the business meeting of the Veteran Employees' Association held on Aug. 29, the membership voted to increase the annual dues from \$1.00 to \$2.00, effective Jan. 1, 1957. Florence M. Walsh, secretary-treasurer of the association, asks that members keep this in mind when paying 1957 dues.

had died since the last meeting, held in Milwaukee in September, 1954.

M. L. Bluhm, retired vice president and general counsel, served as toastmaster at the dinner held in the Grand Ballroom of the Hotel Sherman that night. The first speaker he introduced was W. P. Kennedy, president of the Brotherhood of Railroad Trainmen, one of the country's most outspoken critics of the public policies which today hamper the railroads in their competitive struggle. He is a former Milwaukee Road employe, having begun his railroading career on this railroad, and is a member of the veterans' association.

After reminiscing about his early days on the Milwaukee, Mr. Kennedy remarked that he knew of no railroad where there is a more loyal group of personnel.

"There's something about the Milwaukee that you don't find on many railroads," he said. "Very seldom do they go to the outside for their officers. Almost all officers of this railroad are men who were selected from the ranks because they were outstanding. That's what makes a railroad."

He appealed to his audience to "keep the railroad working." The Trainmen's organization has a great many members on the Milwaukee, he pointed out, and added, "We want to do everything we can to help keep the old railroad running."

President J. P. Kiley, principal speaker of the evening, opened his address with the observation that he had found it to be true that people who *enjoy* working do a better job, and that The Mil-

*(Continued on page 13)*

J. L. Brown (right), retired general superintendent of transportation, still takes an interest in keeping a finger on the pulse of business. He is shown here talking things over with A. E. Ward (left), agent at the Galewood freight office in Chicago, and E. J. Full, agent at Austin, Minn.



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ABOVE and RIGHT: Dick Gordon, master of ceremonies for the entertainment program, as well as vocal soloist, and the Malone Sisters entertain the members at the banquet.

BELOW. Two views in the Constitution Room of the Hotel Morrison during the luncheon held for the ladies.





ABOVE: W. O. Refke (left), freight rate clerk in the office of general agent freight department, Chicago, receives the Maurice C. Chier Trophy from G. G. Macina, assistant auditor of joint facility accounts, who served as general chairman of the tournament committee.

LEFT: Leonard Cary (left), porter on the Challenger and winner of the Booster Club Trophy, poses with last year's winner, Stanley Krause, clerk in the Galewood freight house, following the presentation of the cup at the dinner which climaxed the day's outing.

## 120 Milwaukee Road Golfers Play in Tournament



THE earlier risers were at the tee by 7 A.M. to start a day which ended at the close of the dinner program around 9 o'clock that night.

The action which filled the intervening hours was the annual golf tournament for Milwaukee Road employes in the Chicago area, as well as for all others who could arrange to be in the city for the occasion. The tournament was played this year on Saturday, Sept. 22, and the scene of action was again the Mohawk Country Club near Bensenville, Ill.

A total of 120 golfers took part in the play, with those who had declared them-

Scene at the first tee as one of the foursomes prepared for action. Left to right: E. O. Schiewe, general attorney; R. K. Merrill, commerce counsel; J. M. Jarmotz, secretary to president; and W. A. Dietze, public relations officer.

selves in the competition for the Booster Club Trophy teeing off last, in a separate flight.

This trophy, which must be won three years consecutively for permanent possession, again changed hands, going this time to Leonard W. Cary, a porter on the Challenger, who was playing in tournament competition for the first time. His score of 77 for the 18 holes was the lowest shot in the trophy competition, except for the 74 turned in by James Severson, son of C. L. Severson, yard office clerk at Montevideo, Minn., who was not eligible to receive the trophy, as he is not himself an employe of the Road.

The Maurice C. Chier Trophy, an annual award based on the Peoria handicap system, was won by W. O. Refke, a freight rate clerk in the office of general agent freight department, in Chicago, with a net score of 65. A total of 33 merchandise prizes provided by the Milwaukee Road Booster Club of Chicago were awarded on the same handicap basis to other players. The latter awards were made at the dinner in the clubhouse, attended by approximately 40 of the players and their wives following the day of golf.

This year's golf committee consisted of G. G. Macina, general chairman; Gene Valerugo, in charge of registration; R. D. Claborn, special events; H. A. Klemmer, tickets; W. H. Spinks, dinner; J. M. Jarmotz, publicity; and W. E. Nelson, prizes.

Plans for next year's tournament have not been announced.

General Chairman G. G. Macina (left) enjoys a visit at the check-in table with C. L. Severson, yard office clerk from Montevideo, Minn., and his son, James. The latter turned in the lowest actual score of the day—a 74—but was not eligible to win the Booster Club Trophy, not being an employe.

Among those present, left to right: S. E. Pilson, general agent passenger department; E. W. Chesterman, assistant to vice president—traffic; M. W. Roark, general adjuster; J. P. Reedy, assistant general solicitor; and F. M. Priester, traveling passenger agent at Indianapolis, Ind.



A number of employes from outside Chicago were on hand for the tournament, including this group from Beloit, Wis. Left to right: Ira Warfield, locomotive engineer; Mrs. Warfield; Mrs. Alfred J. Klein, president of the Beloit Chapter of the Women's Club; Don Peebles, conductor; and Mr. Klein.



Together just before their call to the first tee—left to right: J. W. Jackson, waiter on the Challenger; L. W. Cary, porter on the Challenger, who was later declared tournament champion; and A. Spencer, business car attendant.



Stanley Krause (left), 1955 tourney champ, was joined in the play this year by his two brothers—Carl, from Phoenix, Ariz. (center) and Edward, of Chicago (right). At Stanley's left is his son, Ronald. The other young man is Eugene Krause, son of Edward.



# William Wallace "Deals a Winning Hand" At Passenger Sales Meeting

"THERE is plenty of traffic for all forms of transportation," William Wallace, assistant passenger traffic manager for The Milwaukee Road, pointed out in a recent address. "The population of our country is increasing. More people than ever before are eager to go some place. Paid vacations are on the increase and vacation time is being lengthened. The retirement age is being lowered. Hundreds of thousands of people above the working age and with little to do will spend more of their time in travel."



William Wallace

"I think," he said, "that these things present a very glowing picture of the future of railroad passenger traffic."

Mr. Wallace reviewed the passenger traffic situation as it applies to the railroads, the airlines and the private automobile in a stimulating address which he called "Dealing the Tickets for a Winning Hand," before the annual sales meeting of the American Association of Railroad Ticket Agents held at Glacier Park early in September.

Among the reasons which he gave in support of his highly optimistic view of the matter was the fact that the passenger departments of the various railroads are in a better position than heretofore to meet the challenge of growing passenger traffic demands.

"Many of the money-losing branch line trains which have been contributing to the so-called passenger deficit are being weeded out. What we have left, in large part, is our fine main line trains—diesel powered streamliners that are the finest any country in the world can offer, and that you can sell proudly and confidently to any man. Whether we take in our fair share of the dollars being spent on transportation is up to us in the passenger departments of the railroads, and up to you who sell the tickets."

Inviting his audience to take a careful look at exactly what the railroads have

to offer, the speaker pointed out that a full-scale revolution has taken place in the passenger business since the first streamliner took to the rails in 1934. Today there are 3,225 passenger trains in the United States with better than mile-a-minute schedules, start to stop. Among these trains are scores of ultra-modern ones world famous for comfort and luxurious appointments.

"Since 1935 The Milwaukee Road has operated a fleet of passenger trains under the name of the legendary Indian, Hiawatha," he said, "and for 21 years the name of Hiawatha has been aggressively promoted in our passenger advertising. We have built up such a close association between Hiawatha and our railroad that they go together like pipe and tobacco."

Mr. Wallace added that a little less than a year ago another fleet of streamliners came under the Milwaukee Road banner—the Western "Cities" trains which run over the Milwaukee's line between Chicago and Omaha. "Having these trains on our roster has not hurt our prestige, you can be sure," he said.

In keeping with the title of his talk, "Dealing the Tickets for a Winning Hand," Mr. Wallace displayed five aces (he said he was working with a Canasta deck) in the form of jumbo playing cards. The cards made the following points, which he commented on at some length in presenting them.

## • DOMES FOR SCENERY

"... Does the public like domes? Well, you know the answer to that!"

## • VARIED FACILITIES

"In an automobile or plane, a seat is a seat... but look at the many facilities you have on a train... And you can stroll around and stretch your legs..."

## • LOW FARES

"Round trip coach fares in the Western territory range from about half to about 60 per cent of air coach fares... The American Automobile Association estimates that the out-of-pocket cost of driving the average car is slightly under four cents a mile... In the West some round trips by rail still figure out at two cents a mile, made lower by family fares."

## • DEPENDABILITY

"The average railroad every year successfully and calmly meets conditions that are dire emergencies for other forms of transportation..."

## • GOOD SALESMEN

"A prominent sales counsellor recently said this: 'I venture the opinion that the railroad salesman would, on the whole, make a better appearance, handle a situation more effectively and, in short, do a more convincing job of presenting the proposition than the non-railroad salesman.'"

In discussing the approach to the selling of railroad passenger service, Mr. Wallace quoted Pete Celliers, travel editor of the *Farm Journal* and the *Town Journal*, as follows regarding the railroads' prospective customers:

"Take a look at these people from my side of the fence," he said, "Mrs. X from Wisconsin, for instance. For years she has listened at night to the wail of the streamliner speeding over the prairie. She's seen the softly lighted windows of the diners and club cars. Now her dream has come true. She's going to ride on one of them—to Montana. When she comes to you with her money, you're selling her a dream, not a ticket. There is a story back of every ticket you sell. A human story. Each is a challenge to help make the dream come true."



"It's solid gold and it's some place here near Promontory."

**A PLANK IN OUR PLATFORM.** The Milwaukee Road has adopted a vigorous "careful car handling plank" for its service platform. Don't forget... October is **Careful Car Handling Month.**



Scholarship winner Donald Wiedner discusses his college program with C. William Reiley, director of admissions at Northwestern University. Mr. Reiley, who serves as chairman of the J. T. Gillick Scholarship Committee, welcomed Donald as the first winner of this particular scholarship to enroll at Northwestern. Between them is a picture map of the huge Evanston campus.

## Donald Wiedner, Scholarship Winner, Enters College

DONALD G. WIEDNER, who as previously announced in this magazine was awarded the second J. T. Gillick Scholarship for 1956, last month took the first step toward a long-planned goal. The start of the college year found him enrolled as a freshman at Northwestern University in Evanston, Ill., where for the next four years the \$300 annual grant will help to defray the cost of preparing for a career in medicine.

The sons of employes who competed for the 1956 scholarships were again all high caliber high school seniors of outstanding academic accomplishments. The second scholarship winner is the son of Louis D. Wiedner, a diesel machinist at the Western Avenue coach yard in Chicago. He has been with the Road more than 29 years. Donald, who was 17 at the end of April, is a June graduate of the Bremen Community High School, Midlothian, Ill. Like James Anderson of Elgin, Ill., son of R. A. Anderson of the Chicago engineering department, who was awarded the \$600 scholarship, he was the top student in his class.

Under the terms of the scholarship plan, the winners may attend any university or college they choose. Donald is the first to select Northwestern, which

has one of the outstanding medical schools in the country.

Donald's scholastic record was not only unusual but indicated that he had invariably done more than the curriculum required. By taking summer courses he completed high school in three years, his purpose being to get a head start on the years of study required for a medical degree. In addition to being valedictorian in a class of 189 students, he graduated with a straight "A" high school average.

Donald's academic qualifications were matched by a high score in activities on and off the campus. He was a member of the student council, also a Boy Scout, played basketball throughout high school, and served as a manager of the football team. In his community he was well liked and had received a medal from the Home Builders of Bremen Township and an American Legion Award. He had also busied himself at odd jobs, including yard work, and was a caddy at the Midlothian Country Club. "A lad of excellent character", wrote one of his teachers. "... A very likeable and energetic young man. It is my hope that my young son will display the same fine traits of character that Donald has shown

throughout his school years."

With simple frankness, Donald says that he has wanted to be a doctor "ever since I can remember". He hopes to specialize in orthopedic surgery. To defray the full expense of his tuition at Northwestern, he has also been awarded a supplementary financial grant by the Evans Scholars Foundation. This is the plan established by the famous golfer, Chick Evans, under which some 300 ex-caddies are currently receiving college educations at various schools throughout the country. Donald, who was eligible because of his bag-toting efforts at the Midlothian Country Club, has been given quarters at the chapter house which is maintained by the foundation on Northwestern's beautiful Evanston campus. Since this award is also renewed each year provided the student remains in good academic standing, the future looks very bright for Donald Wiedner.

## C. F. Carlson

CHARLES F. CARLSON, Milwaukee Road captain of police in Chicago who retired last Dec. 31, died in a veterans' hospital in Coral Gables, Fla., on Sept. 24. He was a veteran of the first World War.

Mr. Carlson began railroading with the Chicago & North Western in 1908 and transferred to The Milwaukee Road in 1917 as a special officer in the police department. He was made a lieutenant in 1923 and became a captain when he was promoted to that position in Miles City in 1926. He was appointed captain in the Chicago Terminals in 1936, and had filled that position since then until his retirement.

Mr. Carlson is survived by his widow, who plans for the present to continue living in the home which she and Mr. Carlson had purchased very recently in Fort Lauderdale, Fla. Also surviving are two sons, a daughter and three grandchildren, all living in Chicago. Burial was in Mt. Olivet Cemetery in Milwaukee on Sept. 29.

**VOTE** *but...*

**don't vote  
in the dark**

*Study the issues and the candidates  
and then decide where you stand*

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

	AUGUST		EIGHT MONTHS	
	1956	1955	1956	1955
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passenger, mail, etc.....	\$24,208,284	\$23,213,506	\$167,779,551	\$161,170,089
<b>PAID OUT IN WAGES</b> .....	10,811,768	10,668,964	83,149,074	77,737,154
PER DOLLAR RECEIVED (cents).....	(44.7)	(46.0)	(49.6)	(48.2)
Payroll taxes an account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	760,200	667,196	5,740,775	4,766,808
PER DOLLAR RECEIVED (cents).....	(3.1)	(2.9)	(3.4)	(3.0)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest..	10,042,720	9,830,662	76,543,781	71,671,422
PER DOLLAR RECEIVED (cents).....	(41.5)	(42.3)	(45.6)	(44.5)
<b>NET INCOME</b> .....	\$2,593,596	\$2,046,684	\$2,345,921	\$6,994,705
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars.....	130,610	130,066	907,993	920,484
Increase 1956 over 1955.....		+544		
Decrease 1956 under 1955.....			-12,491	

## CARLOADING BY COMMODITIES During September 1956 Compared with September 1955

### COMMODITIES

#### INCREASES:

COMMODITIES	% of Total Revenue	Carloads			
		1956	1955	1956 + or -- to 1955	
				Number	%
Iron & Steel Incl. Machinery.....	6.2%	7,180	7,130	+ 50	+ .7%
Petroleum & Products.....	3.7	5,233	5,029	+ 204	+ 4.1
Live Stock.....	2.1	4,557	4,422	+ 135	+ 3.1
Ore (Excl. Pooled Ore).....	.5	756	461	+ 295	+64.0
Miscellaneous.....	25.1	30,862	30,634	+ 228	+ .7
<b>Total Increases.....</b>	<b>37.6%</b>	<b>48,588</b>	<b>47,676</b>	<b>+ 912</b>	<b>+ 1.9%</b>

#### DECREASES:

Grain.....	17.2%	7,002	11,993	- 4,991	-41.6%
Forest Prod. Excl. Logs & Pulpwood.....	11.7	8,808	9,777	- 969	- 9.9
Coal and Coke.....	5.6	10,869	10,947	- 78	- .7
Logs and Pulpwood.....	4.5	9,271	11,636	- 2,365	-20.3
Fruit and Vegetables.....	4.1	4,342	4,566	- 224	- 4.9
Cement, Brick, Lime & Plaster.....	3.3	2,945	3,509	- 564	-16.1
Meat and Products.....	3.0	3,954	5,080	- 1,126	-22.2
Clay, Gravel, Sand & Stone.....	2.9	7,212	7,305	- 93	- 1.3
Autos, Trucks, Parts & Tires.....	2.5	1,897	2,485	- 588	-23.7
Merchandise.....	2.2	7,115	7,794	- 679	- 8.7
Flour & Grain Products.....	2.0	4,625	5,951	- 1,326	-22.3
Agri. Impl. & Tractors Incl. Parts.....	1.7	1,020	1,107	- 87	- 7.9
Beer.....	1.7	2,336	2,369	- 33	- 1.4
<b>Total Decreases.....</b>	<b>62.4%</b>	<b>71,396</b>	<b>84,519</b>	<b>-13,123</b>	<b>-15.5%</b>

<b>TOTAL</b> .....	<b>100.0%</b>	<b>119,984</b>	<b>132,195</b>	<b>-12,211</b>	<b>- 9.2%</b>
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☆  
Vets'  
Reunion



(Continued from page 7)

waukee Road has tried to do everything it could to increase that enjoyment of the work by providing good working conditions and modern facilities.

"And we have tried," he said, "to meet the competition." This, he pointed out, has meant the installing of the very newest and most efficient of equipment and systems of various kinds. "As a matter of fact, modernization is the thing which is making it possible for us to meet the competition today. This has, of course, meant the loss of some jobs on the railroad, but by keeping as much business on the rails as we could we have also saved many jobs for Milwaukee Road men and women," he said.

**Denied Right to Make Competitive Rate**

In discussing some of the problems of the railroad, Mr. Kiley pointed out that some time ago barge operators had put into effect a freight rate on beer which was lower than the rate by rail. The Milwaukee Road was not permitted by the Interstate Commerce Commission to prevent that lower rate from going into effect, he said. Furthermore, when the Milwaukee later sought permission to lower its own rates in order that it might compete for the traffic, it was again denied.

Mr. Kiley said that he cited this instance as an example of the problems which confront the railroad, and the efforts that are being exerted "to make more business and to make more jobs on the Milwaukee."

Mr. Kiley paid a warm tribute to J. T. Gillick who, he said, deserves the gratitude of Milwaukee Road people for the existence of the veterans' organization. "I have always looked on Mr. Gillick as a second father," he said. "I'm sure all of you are as sorry that he can't be here tonight as he is at not being with you."

