

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

NOVEMBER 1954

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THE MILWAUKEE ROAD MAGAZINE

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Let's Mail Early This Year

IT IS A MATTER of plain human nature that most of us feel relieved, as the Holidays approach, to hear others say that they "haven't done a thing about Christmas."

We feel relieved because we probably haven't either. It is a fact, too, that nothing gets us down to the post office as quickly as a friend's proud statement that at his house "everything is wrapped and in the mail."

These homely little reflections are timely, it seems to me, because railroad people can, and should, set the example for others in the matter of early mailing. It is more important to us than to any one else.

Very few people ever think of the problems involved in the careful, accurate and fast handling of mail during the 15-day rush period preceding Christmas. They know very little of the hard, around-the-clock labors of post office, railroad and express employees. Nor do they know that in recent years the American railroads have been called upon to provide mail car space for Holiday mail equal to 5,200 solid mail trains of 12 cars each, in addition to handling other thousands of cars of seasonal express and freight.

Despite the growing diversion of profitable mail traffic from the railroads to their tax-supported air and highway competitors during the balance of the year, the Post Office Department still looks to our industry for the man-sized job of carrying the Christmas mail. This fact alone is convincing proof of the indispensable nature of rail service.

It is important to all of us and to the industry that this task be done well and with the maximum of satisfaction to the public which we serve. We should, therefore, see to it that our own Christmas mailing is done early—preferably during the first week in December—and that our relatives, neighbors and friends are urged to do the same.

As I suggested at the outset, there is still another thing involved in doing our Christmas mailing early. We can give our own spirits a lift in the bargain!

J. P. Kiley



ECONOMICS OF THE MILWAUKEE ROAD



There are thousands of Milwaukee Road people backing up each employee who deals directly with the public.

How All of Us Fit Into the Picture

IN THE six chapters which have gone before, we have taken a close look at the economics of The Milwaukee Road. Some of us may have wondered, though, how we, as individuals earning a living on this railroad, fit into the picture.

Basically, there are two things each of us can do to help: We can acquaint ourselves with the problems of our industry so that we can discuss them effectively; and we can set personal standards of better service for our customers.

First, let's review briefly some of the industry's problems:

Low earnings have plagued most railroads for years. Traffic has fallen off. Operating costs have risen. Freight volume on our railroad in 1953 was 10.5 per cent below that of 1945, and passen-

ger volume was down 59 per cent. During the same period average hourly wage rates more than doubled and material prices went up 75 per cent.

Coupled with this is a thing we see daily on the highways, at airports and along the waterways—competitive forms of transportation using facilities which have been either donated outright by the government out of funds received from the taxpayers, or made available at extremely low user charges. This practice, engaged in by federal, state and many municipal governments, is known as *government subsidy*.

Everyone favors good roads, airways and highways, and it is accepted public policy that the government should build them, but it is a different matter alto-

gether for the government to permit their use by commercial carriers without the payment of proper user charges, particularly when the railroads are not permitted to make economically sound rate adjustments which would enable them to compete.

Meanwhile, the railroads are not allowed to discontinue certain services, including branch line passenger trains which are no longer patronized. This results in heavy losses which have to be met out of income derived from other services. Within the past year the government has also taken a large volume of first class surface mail from the railroads unlawfully and given it to the airlines, despite the fact that the railroads had been handling it at a profit to the post office department, while the airlines handle it at a loss to that department.

These things are not of concern to the railroads alone. Every user of common carrier transportation, as well as every one who pays taxes—and that includes all of us and all of our neighbors—has good reason to be disturbed.

One of the things we should say in behalf of our industry is that the railroads, unlike their competitors, pay their full share of the expense of government and are the kind of taxpayers that *lighten* the load for all other taxpayers!

In the matter of better service, this one fact should be borne in mind constantly: *What we have to sell is service, and in today's market only good service will sell.*

Those of us who do not meet the public in our work may feel that good service is the concern of no one but those who do. But we cannot measure the service rendered by a dining car waiter without considering the ability of the chef, nor separate the courtesy of the conductor from the skill of the mechanic who put the car into condition, when we are considering the total effect on the passenger. Just as men are needed behind the lines to pass the ammunition, so the Milwaukee Road men and women who meet the public need the strong, skilled, helping hands of the many "men behind the men behind the guns."

If each of us keeps himself informed and vocal regarding the problems of our industry, and concentrates on giving our customers ever better service, he is doing what he can to help.



J. P. Kiley

Progress Report

President Kiley Reports on the Principal Improvements Made on The Milwaukee Road during the Past Five Years

The following is taken from an address which President J. P. Kiley delivered before a meeting of the New York Society of Security Analysts on Oct. 15. It is being presented in two parts, the second of which will appear next month.

I THOUGHT it would be of particular interest for me to tell you about the changes we have made on the Milwaukee property in the past five years.

While our retarder yards at Milwaukee and Bensenville and the dieselization of our railroad have been more dramatic than many of the other things we have done, I thought it would be of interest if I also told you about some of the other forward steps which have permitted us to make substantial improvements in our operating results.

We on the Milwaukee have had several five-year plans of improvement in various phases of our operations. First, and possibly the most important, has been in our yard facilities.

Beginning in 1948, we made a number of studies on how we could best eliminate the congestion of cars in our yards at both Milwaukee and Chicago because of inadequate terminal facilities. During the war we handled a larger number of cars but had not experienced the same difficulties because we had so many solid trains of long haul freight that required little or no switching in our terminals. When we again were faced with heavy traffic volume of normal business, our terminal facilities were nowhere near adequate.

Our studies indicated that we could not eliminate this congestion at Bensenville and Milwaukee until we provided some facilities at other points to take part of the load during the period when we were engaged in reconstruction of these yards.

Our first five-year plan provided for the revamping of our Savanna yard, through which moved all of the traffic between Chicago and Milwaukee and Omaha, Kansas City, Sioux City, Dubuque, Sioux Falls, Mason City and intermediate points. In 1950 we received authority to spend approximately \$750,000 at Savanna so that we could switch some of the cars there that had previously been handled at Bensenville and Milwaukee.

After completion of the Savanna improvement, it was possible to start work on the retarder yard at Milwaukee, and by doing a great deal of preliminary planning, we were able to complete that yard in one year. The main switching yard at Milwaukee was out of service for a period of only three months, and the work was done without any great disturbance to our traffic.

In 1952 we started planning the new yard at Bensenville. The construction work began as a two-year program, but our winter was so mild that we began the preliminary construction work in January and were so far advanced with it in June that the board of directors authorized us to complete the job, and the entire yard was placed in operation in the fall of 1953.

We have one more yard improvement under consideration now. We are com-

pleting plans for a retarder yard in the Twin Cities which will consolidate several switching operations, improving the handling of traffic at that point. However, it is unlikely that this work will be



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Air Line yard in Milwaukee, completed in 1952, was the first step toward solution of the congestion problem at Milwaukee and Chicago.

started until our earnings improve.

In 1952 we also revamped our coach yard at Minneapolis. This yard was constructed in the early years and was inadequate for the longer trains and the

more intensive servicing required in modern railroad passenger operation. We built, at a cost of approximately \$500,000 a very modern coach yard entirely adequate for the volume of traffic we

have, and this has resulted in providing a more efficient servicing of our equipment.

Our change-over from steam to diesel power began in 1948 as a 10-year plan, but has shrunk considerably. In 1948, 73 per cent of our gross ton miles in freight service, 50 per cent of our passenger train miles and 64 per cent of our switching hours were performed with *steam* locomotives. In 1955 we will not be operating any steam locomotives. When the diesel locomotives now on order, which are expected to be delivered by the first of the year, are received, we will have 757 diesel units.

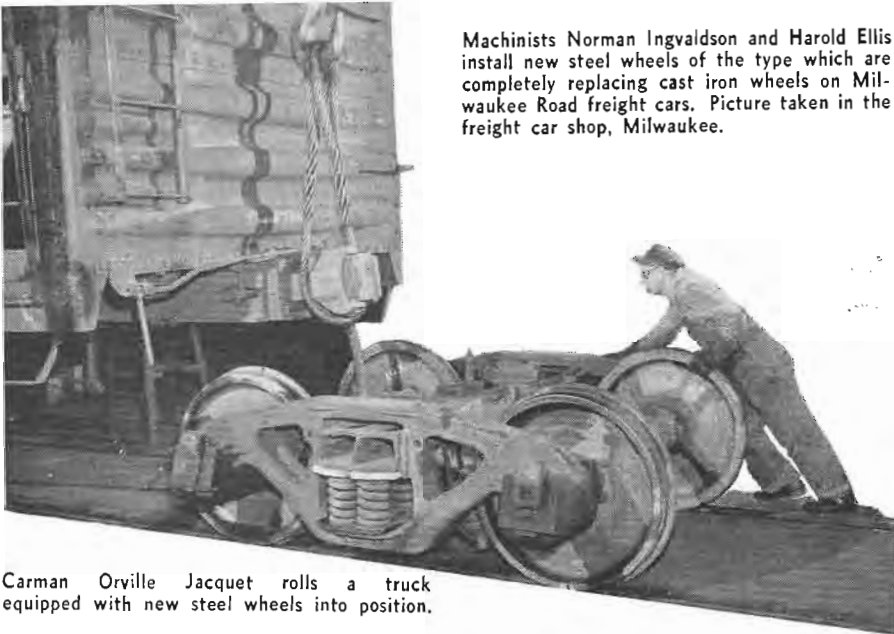
At the time we started our accelerated program of dieselization, I expected that it might be 10 years or more before we

The 70-track retarder classification yard at Bensenville, completed a year ago, is the world's largest of its kind. In combination with Air Line yard in Milwaukee, it eliminated congestion in the Road's two principal cities.





Machinists Norman Ingvaldson and Harold Ellis install new steel wheels of the type which are completely replacing cast iron wheels on Milwaukee Road freight cars. Picture taken in the freight car shop, Milwaukee.



Carman Orville Jacquet rolls a truck equipped with new steel wheels into position.

could complete the change-over, as we had a substantial number of modern steam freight and passenger locomotives. As our dieselization progressed, however, and we were able to completely dieselize lines and sections of lines, the economies we were able to make at outlying engine terminals through the abandonment of operation of steam locomotive facilities, resulted in total savings just about as great as in the early stages of dieselization. As a result, our board authorized greater acceleration in our diesel purchases, and in our meeting in September this year, authorized the acquisition of sufficient diesels to take care of our entire requirements for locomotives at the present level of business.

We will keep at least for a year or so about 100 steam locomotives which are in excellent condition as a sort of safety measure, although I question whether any of them will be used.

Another five-year plan centered on a program of expanding and modernizing our communications. Five years ago, we

had a very extensive mileage of secondary main lines where dispatching was still handled by telegraph. We had no system telephone lines that were operating satisfactorily, except between Chicago and Milwaukee and Chicago and Minneapolis, and because of the few channels those were so burdened that the service was not very satisfactory.

We laid out a progressive system of installing telephone dispatching on all of our principal and secondary main lines, as well as the relatively important branch lines. In addition, we provided for installation of a modern communication system between Chicago and Seattle, the last section of which is being completed this year, increasing substantially the channels available for both voice and printer circuits from Chicago through Milwaukee, and Minneapolis to Seattle and Tacoma, Chicago and Omaha and Chicago and Kansas City; in fact, pretty much all over the entire system, except on very light density branch lines. By planning several years in advance, we

were able to utilize on our lighter density lines, much of the equipment we formerly had in operation on our principal main lines. This program is nearing completion now, and it is merely necessary to have small additions here and there to have a fine, modern, comprehensive communication system.