In closing, the president pointed out that 1,135 Gold Passes and something over 2,600 Silver ones have been issued to Veteran employes with 50 and 45 years of service respectively.

Mr. Kiley closed his remarks with the hope that everyone present would be back for the reunion in 1958.

October, 1956

**INTRODUCING THE "MOBILE REEFER"**

Scene at the demonstration of the Mobile Reefer. Shown, left to right: G. M. Ryan, general freight traffic manager—rates and divisions; E. H. Flitton, general transportation manager of Geo. A. Hormel & Co.; L. V. Anderson, assistant to vice president—operation, in charge of claim prevention, refrigerator and merchandise service; and L. H. S. Roblee, president of North American Car Corporation.



A NEW method of transporting perishable meats under refrigeration from the packing plant to retail outlets in major cities was publicly demonstrated at The Milwaukee Road's Peoria Street team track in Chicago on Sept. 26. The demonstration was held in connection with a 90-day experiment which was being run on this railroad between the Austin, Minn., plant of Geo. A. Hormel & Co., and Chicago.

The main feature of the new delivery system, employing the so-called "Mobile Reefer," is the fact that meat may be prepacked at the packing plant for a specific delivery route and held in the original refrigeration units at a constant temperature until delivered at the retail store. This avoids multiple handling.

Four of these refrigeration units ride on each of the specially equipped flat

cars used in the service. These cars were developed and are owned by the North American Car Corporation, which leases them to the Hormel company. The cars employ a locking device developed by Clark Equipment Company. This lock makes it possible for the refrigeration units to be lifted onto the railroad car and locked in place, or unlocked and unloaded, by one man operating a fork lift truck.

Although refrigeration in the units is provided by dry ice, the cars are equipped with generators which work off the wheels when the cars are in motion, thereby providing power to turn the fans for circulation inside the reefers.

Tests made to date indicate that close scheduling of shipments is made possible by the speed and simplicity of the loading and unloading operations.

The principle of the Mobile Reefer is demonstrated here as a lift truck, which has taken a reefer off the special flat car, backs up and lowers it onto the waiting truck.



# appointments

## Law Department

Effective Oct. 1, 1956:

H. J. Barry is appointed assistant general adjuster with headquarters in Seattle, following the retirement of L. E. Neumen. Mr. Barry was employed by the Great Northern



H. J. Barry

before entering Milwaukee Road service in the district adjuster's office at Minneapolis in 1928. He was promoted to adjuster there in 1930 since when he has been district adjuster for the Terre Haute and Dubuque & Illinois Divisions, and for the Iowa and Missouri territories at Des Moines.

H. J. McLaughlin is appointed district adjuster with headquarters in Des Moines, succeeding H. J. Barry. Mr. McLaughlin, who started with the Road in 1919, has been adjuster at Des Moines since 1922.

R. F. Ellsworth is appointed district adjuster in Aberdeen, S. D. Mr. Ellsworth entered service in the claim department as an adjuster at Aberdeen in 1944.

A. A. Heine is appointed district adjuster with headquarters in Missoula. Starting with the Road as a secretary in Chicago in 1925, Mr. Heine has been an adjuster since 1944, first at Missoula and most recently in Seattle.

G. W. Corbett, adjuster in Chicago, is transferred to Omaha with headquarters there.

R. C. Moore, district adjuster in Missoula, is transferred as district adjuster to headquarters in Spokane.

R. P. Jorgensen, district adjuster in Spokane, is transferred to Seattle as district adjuster with headquarters there.

## Operating Department

Effective Sept. 16, 1956:

R. J. Kemp is appointed manager of claim prevention, refrigerator and merchandise service, succeeding the late C. R. Dougherty. Mr. Kemp started his service in 1942 and was assistant agent in Rockford from 1946 to July 1949 when he became agent in Mason City.

He has been agent in Dubuque since 1952.

A. J. O'Rourke is appointed agent at Dubuque, succeeding R. J. Kemp. Since starting his service in 1943, Mr. O'Rourke has been assistant agent in Rockford and, since October, 1954, assistant agent at the Fowler Street station in Milwaukee.

J. J. Komurka is appointed assistant agent at Fowler Street, Milwaukee, succeeding A. J. O'Rourke. Mr. Komurka started with the Road as an operator in Muscoda, Wis., in 1948 and since 1954 has been a traveling auditor.

L. A. Forillo is appointed agent at Chicago Heights, Ill., succeeding F. E. Daley. Mr. Forillo has been in the service of the Road since 1947, as assistant agent in Rockford since October, 1954.

R. D. McLean is appointed assistant agent at Rockford, Ill., succeeding L. A. Forillo. Mr. McLean started his service as an agent-operator in Madison, Wis., in 1942. Most recently he has been agent in New Glarus, Wis.

Effective Oct. 1, 1956:

F. E. Daley is appointed agent at Janesville, Wis., following the retirement of J. M. Brown. Since starting

with the Road in Savanna in 1937, Mr. Daley has been assistant agent in Rockford and since December, 1953, agent in Chicago Heights.

## Engineering Department

Effective Sept. 1, 1956:

W. J. Cassidy is appointed supervisor signals and communications of the I&D and I&SM Divisions with headquarters at Austin, Minn., following the retirement of E. D. Barton. Mr. Cassidy started with the Road in the communication department in 1946. He was promoted to division lineman at Milwaukee in 1952 and to assistant engineer in Chicago in February, 1955.

## Traffic Department

Effective Sept. 16, 1956:

M. G. Denney is appointed city freight agent at Kansas City, Mo., following the resignation of K. H. Givan. Mr. Denney started with the Road in 1944, in the operating department at Kansas City. Since 1948 he has been employed in the Milwaukee-Kansas City Joint Agency.

Effective Oct. 1, 1956:

B. H. Desens is appointed traveling

## Wisconsin Fuel Tax a Truck Subsidy, Critic Says

THE two cents per gallon fuel tax voted by the 1955 Wisconsin legislature was described last month as "the greatest possible subsidy the legislature could have given to the operators of heavy trucks."

Amos M. Mathews, general solicitor for the Association of Western Railways, Chicago, told the state convention of the Brotherhood of Railroad Trainmen, in session at Stevens Point, Wis., that to allow the present motor vehicle tax structure to remain in its present form "is to perpetuate a fraud upon the operators of light trucks and automobiles in favor of the owners of heavy trucks."

Every Wisconsin automobile owner pays five times as much in taxes, on a basis of each ton of vehicle weight driven one mile, as the owners of heavy trucks, Mathews stated.

The action of the legislature in voting the fuel tax increase, said Mathews,

"actually amounted to taking money out of the pockets of the small truckers and the automobile owners of Wisconsin for the sole benefit of the heavy truck owners."

The net effect of the fuel tax increase, he said, was to boost big truck taxes by 15 per cent, while automobile owners got a 33 1/3 per cent boost.

Mathews described the action of the 84th Congress in assessing a special use tax on trucks weighing over 26,000 pounds, after it had voted an across-the-board fuel tax increase of one cent a gallon, as an endeavor "to equalize the tax position of the owners of automobiles and light trucks with the owners of heavy trucks.

"Wisconsin either ought to reduce its motor fuel taxes or adopt supplementary taxes applicable to the heavy trucks in order to equalize tax payments between autos and big trucks," he suggested.

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freight agent with headquarters at Cincinnati, following the resignation of J. G. Salscheider. Mr. Desens started his service at Omaha in 1937 and was appointed city passenger agent there in 1946. Since 1951 he has been traveling passenger agent with headquarters in Cincinnati.

V. P. Bunyan is appointed special coal agent with headquarters in St. Louis, Mo., succeeding W. Bartosch, who has retired. Mr. Bunyan has been with the Road since 1936. His entire service has been in St. Louis, as city freight and passenger agent since 1949.

F. R. Halloran is appointed city freight and passenger agent at St. Louis, succeeding V. P. Bunyan. Mr. Halloran has been with the Road as chief clerk in the traffic department in St. Louis since June, 1953.

J. M. Miller is appointed city freight agent at Omaha, following the resignation of W. F. Miller. Mr. Miller has been with the Road since 1950, starting in the operating department. Transferring to the traffic department in 1952, he has been chief clerk in the Omaha office since September, 1954.

## Mechanical Department

Effective Sept. 16, 1956:

J. D. O'Neill is appointed assistant district general car foreman at Milwaukee with headquarters at Davies Yard, succeeding E. Becker. Mr. O'Neill, who has been with the Road since 1939, has been a foreman in the Western Avenue coach yard in Chicago and at Harlowton. Most recently he has been foreman of the car department at Tacoma.



(Answers on page 27)

1. Do two white flags displayed on a locomotive running forward indicate that it is a regularly scheduled train, that it is an extra train, or that a section is following?
2. To whom is a train order addressed—the conductor, the engineer, the yardmaster, or the agent?
3. Do the railroads of the United States annually originate more carloads of farm products than of forest products?
4. What is molygrease—a counter

October, 1956

## Foreign Exchange Student In a Milwaukee Road Home



The entire Taylor family turned out to welcome Bea Coini, the foreign youth exchange student from The Netherlands, when she arrived in Marion. Mr. Taylor is shown greeting her, along with, (clockwise from his left) daughter Jean, Tommy, Mrs. Taylor and son Jim.

DURING the coming year a 17-year-old girl from The Netherlands will learn about life in the United States in the intimate circle of a Milwaukee Road family. Her host is Merwin L. Taylor, chief clerk in the office of the division engineer at Marion, Ia., whose family is currently getting acquainted with Miss Bea Coini, a foreign exchange student who recently arrived in this country.

Bea received a warm welcome from the Taylor children who had been given their choice this summer of taking a trip to California or having the foreign visitor in their home. The trip was turned down by the Taylor boys, Jim, 12, and Tom, 8, and very definitely by daughter Jean, who is 16. The girls enrolled together in the Marion High School last month, Jean in the junior

class and Bea as a senior.

The Coini family in Veenendaal, Utrecht, is not unlike the Merwin Taylors, U.S.A. Bea has two sisters and a brother—she is the second oldest—and her father is a salesman for a textile mill. They are members of the Reformed Church. A hardworking student, Bea speaks English well, in addition to French, German and her native Dutch.

Bea's trip to the United States is being sponsored by the Kiwanis and Lion Clubs of Marion. Her bedroom in the Taylor home is furnished in typical teenage style, and she has already grown very fond of hamburgers, corn on the cob, popcorn and watermelon. For her first lesson in the American ways of life, the Taylors took all of the children to Des Moines for the Iowa State Fair.

- irritant applied to skin burns, a chemical used in the creosoting process, or a lubricant used in railway equipment?
5. Is a closed car a freight car with side and end walls and a roof, or any freight car without dumping mechanism?
6. Where is the principal office of the American Short Line Railroad Association—in Washington, New York, Chicago or St. Louis?
7. Are statistics of railroad carloadings reported in the press daily, weekly or monthly?
8. Does palletization relate to accounting procedure, freight shipments, or tax assessments?
9. Which of these accounting classifications includes per diem charges—equipment rents or joint facility rents?
10. What agency prescribes the classification of railway accounts—the Bureau of Railway Economics, the Association of American Railroads, or the Interstate Commerce Commission?



Mmm, love those chocolate cookies! Mary Susan's doll Betsy wears, as a matter of course, the blue ribbon she won for "best dressed" at the state fair.

## A BLUE RIBBON HOMEMAKER

CULINARY SKILL is an inherited talent in the family of Mrs. James E. Borror, wife of an engineering draftsman in the engineering department at the Milwaukee Shops. In her girlhood, her mother was many times a blue ribbon winner of cooking prizes at Illinois state and county fairs, and this year Mrs. Borror upheld the tradition by winning the cooky "first" at the Wisconsin State Fair in West Allis. However, she went a step further by winning ribbons in three other classes—a blue ribbon for "best dressed doll", a red ribbon for pillow slips with crocheted lace borders, and a yellow for an embroidered sampler.

It was hearsay about Mrs. Borror's chocolate fudge cookies, though, which brought her to the attention of *The Milwaukee Road Magazine*. As the winner of the blue ribbon award, she was asked to appear on a television program,

and immediately there was a loud clamor from housewives for her recipe. For the benefit of Milwaukee Road homemakers, it is given at the end of this article.

Mrs. Borror, a graduate of the University of Illinois, was a teacher before she devoted her full time to homemaking for Mr. Borror and their five year-old daughter Mary Susan. She is a self-taught cook who enjoys preparing well balanced meals and serving them attractively. Many of the choice recipes in her collection are old family favorites or those of friends. Quite frequently her sister, a home economics graduate who lives out of the state, encloses recipes with her letters.

The salutary influence of simple, well-cooked meals is reflected in the glowing health of Mary Susan and the good nature of the man of the house. Old timers on the railroad may remember Jim Bor-

ror as the son of Elmer "Ed" Borror, sleeping and dining car agent and assistant stationmaster at Minneapolis who passed away in 1934 in his 46th year of service.

The present Mr. Borror, who attended the University of Minnesota, designed the family's attractive home in the Wauwatosa district of Milwaukee and also did most of the decorating. The furnishings are a pleasing combination of modern and antique, the latter all handed down from generation to generation. The entrance hall, for instance, was furnished from Mrs. Borror's home—a marble topped table with an unusual oil lamp and a mirror in a brass frame which once held the portrait of a pioneer forebear. A painting, of the American primitive school, which hangs above a modern spinet was the work of a Borror distaff relative, and the 100-year-old tea service which brightens a corner of the dining area was a legacy from Mr. Borror's grandfather. These and other antiques are in a fine state of preservation, either refinished by the Borrors or reconditioned professionally.

Throughout the house are many hand-made needlework articles, such as quilts, braided rugs, tablecloths, afghans and so on, all examples of Mrs. Borror's or her ancestors' skill. Even in the years when Mrs. Borror combined home and teaching duties she was seldom without some needlecraft in work. In 1949, representing the state of Wisconsin, she was awarded first prize for table mats in the National Crochet Contest.

Mrs. Borror does not find domestic

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Dinner is a hearty meal in the Borrer home. The silver service in the background is about 100 years old. Old fashioned teaspoon rack and miniatures were utilized for wall decorations.



chores confining. At present she is a volunteer solicitor for the Community Chest, on the board of Milwaukee chapter of the Daughters of the Revolution, and with her husband teaches a Sunday school class at the Wauwatosa Methodist Church.

Her big ally in meal planning is a well stocked home freezer. On crisp fall days, for instance, stuffed peppers and baked potatoes, cole slaw, yeast rolls with Queen of All conserves, and apple pie a la mode is a representative meal in the Borrer home and one which she can prepare in jig time. Recipes for the conserve, which Mrs. Borrer makes for her church bazaar, and for the peppers appear on this page.

#### Chocolate Fudge Cookies

1/3 cup butter  
 3/4 cup sugar  
 1 egg  
 3 squares melted chocolate  
 1 1/2 cups flour  
 1 1/2 tsps. baking powder  
 1/2 tsp. salt  
 2/3 cup milk  
 1 tsp. vanilla

Melt butter and chocolate. Cream with sugar. Add egg, milk; then the baking powder, salt and flour sifted together. Stir in flavoring. Drop by teaspoon on greased bak-

ing sheet, bake at 350°F. 12 minutes.

Frosting: Cream 2 tsps. butter and 1/2 cup powdered sugar. Add 1 square melted chocolate, 1 tbsp. cream, 1/2 tsp. vanilla and 1/2 cup powdered sugar and mix to right consistency to spread.

#### Stuffed Green Peppers

8 green peppers  
 1/2 lb. ground veal  
 1/2 lb. ground pork  
 1/2 lb. ground beef  
 2 small eggs, slightly beaten  
 1/2 small onion, finely chopped  
 1/4 cup cracker crumbs  
 1/2 cup tomato soup  
 1/2 tsp. salt  
 1/8 tsp. pepper  
 1/4 cup water  
 1/2 cup browned bread crumbs

Wash, cut off stem and remove seeds from peppers. Cook uncovered in boiling salted water 5 minutes. Drain. Mix meat, eggs, onion, salt, pepper, soup and cracker crumbs. Fill peppers, top with browned crumbs and place in shallow baking dish. Add 1/4 cup water and bake at 350°F. 45 minutes.

#### Queen of All Conserve

15 Bartlett pears sliced thin, with peeling left on  
 1 No. 3 can pineapple sliced thin  
 2 oranges sliced thin (peeling left on)  
 3/4 as much sugar as fruit

Cook slowly for 1-1 1/2 hours until it sheets from spoon. Remove from heat, add 1 small bottle Maraschino cherries cut fine, and juice. Place in hot jars.

Stuffed peppers, fruity Queen of All conserves.



SPARKY SAYS:



## Don't Give Fire a Place to Start

OVER ONE-BILLION dollars went up in flames last year throughout America, and 11,500 lives were lost through fire carelessness. This record, higher than 1954's in almost every way, emphasized the need for directing public attention to Fire Prevention Week, observed this year from Oct. 7-13 throughout the United States and Canada.

What are the most common reasons why people burn to death in their homes? A leading life insurance company which made a study of this subject among its policyholders found that about 13 per cent of home fires were caused by careless smokers.

In a series of tests conducted recently to discover why smoking causes so many fires, lighted cigarettes were dropped into wastebaskets and boxes filled with rubbish and dried vegetation. Cigarettes were smoked near flammable liquids and gases, and pinched so their coals fell through flammable vapors. Glowing cigarettes were laid on samples of plastic materials used for clothing, decoration and upholstery, and left to burn until they went out.

The results were surprising, because cigarettes proved to be a relatively poor source of ignition.

Why, then, are cigarettes one of the top causes of fires? The answer is—by sheer numbers. In 1955, about 760,000 cigarettes were smoked every minute. At that rate it would take only one in 2 million to cause 200,000 fires a year! If you are a smoker, the best course to follow is to regard every cigarette you light as that one which may cause a fire, and take these precautions:

1. Keep plenty of ashtrays handy—large, noncombustible ones that won't tip over. And use them!
2. Never toss a lighted match or butt carelessly away. If you are at home or out in a car, use an ashtray. If you are in the woods, make sure your smoking materials are cool to the touch before you dispose of them. Do the same when emptying an ashtray into a trash can.
3. Before you go out or go to bed—especially after entertaining—make a brief inspection to be sure no cigarette has dropped into a chair, or behind a cushion, or onto a carpet, or anywhere it could start a fire.
4. NEVER smoke in bed!