In 1944 and 1945, we made our first tests of head-to-rear end communication on freight trains, and in 1946 installed radio communication on some of our diesels and cabooses. This program has been accelerated since 1948, and at the present time we have head-to-rear end radio communication on all of our through time freights between Chicago and Omaha, Chicago and Kansas City, and Chicago and Tacoma, including the electrified area, as well as on other time freights operating on our main and secondary main lines. We have also installed supplementary communications in territories where we have heretofore had interruptions in communications as a result of sleet, slides and other difficulties.

We use radio and loud speaker systems with call backs at all of our principal yards and in many of our freight houses, and have walkie-talkies for yard clerks and others requiring mobile stations.

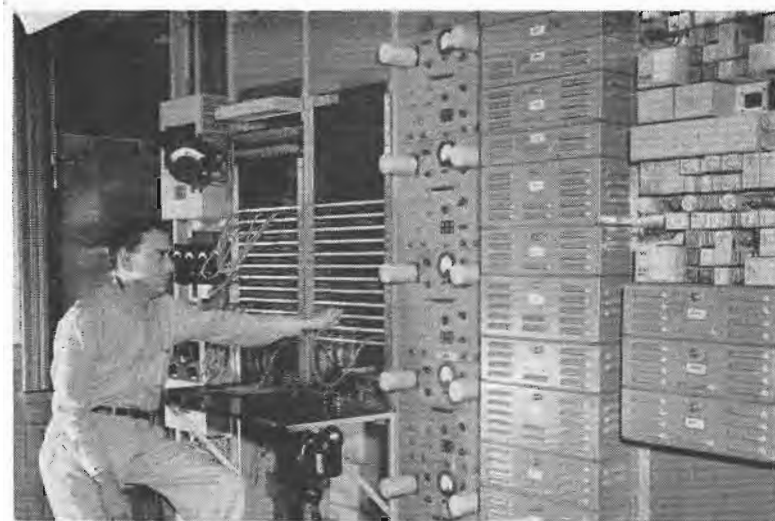
We have also had an extensive program for modernizing our locomotive shops for diesel repairs and converting some of our buildings at Milwaukee to store department facilities to take care of the changed aspect of our operation due to dieselization and other policy changes. One very good policy change has been in connection with our abandonment of the use of cast iron wheels on freight cars.

We had a very extensive foundry operation at Milwaukee, where we made in our own foundry all of our cast iron freight car wheels and all of our locomotive and car castings. Many studies in connection with that were made over the years, which indicated it was more economical to continue the foundry than it was to buy our cast iron wheels and castings from outside manufacturers.

In 1944 and 1945, we built 2,000 identical box cars, except that 1,000 of them were equipped with steel wheels and 1,000 with cast iron wheels. Records maintained in our car department were such that we could determine the wheel replacements made on those two series of cars, and we carried the study through 6½ years on each series of cars. For those cars equipped with cast iron wheels we had in that 6½ year period replaced 4,445 pairs of wheels, which was more



At the Marion center, L. G. Rodman appears between batteries of teletype printers which bring messages in, and telegraphic transmitters into which perforated tape such as that in his hand is fed. (Cedar Rapids Gazette photos)



Typical of the Milwaukee's modern, comprehensive communication system is the new center recently installed at Marion, Ia. Chief Operator George Straubinger is shown seated before a wall of duplex equipment panels, telephone and line testing switchboard, and carrier equipment.

than 100 per cent replacement. These were replaced principally because of tread or rim defects and only 256 were replaced because of flange defects. During the same period of time, only 124 pairs of the one-wear steel wheels were replaced, about one-third being tread or rim defects and 81 flange defects. Our studies indicate that the one-wear wheels will have a service life of about three times that of the cast iron wheels.

From a monetary standpoint, the total cost of replacing cast iron wheels in 6½ years was \$291,000, and the cost of replacing the one-wear wheels was only \$11,000, so that in the 6½ year period the savings we would have made, had all of the cars been equipped with one-wear steel wheels, would have paid the additional initial cost almost four times over, or more than 50 per cent per year.

As a result of that study, we immedi-

ately discontinued the use of cast iron wheels and purchased nothing but steel wheels, obtaining the cast iron wheels for application to foreign cars by taking them from our own freight cars as they went through the shops for heavy repairs. One has only to listen to the difference in the wheel noise of a car equipped with steel wheels to know that there must also be a saving in the loss of journal lids and brake rigging.

The abandonment of cast iron wheels and the decrease in use of steam locomotives has made it possible to revamp the foundry building at Milwaukee into a very modern and efficient storehouse, permitting us to retire a three story main storehouse, which was not only very inefficient but which would have required expensive rehabilitation if continued in service.

In locomotive and car maintenance,

we are continually improving the tools that our people work with, and as a result of changes in policy and the improvement of tools, our car and locomotive condition is constantly improving.

We have a larger percentage of bad order cars on hand than we normally have under present conditions, but the principal accumulation of bad orders is in composite gondolas, of which we have a very substantial surplus, due to the declining coal traffic and to our dieselization. This results in there being no gondolas tied up in company coal service.

F. D. Schoenauer

FRANCIS D. SCHOENAUER, traveling passenger agent with headquarters in Minneapolis, died at his home in St. Louis Park, Minn., on Oct. 27. He had been ill for several months and had recently undergone an operation.

Mr. Schoenauer was born in Canton, S. D., on May 26, 1899 and worked for the Road at various times from 1915 to 1922 when he was employed permanently as a clerk on the I&D Division. In August, 1922 he transferred to the traffic department at Minneapolis as ticket clerk in the station and held various other positions there before he was appointed traveling passenger agent in January, 1948.

Funeral services for Mr. Schoenauer were held at the Holy Trinity Church in St. Louis Park, with interment in Minneapolis. He is survived by his widow and two married daughters.