## recipe of the month

# ELECTION CAKE



THE TRADITION of serving a special cake on election day originated in New England about 125 years ago when a national election was marked week-long by parades, balls, and visiting from house to house. The original Hartford Election Cake, as described in the Yankee Cook Book, called for 30 quarts of flour, a quart of yeast, 10 pounds of butter, 14 pounds of sugar and 12 of raisins, 3 dozen eggs and a generous measure of cinnamon, allspice and coriander seeds, mixed and moistened with a quart and half of "plumbs" (wine and brandy).

Today the tradition may be upheld with only a fraction of the effort. This tried and true recipe, fragrant with fruit, spices and nuts, is just the thing to serve for "coffee and" while awaiting election results this Nov. 6.

### Election Cake

- 1½ cups warm, not hot, water
- 2 tsps. sugar
- 2 pkgs. or cakes yeast, active dry or compressed

- 4½ cups sifted enriched flour
- ¾ cup margarine or butter
- 1 cup sugar
- 2 eggs
- 1 tsp. salt
- 1½ tsps. cinnamon
- ¼ tsp. cloves
- ¼ tsp. mace
- ½ tsp. nutmeg
- 1½ cups raisins
- ½ cup chopped citron
- ¾ cup chopped nuts

Measure water into mixing bowl (warm for active dry yeast; lukewarm for compressed), and stir in 2 tsps. sugar. Sprinkle or crumble in yeast; stir until dissolved. Add 1½ cups flour and beat well. Cover with a cloth and let rise in a warm place free from draft until very bubbly, about 30 minutes. Cream margarine or butter with 1 cup sugar. Add and beat in eggs. Combine with yeast mixture. Sift together salt, spices and remaining flour and add to mixture. Beat until smooth (with mixer or by hand), then stir in fruit and nuts. Turn into a greased lightly floured 10-inch tube pan or into 2 well-greased 9 x 5 x 3 loaf pans. Cover with a cloth and let rise in a warm place until doubled in bulk, about 1½ hours. Bake tube cake at 375°F. for 1 hour, loaves at 350°F. 60 to 70 minutes. Cool about 5 minutes before turning out on rack.

## Fall is Bulb-Planting Time

THE FIRST light frost is the signal that it's time to plant your spring bulb show. Nurseries with modern storage equipment help to stretch the planting season into the first weeks of winter, but early planting is still preferred.

Bulbs which particularly benefit from early fall planting include crocus, scillas, snowdrops, hyacinths and daffodils. Tulips and grape hyacinths are less handicapped by later planting, but they must be put into the soil before the ground freezes.

Except for differences between planting depths and spacing, plant all types of spring bulbs the same way. As a rule of thumb, plant bulbs three times deeper than their height, using the height of a mature bulb as the basis for measuring.

It is important to get all of the bulbs in any one group planted at the same depth, so they will flower at the same time.

Mark the location of each clump as you plant, so you can add new groups later. One method is to make a shallow trench around the outside of the group and drive a short stake almost flush with the soil in its center. The stake can be used for attaching labels, as well as for locating clumps.

Peony roots should be planted this fall, in a sunny, well-drained bed. Hold the root so the buds are level with the bed and firm topsoil around it. Water well, mound the soil three inches deep, and mulch for winter weather. (*Better Homes & Gardens*)

## YOUR EYES AFTER FORTY

SHOULD MY SUNGLASSES and the safety goggles I wear at work have the same prescription as my reading glasses? What causes glaucoma? Does television harm the eyes? What is the best thing I can do to keep my eyes in good condition?

These and many other questions concerning vision are answered in a six-page brochure recently made available to the public without charge by the National Society for the Prevention of Blindness. The booklet deals specifically with changes which occur in eyes during the second half of life and explains diseases which strike hardest among our senior citizens. For a free copy of "Your Eyes After Forty", write to the society at 1790 Broadway, New York 19, N. Y.

**GOBLINS AND WITCHES—FOR EATING**—are undisputed Hallowe'en treats for the younger set. The witches in this case are plump frankfurters and cheese spread wedged into wienie rolls and broiled until bubbly. Their heads are fashioned from carrot sticks inserted in pickle slices. Doughnuts become goblins with the simple addition of gumdrops to form faces. The mouths are made of ring gumdrops cut in half, with jagged edges cut with scissors to represent teeth. For the Wienie Witch cheese spread, combine 1 cup grated processed cheese, 1 tbsp. horseradish, 2 tbsps. mayonnaise and 1 tbsp. mustard. This amount makes five "witches". (*American Institute of Baking*)



## Tips for the Handyman

LIDS THAT STICK to glue, shellac and other bottles unscrew easily after you coat them with a thin film of petroleum jelly. For best results, apply the lubricant when the bottles are first opened. Another way is to cover the bottle top with aluminum foil and screw the lid down over it . . . Never paint a wooden ladder. A coat of linseed oil protects the wood, paint will merely hide the defects . . . If fence posts are showing signs of underground rot, brace the wobble with a 2 x 4 driven flush against the post, then cut the top off at an angle to shed water. Paint the stake to match the post . . . Make a cushion grip for a star drill by slipping the drill through a small solid rubber ball. The ball lets you grip the drill firmly, yet the drill won't sting and blister the hand holding it . . . A desk placed at a right angle to a wall takes up about one-third the wall space needed if it is placed flat against the wall . . . Latest trick in feeding plants is to mix the fertilizer salts with chopped cellophane. The cellophane holds the plant foods and releases them slowly, acting as a soil amendment and a mulch . . . Holes in masonry are easier to drill with your power outfit if you let a star drill take over when the carbide-tipped one hits a hard piece of aggregate and sticks in the hole. The star drill quickly powders the tough aggregate and also gives your carbide-tipped drill a new bite and more cutting power when you change back. (*Better Homes & Gardens*)

### Green Light for Christmas

IT'S ABOUT TIME to start thinking of Santa Claus and Christmas, and here's what we'd like to have:

Your Christmas pictures from last year, your favorite holiday recipes, ideas for making gifts, tree ornaments, house decorations, gift wrappings, or any suggestions to make this Christmas a special time of gaiety. Send all material to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



## HOW TO GIVE A SMORGASBORD

A SMORGASBORD SUPPER is an easy way to give a dinner party in small quarters. The entire meal, patterned after the Scandinavian, all goes on the table at once.

Fish appetizers are a first requisite for smorgasbord; also several kinds of bread. Among suggested cold foods are cabbage slaw, chicken and celery salad, deviled eggs, cold cuts and sliced ham. For hot dishes, the table shown here features Swedish meatballs and brown beans—canned Boston beans reheated with a bit of mustard, or some crumbled bacon or sauteed onion rings.

A new booklet entitled "Smorgasbord Is Served", which tells how to proceed with menus, serving customs and table decorations has been made available to readers of this magazine free of charge. One of its features is the inclusion of six authentic recipes which are seldom found

in standard cook books. One is this recipe for—

#### Swedish Meatballs

- 3/4 lb. ground beef
- 1/4 lb. ground veal
- 1/4 lb. ground pork
- 1 egg
- 1/2 cup milk
- 1 1/2 cups soft bread crumbs
- 4 tbsps. butter
- 2 tbsps. minced onion
- 1 1/2 tps. salt
- 1/8 tsp. pepper
- 1/4 tsp. nutmeg
- 1/4 tsp. allspice.

Have butcher grind meat twice or extra fine. In a large bowl combine egg, milk and bread crumbs and let stand 10 minutes. In a large skillet melt 1 tbsp. of the butter and saute onion until tender. Add onion, meats and seasonings to bread crumb mixture; mix thoroughly. Shape into 1-inch balls. Chill until firm. Melt remaining butter in same skillet and brown a few meatballs at a time, shaking pan frequently to keep balls round. Place in a heatproof casserole.

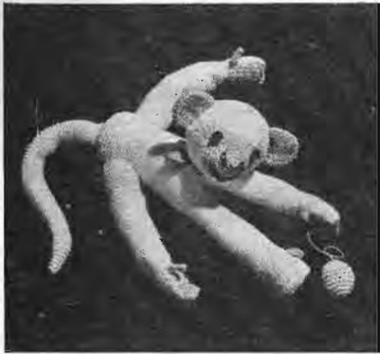
### THE MILWAUKEE ROAD MAGAZINE Room 356 Union Station, Chicago 6, Ill.

Please send me without charge a copy of "Smorgasbord Is Served", as offered in the October, 1956 issue of The Milwaukee Road Magazine.

Name .....

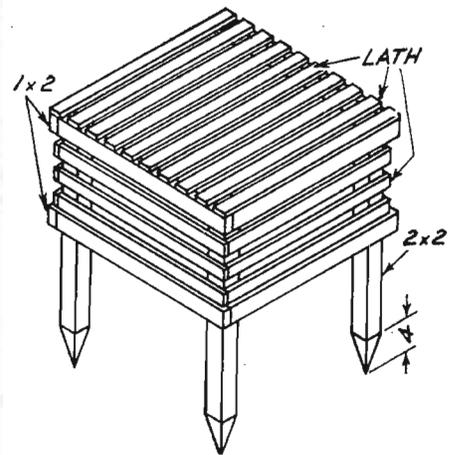
Address .....

City..... Zone..... State.....



**CHRISTMAS GIFT SUGGESTIONS.** Before we know it, Christmas plans will be in the making. For the needlewomen among us who want to get started on holiday lists, here are four gift suggestions. The baby monkey, crocheted of white double thick cotton with face, ears and palms of rose, is an adorable crib toy. Octopus dolls are as much fun to make as to play with. The bodies are heavy rug yarn, simply wound and braided. The head scarf for an outdoor loving teen-ager is knitted entirely in garter stitch and is very quick to finish. Sweaters for the entire family can be knitted from the cable stitch pattern shown here. Its good lines are very popular for fall and winter, and directions are given in sizes 4 to 44. Instruction leaflets for **BABY MONKEY, OCTOPUS DOLLS, STRIPED SCARF** and **CABLE SWEATER** are free. Write to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

## Make Shrub Shelters —HERE'S HOW



VALUABLE SHRUBS and plants can be protected from snow and winter wind by easy-to-make shelters.

The dimensions of a shelter box will depend upon the size of the plant to be covered. It should be large enough to allow for the growth of the plant for several years.

Each shelter consists of four 2 x 2-inch legs, framed and held together with 1 x 2-inch lumber at top and bottom. The legs are sharpened at one end. The bottom framing is usually about 6 inches from ground level, but its placement will vary depending on the size and type of the plant. Use 6-penny finishing nails for fastening the framing to the legs.

The lath ( $\frac{3}{8}$ " x  $1\frac{1}{2}$ " ) on top should be spaced to allow about a  $\frac{1}{2}$ -inch opening between strips. Side lath should be spaced about one lath-width apart ( $1\frac{5}{8}$ "). Use 2-penny finishing nails or 1-inch brads for fastening the lath.

## retirements

The following employees' applications for retirement were recorded in September, 1956

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

HILL, LOUIS  
Butcher ..... Chicago, Ill.  
O'SULLIVAN, LAWRENCE W.  
Clerk ..... Chicago, Ill.  
PULSE, HARRIET V. K.  
Chf. File Clerk ..... Chicago, Ill.  
WERHANE, NICHOLAS J.  
Spl. Accountant ..... Chicago, Ill.

### CHICAGO TERMINALS

COOPER, BENJAMIN  
Trucker ..... Chicago, Ill.  
CRUISE, WILLIAM H.  
Machinist ..... Chicago, Ill.  
ENSOR, ARTHUR J.  
Clerk ..... Galewood, Ill.  
HOLMES, JAMES  
Car Cleaner ..... Chicago, Ill.  
IVAN, SUSANA P.  
Car Cleaner ..... Chicago, Ill.

KOEB, ALOYSIUS  
Caller-Ert. .... Chicago, Ill.  
MEYER, RUDOLPH  
Clerk ..... Chicago, Ill.  
PLETIK, ANNA K.  
Car Cleaner ..... Chicago, Ill.  
RAUTENBERG, AUGUST  
Welder ..... Bensenville, Ill.  
SANTFROMONTI, FELIX  
Sec. Laborer ..... Chicago, Ill.  
WILLISON, HARRY  
Asst. Chf. Clerk ..... Chicago, Ill.

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**COAST DIVISION**

BIGOFF, MIKE  
 Sec. Foreman .....Pt. Angeles, Wash.  
 GILCHRIST, LEE J.  
 Sec. Foreman ..... Sequim, Wash.  
 GLEN, BARRY S.  
 Dist. Master Mechanic ..Tacoma, Wash.  
 GODDARD, WILLIAM L.  
 Welder .....Tacoma, Wash.  
 HANSEN, NELS P.  
 Chief Operator ..... Seattle, Wash.  
 HARRIS, CLARENCE H.  
 Boiler Washer .....Tacoma, Wash.  
 HARRIS, LAWRENCE B.  
 Telegrapher .....Seattle, Wash.  
 JONES, HARRY H.  
 Carman .....Seattle, Wash.  
 LaFORGE, ARCHIE L.  
 Carman .....Tacoma, Wash.  
 McHUGH, LAVINIA L.  
 Clerk .....Seattle, Wash.

**DUBUQUE & ILLINOIS DIVISION**

ALBRIGHT, ERVE K.  
 Trainman .....Elgin, Ill.  
 BORNBACK, NICHOLAS  
 Ex. Gang Laborer.....Lanark, Ill.  
 CAREY, IRVING K.  
 Agent .....Excelsior Springs, Mo.  
 EICKHOFF, LEO A.  
 Clerk .....Spaulding, Ill.  
 NUGENT, RAYMOND J.  
 Loco. Engineer .....Savanna, Ill.

**HASTINGS & DAKOTA DIVISION**

CHARTER, CHESTER L.  
 Loco. Engineer.....Minneapolis, Minn.  
 NORDSTROM, JOSEPH H.  
 Loco. Engineer .....Minneapolis, Minn.  
 SMITH, WORTHEN D.  
 Agent .....Montevideo, Minn.

**IOWA DIVISION**

BUSTAMONTE, ELIGIO  
 Ex. Gang Laborer .....Collins, Ia.  
 CONRAD, GEORGE J.  
 Clerk .....Cedar Rapids, Ia.  
 HAUB, GEORGE W.  
 Custodian .....Rands, Ia.

**IOWA & DAKOTA DIVISION**

BARTON, ERNEST D.  
 Supvr. Sig. & Comm.....Mason City, Ia.  
 BETTS, ROGER H.  
 Agent .....Murdo, S. D.  
 DATRI, JOSEPH  
 Loco. Engineer .....Sioux City, Ia.  
 HEDLAND, CHRISTINE  
 Clerk-Steno .....Sioux Falls, S. D.  
 MUSSELMAN, CLARENCE A.  
 Mach. Helper .....Sioux City, Ia.

**IOWA & SOUTHERN MINNESOTA DIVISION**

QUAMME, ANDREW C.  
 Sec. Laborer .....Wanamingo, Minn.  
 SVEJKOVSKY, JAMES  
 Boilermaker Helper .....Austin, Minn.

**LA CROSSE & RIVER DIVISION**

FREIBERG, ARTHUR H.  
 Sec. Foreman .....Wausau, Wis.  
 HART, CHARLES E.  
 Laborer .....Tomah, Wis.  
 HENTHORNE, CLEM  
 Warehouse Foreman ....Winona, Minn.  
 LaBREE, FRED  
 Loco. Engineer .....Minneapolis, Minn.  
 MATTSON, FRANK J.  
 Loco. Engineer .....Merrill, Wis.  
 SWEENEY, JOSEPH C.  
 Baggage Helper.....Portage, Wis.  
 TYLER, IRVIN F.  
 Clerk .....LaCrosse, Wis.  
 WEISSENBERGER, JULIUS A.  
 Carman .....LaCrosse, Wis.  
 WIELAND, LOUIS E.  
 Conductor .....Milwaukee, Wis.



**MASON CITY TURNOUT FOR E. D. BARTON**, retiring supervisor of signals and communications at the VFW Club on Sept. 14 was attended by some 50 employees and members of the Barton family. Associates shown here are front, from left: Lineman Otto Werner, Division Freight & Passenger Agent H. H. Jacobs, Mr. Barton and Assistant Superintendent J. D. Simon. Rear, from left: W. J. Cassidy, who succeeds Mr. Barton, Division Engineer F. F. Hornig, and Signal Maintainer V. T. Lewis. The preceding week Mr. Barton was honored by 85 employees at a retirement party in Milwaukee. Mr. Barton started his service in 1910 as a signalman between St. Paul and Minneapolis and had held a variety of positions in the signal department on Lines East and Lines West before he was appointed supervisor at the Mason City headquarters. The father of seven children and grandfather of 26, he has a son, son-in-law and grandson in the signal department.

WILCOX, LEWIS E.  
 Loco. Engr. ....Wausau, Wis.

**MADISON DIVISION**

DAWES, RAYMOND A.  
 Loco. Fireman .....Beloit, Wis.  
 HOWLAND, HARRY M.  
 Conductor .....Janesville, Wis.  
 JONES, FRED T.  
 Sec. Foreman .....Beloit, Wis.  
 LUCEY, MICHAEL W.  
 Pump Repairer .....Madison, Wis.

**MILWAUKEE DIVISION**

AGGEN, GEORGE H.  
 Sec. Laborer .....Hilbert, Wis.  
 GIESKE, OTTO  
 Engine Watchman .....Deerfield, Ill.  
 MATHESON, EINAR  
 Sec. Laborer .....Oconomowoc, Wis.  
 MATYKOWSKI, PAUL F.  
 B&B Carpenter .....Crivitz, Wis.

**MILWAUKEE TERMINALS & SHOPS**

BAUER, MICHAEL  
 Laborer .....Milwaukee, Wis.  
 BITTERS, WILLIAM A.  
 Machinist .....Milwaukee, Wis.  
 BOLAN, ISABELLE S.  
 Steno .....Milwaukee, Wis.  
 NAGORSNE, ERNST A.  
 Tinsmith .....Milwaukee, Wis.  
 RIECHMANN, FERDINAND  
 Machine Hand .....Milwaukee, Wis.  
 SCHMIDT, AUGUST P.  
 Carman .....Milwaukee, Wis.  
 SLAPCZYNSKI, JOHN  
 Carman .....Milwaukee, Wis.  
 SROK, JOHN  
 Painter .....Milwaukee, Wis.  
 STIEBER, JOSEPH J.  
 Cabinet Maker .....Milwaukee, Wis.  
 TSCHMELISCH, ULRICH  
 Carpenter .....Milwaukee, Wis.