In 1948 the steam locomotive was doing most of the work on the Milwaukee. In 1955 there will be no steam locomotives operating on the railroad. Total ownership of diesel units will reach 757 by the first of the year.



WASH DAY for the Choral Club

by **Theresa Glasl**, Correspondent
The Milwaukee Road Choral Club



Club President E. J. Stoll takes over at the wash tub. Photos (except below) by Genevieve Sauter.

THE production line was well organized. Out of the disinfecting bath, onto the wash line and then to the ironing board went first "The Battle Hymn of the Republic", then "The Happy Wanderer", "Country Style" and "O, God, Our Help in Ages Past". Restapled and in fresh folders, the old scores looked almost as good as new.

Did you ever hear of washing and ironing sheet music? Just like the weekly wash? It's new in our experience, too, and it all happened because of the torrential rains which swelled the

Chicago River last month, collapsed a retaining wall and flooded the basement of the Union Station. The immediate effect was paralyzing, as everyone who reads the papers knows. With generators knocked out, there were no lights, water or elevator service, and the way all Milwaukee Road employees continued to work under these conditions was a fine example of how railroad people stand ready to meet emergencies of every kind.

In the general chaos, though, few were aware of the havoc it created for

The Milwaukee Road Choral Club. All of the group's music, valued at current prices close to \$4,000, was stored in the basement rehearsal room, and at the height of the flood it was submerged in four feet of water!

That was Sunday, Oct. 10, and a concert was scheduled at the Austin Women's Club for Oct. 25. What to do was the big question. The show had to go on, so all members were notified, either by telephone or grapevine, that the Monday night rehearsal would be held that week as usual, but at the home of E. J. Stoll, the club's president, and his wife Evelyn, a member of the soprano section. Director Glenn Jorian borrowed music from the Norwood Park Baptist Church, which tided us over the evening's emergency.

In a few days, however, as soon as the water began to recede, a salvage operation was begun. Wearing rubber boots and carrying a flashlight, Ed Stoll descended to the basement and waded through mud, overturned tables and chairs and floating debris to inspect the damage. He found the situation bad but not hopeless. The piano was tipped over on its back and, needless to say, was a complete loss. It appeared, though, that much of the music could be saved.

The production line was well organized. Front, from left: Genevieve Sauter, Naomi Johnson, June Mathisen, Lucy Martin and Evelyn Stoll. In the background, from left: Bruce Mitchell, Sedar Granstrom and Ed Stoll. (Chicago Tribune photo)



The Club's library, assembled over the past 18 years, contains approximately 235 numbers of 40 copies each, and its salvage presented a huge task. But there were plenty of ready volunteers. On the following Saturday Ed Stoll and members Bruce Mitchell, Phil McDonald and Harry Wallace loaded the file cases into cars and took them to the Stoll home, where, in short order, the basement was converted into a workshop. The first step was to open the files and pry out the sodden music. For this it was necessary to use a crowbar, since many of the larger numbers had swollen and compressed themselves into blocks resembling thick cardboard.

Then the production line went into action. Rusted staples were removed and then, sheet by sheet, the scores were dipped in disinfectant, rinsed and hung on lines to dry. Next, the sheets were smoothed with a warm iron, reassembled and repaired with Scotch tape. Restapled and placed in fresh folders, the renovated music looked almost new.

Since the salvage program was started, workshop sessions have been the occupation for members of the group on many evenings, and for Mr. and Mrs. Stoll during every spare minute and on week ends. A typical Saturday night occupation of late has been the simultaneous watching of TV and ironing of sheet music. Always at the end of the evening there is a cake and coffee snack.

The loss of our music would have been a serious blow, but thanks to our volunteer workers more than half will be saved. By the end of October more than 45 copies of considerable worth had been restored, the numbers being salvaged as near as possible in "program order" so that they would be ready for the Oct. 25 concert. Also at the head of the reclamation list was Christmas music, so that rehearsals might be started for the annual big show in the station.

Thanksgiving day should see our work about completed—just one more reason this year to be thankful.



Jack Narva separates sheets to ready them for their disinfecting and deodorizing bath.



Evelyn Stoll and Theresa Glasl, right, author of the accompanying article, patch, reassemble and, incidentally, have a snack as they work.

Restapled and placed in fresh folders, old scores look almost as good as new. The salvage workers shown here are (from left) Phil McDonald, Sedar Granstrom, Mrs. Jack Narva and Lucy Martin.



test your knowledge of railroads and railroading

(Answers on page 38)

1. In what city is Mt. Royal Station—St. Louis, Baltimore, or Montreal?
2. Approximately what part of the total freight car movement is under load—40, 50 or 60 per cent?
3. Which of these locomotives won fame in the Civil War—the "General," the "Stourbridge Lion," or No. 999?
4. Are the treads of car wheels outside or inside the flanges?
5. What is a "stringer"—a yard man who directs the make-up of freight trains, a timber used in wooden trestle construction, or a surveyor's assistant who carries the measuring tape?
6. Is Salt Lake City in the Mountain or Pacific standard time zone?
7. In railway timetables, is 12:01 midnight shown in dark-face or light-face type?
8. In which class of property do the railroads have the greater investment—roadway, tracks and other fixed property, or rolling stock?
9. How many cylinders are there in the engine of a diesel-electric locomotive unit—2, 3, 6 or more?
10. Are the driving wheels of a diesel electric locomotive larger or smaller than those of a standard steam locomotive?

How safe is railway travel? Last year the nation's railroads performed the equivalent of carrying one passenger 31,700,000,000 miles. During this period 20 passengers were fatally injured (none on The Milwaukee Road), or there was one fatality for every 1,022,580,645 passenger-miles. Or put it this way: If some man were to take a 1,000-mile train journey every day, 365 days of the year, and keep it up until he was overtaken by an accident, his life expectancy would be 4,343 years. And if he had started in the year A.D. 1, he would now be less than halfway to his goal. His travels would continue for another 2,391 years!

W. J. Whalen Succeeds L. F. Donald as Operating Vice President

THE ACTION of the board of directors in electing W. J. Whalen to succeed L. F. Donald as vice president-operation, effective Nov. 1, focused attention on two careers which are among the most colorful in the history of the railroad. Both men came to the Milwaukee while still very young and remained with it, meanwhile working on most of the railroad's lines and in virtually every operating department position.

W. J. Whalen is from a family which has been a part of The Milwaukee Road since 1870. That was the year his father, the late Roadmaster Martin Whalen, hired out with a track-laying crew on the old I&D Division in Iowa. Brothers, cousins, sons and sons-in-law followed his example, and when he retired in 1938 the family's count of service was already beyond a total of 400 years.

The new operating vice president is one of Martin Whalen's four sons—Edward, Martin, John and William—who followed their father's calling. He was born in Lansing, Ia., and started as a waterboy in 1906, during a summer vacation from the Lansing High School. During succeeding summers he served in the same capacity, going on the regular payroll as a timekeeper in a maintenance of way gang in 1909. There followed a number of years as assistant, and later as foreman, of way and construction gangs, and then a promotion to roadmaster. When in 1916 Mr. Whalen went to McGregor, Ia., in that capacity, he was the youngest roadmaster in the United States.

In 1923 he transferred to the operating department as trainmaster and roadmaster on the Road's Chicago, Milwaukee & Gary line at Joliet. He had been trainmaster in turn at Montevideo, Aberdeen (S.D.), Portage and Dubuque when in 1934 he was advanced to assistant superintendent at Perry, Ia. Three years later he became a superintendent, serving first at Terre Haute and later at Savanna and La Crosse. In 1946, while he was superintendent at La Crosse, he was appointed general superintendent of the Middle District with headquarters in Milwaukee.

Other advancements followed quickly.

In November, 1948 Mr. Whalen transferred to Chicago, having been assigned to the position of assistant general manager of Lines East vacated by H. C. Munson, who had accepted an appointment with the Western Pacific. Then, on Sept. 1, 1950, he was appointed general manager, and on Oct. 1, 1952 became assistant vice president-operation, with jurisdiction extending over the entire system.

Lloyd F. Donald, whom Mr. Whalen succeeds, once remarked that the people of The Milwaukee Road know him



L. F. Donald

about as well as he knows himself. The observation was probably true, for during Mr. Donald's long career, all in the operating department, he held positions on almost every division and in most of the principal towns and cities on the system.

Pursuing a boyhood ambition to be a trainmaster, Mr. Donald started in 1912 as a roundhouse clerk in his home town of Savanna, Ill. To gain experience he took clerical positions in Elgin and Milwaukee and later was chief clerk to superintendents in Milwaukee, Green Bay and Sioux City, and to the assistant general manager in Chicago. By the end of 10 years he had achieved his goal.

Following his appointment as trainmaster, Mr. Donald served in turn in the Chicago Terminals, St. Paul and Monte-



W. J. Whalen

video, and in 1926 was promoted to assistant superintendent, in which capacity he served at Chicago and Terre Haute. In 1929 he was appointed superintendent at Terre Haute and served in that capacity in Savanna and later at La Crosse. In 1939 he was advanced to general superintendent of the Middle District with headquarters in Milwaukee, and a year later became assistant general manager in Chicago.

To his experience on Lines East, Mr. Donald added a thorough knowledge of Lines West operations during four years as general manager in Seattle. He was stationed there until 1946 when he returned to Chicago headquarters as general manager Lines East. When he was appointed vice president-operation on Sept. 1, 1950, he succeeded President J. P. Kiley in that position.

One of the highlights of Mr. Donald's career was the tribute accorded him in Savanna, Ill., on Nov. 17, 1949—Savanna's first annual Railroad Day. In saluting its principal industry, the city selected Mr. Donald for personal honors, and presented him with a gold and silver plaque. Their "native son," as the plaque referred to him, had not only fulfilled his boyhood ambition to be a trainmaster, but had gone on to achieve a nationwide reputation in the railroad industry.

Railroad and University Men Study Bensenville Yard

CLIMAXING a meeting held in the Chicago Union Station, a group of approximately 25 railroad and university representatives made a trip to Bensenville, Ill., on Oct. 22 to study the Milwaukee Road's new retarder classification yard, diesel house and other facilities. President J. P. Kiley addressed the group at the opening of the meeting.

The group, known as Committee 24 of the American Railway Engineering Association, is working toward a closer cooperative relationship with universities. Among its specific goals are recruitment of more college and university graduates into railroad ranks; creation of greater interest in the science of transportation among college and university students; more extensive employment of students by the railroads during the summer; and the publication of a booklet for distribution by high schools and colleges, designed to stimulate interest in the opportunities afforded by a railroad engineering career.

The committee's total membership of 47 includes 33 members from railroad companies, 13 from colleges and universities and one associate from the Railway Maintenance Corporation.

The Milwaukee Road representative on the committee is G. A. Kellow, special representative of vice president—operation.



Above: In the control tower, Yardmaster Robert DiVall discusses yard operation with committee members. Standing, left to right: G. A. Kellow, special representative of vice president—operation, Milwaukee Road; C. G. Grove, chief engineer for western region, Pennsylvania Railroad; W. W. Hay, professor of railway civil engineering, University of Illinois; J. B. Babcock, professor of railway engineering, Massachusetts Institute of Technology; and H. B. Christianson (right), special engineer, Milwaukee Road.



Mr. Kellow (left) explains the switch control panel in the control tower to Dr. T. J. Sinclair, manager, School and College Service, Public Relations Department of the AAR. Seated at the panel is Switchman E. E. Whalen.