WINKLER, THOMAS  
 Carman .....Milwaukee, Wis.

**ROCKY MOUNTAIN DIVISION**

ADAMS, FERD J.  
 Caretaker .....Gallatin Gateway, Mont.  
 BOEDECKER, LOUIS C.  
 Conductor .....Deer Lodge, Mont.  
 HAYES, WILLIAM E.  
 Sub. Sta. Oper. ....Janney, Mont.  
 MATHEWS, CHRIS  
 Mach. Helper .....Lewistown, Mont.  
 SPENCER, GEORGE C.  
 Sec. Foreman .....Finlen, Mont.

**TERRE HAUTE DIVISION**

McREYNOLDS, SAMUEL E.  
 Conductor .....Terre Haute, Ind.

**TRANS-MISSOURI DIVISION**

KOKO, GEORGE  
 B&B Carpenter .....Miles City, Mont.  
 STRIKER, WILLIAM E.  
 Electrician .....Miles City, Mont.  
 STROM, CHARLES J.  
 Wood Machinist .....Miles City, Mont.  
 ZIMMERMAN, EDWARD A.  
 Boilermaker .....Mobridge, S. D.

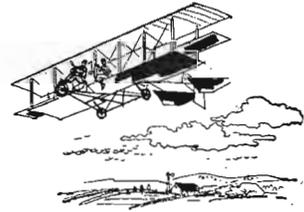
**TWIN CITY TERMINALS**

BURNS, FRANK M.  
 Switchman .....Minneapolis, Minn.  
 CARLSON, DAVID S.  
 Machinist .....Minneapolis, Minn.  
 FISCHER, THEODORE  
 Boilermaker .....St. Paul, Minn.  
 GORSKI, ANTHONY  
 Mach. Helper .....Minneapolis, Minn.  
 HYNES, MICHAEL B.  
 Crossingman .....Minneapolis, Minn.  
 JACOBSON, CONRAD  
 Sec. Laborer .....St. Paul, Minn.  
 VOLSTAD, OLE H.  
 Ex. Gang Laborer .....St. Paul, Minn.



It's actually easy to save—when you buy Series E Savings Bonds through the Payroll Savings Plan. Once you've signed up at your pay office, your saving is done *for you*. The Bonds you receive pay good interest—3% a year, compounded half-yearly when held to maturity. And the longer you hold them, the better your return. Even after maturity, they go on earning 10 years more. So hold on to your Bonds! Join Payroll Savings today—or buy Bonds where you bank.

## The bride wore goggles



ON OCTOBER 26, 1912, an ungainly biplane swooped into a Michigan pasture like an overfed duck and promptly nosed over on its back. Its contents proved to be a teen-age couple who got married as soon as they regained consciousness.

This was the world's first aerial elopement.

Art Smith, the groom, happened to have one of the country's few flying machines because he had built it, with his own hands, at age 15. And his parents had mortgaged their home to finance him. Their pride helped carry him through years of failure to soaring success as a famous early stunt flyer.

But he didn't remain a barnstormer long. In 1917 his pioneering skill was needed to train our World War I pilots. Then came America's first air-mail service. And again, Art helped break the way—though it eventually cost him his life.

As American as Tom Swift, Art Smith was the farseeing and confident son of a country that has always produced far more than her share of sure-footed visionaries. That's a good thing to know, especially if you've been putting some money into this country's Savings Bonds.

U. S. Savings Bonds aren't backed by gold or silver alone. They are backed by the character and abilities of 165 million Americans. That's why they're one of the world's greatest investments. Buy them regularly—and hold on to them!

## *Safe as America—U.S. Savings Bonds*

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# about people of the railroad



## Trans-Missouri Division

### WEST

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

Harry Stamp, division storekeeper at Miles City, retired Sept. 30. Mr. Stamp started with the Road's engineering and construction department in 1913, at Sage Creek on the Lewistown line. In 1918 he transferred to the store department, working at various locations in connection with electrification. He was transferred to Miles City in 1943, serving successively as general foreman, chief clerk, and as division storekeeper since 1943. For the present he intends to take it easy around home in Miles City.



H. L. Stamp

L. G. Cronin, formerly storekeeper at LaCrosse, succeeds Mr. Stamp. Mr. Cronin has been with the Road since 1924. He was formerly storekeeper at Janesville, and at LaCrosse since 1954.

In recognition of 45 years of continuous service, Baggage man F. W. Davis of Miles City has been presented with a Silver Pass.

Darlene Handley, daughter of Mr. and Mrs. Chester Handley, was married recently to James Russell in the Four-square Church of Miles City. They will make their home in Miles City where both are employed.

In a ceremony at the First Methodist Church of Miles City, Roberta Rae Clarke became the bride of Leo Neiffer, son of Mr. and Mrs. Gust Neiffer. They will reside in Miles City.

Funeral services were conducted in Miles City Sept. 11 for Trainman George "Ben" Childers, 42, who passed away the preceding Friday at a Miles City hospital. Mr. Childers was born in Deatur, Ill., and had lived in Marmarth, N. D., before moving to Miles City in 1950. He is survived by his wife, a son, his parents, four brothers and a sister. Burial was in the family plot in Custer County cemetery, with graveside rites in charge of the Masonic lodge.

Effective Sept. 16, Leo Miller was appointed roadmaster of the east Trans-Missouri, with territory from Mobridge to Marmarth. L. A. Timberman was appointed roadmaster at Mobridge with territory covering the Isabel, Faith and New England lines. J. Spatafore was appointed acting roadmaster for the territory from Marmarth to Forsyth.

George Koko, B&B carpenter since 1918, has retired and is making his home at Clackamas, Ore.

Adolph G. Reinhardt, retired machinist helper, 72, died Sept. 14. He was born in Volinski, Russia, and came to the United States in 1908. The family came to Miles City in 1944 where he was employed in the local shop until ill health obliged him to retire. He is survived by his wife, 10 children, 27 grandchildren and three great-grandchildren.

Mrs. Monte V. Moore, 69, passed away in Missoula, Mont., Sept. 22 after a long illness. She was preceded in death by her husband in February, 1954, and is survived by her son Ray of Spokane,

four grandchildren and five brothers.

J. D. Wagner, chief clerk to the division storekeeper, has been appointed a buyer in the purchasing department in Seattle. He has the best wishes of his associates who will remember his cooperation in the Service Club and other Milwaukee Road enterprises.

### EAST END

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

While Conductor Louis H. Larson and wife were on an auto trip through the Black Hills recently, he became ill and was taken to the Rapid City hospital by ambulance. He is now much improved and recuperating at his home here.

Retired Agent F. C. Williams and wife and daughter Frances of Ridgewood, N. J., attended the Miss America pageant at Atlantic City and had the pleasure of having dinner with our Mobridge contestant, Miss Lois Mae Paulson, who had been chosen Miss South



SAVANNA PONY LEAGUE CHAMPS, the American League Orioles, shown with their manager, Conductor O. P. "Pete" Koser, and assistant manager Pete LaShelle of the Savanna police force (back row, right to left). The team, which includes the sons of a number of Milwaukee Road employes, was co-champion of the regular season and tournament winner among the 8 and 9-year-olds. Milwaukee Road men who have also helped to promote the great American pastime among the city's small fry include Iowa Division Engineer J. O. Kelly and Agent H. G. Geu whose National League Cardinals won the season and tournament championships in the 10-12 year class.

Dakota at the pageant at Hot Springs. Miss Paulson had many honors bestowed upon her and reports having a wonderful time.

Agent Joe Paul of Timber Lake, S. D., retired on Sept. 26 and is now running for county auditor of Dewey County. Another agent retiring on Sept. 26 was A. W. Phelps of Raleigh, N. D.

Miss Carol Hilton, daughter of Car Clerk Hilton, and Miss Kay Reis, daughter of Switchman Andy Reis, have enrolled as freshmen at the State College at Brookings.

Retired Yardmaster J. L. Caldwell was called to Minneapolis by the illness of his sister, Mrs. Homer Martineau. She is now much improved and recuperating at his home here.

Mr. and Mrs. Leonard Clark, Mr. and Mrs. Louis Schiefelbein, Mr. and Mrs. Hewitt Patten and Mrs. Wilhelmine Twining attended the Veterans reunion at the Sherman Hotel in Chicago on Aug. 28. They were joined there by Retired Conductor Vic Nord of Whitehall, Mich.

Miss Patricia Miller, daughter of Engineer Edgar Miller of Mobridge and our South Dakota Snow Queen, has returned from a trip to Henderson, N. C., where she was a Royal Guest of Honor at that city's annual Apple Festival. She has since enrolled as a freshman at the university at Vermillion.

Among Mobridge O.E.S. members who attended Grand Chapter at Aberdeen on Sept. 11-12-13 were Lily Anne Nylen, Inga Klein, Hilda Patten, Mertie Schiefelbein, Elizabeth Preston, Dora Anderson and Mr. and Mrs. L. W. Clark.

Miss Esther Hawkins of Washington, D. C., spent a week here at the home of her brother, Switchman J. Hawkins, and family. She taught in the Mobridge schools for many years and is now employed at the International Educational Exchange Service of the Department of State in Washington.

Conductor Clarence Sloan and wife are moving to Tacoma, where they are building a new home.

Conductor Walter Steinecker and wife have sold their basement home and are now building a new house on 5th Avenue West. Their son Gene has returned to the School of Mines at Rapid City.

Retired Machinist Ray Martin and wife have returned from a five-week visit with their daughter, Mrs. Ed Holler, and family at Wheeling, W. V.

Clerk John Baum accompanied his daughter and son-in-law, Mr. and Mrs. Walter Haefner of Minneapolis, on an auto trip to the west coast and California.

Lineman Paul Schliesman and wife were called to Ellensburg, Wash., by the death of their grandson.

Agent Val Hempel of Dupree is taking a year's leave of absence, due to illness.

## D & I Division

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

Mrs. W. W. Henderson, wife of division master mechanic at Savanna, passed away on Sept. 20 in Mercy Hospital, Cedar Rapids, where she had been a patient for two weeks. Funeral services were conducted in St. John's Catholic Church with burial in the Catholic cemetery at Savanna. Surviving besides her husband are three daughters, two brothers and three sisters.

Soren Lund, retired machinist of the Savanna roundhouse, passed away in the city hospital in Savanna on Sept. 12, following a long illness. Mr. Lund's railroad service covered 50 years at the time of his retirement. Funeral services and burial were in Sabula, Ia.

Mrs. A. J. Booth, mother of Conductor Kenneth Booth of Savanna, passed away in a nursing home in Thomson, Ill., on Sept. 3. Surviving besides her son are a grandson and three brothers. Funeral services were held in Savanna, with burial in Albany, Ill.

Mrs. Charles Bilhorn of Savanna, widow of deceased First District conductor, passed away in the city hospital Sept. 2, of a heart attack. Funeral services and burial were in Savanna. Surviving are two daughters, four grandchildren, a sister, and two brothers, Engineers Ernest Nagel of Davis Junction and Julius Nagel of Savanna.

Mrs. Arthur Thostenson, wife of Savanna dispatcher, was elected president of Eta Iota Chapter of Beta Sigma Phi



**OBSERVE GOLDEN WEDDING.** Mr. and Mrs. J. Howard Jones of Richland, Ia., who celebrated their 50th wedding anniversary on Sept. 23 with an open house which was attended by approximately 160 relatives and friends, many from distant points. The couple were married in Boulder, Colo., and have spent their entire life together in the Richland community where Mr. Jones was employed in the maintenance of way department before retiring as section foreman three years ago. They have one son, a granddaughter and three great-grandsons.

sorority.

Mrs. Julius Klein, wife of a B&B department employe of Savanna and mother of Yard Clerk Albert Klein, passed away at the family home after a long illness on Sept. 14. Funeral services were held in the First Methodist Church with burial in the Savanna cemetery. Surviving in addition to her husband are three sons, two daughters, two sisters, two brothers and six grandchildren.

Harry Stitely, retired chief caller of the Savanna roundhouse, is now making his home in Peoria, Ill., with his son Charles.

Fireman and Mrs. Harold Whitmer of Savanna celebrated their 20th wedding anniversary Sept. 19.

Mr. and Mrs. Charles Bates (car department employe, Savanna) vacationed during September in California, returning along the Pacific Coast to Portland, and thence home.

Dr. and Mrs. Paul Moen of Chicago welcomed a daughter on Sept. 12. The little miss has two brothers. Mrs. Moen is the former Jan Elder, daughter of Mrs. Alta Elder, Savanna.

Retired Engineer and Mrs. James Mosher, who now make their home in Tampa, Fla., visited in Savanna during September.

Three Dubuque men who last month reached their 50th anniversary of Milwaukee service have been presented with Gold Passes—Conductors A. H. Masters and R. J. Sullivan, and Yardmaster S. J. Latronch. Silver Passes, in recognition of 45 years of service, were presented to Engineers L. U. Robinson and E. D. Hanlon of Dubuque and C. W. Crawford, Kansas City; Conductor J. J. McCauley and Yard Foreman H. F. Oswald, Dubuque; Operator E. H. Giddings, Lanark; and H. J. Jaeger, track department employe, Sherrill.

Fay Lowe, daughter of Agent G. W. Lowe of Lansing, and John G. Francis of Savanna were married in St. Peter's Lutheran Church, Savanna, on Sept. 25. After a trip to points in Wisconsin, they will live in Savanna.

A letter from R. E. Wilson, formerly agent at Sewal, Ia., states that he and Mrs. Wilson are pleased with their retirement home in Colorado Springs. Mr. Wilson, who started with the Road in 1917 as operator at Chula, Mo. (under I. K. Carey, now agent at Excelsior Springs), moved to Colorado following retirement on Jan. 1, 1950. Although he recently suffered a slight stroke, he is recovering and would enjoy entertaining callers; "Any Milwaukee Road folks sightseeing at Pike's Peak will be treated like home folks." His address is 436 N. Prospect Street. The Wilsons do not lack visitors, for they have a son, two daughters, eight grandchildren and five great-grandchildren, all of whom get together frequently at their home.

*The Milwaukee Road Magazine*

# Chicago Terminals

## UNION STREET

Florence LaMonica, Correspondent

Frank San Filippo was recently presented with his Silver Pass in recognition of 45 years of continuous service. Before his recent retirement Frank was employed in House 5 at Kinzie Street.

Mrs. Gunnar Kullberg, wife of stower in House 5, Kinzie Street, passed away recently.

Other recent bereavements in the families of employes included the death of Joseph Bator, father of John Bator, a stower in House 6, Division Street. Services were held at St. Adelbert's Church. Funeral services for Paul Kobleski, father of Edward, stower in House 2, were held at St. Margaret's Church. Mrs. Maria Trifilio, mother of Louis, forklift operator at House 2, also passed away recently; interment at Mt. Carmel. Tom Demetreau, formerly employed in House 5, was buried from Annunciation Church. Funeral services for Mrs. Annie Gallagher, mother of Hugh P., general foreman of the Union-Kinzie-Division Street district, were held from St. Sebastian's Church on Sept. 15.

## GALEWOOD

Norma Gunderson, Correspondent

Joe White of the car record department returned to work Sept. 17 after a long illness.

Milton Johnson of the car record department has been released from the hospital and at this writing is recuperating at home.

Bill Barber, yardmaster at Division and Kinzie Streets, passed away Sept. 6. He was buried at Knightstown, Ind.

Art Dolan, engineer in the Division Street Yard, passed away Sept. 3.

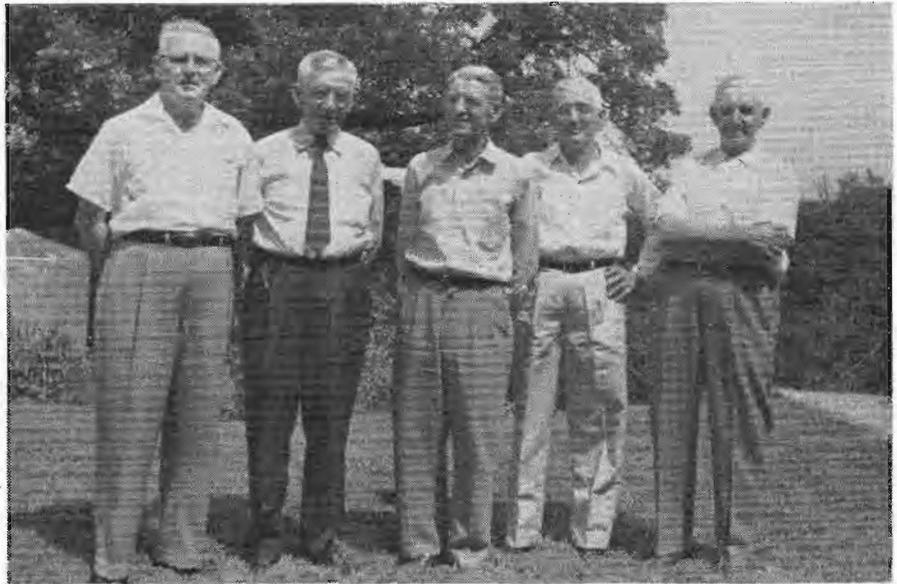
A "floral tour" will be held by the Women's Club, Fullerton Avenue Chapter, on Oct. 30 at 7:30 P.M. at Brautigam's florist, 4026 N. Central Avenue. It includes a demonstration on how to make centerpieces and corsages. Afterwards there will be prizes and refreshments; donation, 50 cents.

For the November meeting of the Fullerton Avenue Chapter on the 13th, the committee is planning a Penny Social. Donations toward it will be greatly appreciated.

## BENSENVILLE

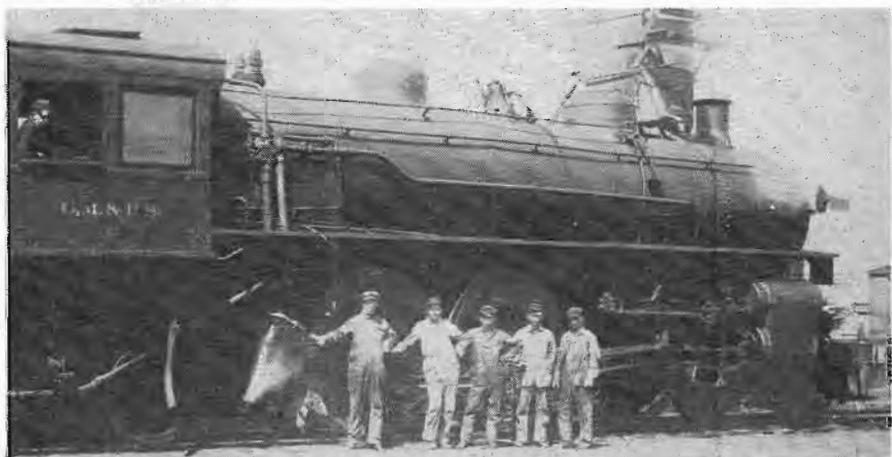
Dorothy Lee Camp, Correspondent

Peter Wieb, who underwent surgery at the Hinsdale Sanitarium and Hospital some weeks ago has returned to his home at 316 North Maple St., Itasca. He wishes through the Magazine to tell his fellow switchmen and other co-workers how much he appreciated their cards and



**REUNION OF THE BROPHYS.** Steve Brophy, HGD engineer, and his wife recently put in three days of concentrated visiting with his four brothers and sisters-in-law at a reunion in Kansas City. As could be expected, much of the conversation was shop talk, since two of Steve's brothers are also railroad men. This souvenir picture of the reunion shows the male line-up. From left: Charles Brophy, Los Angeles; Leonard, freight agent for the St. L. & S. F. at Pensacola, Fla.; Raymond, with Armour & Co. in Kansas City; Joseph, retired St. L. & S. F. signal maintainer, Springfield, Mo.; and Stephen, Minneapolis.

**A GOLD PASS VETERAN,** Engineer B. A. Waskow of Chicago, shown receiving his Gold Pass last month with the congratulations of W. J. Whalen, vice president-operation. Mr. Waskow started his half century of service as a yard clerk at Galewood, started firing in 1907 and was promoted to engineer in 1912. He fired on the work trains laying the first trackage in Mannheim (now Bensenville) Yard, and for many years was back and forth between freight and passenger service, handling troop trains during World War II and for most of the past six years has been on the Arrow. Since the inauguration of the "City" service he has had the Chicago-Savanna run on the City of Los Angeles and the City of San Francisco eastbound.



**IN LOCOMOTIVE HISTORY.** An interesting picture taken in 1910 at the old Boulevard roundhouse in Chicago, which is the property of Trainmaster S. C. Pulford of the Chicago Terminals, shows a Pacific type locomotive of the F-3 class in use on the Chicago, Milwaukee & Puget Sound line. Standing alongside are, left to right, Ambrose Vaughn, Sam Pulford Sr., James Donahue, Owen Swails and Sam Williams. The senior Mr. Pulford is still employed in the Chicago Terminals as an engineer.



**October, 1956**—First issue of the Railroad Man's Magazine—now Railroad Magazine.

**Oct. 6, 1927**—First talking feature picture, "The Jazz Singer", opened in New York.

**Oct. 7, 1826**—Grideley Bryant's Granite Railway was opened at Quincy, Mass., to transport granite used in building Bunker Hill Monument; horses supplied motive power for the three-mile long broad-gauge railroad.

**Oct. 12, 1492**—Christopher Columbus sighted land—the present Watling Island—on east coast of the Bahamas.

**Oct. 12 1934**—Association of American Railroads formed by consolidation of American Railway Association and other organizations, some of which dated to 1867.

**Oct. 18, 1867**—The United States took possession of Alaska, having bought from Russia the 586,400 square miles for about two cents an acre.

**Oct. 19, 1803**—The United States bought the Louisiana Territory from France for \$14½ million.

**Oct. 24, 1836**—Friction matches patented by Alonzo D. Phillips of Springfield, Mo.

gifts which helped a lot on his road to recovery.

Mrs. Howard Lawrence, wife of clerk to general car supervisor, is in Elmhurst Hospital at this writing.

James Kaminski, former yard clerk now stationed in Japan, has been sending your correspondent not only interesting letters but also a couple of radiograms and messages via one of our ham radio operators, a Mr. Windgate of Bensenville, Ill. Such messages are surely appreciated.

Yard Clerk Ned Maize and wife Mary have moved from Elgin to Bensenville. Ned says it's a real pleasure to get home in about five minutes, after all the years he has spent in driving to and from Elgin.

Pete Steger, carload tracer in the auditor of equipment accounts office, took

a day of his vacation to join his son, Special Officer Ralph Steger, also on his day off, to visit the Bensenville Yard and offices. Pete says it is surely a big change from the old days.

Mrs. Gene Youngberg, wife of switchman, was hostess Oct. 1 to some 30 women interested in the art of cake and pastry decorating. This demonstration, which is very interesting, can be secured for church and club groups and for neighborhood gatherings.

Switchmen F. W. Riley of Bensenville and Herman Wulff of Bartlett were presented last month with Silver Passes.

## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Superintendent, Spokane

Floyd V. Kennedy, car foreman at St. Maries, retired Aug. 1, having completed almost 40 years of service with the Road. His first railroading was done for the NP in 1912, which he left in 1917 to work for the Milwaukee as ARA clerk at Tacoma. He was promoted to car foreman in 1920, after which he worked at Cle Elum, Seattle and other coast points as well as Roundup, Mont., before going to St. Maries in 1940.

Engineer E. F. Maxwell, who had been out of service since the fall of 1954, retired on Aug. 1.

C. Preston of Malden and Helen Bradley, a nurse in the Colfax hospital, were married recently and went to California for their honeymoon. They will live in Malden.

We are sorry to report the sudden death of Mrs. Griggs, the mother of Mrs. Jack Scanlon of Malden.

William O. Zyph, retired operator, died recently at Othello where he had worked and lived following his retirement. Surviving are his widow and son.

Section Foreman Pete Gientesas of Marengo and Section Foreman W. A. Swartley of Rathdrum have decided to retire from active service; also Mike Weist, section laborer at Ralston. Mr. Gientesas has about 42 years of service. He will be succeeded by O. H. Lindhag of the coast. Mr. Swartley had about 38 years of service. M. D. Stapleton will take over his assignment at Rathdrum. Mr. Weist has a record of 25 years in the employ of the Road.

C. L. Davidson has been assigned as roundhouse foreman at Spokane to fill the vacancy left by the death of G. G. Harrison.

A. L. Running, formerly of Lines East, takes over the Othello roundhouse foreman's position.

Charles Coburn, retired agent, dropped in recently from Florida; Bob Elliott, retired conductor, stopped in Spokane on his way from his Riverside, Calif., home to visit with his sister in Toronto, Canada.

C. H. Coplen is taking some time off

from his duties as agent at Coeur d'Alene. W. C. Lampl is relieving.

Conductor J. H. Linehan has been off work for several weeks at this writing, due to illness.

Trainmaster and Mrs. F. A. Barton were congratulated on the birth of a baby girl Sept. 1. "Jenifer Joan" is her name.

A Gold Pass, recognizing a half century of service, was presented recently to Locomotive Engineer C. A. Schleusner of Spokane. Silver Passes for 45 years of service were presented to three Spokane men, Conductors G. M. Johnson and G. H. Harden, and Train Baggage-man M. N. Faestel.

## H & D Division

### EAST END

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

S. W. "Spine" Bagaus, section foreman at Granite Falls, died Sept. 9, following an auto accident over the Labor Day week end. His wife is still in serious condition at this writing.

Engineers Chester Charter and Joe Nordstrom have retired.

When Mike Darrington was home on leave from the Navy, he visited his brothers, Brakemen Tom and Pat at Montevideo. But that wasn't all he did—he got himself engaged to a "Monte" girl.

Conductor Jim Fay was just nicely settled to enjoy his vacation when he had to go to the hospital for an appendectomy.

Retired Engineer Clarence Spaulding took a ride to "Monte" on the noon train recently, just to visit around before heading for St. Petersburg, Fla.

Odean Larson of the "Monte" freight house and his wife had a very nice vacation in the Kenora district in Canada. They took a boat ride on Lake of the Woods and dodged in and out of the 14,000 islands on the lake—well, not quite all of them. Dispatcher Warren Meyer and family spent their vacation in the Denver area, with a trip to Central City, ghost town of the gold mining days.

Brakeman Normand deVaudreuil of the east H&D was married recently. Norm was working on the Farmington line most of the summer.

Brakeman Tom Gant is back at Veterans Hospital in Minneapolis at this writing.

Gold Passes, in token of 50 years of service were presented recently to three Minneapolis engineers—C. C. Leach, B. M. Leadon and F. H. Webster. C. W. Dettle, agent at Hutchinson, received his Silver Pass.

Another news flash! Wayne Smith, our chief dispatcher, has been transferred to Spokane as chief and our new chief at Montevideo is Don Elder of Austin.



**ASSISTANT GENERAL ADJUSTER RETIRES.**

L. E. Neumen, assistant general adjuster in Seattle who retired Sept. 30, pictured (right) accepting his Silver Pass for 45 years of service from M. W. Roark, general adjuster, Chicago. A farewell luncheon in his honor was attended by 80 associates. Mr. Neumen started with the Road as a clerk in the legal department in Seattle but transferred to the claim department in 1916. He was appointed a district adjuster in 1925, first at Butte and in 1937 at Seattle, where he has been assistant general adjuster since 1955.



**EXPLORERS ALL.** J. H. Searcy, agent at Itasca, Ill., furnished this picture of Explorer Post 56 of the Boy Scouts ready to entrain recently for a two-week camping and fishing trip to Canada. The party traveled on the Afternoon Hiawatha from Chicago to St. Paul, with their destination Ely, Minn., from where they penetrated 85 miles into Canada with pack and canoe. Agent Searcy (far right) assistant advisor of the troop, arranged their transportation.



**"MOST COURTEOUS" RETIRES.**

At a retirement party held recently for Agent C. M. Brown of Great Falls, he and Mrs. Brown are shown accepting a token gift from Superintendent S. E. Herzog; L. F. Walsh, DF&PA at Great Falls, is the onlooker. Mr. Brown, who started with the Road at Lewistown in 1915, was in the traffic department for many years and was freight agent at Miles City before going to Great Falls in 1945. While at Lewistown, he was designated "most courteous public servant" by Rotary.



**OFFICE ROMANCE.** The newly wedded Mr. and Mrs. Richard Peterson middle-aisling it after their marriage on Sept. 29 in the Bethlehem Lutheran Church at Aberdeen, S. D. The bride was Susan Ogden, clerk in the office of the division engineer, and the groom is a roadman on the Aberdeen engineering force.

**QUIZ answers**

1. That it is an extra train.
2. The conductor and the engineer.
3. Yes.
4. A lubricant widely used in railway equipment.
5. A freight car with side and end walls and a roof.
6. Washington.
7. Weekly.
8. Freight shipments.
9. Equipment rents.
10. Interstate Commerce Commission.

*Patience is the ability to idle your motor when you feel like stripping your gears.*

October, 1956

**50-YEAR VETERAN H.**

J. Murphey, trainmaster's clerk at Marion, Ia., shown with the Gold Pass presented to him on Sept. 13 and receiving the congratulations of (from left) Superintendent J. T. Hayes, Chief Dispatcher E. L. McGuire, Chief Clerk W. E. Failor and Trainmaster W. F. Bannon. Mr. Murphey started as a clerk at Marion, later was a secretary in the superintendent's offices at Aberdeen and Minneapolis. He has been trainmaster's clerk since 1919. (Marion Sentinel photo)



## MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Sympathy was extended to Train Dispatcher Bert Fuller on the recent death of his wife.

Carman Bill Mertz spent his vacation in Washington State, fishing for salmon. He had his catch canned while there, and now the pantry is well stocked for the months ahead.

Timekeeper W. H. Berg and wife are vacationing at this writing, with Chicago and Minneapolis on their itinerary.

What with the hunting season about to

# Insure your INCOME your MOST VALUABLE POSSESSION

Your ability to earn an income is your greatest asset, for it is the source of everything you own. A disability, caused by either an accident or sickness, can destroy your ability to earn money for weeks, months, or years to come. *Provident's Income Security Plan* is individually designed to provide you with money when disability from an accident or sickness stops your paycheck. Ask your Provident representative to prepare a "Blueprint of Protection" for your consideration.

**GOOD SALES OPPORTUNITIES** — Full or part-time men needed for sales and service work.

*Write*

Railroad Department  
**PROVIDENT**  
LIFE AND ACCIDENT  
INSURANCE COMPANY  
Chattanooga, Tenn.

open, Conductor A. E. "Happy" Hatten has "pulled the pin" and retired after many years of service.

Guy Johnson, oiler, passed out "It's A Girl" cigars recently, upon the arrival of a baby girl in the household which previously had four boys.

Carman Tony Piatz who took Horace Greeley's advice and went west, came back with an antelope. Now we are waiting for Ticket Clerk Bill Geer to come back.

Carman Carl Johnson retired Sept. 1 after working in the Aberdeen car department since 1918.

We extended the glad hand to Don Lilledahl who came to Aberdeen as chief clerk to A. F. Reuland, and waved farewell to Dick Carlson who went to the St. Paul traffic department as chief clerk.

L. F. Mack, second chief operator, and family are vacationing in California at this writing.

Clayton Tooker, oiler, is at the present writing in St. Luke's Hospital in Aberdeen.

Christian Bakke, section foreman at Faulkton, has been presented with a Silver Pass.

The following story was received recently by your correspondent, who knows it to be authentic: "Train Dispatcher 'Wildhorse' Fred Harvey, intrepid conqueror of wild horses, set out recently with six assistants, all in full regalia, to subdue a vicious palomino stallion. The conflict was long and the casualties were heavy, including a heel Fred lost off his left boot. Nightfall neared, and the stallion, still unconquered, filled the evening air with triumphant neighing. . . . At this time a casual passerby stopped in the arena, admired the stallion, approached him and grasped him by the foretop. The battle was over. In explaining the feat, Fred charged unethical tactics, saying that the stranger used salt on the horse's tail, which is simply not condoned in horse breaking circles. There was much indignation."

## Madison Division

Mrs. Floyd Barrus, wife of the retired Clinton, Wis., agent, passed away in the Beloit hospital Aug. 31. In addition to her husband she is survived by two sons, Donald and Warner, and a daughter, Mrs. Virginia Kersting.

Lester Tingley and Frank Novey, retired engineers, have received gold lifetime memberships from the Brotherhood of Engineers.

Congratulations are in order for brakeman Robert Phelps on his marriage Sept. 29 to Eloda Fink in the Central Christian Church, Beloit. A dinner followed, and a reception and dance were held in the evening at the South

Beloit American Legion Hall.

Fireman George Hooker has enlisted in the Air Force and is now stationed at Chanute Field. He will attend an accessories maintenance school for 17 weeks, after which he will go overseas.

On Sept. 12 members of Beloit Chapter of the Women's Club gave a potluck supper. A business meeting was held afterward, at which plans were made for a rummage sale in October.

Silver Passes in recognition of 45 years of service were presented last month to three Madison employes, Conductors T. J. McGowan and W. R. McKeown, and J. A. Dempsey, car department.

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

Out of town guests who attended the luncheon in honor of L. E. Neumen, assistant general adjuster who retired Sept. 30, included Allan A. Ische, assistant general adjuster, Chicago; Harold Smeed, Miles City; Ray Moore, Missoula, and Roy Jorgensen, Spokane.

C. E. Whitt, staff assistant, and Mrs. Whitt are at this writing vacationing in Illinois, Wisconsin and Ohio. They will visit a son, John, who recently received his master's degree in general speech at Northern Illinois Teachers College. John has been teaching in the Elgin public schools for the past five years.

Kay Miller is the new stenographer in the office of western traffic manager, succeeding Phyllis Gestner who resigned.

M. A. Nyberg, telegraph and signal



**WOMAN GOLD PASS EMPLOYEE RETIRES.** Ida J. Grimm, secretary to general passenger agent, Chicago, who is one of three women on the railroad to complete a half century of service, accepts her Gold Pass from H. Sengstacker, passenger traffic manager, as she retires on Sept. 7. All of Miss Grimm's service was of a secretarial nature in the passenger department, the first 12 years in Indianapolis and in Chicago since 1918. A trip to Florida from which she has just returned included a visit with F. N. Hicks, former passenger traffic manager whose secretary she was before he retired in 1947.

*The Milwaukee Road Magazine*



**50TH ANNIVERSARY OF SERVICE.** J. M. Kelley, milk traffic agent, Chicago, pictured with fellow employes in the office of C. F. Rank, manager of the mail, express, baggage and milk department (far right), as he was presented with his Gold Pass by W. J. Whalen, vice

president—operation (left, front), on Sept. 10. Mr. Kelley, who has spent his entire half century of service in baggage and milk traffic, the first 25 years in Milwaukee, is considered to be an authority on that type of work.

supervisor, with his secretary, Sylvia Farrow, has moved from the White—Henry Stewart Building to new quarters in the Seattle freight depot.

Lillian Moody, retired clerk of the auditor's office, left in September for an extended trip to the Middle East. She sailed from New York on the "United States". She plans to visit most of the European countries before reaching Ankara, Turkey, where she will stay for a year with a niece.

N. P. Hansen, chief operator in the Seattle relay office, retired Sept. 15 after 20 years' service. Leo Thiel, assistant chief operator, took over the duties of chief, succeeding Mr. Hansen. Mr. Thiel has been with the Road for 44 years, starting as operator at Miles City in 1912. He worked at various points on the Trans-Missouri Division until 1942 when he transferred to the Seattle office. The assistant chief operators are now Isaac Moore and Art Lawrence.

Operator L. B. Harris retired Aug. 31. He had been with the Road since June, 1919.

Wilma Bower Edwards, who has been employed as an operator on the Coast Division for the past 12 years, is the new telegraph operator.

Joanne Ray, who has been employed as messenger in the relay office since 1945, has taken over the job of teletype operator. Ann DeHaas is now working the messenger job.

Roy Jorgensen, district adjuster, has transferred from Spokane to Seattle.

## Chicago General Offices

### CHORAL CLUB NEWS

Theresa Glasl, Correspondent

On Nov. 9 the club will appear in concert for the St. Paul Lutheran Fellowship Club, 5690 Canfield Avenue, at 8:15 P.M. Another concert will be given on Nov. 25 at 8:30 P.M., at Bethesda Home for the Aged, 2833 N. Nordica.

Congratulations are in order for Leo and Clara Fister who have been blessed by the arrival of baby Phyllis. Clara was until recently a member of the soprano section.