Below: In the yardmaster's office, R. H. Love (left), assistant superintendent of Chicago Terminal Division, visits with R. J. Stone, vice president—operation, of the Frisco, who is chairman of the committee. At right is P. A. Moffitt, assistant to Mr. Stone.



Members of the A.R.E.A. committee who made the tour.

did you know?

Miss Helen J. Beckwith, a librarian for the Brodhead, Wis., public schools who at 79 has a memory packed with historical facts, is the authority for the following anecdote: Brodhead was named, she said, for Edward H. Brodhead, chief engineer for the Milwaukee and Mississippi Railroad, predecessor line of the Milwaukee. The railroad arrived in 1857 and Mr. Brodhead offered to give a bell to the first church completed in the village if the town were named after him. The town fathers agreed and there followed a race between the Methodist and Congregational churches, in which the Methodists won. The bell, a Men-e-e-ley that weighed 795 pounds, cost Mr. Brodhead \$400.

Saturday travelers on Hiawatha trains are kept abreast of Big Ten football scores and those of other major teams while the trains are on the LaCrosse & River Division. Superintendent L. W. Palmquist reports that the practice was adopted when conductors mentioned that passengers often inquired about how such-and-such a game was going. "So we just made an arrangement with the LaCrosse Tribune, which gives us the scores hot off the wire", Mr. Palmquist said, "and the dispatcher either lists them on a slip of paper for the conductor when the train pulls into LaCrosse, or calls them down the line to Watertown or up to Red Wing, depend-

ing on where the trains are when the scores come in." Usually the first ones given are half-time scores, but farther up or down the line the conductor announces final scores over the train's public address system. Each announcement credits the LaCrosse Tribune, of course. The service has inspired many favorable comments from passengers.

The Milwaukee Road is experimenting with a new paper for its book type inter-line tickets which has all of the good qualities of the paper now in use, plus some advantages. For example, the new stock has no carbon on the back—at least it is not apparent—and smudging is eliminated. The tickets cannot be altered without tell-tale evidence showing.

Not new, but interesting nevertheless, is the system of handling dining car reservations on the Olympian Hiawatha during the summer tourist season. On the second day of the overland trip, with the diner operating to capacity, the steward or another dining car representative goes through the train and asks passengers when they prefer to have dinner. At the same time colored tickets are issued to indicate their reservation—pink for the first seating, a blue ticket for the second, green for the third call, and yellow for the last at 8:30. When it was inaugurated last summer, and again this year, passengers expressed their complete satisfaction with the plan, which eliminates hurried meals and waiting in corridors or cars next to the diner for a vacant table.

The Alaska Steamship Company, whose scenic route to Seward connects with The Milwaukee Road at Seattle, discontinued operating passenger ships following the end of the 1954 summer season. Constant increases in operating costs—far beyond the point where they could be matched by increases in revenue—were cited as the reason for the decision. The company, last of the American flag domestic coastwise passenger lines, stated that it was economically unsound in recent years to maintain

Letter To The Editor

Milwaukee, Wis.

DEAR SIR:

We are very sorry that the halftones picturing Mr. Lannon and Mr. Hazelton, the Milwaukee's treasurer and assistant treasurer, were mixed up in the October issue of The Milwaukee Road Magazine.

It appears that during the make-ready one of our pressmen lifted the halftones from the form in order to improve reproduction, and in putting them back into the form neglected to check their placement against the proof.

I am afraid that this is just another of those things which "can't happen but did." Believe me, we will do our best to prevent its happening again.

Mike Fowler
Production Operator
Wisconsin Cuneo Press

The officers referred to above are pictured below, properly identified.
—Editor



C. T. Lannon
Treasurer



J. M. Hazelton
Asst. Treasurer

its passenger fleet for 12 months to operate for only the three-month tourist season. Termination of passenger service will not affect cargo and mail operations.

In 1953, for every dollar the railroads' owners received in dividends from railway operations, the government collected \$2.88 in taxes. There was a time when the situation was reversed—when the owners received the larger share—but about 30 years ago taxes first exceeded dividends. This has been the case ever since.

The Season's Best



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

Operating Department

Effective Nov. 1, 1954:

W. J. Whalen has been elected vice president-operation, succeeding L. F. Donald who retired Oct. 31. Article appears on page 10.)

Mechanical Department

Effective Oct. 16, 1954:

C. E. Barrett is appointed superintendent car department with headquarters at Milwaukee Shops, Wis. Starting with the Road at Manilla, Ia., in 1912, Mr. Barrett was car foreman at various points and general car foreman at Minneapolis until 1945, when he was appointed district general car foreman there. He was district general car foreman at Tacoma from 1947 until Jan. 1 of this year when he was appointed assistant superintendent of the car department with headquarters in Milwaukee.



C. E. Barrett

J. Hansen is appointed assistant superintendent car department with headquarters at Milwaukee Shops. Mr. Hansen has served as district general car foreman at Minneapolis and as shop superintendent of the car shop with headquarters in Milwaukee since August, 1953.

J. J. Drinka is appointed shop superintendent of the Milwaukee Shops car department with headquarters at Milwaukee Shops, succeeding J. Hansen. Mr. Drinka, formerly general car foreman at Minneapolis, since September 1950 has been district general car foreman at Milwaukee; also with jurisdiction over car department matters at Rondout and Marquette.

W. C. Mauer is appointed district general car foreman with headquarters at Milwaukee, succeeding J. J. Drinka. Mr. Mauer was formerly general car foreman at Davies yard in Milwaukee.

D. D. Fisher is appointed general car foreman at Davies yard, Milwaukee,

succeeding W. C. Mauer. Starting with the Road in 1941, Mr. Fisher has been car foreman at Council Bluffs and since Jan. 1 assistant district general car foreman with headquarters in Chicago.

G. L. Wood is appointed assistant district general car foreman with headquarters at Savanna, succeeding D. D. Fisher. Mr. Wood will also have supervision over car department matters on the D&I Division Third District, including Kansas City. Since August, 1953 Mr. Wood has been general car foreman at Minneapolis.