The membership campaign is still on. Guys and dolls, why not take advantage of this splendid opportunity to increase your knowledge of music, as well as your social activities. Rehearsals are held in the Fullerton Avenue building on Tuesday evenings.

### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

John and Ann Kuptz proudly announce the arrival of Stephen John on Sept. 19. This makes a boy and a girl for the Kuptz family.

Edward Ewald is the proud grandparent of a bouncing baby boy.

Sympathy was extended to Chuck Vaught on the death of his father Sept. 17.

Edward Marciszewski and Louise Schram were married Oct. 6 at St. Hed-

wig's Church.

A welcome was extended to Elmer Dancy as a new employee.

Mal Spurling is still hospitalized at this writing.

Tony Tedeski, Herbert Muehl and Bob Skibiicki have taken leaves of absence to return to school.

Louis Arnone was presented with a farewell gift upon his departure for service in the armed forces Oct. 1.

Lloyd and Shirley Rugen enjoyed a vacation trip to the Smoky Mountains and the South.

### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

We welcomed back Laura Wojciehowski, Eleanor Marshall and Melanie Ferguson after recent leaves due to illness.

Bridal showers were given for Marciana Czarnik whose wedding took place at St. Hedwig's Church on Sept. 8, and for Frances Reiser who was married on Sept. 22.

Mary Rothslag was honored with a shower Sept. 28 when she left to await a blessed event.

On leave of absence are Josephine Weinzirl and Dorothy Switzer.

New clerks here are Mary Rita Sullivan, Mary McGrath and Michael Ukropian.

Announcing the arrival of Maureen Geralyn on Sept. 24 is Kathleen Doherty, formerly of the foreign car record

**PLUG THE LEAK** is the slogan adopted by the railroads as they observe October as **Careful Car Handling Month**. Let's do our best to stop freight loss and damage claims.

## AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Sympathy was extended to Elfread Leathers whose mother passed away Sept. 23, to Roy Staver whose father passed away Oct. 2, and to Sophie Kustron on the death of her father Oct. 6.

Word has been received from Laverne (Totsie) Harolyn, formerly of the bill and voucher bureau, of the arrival of a baby boy Sept. 21; name, "David Thomas."

Ray Hoefs, assistant chief disbursement accountant, recently acquired his second grandchild, this time a boy, William Scott.

S. Farley, traveling time inspector, walked down the aisle of St. Ferdinand's Church Sept. 22 with his daughter Rose Mary, who was married to Elliott C. Latinover. Marge Pospiech of the key-punch section became Mrs. Wiesbach on Sept. 29.

Don Carlson has been promoted to traveling accountant.

Frances Schmutge of the general bureau had a wonderful vacation traveling to Mexico City, then to Taxco, Fortin, Orizaba and Acapulco.

## OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Annette Snear, comptometer operator, retired Sept. 7 after 32 years' service in the Fullerton Avenue office building. She is a native of Philadelphia and entered service in July, 1924 in the central computing bureau where she was employed until transferring to this office in November, 1952. Her retirement was marked by the presentation of an engraved watch as a token of regard by fellow employes and many cards and gifts from friends on the railroad. Al-

though retiring from railroad service she has plans for other activities which will fully occupy her time.

We are pleased to report that Bodell Huss, of the investment bureau, is back on the job having fully recovered from an injury incurred last May.

Arthur E. Highland, formerly engineer accountant in the investment bureau, has been appointed head accountant.

C. J. (Cy) Kissell, formerly in the office of supervisor of machine accounting, is now engineer accountant in the valuation section.

Henry F. Gay, whose retirement was reported in the September issue, has accepted an engineering position in his home town of Elgin with the Illinois Highway Department, which recently completed construction of new northern district headquarters there.

## OFFICE OF FREIGHT AUDITOR

Betty Chiolak, Correspondent

Our ex-magazine correspondent and Choral Club member, Clara Fister, and her husband Leo announced the arrival of a baby girl, Phyllis, on Sept. 26.

Pat Patock left us Sept. 28 to await the arrival of a precious bundle due sometime in December.

William Krause, head of the local and interline balance bureau, was pleasantly surprised on Sept. 9 with a lovely gift for his anniversary of 40 years of service with the Road. We all wished him a lot of luck and expressed the hope that we will be around to help him celebrate his 50th.

Sympathy was extended to the family of August J. Nebrich, father of Erna Hendrickson and grandfather of Norman Hendrickson and Dorothy St. George, all of this office, who passed away Sept. 26; also to Mae Whiteman on the death



## ACCOUNTING DEPARTMENT ALLIANCE.

"As pretty as any bride could be", was the opinion of Magazine Correspondent Betty Chiolak who took this picture of Marianne Gleich, a co-worker in the Chicago freight auditor's office, and John J. Canty, demurrage clerk on the force of the auditor of station accounts and overcharge claims, as they were married at St. Benedict's Church on Sept. 29. After a reception at the North Shore American Legion Post, the Cantys took a honeymoon trip to the Pocono Mountains and Niagara Falls.

of her sister, Catherine Pearson, on Sept. 11.

Kitty Bahr, Alma Vander Locht, Olga Thal and LaVerne Hall decided to travel to parts west and California for their vacations. Norma Kasper stayed in Albuquerque and visited New Mexico. To Houston, Tex., went Jack Narva, to see his daughter and grandchildren. Adele Hirsch went to Livingston, N. J., to visit her sister, Elizabeth Lindmark traveled to the Smoky Mountains, and Lucille Carson visited Florida.

Otto Reinert, retired review clerk, paid us a visit on Sept. 14, looking very well and suntanned, which he told us came from living in his new home, St. Petersburg, Fla.

New employes here are Geraldine Cermak, Jacqueline Pechous, Jimmy Schaus and Bob Feigel.

At this writing Wilma Todleben has been convalescing at home after an operation, Al Hansen is in the Evanston Hospital, Ed Reidy, special accountant, is home after a stay in the hospital, Fred Meyne is home after undergoing surgery at Alexian Brothers Hospital, and Dan Feeley is back to work after a successful operation.

*Common straight pins once had to be made by hand and cost consumers three cents apiece. Now, machine-made by the billions, three cents will buy a handful. Tin cans were made by hand—six an hour—at a prohibitive cost. Now machines turn out 21,000 an hour, and they cost a fraction of a penny apiece.*

**The Milwaukee Road Magazine**

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

N. J. Werhane, special accountant in the office of vice president-controller, retired at the end of September, following 49 years of service in the accounting department of The Milwaukee Road. Nick Werhane began his career with the Milwaukee in the freight auditor's office in October, 1907, transferring to the general auditor's office three years later. He was general bookkeeper for about 10 years prior to being promoted to the position of special accountant in 1944. In the latter capacity his work has included the handling of the officers' payroll. He announced before leaving that, although he and Mrs. Werhane probably won't move immediately, they plan to make Phoenix, Ariz., their future home. They have lived in the Edgebrook section of Chicago for the past 15 years.



N. J. Werhane



L. W. O'Sullivan

L. W. O'Sullivan called it a career Sept. 28 when he retired as assistant chief rate clerk in the passenger traffic department after 51 years and a month of service. He recalled that it was just after Labor

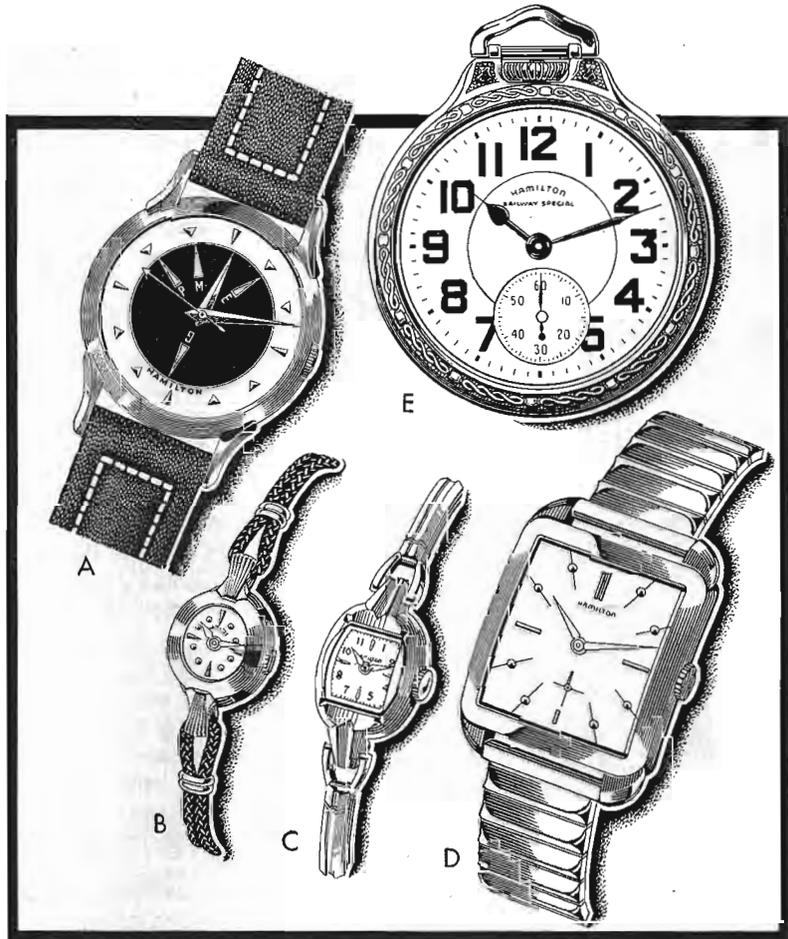
Day, 1905, that he heard of an opening in the ticket auditor's office and went right out to Fullerton Avenue to get the job. He stayed there until he transferred to the Trans-Continental Passenger Association Military Bureau in 1917. In March, 1920, he was back in the Milwaukee's passenger traffic department, where he was made assistant chief rate clerk in August, 1940. He has been the Road's meeting room representative for the Western Passenger Association since that time. Passenger department friends and a host of others bade Larry and Mrs. O'Sullivan farewell at a dinner on the night of Sept. 28. The O'Sullivans bought a home at 5816 Waveland Avenue in Chicago 35 years ago and propose to stay on there. Two of their five children (a son and a daughter) live in nearby Roselle, another son in suburban Northbrook, and another daughter in Albuquerque, N. M. The youngest son lives at home with his parents.

"What's the matter with the Russian delegate? He looks ill."  
 "He must have said something that didn't agree with him."

October, 1956

## New Hamiltons

Created to earn the confidence of the most critical watch buyers—America's railroad men!



Hamilton brings you traditional time-keeping accuracy, *plus* the newest watch styles and features. An example: the CROSS COUNTRY, *first* watch to tell time in *all* zones—at a glance.

New Hamiltons, fully jeweled and powered by Hamilton's exclusive lifetime mainspring, include shock-resistant, waterproof\*, self-winding, even left-handed models. Your Hamilton jeweler or time inspector will be proud to show them to you! Hamilton Watch Company, Lancaster, Pennsylvania.

- A. CROSS COUNTRY. Tells time in all zones. Shock-resistant. With strap, \$85. With bracelet, \$89.50
- B. MINUET\*\*. 14K natural or white gold. With cord, \$82.50. With bracelet, \$89.50
- C. LOIS\*\*. 10K natural or white gold-filled, stainless-steel back. With cord, \$55. With bracelet, \$59.50
- D. HALESWORTH. 10K gold-filled. With strap, \$85. With bracelet, \$95
- E. RAILWAY SPECIAL No. 17. Grade 992B. 21 jewels. 10K gold-filled. Gothic or numerical dial. \$99.50

\*Provided original seal is restored if opened for service.

\*\*New "5-feature" model: 22 jewels, shock-resistant, fully adjusted, anti-magnetic, lifetime mainspring. Prices include Federal tax.

# HAMILTON

THE WATCH OF RAILROAD ACCURACY

## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Information received from Blaine Dollarhide at Rondout indicates that the fishing was exceptional during his recent visits to northern Minnesota and Canadian lakes. The catches were of such size as to rate mention in the local press.

Jim Blauw Jr., son of Agent Blauw of Avalon, has had a very tough summer, spending it on crutches as the result of an injury suffered in high school athletics in the spring. The Blauws hope to visit this fall with their son, Reverend

Stuart Blauw, at Grand Haven and stop over later in Canada and Niagara Falls.

Forest Slayton, assistant section foreman at Avalon, has moved into a new home there. Another new home owner is Brakeman Mal Pickens who is moving to the southwest side of Milwaukee.

Agents G. J. Hampton of Northbrook and Lester Rosenbaum have both been hospitalized, but at this writing are coming along fine.

Relief Train Dispatcher D. M. Shields was married on Sept. 15 and took a two-week honeymoon.

Engineer E. F. Kinsella, of Milwaukee, has been presented with his Gold Pass, for 50 years of service.

### THIRD DISTRICT

Vacation travelers included R. W. Lange who went to Wyoming for antelope and elk. Clerk H. G. Kuhn of Beaver Dam visited the western national parks, and Agent A. A. Mueller of Beaver Dam went camping in Door County.

A site along the scenic Rock River at Horicon has been selected for the new home of Clerk Maurice Whitty of Horicon.

## Twin City Terminals

### ST. PAUL FREIGHT HOUSE

Gene Voje, Correspondent  
Local Freight Office

Leo Powers, freight foreman's clerk, is recuperating at home from a recent heart attack. He expects to return to work in November.

Inez Stevens, vacation relief clerk, reports that she and husband Bill intend to visit Las Vegas again in November. Seems as though Bill has now perfected his roulette system.

A Silver Pass, the symbol of 45 years of continuous service, was presented recently to W. A. Baxter, St. Paul conductor.

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Assistant Foreman Phillip A. Garvey of the air brake shop retired on Oct. 1 due to disability. "P.A." will be missed in the air brake work, but we extended best wishes for his future. . . . Carl A. (Charlie) Johnson, airman in Light Repair, retired on Oct. 1 following 42 years' service. . . . Mike F. Brzjak, laborer in the light repair yard, retired on Sept. 14 after 10 years' service.

Herman F. Micheels, former car cleaner in the coach yard, passed away on Sept. 22 at the age of 69. . . . Sigurd Rygh, airman who retired in 1937, passed away Sept. 17 at age 87.

Glad to report that Helper George

Myren who underwent surgery Sept. 15 is recovering nicely.

Electrician Helper Apprentice Russell Adkins reports the birth of a baby girl, Dynette, on Sept. 21. She arrived with two lower front teeth and Russell is real proud of her.

Mrs. Oscar E. Nelson, wife of assistant foreman in the shops, won the grand prize of a new gas range at Holy Name Cooking School on Sept. 24. Oscar can now expect some prize cakes and pies.

The new retarder freight yard at St. Paul has brought about the transfer of Wrecker Foreman L. A. Lindemer and Assistant Foreman Walter Meihof to the St. Paul repair track from the Minneapolis shops; also the transfer of major light repair forces.

Silver Passes in recognition of 45 years of continuous service were presented recently to N. F. Roth, assistant district storekeeper in Minneapolis, and O. G. Neuwirth, stockman in the stores department.

### ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent  
c/o General Agent

The St. Paul Community Chest kickoff starts this month, with George Quinlan, general agent in St. Paul, calling the signals. Mr. Quinlan has headed this drive for The Milwaukee Road for the past several years, and has devoted a great deal of effort to making the drive a success.

Debbie Marie Lilledahl, whose imminent arrival was expected this fall, couldn't wait to meet her parents, Mr. and Mrs. Donald E. Lilledahl, recently transferred from St. Paul to Aberdeen, and arrived much too early, minus some weight. And all for nothing, because they wouldn't let her leave the hospital, and even kept her penned up in an incubator. She is out now, however, and has graduated to a crib with the big girls in the nursery. Her mother can now go to the hospital daily to feed her, which is a mutual pleasure, we believe.

### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

Otto Pontzar, collector in the local freight office, retired Oct. 1 after 40 years of service.

Belated congratulations were extended to Don Schaper and his wife on their new baby daughter.

Leda Mars and Martha Osbloom of the Local Freight attended the R.B.W.A. district convention in Milwaukee, the week end of Sept. 29.

Jack Anderson has resumed his studies at the University of Minnesota.

Al Wareham, chief clerk in the Local Freight, journeyed to Dubuque recently,

*The Milwaukee Road Magazine*

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**NO SUBSTITUTE**  
for money in  
the **BANK**



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. . . save at the First Wisconsin.  
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# YOU\* are eligible

\*(as a Milwaukee Road employee)

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

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(payable in case of death from any cause.)

## for only \$1.00 per month

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

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

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

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

Employee's Name..... Payroll No. ....  
First Name Initial Last Name

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

SSA No. ....Occupation.....

Address .....

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

Date of Birth.....

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

★ ★ ★ ★ ★

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

Her Name.....Date of Birth.....  
(Add \$1.00 a month for each year she is over 60)

★ ★ ★ ★ ★

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

First Name Age Date of Birth

.....

.....

.....

(If additional children add attachment)

Signature

Date

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

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**Each dependent  
CHILD**  
insured for \$500.00  
at 50c a month

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

The commercial office has had a change of scenery, moving from the Rand Tower to the McKnight Building on Sept. 15. Joe Oberhauser is also "officeing" with them once more.

Mike Steen told us he was going to LeSueur the week end of Oct. 6 to hunt deer with Irv Grand, with "bow and arrow" yet.

## Coast Division

TACOMA

E. L. Crawford, Division Editor  
c/o Agent

It was a gala homecoming at the Tacoma depot when the Tacoma Shoemen, champions of the American Amateur Baseball Congress, detrained from the Olympian Hiawatha on Sept. 20. More than 200 fans paraded up and down the depot platform, and Mayor John Anderson was on hand to extend the city's welcome and thank Manager Doug McArthur for the honor and prestige the Shoemen have brought to Tacoma. The Shoemen wrapped up the 1956 championship of the ABC amateur World Series in Battle Creek, Mich., on Sept. 16-17-18 with a smashing victory of 10-0, to become the first northwest team ever to win the title.

At this writing thousands of Tacomans are enjoying the nicest blue skies any fairgoer could wish for. It's harvest time, and the 53rd Western Washington Fair in Puyallup is a 40-acre wonderland.

Many employes assembled at the Towers Cafe on Sept. 29 for a retirement party in honor of A. R. Kidd, general foreman, and F. E. Willoughby, car foreman.

C. M. McMullin will take over the duties of district general car foreman in Tacoma. He started with the Road in Miles City in 1917 and more recently has been at Savanna, Ill. His son, J. P. McMullin, is a switchman in Tacoma. Dean A. Radabaugh will take over as general foreman, coming here from Harlowton.

A retirement party in honor of Mrs. Lillian Welch, PBX operator for 10 years, was held recently in the dispatcher's office in Tacoma. A retirement party held in the superintendent's office honored Mrs. Ellen A. Anderson, janitress at Tacoma for 15 years.

Tacoma Agent O. R. Powels has been appointed to the city's Air Pollution Board of Appeals by City Manager David Rowlands.

Fred S. Badham, assistant section foreman in Tacoma, is visiting relatives in Hawkenburg, Tunbridge Wells, England, at this writing.

**BUILD BUSINESS FOR TOMORROW**

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**Help Prevent Loss and Damage**

Charles A. Piroh, boilermaker in the locomotive department in Tacoma, has been presented with his Silver Pass.

Retired Locomotive Engineer A. G. Moyles is visiting his sister in Calumet, Mich. Brother Ralph Moyles of the cashier's office is doing very well after his long illness.

New York City, Boston and a tour of the New England states have again attracted Retired Agent W. C. "Cody" Smith and wife of Centralis. They expect to be gone for several weeks.

Mrs. Idell Hardin is the new chief clerk's stenographer in the superintendent's office.

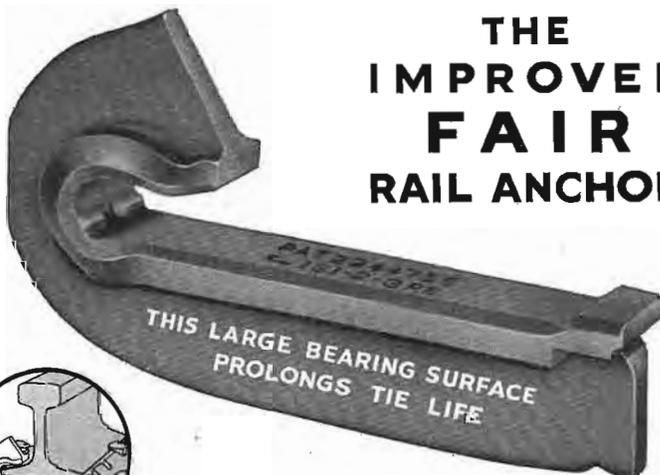
In the freight office, Gerald W. Morris, outbound revising clerk, has replaced A. B. Benson, now in Auburn. Mr. Benson relieved Bruce Kibble who went to the I.C.C.

It's a blue-eyed, red-headed baby boy at the home of Operator James C. Lawson, Sumner.

Chief Carpenter A. E. Hansen and Roadmasters A. E. Moxness and C. W. Geelhart attended the roadmaster's convention in Chicago. Mr. and Mrs. Hansen later visited in Marion, Ia., with Mr. Hansen's parents and Mr. and Mrs. Moxness in Garden City, Long Island, with their daughter.

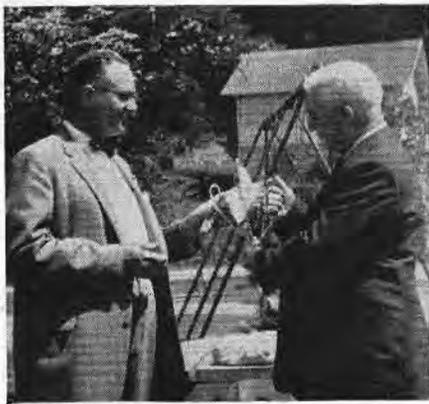
Sympathy was extended to Guy Dougherty, agent at Auburn, whose mother, Mrs. Martha Hasburgh, died at the age of 85. Mrs. Hasburgh who was born in Missouri had lived in Tacoma for the past 40 years.

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#### WINNER OF THE JOSHUA GREEN CUP.

Main event of the annual picnic of the Retired Milwaukee Employees Club held recently at Salt Water State Park midway between Seattle and Tacoma was the presentation of the Joshua Green Cup to the member who furnished the most traffic tips during the year. The winner, C. C. Sadler, retired dining car steward, is shown here receiving the award from General Passenger Agent O. R. Anderson, Seattle. In addition to the cup, Mr. Green, the Road's west coast director, awarded \$100 in cash prizes. The outing was attended by 180 retired employees and family members.

## Milwaukee Terminals

### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

#### UNION STATION

Agent Herbert C. Ruck of North Milwaukee passed away suddenly Sept. 18 at the Oconomowoc Memorial Hospital at the age of 62. He is survived by his wife Lena, two daughters and a son. Services were held from the Borgwardt Funeral Home and interment took place in Wisconsin Memorial Park. Mr. Ruck who started with the Road Aug. 2, 1912 served his early years as operator at Elm Grove, and had worked continuously in the Milwaukee Terminals since 1915. He was agent at West Allis before being appointed to the North Milwaukee agency in 1950. For the past five years he had lived in Okauchee.

Mrs. Alice Rosploch, extra board operator in the station since April, 1945, passed away on Sept. 11 in St. Francis Hospital, after being confined there about 10 days. Funeral services were held from St. Josephat's Basilica, with interment at St. Adalbert's. Mrs. Rosploch was a member of the Road's Women's Club. She is survived by her husband Ben, and two sons, John who was formerly employed in the traffic department, and Ruppert.

Foster Phillips, of the blue print room in the engineering department, is the father of a fine baby girl born Sept. 4. "Cheryl Ann" is the pretty name chosen for her. The Phillipses recently moved into a new home on S. 57th Street, and Cheryl Ann really makes it complete.

The mother of Miss Dorothy Blask, secretary in the traffic department, passed away on Sept. 9.

Miss Ann H. Morrissey, telephone operator, and Ray Mackedon, locomotive engineer, who have completed 45 years of service, were presented recently with Silver Passes.

#### MUSKEGO YARD

John Koch, retired switchman who now lives in El Monte, Calif., has been visiting in Milwaukee since May. First hand reports on his visit may be obtained from Arthur (Seagull) Weidig with whom John has spent a lot of time. In the event this news has not been published previously, "Seagull" was elected commander of the Milwaukee Road post of the American Legion in June. He was installed in office at the September meeting. You may remember that he was commander of this post in 1953-54.

Chief Clerk George Goeltz is back on the job as of Oct. 1, after recuperating from an illness.

Everett (Pinky) Callahan has been off the job for several weeks at this writing, because of illness. Pat Casey is still on the sick list; Joe V. Spende is working in his place.

Here goes for another list of welcome babies: Conrad and Mrs. Berkowski are the proud parents of son David, who arrived on Aug. 21. The Dennis Long family has a new boy; arrival Sept. 1, name, Dale. C&M Conductor and Mrs. Art Losey are proud of their little boy, Timothy Charles, born Sept. 14.

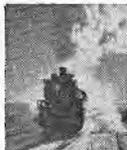
Mr. and Mrs. Gordon Paeglow brought their young son David Gordon home from the hospital last month. David came into this world on July 1 weighing 2 pounds 1 ounce and remained at the hospital until Sept. 7. He is doing fine now.

John Groskiewicz is recuperating at home after surgery for appendicitis.

Yardmaster Norvin Wolf and Mrs. Wolf are enjoying a fishing trip vacation in Colorado at this writing. Latest report indicated a catch of four fine rainbow trout.

We offered condolences to Switchman Rex Roberts on the recent loss of his father, and to Switchman Jim Luedtke whose father passed away on Sept. 16. Switchman Frank Dougherty also lost

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his wife on Sept. 16.

Switchman Henry Swiedarke passed away on Aug. 28 after a long illness.

Louis "Lucky Louie" Wieland, L&R freight conductor, retired on Sept. 1. We all wished him many happy leisure years.

Congratulations are in order for Switchmen Ed Schuettler and Aubrey Wiley, both of whom recently took their matrimonial vows.

Southwestern Division Conductor Harvey Lindley retired on Sept. 1.

Mr. and Mrs. Richard Langacker (C&M brakeman) celebrated their 30th wedding anniversary on Sept. 15.

Clerks Sandra Dunn and Judy Morris have been working temporarily in the car record tracing department. They may return to the Fowler Street office later, but we understand that they have been doing a good stand-in job for some of the boys on vacation.

And speaking of good jobs, Caller Virginia McCarthy continues to be a wonderful help in collecting news items for our Muskego column.

Switchman Don Ellis is a patient at the veterans' hospital at Wood, Wis., at this writing.

**FWLER STREET STATION**

Pearl Freund, Correspondent

Effective Sept. 16, John Komurka, traveling auditor with headquarters in Chicago, was assigned to the position of assistant agent at Fowler Street, replacing Arthur J. O'Rourke who was promoted to agent at Dubuque.

Mrs. George Roessger was recently elected for a third term as statistician for the United Lutheran Church School Association of Wisconsin. The association accumulates statistics and records in connection with all Sunday schools in the state, and has received recognition in the Journal news for its fine work.

Mr. and Mrs. Enrico Franco enjoyed a vacation in southern Michigan, taking the C&O ferry across the lake and motoring on into Detroit and Greenville. Ricky's mother accompanied them.

Norlene, daughter of Casey Maciolek, carload bill clerk, has been confined to

South View Hospital with polio. She is reported to be out of danger and coming along nicely.

Our newcomers, Sandra Dunn and Judy Morris, have transferred to Muskego Yard as key punch operators.

Mrs. Augusta Mueller, the mother of Mrs. Esther Millard, timekeeper at House 7, passed away Sept. 1 at the age of 86.

**I & D Division**

**EAST END**

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

Charles Whitham, retired agent, 80, passed away in Mason City Aug. 31, following a short illness. At the time of his retirement in 1946, Mr. Whitham had been agent at Scotland, S. D., for 33 years. Prior to that time he was a telegrapher in various towns in Iowa and South Dakota. He had made his home in Mason City since 1947. He was a member of the First Methodist Church of Mason City, the Masonic Blue Lodge of Scotland, Benevolence Chapter 46 of Mason City, the Mason City Council of Royal Select Masters, Antioch Commandery 43 of Mason City, and the Order of Railroad Telegraphers. He is survived by his wife; two daughters, Mrs. R. G. Alford of Washington, D. C., and Mrs. D. J. Hephner of Arlington, Va.; a son, W. C. Whitham, who is division engineer for the Road at Spokane; three grandchildren and two great-grandchildren.

Jack O'Neil, chief clerk in the D.F.&P.A. office in Mason City, has returned from a vacation trip to Atlanta, Ga. According to him, the Georgia peaches are all right.

James W. McGuire, retired conductor, 83, passed away in Mason City on Sept. 26, following a long illness. Mr. McGuire entered the service of the Milwaukee in 1888 as a car repairer at Mason City. He was employed in the roundhouse as dispatcher's helper, call boy and locomotive fireman and entered train service as a brakeman in July 1891. He was promoted to conductor in 1893 and to passenger conductor in 1917. He retired April 11, 1939 and since that time

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**JUST MARRIED.** Miss Olympia Serakos, daughter of Chris Serakos of the ice house force at Mason City, shown after her marriage on Sept. 16 to William Stapakis of Hartford, Conn., in the Transfiguration Hellenic Orthodox Church in Mason City. A dinner and reception were held later at the VFW Club. The newly weds will live in Worcester, Mass., where the groom is doing graduate work at Clark University. The bride, a graduate of Iowa State College, recently completed an internship at Indiana University Medical Center in Indianapolis.

had been living in Mason City. Preceded in death by his wife, he is survived by three daughters, Mrs. Magnus (Marion) Schultz who is employed in the freight office at Mason City, Mrs. Eugene Jacobs of Waterloo and Mrs. Tom Pano of Chicago; a son, Charles McGuire of Detroit; and two grandchildren. Mr. McGuire was a member of St. Joseph's Catholic Church, an honorary member of the Knights of Columbus and a member of the Order of Railway Conductors. Funeral services were held in St. Joseph's Catholic Church in Mason City.

In recognition of 45 years of service, F. A. Smith, agent at Ft. Atkinson, has been presented with a Silver Pass.

#### FIRST DISTRICT

Florence Paullin, Correspondent  
Roundhouse Clerk, Mitchell

Engineer P. J. Vessell and wife have returned from a month's trip to Yellowstone, Glacier National Park, Lake Louise and many other points of interest. Engineer B. Holt and wife journeyed by car, train, plane and boat to visit their son and family in Alaska.

Donald Binderup, son of Storekeeper Harry Binderup, has joined the Air Force and is now stationed at Kessler Air Force Base in Mississippi.

October, 1956

We are glad to report that Roundhouse Laborer Ira Fraser is back on the job after a long stay in the hospital at Mitchell, where he underwent an operation.

The wife of Roundhouse Foreman Johnson of Madison, S. D., was killed recently in an auto accident near Sioux Falls.

Doris Ford of Council Bluffs relieved your correspondent during her vacation. We were happy to have her with us.

Gloria Tollefson, daughter of Roundhouse Employee Lyle Tollefson, has enrolled at Dakota Wesleyan University at Mitchell, having won a scholarship from Mt. Vernon High School.

Louis "Bounce" Boyle, conductor on the west I&D, retired Sept. 1 after some 40 years of service. The boys with whom he has been associated gave him a golf cart and, oh yes, a pair of Bermuda shorts.

Martin Christensen, engineman from Rapid City, won 8 out of 12 ribbons (mostly blue) at the Rapid City Range Day festivities last month.

About 125 railroad and townspeople of Murdo gathered at the Masonic Temple for a retirement party for Agent Roger Betts who retired on Sept. 1, and Mrs. Betts. Assistant Superintendent R. J. Dimmitt spoke, telling of Mr. Betts' years on the railroad and the happy relationships between him and the people of Murdo and the surrounding community. The Masonic Lodge presented Mr. Betts with a ring and the railroad employes presented him with traveling bag set and a golf cart; another golfer in our midst.

From F. H. Joynt, chief traveling auditor, comes word that he had the opportunity to attend a luncheon at the Rapid City Lions Club with our agent, L. H. Shuck, who is president of the club this year. The meeting was to discuss some important civic matters, and Mr. Joynt reports that Mr. Shuck is to be congratulated on the manner in which he handles these meetings.

Operator Roy Miner and wife have purchased a home on Lake Mitchell and are busy landscaping it.

Louie Saarosy, retired engineer from Sioux City, was up this way last month. Louie spent six weeks up and down the west coast, and you can be sure he didn't miss seeing all the retired employes out that way.



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Corn Palace Week is in full sway in Mitchell at this writing, featuring Patti Paige. (The Corn Palace is a huge building completely decorated with colored corns and the many grains that grow in our community.) We are proud to report that our own Sid Grinde from the roundhouse was in charge of the decorations this year.

## Rocky Mountain Division

NORTHERN MONTANA

E. H. Mielke, Correspondent  
Roundhouse Foreman, Lewistown

Robert Rasmussen was the successful bidder for the position of clerk in the Lewistown freight office. Bob has worked here previously and is right at home at the job.

J. V. Greenslate of Lewistown is working relief for Roundhouse Foreman R. B. Smith at Great Falls. Rollo and his wife are on vacation at this writing. Lineman Youngbauer of Miles City worked relief for Lineman Iver Eckberg at Lewistown. Iver spent most of his vacation with his relatives in Michigan.

Orders for stock cars are pouring in now, and it is shaping up well for our usual stock run for this time of year.

Fireman Bill Short has moved his family to Butte. He is working on the helper engine there, having transferred from the Northern Montana district to the Rocky Mountain Division proper.

Engineer and Mrs. Tom Erickson are on vacation at this writing, making an extensive trip as far east as Kentucky.

With the grouse season behind us, our thoughts are on the coming big game season when most Montanans head for the mountains to try their high-power rifles.

Agent L. B. Kay of Fairfield, who has 45 years of service, was presented last month with his Silver Pass.

## SECOND DISTRICT

Fay Ness, Correspondent  
Superintendent's Office, Sioux City

Word has reached us that John E. Quarnstrom, retired Hudson, S. D., laborer, 73, died Sept. 17 after a long illness. Funeral services were held in Hudson.

Mrs. Frank Griller, wife of rate clerk at the Sioux City stock yards, died in a Sioux City hospital Sept. 21 after a long illness. Funeral services were conducted at Immaculate Conception Catholic Church in Sioux City and burial was in Sioux Falls.

Paul J. Palmer, retired Sioux City machinist, 73, died at his home Sept. 17 after a long illness. He had been a resident of Sioux City since 1888 and was a veteran employe of the Road's mechanical department before his retirement in 1951. Survivors include his widow, a sister and brother, all of Sioux City.

Retired Roadmaster Jerry M. Murphy died last month in a Sioux Falls hospital after a long illness. Jerry retired in 1954 because of ill health after more than 45 years of service. Funeral services were held Sept. 26 at St. Joseph Cathedral in Sioux Falls. In 1920 Jerry was awarded the Carnegie Medal for saving the life of a section worker he prevented from falling between two cars of a moving train. He was a past exalted ruler of the Elks at Sioux Falls, and a member of the Knights of Columbus. Survivors are two brothers, Daniel J. of Washington, D. C., and John S. of Sioux Falls, and three sisters, Mrs. A. L. Steiner of Minneapolis, Mrs. Charles Staley of Ute, Ia., and Miss Helene Murphy of Sioux City. Your correspondent was glad she had the opportunity to visit Jerry the early part of September when he was still able to be up around at his brother's home in Sioux Falls. He started with the Road in 1905 as a section laborer at Horniek where he was born, was promoted to foreman after graduating from Creighton University in 1914, and to roadmaster in 1920. In his younger years he was nicknamed "Home Run Murphy" for his batting prowess in local semi-pro ball.

Traveling Auditor T. D. Hakes suffered a heart seizure Sept. 8 while on a motor trip in Minnesota and has been confined since that date in a hospital at Olivia. We are happy to report that he is recuperating nicely and will soon be coming home.

Dirk VanderVoort, agent at Dell Rapids, is hospitalized there at this writing.

G. E. Kennedy, second trick operator at Sheldon, was commended last month for the personal inspection of a passing train that uncovered a fire in a meat car. Mr. Kennedy was cited for an unusual job of detective work, inasmuch as the

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fire was on the side of the train which was opposite the platform from which he made the inspection. His signal permitted the fire to be brought under control with only negligible damage.