J. E. Palmer is appointed general car foreman with headquarters at Minneapolis, succeeding G. L. Wood. Mr. Palmer has been assistant foreman at the Milwaukee coach yard and car foreman at La Crosse.

Engineering Department

Effective Oct. 1, 1954:

M. R. McPherson is appointed signal and communications supervisor on the Trans-Missouri Division with headquarters at Miles City, Mont. Mr. McPherson, who started with the Road in 1940, has been a signalman at various points on the Rocky Mountain and Trans-Missouri Divisions. Most recently he has been signal inspector with headquarters at Mobridge.

Traffic Department

Effective Nov. 1, 1954:

J. C. Paige is appointed division freight and passenger agent at Bellingham, Wash., following the retirement of C. R. Lanphear. Mr. Paige started with the railroad in 1916 at Spokane, where he was subsequently city freight agent. Transferring to Seattle in 1935 he was traveling freight and passenger agent there until 1947 when he became general agent at Richland, Wash. He has been traveling freight and passenger agent at Seattle since 1950.



J. C. Paige

J. S. Mahoney Jr. is appointed traveling freight and passenger agent at Seattle, succeeding J. C. Paige. An employee of the Road in Seattle since 1945, Mr. Mahoney has been city freight agent there since March, 1948.

Effective Nov. 16, 1954:

R. L. Johnson Jr. is appointed city freight agent at Seattle, succeeding J. S. Mahoney Jr.

C. R. Lanphear Retires at Bellingham



C. R. Lanphear

C. R. LANPHEAR, division freight and passenger agent with headquarters at Bellingham, Wash., retired on Oct. 31. He had been with the Road 45 years.

Mr. Lanphear started his service in the general freight department in Chicago. During World War I he was assigned to the United States Railroad Administration in Washington, D. C., following which he transferred to the general freight department and city freight office in Seattle. He had been DF&PA at Bellingham since 1936.

Mr. Lanphear has been active in civic affairs at Bellingham. He served as president of the Rotary Club and of the Civic Music Association, chairman of the Salvation Army, and as a member of the Washington State Defense Council, Chamber of Commerce and other organizations. As a hobby, he collects antiques. His home in Bellingham, built during the late Victorian era by a prominent lumber man, provides an appropriate setting for his large collection of old glass.

Those who have seen the freedom with which American troops spend money will enjoy this story from India:

An American, having hired a tonga for a distance the ordinary fare for which would be half a rupee, magnanimously handed the driver a 50-rupee note.

The man shook his head violently and demanded 60.

"No," said the American, "that's enough. I won't pay any more."

The Indian thereupon accepted the money and walked away, leaving the tonga and pony with the purchaser.

COMMENTS FROM OUR CUSTOMERS



"The most agreeable recompense which we can receive for things which we have done is to see them known, to have them applauded with praises which honor us."

—Moliere

MAGNIFICENT EFFORT

Addressed to General Superintendent F. R. Doud at Minneapolis in connection with Milwaukee Road action to prevent a tour party of 200 people from missing their eastern connections out of Chicago as a result of their eight cars being brought into Minneapolis too late for the planned connection with the south-bound Morning Hiawatha. The Milwaukee operated a special from Minneapolis to Chicago for the group.

"My wife and I would like to express our appreciation to you and the other members of your organization for the magnificent efforts you made in overcoming the lateness of the train into Minneapolis last Sunday.

"Needless to say, you got a lot of people out of a very bad spot, and your special train with all of your other courtesies will be long remembered."

*Charles H. Teall
3543-84th St.*

Jackson Heights, N.Y.

VOTER'S FRIEND

(From a letter received by A. J. Savazin, conductor on train 101. The writer was a passenger arriving at Minneapolis on Nov. 2, Election Day, who had just come of age and was anxious to cast her first vote. Because she had only 20 minutes in which to reach her voting precinct before the polls closed, Conductor Savazin and the porter moved her luggage to the forward end of the train. As soon as the train stopped, he helped her get a running start to the cab stand. The letter finishes the story.)

"I made it! Thanks to your wonderful efforts on my behalf, I arrived in time to vote Tuesday night! I want you to know how much I appreciate it. Just one of those many things that make train travel a pleasure."

*Glenna Travers
2710 Humbolt Ave. South
Minneapolis, Minn.*

GOOD WILL GESTURE

From a letter received by President J. P. Kiley.

"We wish to acknowledge the special efforts and accommodations extended to us by one of your employees on duty at the depot at Austin, Minn., on Sept. 11 about 11 P.M. His sincere desire to aid us in locating a movie screen delayed in shipment from Brooklyn, N. Y., resulted in our making our CinemaScope opening just in time.

"This kind of gesture of good will was most commendable and, we believe, merits your personal attention."

*Vernon J. Schaefer
The Adams Theatre*

Adams, Minn.

LITTLE INCONVENIENCE

(Letter received by President J. P. Kiley following the recent flood in the Chicago Union Station)

"If sympathy is of any great help to those who are having difficulties, I want to assure you that we send a lot to you and your staff for the problems you are having in overcoming the flood conditions which occurred over the week end. I happened to be in Chicago . . . and really felt depressed when I saw what the high water had done to the Union Station and your trackage.

"If we could help out, we certainly would like to do it, but I haven't been able to figure anything except to tell you how sorry we are that you've had this difficulty. I would like to congratulate you and your staff on the way the transfer at Western Avenue was handled. We were delayed and inconvenienced very little."

*N. S. Stone
Vice President and General Manager
Mosinee Paper Mills Company
Mosinee, Wis.*

Personalities in Railroad History

GEORGE WESTINGHOUSE

Inventor of the Air Brake

THROUGH his numerous inventions, George Westinghouse left the world far richer than he found it. In the railroad industry, his air brake alone represented a major contribution to the efficiency and safety of operations.