## L & R Division

A retirement party held at Karroll's Night Club in LaCrescent, Minn., on Sept. 21 honored Erick Erickson, chief clerk to the superintendent of the L&R Division. Erick's retirement, effective Oct. 1, marked the end of long and faithful service to the Road, spent on various divisions and in the Chicago offices. He had been chief clerk at La-Crosse for the past 30 years. The gathering at LaCrescent was attended by many of his former as well as recent co-workers, and many of the Road's officials. R. C. Hemptead, retired master mechanic, was master of ceremonies. Mr. and Mrs. Erickson were both remembered with retirement gifts.

Gold Passes, in recognition of 50 years of service, were presented last month to C. E. Stowers, retired Portage conductor, and Engineer M. D. Collins of Milwaukee. Silver Passes, for 45 years, were presented to Baggage-man A. Pinske of Portage and F. J. Weideman, retired Milwaukee operator.

## Iowa Division

### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

Retired Train Dispatcher L. W. Turner was a visitor in Marion Sept. 17. He retired in 1938 and has been a resident of Waverly, Ill., since 1939.

Mr. and Mrs. Richard Bristol Sr. recently attended the football game between the Madrid and Earlham high schools. Their son Richard is assistant coach at Madrid.

Miss Barbara Beatty and brakeman William R. Failor were married in the First Baptist Church parsonage on Sept. 1. Mrs. Failor who attended Coe College is employed by WMT-TV.

Merrill M. Bartlett retired on Aug. 21.

He entered the service of the Milwaukee as a track laborer in June, 1912, was promoted to section foreman the same year, and for a number of years held the position of foreman on the Miles, Ia., section. At the time of his retirement he was working on the section at Marion.

On Sept. 30 O. W. McBride retired as signal maintainer, with 42 years and five months' service. He started at Slater, Ia., in 1914 at the time new signals were installed. While employed as clerk to signal supervisor at Savanna, he joined the 13th Engineers (Railway), and served in France from 1917 to 1919. In 1920 he resumed work as a signal maintainer at Forreston, Ill., later transferred to Hampshire, Ill., then to Savanna, and back to Forreston. He also worked at Melbourne before December, 1936 when he was sent to Marion. He has a good safety record. For more than 28 years he served as secretary-treasurer of Local 61 of the B.R.S. of A. He and Mrs. McBride will continue to live in Marion.

Mrs. H. T. Paton, wife of instrumentman, who was a surgical patient in St. Anthony's Hospital in Terre Haute, Ind., is recuperating at home at this writing. In the near future the Patons will move to Marion, where Tom is employed in the engineering department.

A. E. Fairhurst, retired PFL, whose home is in Amhurst, Mass., underwent surgery in the Cooley-Dickinson Hospital, Northampton, Mass., on Aug. 17. He has since returned home and is improving nicely.

Retired Superintendent O. A. Beerman who underwent surgery in St. Luke's Hospital on Aug. 23 is recuperating at home in Marion.

Darell Failor, who was employed in the engineering department during the summer vacation, has enrolled in the University of New Mexico at Albuquerque. He is the son of Chief Clerk W. E. Failor of Marion.

W. A. Lundquist, another temporary employe of the engineering department, returned to the University of Iowa to resume his engineering course. Robert J. Fox, who had been with the Road since February, entered the University of



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CHICAGO, ILLINOIS

Iowa.

Marian Willard, daughter of Train Rules Examiner J. O. Willard, Cedar Rapids, who worked as relief file clerk in the superintendent's office during the vacation period, has transferred from Iowa State College at Ames to the University of Iowa.

Frank D. Ozburn died at his home in Marion on Aug. 30, following a long illness. He was a member of unit 29, Retired and Veteran Railroad Employees, having worked in the mechanical department of the Milwaukee at Atkins before his retirement. He is survived by his wife; three sons, Jack and Gerald of Marion and Robert of Colorado Springs; a daughter, Mrs. Ed Schmatt of Colorado Springs; also, two brothers, Thomas of Clinton and Floyd of Marion; and three sisters, June Gibler of Higbee, Mo., Maud Oxley of Marion and Eva Montague of Rock Falls, Ill. Services and burial were in Cedar Memorial Cemetery, Cedar Rapids.

John A. "Sonny" Beeson Jr., 37, son of a retired Milwaukee Road conductor, died in a Cedar Rapids hospital on Aug. 23 after a sudden illness. In World War II he served overseas with Battery 202 of the field artillery, from January, 1944 until November, 1945, and was a first lieutenant when he was discharged in January, 1946. His wife, a son Phillip,

5, and a daughter, Mary Jeanne, 3, survive him; also his parents Mr. and Mrs. John A. Beeson Sr.

Sympathy was extended to W. H. Robinson, agent at Marion, whose father passed away recently. The elder Mr. Robinson was depot agent at Collins for many years.

Vacations: General Agent O. R. Lambertsen and wife vacationed in Colorado during September. Trainmaster's Clerk Harry M. Murphy and wife, vacationing with their daughter and son-in-law in Pittsburgh, enjoyed a double-header between the Pirates and the St. Louis Cardinals. Mr. and Mrs. Jerry Monn visited in Norfolk and Richmond, Va., and at St. Albans and Charleston, W. Va., where Mr. Monn was stationed while serving with the armed forces in World War I. Mrs. Clarence Phillips, wife of employe in engine service at the Cedar Rapids yards, spent the summer with their daughter and her family at Long Beach, Calif. The L. R. Boettchers and son Bob had an interesting vacation in Colorado. Their headquarters were in Denver, the home of their son Chandler who joined them on various tours. Chandler is a member of the Colorado Mountaineering Club.

Carol Gorman, daughter of Train Dispatcher N. J. Gorman, has resumed studies at Iowa State College. Son James T. is attending Colorado State.

### MIDDLE AND WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

Mrs. Marvis Harmann and children, who had been making their home in Aberdeen, S. D., have joined Marvis who transferred as a brakeman to the Iowa Division in September. They will make their home on east Lucinda Street in Perry.

"Jean Ellen" is the name which Joint Agent John McGuire and wife of Kansas City gave to their daughter born Sept. 14. Before going to Kansas City, John was agent at Perry.

P. W. Tighe, who worked on the Des Moines Division as a freight brakeman and conductor before his retirement in 1940, passed away Aug. 29 in a Des Moines hospital. His wife survives. Their only son, Venner, was a World War I casualty.

Mrs. R. L. Taylor passed away at the Eastern Star home in Boone on Aug. 29. She had been a resident of the home for a long time. Mrs. Taylor's husband was for many years a telegraph operator on the Iowa Division, his last work having been at Marion. Had Mrs. Taylor lived until Oct. 1, she would have been 98.

W. H. Robinson, retired agent, passed away Sept. 17 following a heart attack. He was 80 on Sept. 10. Last September he celebrated his 60th year of service

*The Milwaukee Road Magazine*

with the Milwaukee, retiring the following month. Two sons, W. H. Robinson Jr., agent at Marion, and B. M. Robinson, agent at Collins, together with his wife, survive. "W. H. R." was well known on the entire division, as he had served the Order of Railway Telegraphers as local chairman for many years. Burial was at Collins where he had been agent for nearly half a century.

Charles H. Tanner, who worked for the Milwaukee on the Iowa Division from 1882 until his retirement in 1941, passed away at his home in Tama in September. He had worked as a train dispatcher in the Perry office between 1884 and 1887, and at Neola after he went back to work as agent, and in 1891 transferred to Tama where he served as agent for 50 years. He was a member of the Masonic Lodge for 67 years, had served on the Tama school board, and had been active in the Tama Chamber of Commerce. Four daughters and several grandchildren survive.

A daughter was born to Switchman and Mrs. Earl McDowell on Sept. 10.

Mrs. William Cummings Jr., who was long associated with the Milwaukee family in Perry through the employment of her husband's father, brother and two uncles, died in the Dallas County hospital in September. She had been an arthritis sufferer for many years and was confined to a wheelchair. Despite much family illness she was able to bring cheer to her many friends during their time of tribulation. One son survives.

Engineer and Mrs. Oliver Jensen have a grandson named "Craig Allen". Craig's father, Gerald Jensen, was recently released from the Navy in which he had served since his graduation from Iowa State College at Ames. He is now enrolled at Harvard in Boston to take a course in Business Administration. His wife and son, who stayed with Mrs. Jensen's parents in Centerville, Ia., planned to join him about Oct. 1.

Nearly all TV sets in the railroad families in Perry were tuned to WHO-TV on Sept. 14 when the Mary Blythe Program was broadcast. Miss Blythe, who interviews people on their occupations and hobbies, had Gertrude Donahoe, the Milwaukee agent at Clive, as her guest. Gertrude told of her work at the depot and her railroad experience, and also displayed pictures of some of the Madonnas in her large collection. She photographs in color pictures of Madonnas and then does research work on the artists who drew or painted the originals. She has shown her collection of slides to nearly 2,500 people as she has presented them at programs for various organizations.

Moving pictures taken at the station, with Engineer Chase and Conductor C. W. Moore doing their work, were also shown on TV.

October, 1956

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



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(Advertisement)

Ground was broken Sept. 11 for the new office building being erected in Perry. Assistant Superintendent L. H. Wallen turned the first shovelful of dirt.

George Nelson, for many years an employe in the track department at Weston, died Sept. 25 following several months' illness. He had undergone surgery and was expecting to take over the job of foreman of the Bayard section, to which he had been appointed, when complications developed and caused his death.

Mrs. John Starrett, daughter of the late J. E. Kent, an old time Iowa Division employe, died at her home in

Franklin Park, Ill., in August. Burial was in the family plot at Perry.

Fireman Homer Johnson who had been on a leave of absence for some months, has resumed work on the Des Moines division.

There are two new grandfathers on the Iowa Division. A daughter born to Mr. and Mrs. Bernard Green of Iowa City is the first grandchild for Engineer and Mrs. R. J. Hayes. For Shop Foreman and Mrs. Clarence Dettman, the first grandchild is a boy, born to Mr. and Mrs. Stanley Bishop of Dennison.

Brakeman and Mrs. Marvin McBeain became the parents of a son, born Sept.

20 in the Dallas County hospital in Perry.

Train Dispatcher Larry Harvey of Perry and Shirley Kay Gripp of Des Moines were married at the M. E. church in Bayard on Sept. 9. About 350 witnessed the ceremony and attended the reception which followed. Train Dispatcher Earle Edwards and Night Chief John Galihier of the Perry office force were present to lend moral support to the bridegroom. The couple took a wedding trip to Minnesota and Wisconsin.

Chad Bills, an employee of the signals and communications department in Perry, and Shirley May Gilliland, also of Perry, were married at the Assembly of God Church in Perry Aug. 26. Chad is a son of Earl Bills, freight house foreman.

Train Dispatcher and Mrs. Richard Devoe are the parents of a daughter born Sept. 4. Agent Bruce Devoe is the baby's grandfather, and Retired Agent M. A. Devoe is her great-grandfather.

Dixie Lee McLellan, daughter of Conductor George McLellan, and Raymond Sheets of Dallas Center were married Sept. 9. The bride, who is the granddaughter of Mrs. Carrie McLellan, president of Perry Chapter of the Milwaukee Road Women's Club, is a member of the Chicago National Dance Masters and has been conducting dance studios in several Iowa towns. The young couple will live in Dallas Center.

Retired Conductor and Mrs. Fred Vodenik have announced the engagement and approaching marriage of their daughter Grace to Robert Murl of St. Paul. The wedding will take place Nov. 17. Grace, at present employed in Dr. L. A. Utterback's office in Perry, is a World War II veteran, having served in the WAVES.

Mrs. Thomas Rellihan, who is a frequent contributor to poetry magazines, recently placed fourth in a contest conducted by one of them. A check and a year's subscription were her prizes.

Elizabeth Wilcox, grand-daughter of the late Engineer Thomas Wilcox, and Raymond Johnson, both of Perry, were married Sept. 2.

**IT'S THE MOSTEST.** At the fishing derby held recently at Hauser Lake, Idaho, Fred Putnam, retired locomotive engineer, won the first prize and also walked off with the sixth and seventh. He caught the largest fish, a 4 pound-6 ounce rainbow, also the first 2¼-pounder, and at 79 was the oldest fish fan in the derby. Helping him display his trophies here are Mrs. Marsh, secretary of the Hauser Lake Rod and Gun Club, and the club president, Russell Boncher. Mr. Putnam, who spends the summer near Calder, Idaho, is now getting in trim for the elk, deer and bear seasons. (Spokane Daily Chronicle photo)



**ON THE SHRINE SPECIAL.** Milwaukee Road personnel pictured at the head end of the Osman Temple 14-car special as it was ready to leave St. Paul on Sept. 6 on a round trip to the Midwest Shrine Association session in Madison, Wis. From left: Assistant General Passenger Agent H. M. Larson of Minneapolis, Brakeman N. D. Wilson, Traveling Engineer W. S. PirkI, Engineer William Castello, Fireman Don Rush, Conductor A. J. Sarazin, J. E. Griller, general agent passenger department in St. Paul, Brakeman Willard Smith and T. W. Baldwin, potentate of Osman Temple. Mr. Baldwin is a Dubuque & Illinois Division locomotive engineer currently on leave of absence.



**BIG LITTLE LEAGUE FARMER.** Bob Adams (right), junior edition of the Road's assistant city ticket agent in St. Paul, pictured with the Keith Gilmore Trophy which was presented to him recently as an outstanding player in the Little League farm group. The inscription reads: "To the boy who best represents the principles of Little League as a gentleman, sportsman and athlete". The trophy will be passed on next year, but he retains the replica. His sidekick is Steve Zender, who was awarded the Irving Waldman trophy. The awards correspond to the Founder's Trophy in Little League.





**TEACHERS ARE TAUGHT.** At a teachers' convention, the railroad exhibit is always a lively center, since the study of transportation is an important part of the curricula for most schools and colleges throughout the country. The booth shown here is a standard exhibit. On display are scores of teaching aids

produced by the Association of American Railroads, the Pullman Company, the Railway Express Agency and affiliated organizations, as well as colorful books on railroad subjects. Sole purpose of the exhibits is to increase understanding among teachers and through them the children of America.



"FINEST WEST OF CHICAGO", it was said of the new Minneapolis passenger station when it stood completed about 1879 on Washington Avenue at the foot of Fourth Street. This ornate structure replaced a depot built in 1865 by the Minnesota Central Railway, a predecessor line of the Milwaukee, which had proved inadequate for its rapidly growing business. The station shown here provided facilities for traffic developed through the construction of the so-called "short line" between Minneapolis and St. Paul, the last link in the direct route from Minneapolis to Milwaukee and Chicago. The line was built in 1879-80. In 1897 this building was razed to provide room for the present three story structure which serves The Milwaukee Road, the Rock Island and the Soo Line. This rare old picture was recently unearthed by the latter company.

**RAILROAD FAMILY HEAD RETIRES.** Ralph E. Hintze, Wausau, Wis., engineer who retired Aug. 1 after 54 years of service, pictured with three of his sons who are also with the Road—Herbert, a clerk in the Wausau freight office, and Roy and Ralph, engineers (left to right). With another son, now deceased, they have a total of 104 years of service, which Thomas Hintze of New Lisbon, a brother of Mr. Hintze, can make a grand total of 142. Ralph Hintze started in 1902 as a fireman and has been an engineer since 1907. During the construction of Lines West he piloted a work train between Mobridge and Butte. In recent years he was on a switch engine at Wausau. He is active in the Brotherhood of Locomotive Engineers, having served two terms as chief of the local organization.



# facts you and your family should know about

# VOTING

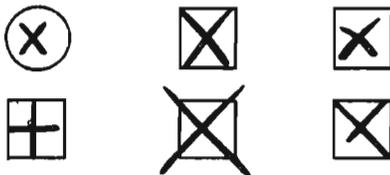
The facts given below will familiarize you with some of the "hows" of voting. It is an established fact that a great many people know less about the voting process than they think they do, and consequently spoil their ballots without realizing it.

The principal point to remember, however, is that unless we all exercise the right to vote, our freedom can go by default.

Listen! Read! Look! Talk! Argue! Think! Then VOTE!



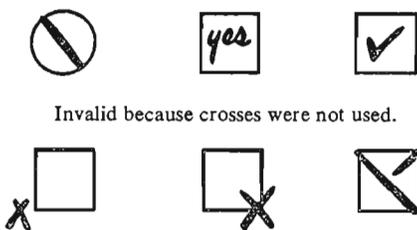
**MAKE YOUR BALLOT COUNT**  
These marks are legal.



In each case a cross has been used and the intersection of the lines of the cross is inside the circle or square.

These markings apply to the circle at the head of the ticket or the squares for the individual candidates.

**THESE SPOIL YOUR BALLOT**



Invalid because crosses were not used.

Void because the lines of the cross do not intersect within the square.

**A STRAIGHT PARTY TICKET**

To vote a straight ticket, simply mark an X at the head of the column of party candidates for whom you wish to vote (as shown at left). In many states, however, it is legal to mark an X in the square before the name of every candidate on the party ticket (as shown at right).

**HOW TO VOTE A SPLIT TICKET**

1. You may mark an X at the head of a party ticket and then mark an X in the square before the name of each candidate *on the opposing ticket* for whom you wish to vote. Such a ballot will be counted as a vote for every candidate in the column under the party circle, except for those candidates whose opponents' names are marked.

2. You may refrain from making a cross at the head of either ticket and place an X in the square before the name of every candidate for whom you wish to vote, switching from one party column to the other. Crosses in squares before names of two individual candidates *oposing each other for same office* nullify votes for such office.



**IN CASE OF ABSENCE OR ILLNESS**

If you, a qualified voter, are unable to get to your regular polling place on election day, you may apply to the proper authority, usually the Election Commission, for an absentee ballot. Such ballots usually must be applied for in advance.

After you have marked this ballot and have had the accompanying affidavit signed, mail it to the Election Commission for delivery to your precinct on election day.

In nearly every state, this same procedure applies for those who are unable to go to the polls because of illness.



**VOTING MACHINES**

If a voting machine is used in your polling place, you are entitled to receive full instructions regarding its use. It is completely reliable and enables you to split your ticket in any manner desired.

**WHAT IF YOU SPOIL A BALLOT?**

If you accidentally spoil a ballot, return it to the election judge, who will give you another. The judge then marks the returned ballot "Spoiled", and it is counted as such when the tally is made.

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