Early in life Westinghouse displayed a natural bent for mechanics. At the age of 19, while working in his father's shop in Schenectady, N. Y., he obtained a patent for a rotary steam engine. At 20 he invented and patented a car replacer for derailed railroad cars, and at 23 he developed a reversible railroad frog.

During this period he was also working on an air brake which was to make a great forward step in railroading around the world. The idea of the air brake is said to have been born as the result of a collision of two freight cars in the vicinity of Schenectady. Westinghouse's original patent for a "standard air brake" was issued Apr. 13, 1869 when he was but 23. This brake carried the air in the reservoir of the locomotive. Three years later he obtained a patent for an automatic brake which had reservoirs for storing compressed air on each equipped car, in addition to the locomotive reservoir.

In 1879, after extensive trials, the Westinghouse automatic air brake won the Master Car Builders Association approval over numerous other brakes then in use or under consideration. By the



George Westinghouse

The Milwaukee Road Magazine

how are we doing?

	SEPTEMBER		NINE MONTHS	
	1954	1953	1954	1953
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$21,664,470	\$23,520,301	\$176,900,263	\$195,792,814
PAID OUT IN WAGES.....				
PER DOLLAR RECEIVED (CENTS).....	(46.2)	(46.3)	(50.5)	(50.2)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	697,912	627,243	5,189,440	5,626,097
PER DOLLAR RECEIVED (CENTS).....	(3.2)	(2.7)	(2.9)	(2.9)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest....	8,917,864	10,961,107	81,483,935	88,001,440
PER DOLLAR RECEIVED (CENTS).....	(41.2)	(46.6)	(46.1)	(44.9)
NET INCOME	2,035,015	1,031,029	843,321	3,900,805
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	120,666	130,556	998,395	1,125,938
Decrease 1954 under 1953.....	9,890		127,543	

turn of the century freight cars throughout the country were so equipped.

Westinghouse became one of the nation's leading industrialists. He founded the Westinghouse Air Brake Company, the Union Switch and Signal Company, and the Westinghouse Electric Company. At the height of his career, the industries he controlled gave employment to more than 50,000 and were doing business in all parts of the world. Altogether, Westinghouse obtained patents for more than 400 inventions.

All in the Day's Work

WHEN train 123 arrived at Aberdeen, S. D., one morning recently Conductor Walt Davis handed over to Lieutenant Sonnenfeld of the railroad police a shoe box. He had already determined that besides a few toilet articles it contained an insulin kit. It had been forgotten, he told the officer, by a teen-age boy who got off at Wolsey, and he remembered, too, that the boy's luggage was tagged with his name and that he was going on to Huron with the mail man who meets the train and delivers the mail to that town.

Acting on the assumption that the boy might need the insulin badly, Captain A. W. Hass, to whom Lieutenant

Sonnenfeld reported, found that the family name was listed in the Huron telephone directory. The mother who answered his call there was delighted to hear that the box had been recovered, but at the same time very concerned, she told Captain Hass, because her son would need the insulin shortly—could not be without it until morning.

Mindful of the fact that mail would not reach Huron before the next day,

Captain Hass notified the state patrol and about 8:30 that evening Patrolman Gayle Gilbert picked up the package at his office and was on his way to Redfield. There another patrolman who had been contacted by radio took over, and at Huron it was relayed to a third. Total time for the trip was about one hour and 15 minutes. To the great relief of all concerned, it was delivered to the home before bedtime.

our safety score

reportable employee casualties on The Milwaukee Road through October, 1954, compared with 1953

Month	1954		1953		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.		
January .....	.....	20	2	41	—100	—51
February .....	.....	16	.....	19	.....	—16
March .....	.....	12	1	29	—100	—59
April .....	.....	16	.....	26	.....	—38
May	1	16	.....	28	.....	—43
June	1	29	.....	31	.....	—6
July .....	.....	21	.....	31	.....	—32
August .....	.....	13	1	40	—100	—68
September	1	21	.....	30	.....	—30
October .....	.....	22	.....	31	.....	—29
TOTALS	3	186	4	306	—25	—39
Casualty Rates	.06*	3.94*	.07	5.64	—14	—30

*Estimated



Once a victim of height fright, Betty is now nonchalant about such top-of-the-ladder jobs as putting up the shutters which Martha made to keep "Blue Haven" weathertight for the winter.

THE HOME BUILDERS CLUB

OUR BLUE HAVEN

By Betty Montgomery

Comptometer Operator, Office of Vice President-Comptroller, Chicago

"BLUE HAVEN", our summer cottage at Paddock Lake, Wis., is everything the name implies, from the color of the paint to the escape it offers two working girls from the everyday routine of big city life.

The seed of our cottage-building project was planted two years ago when my friend, Martha Heindl, who is director of infant welfare for Evanston, Ill., and I enrolled in a wood-working class. Although the carpentry field was new to us, we soon discovered hidden talents with hammer, saw and drill, and as our skills developed, so did the idea of building a summer home of our own. We even began to make furniture as class projects, starting with a small living room table and a storage chest for blankets and linens. And on week ends we looked for a homesite.

Paddock Lake, 50 miles from Chicago and 15 miles from Fox Lake, was chosen as being sufficiently remote from the city and yet accessible for commuting via our railroad's suburban service. Actual work on the cottage was started this

spring when we hired a contractor to build the "shell" from plans we had drawn ourselves. The specifications called for a cement foundation, the out-

side frame, four partitioned rooms—living room, dinette, kitchen, and a bedroom with bath—and the electrical wiring and plumbing. Our part of this "do-it-yourself" adventure was to consist of putting up the inside walls, installing the lights and various wall fixtures, and doing all of the interior and exterior finishing.

To our delight, the work went fast, and on May 15 we moved in. We had arranged for a week's vacation, as the cottage was at the stage where some outside painting was an immediate "must". Perhaps it was just as well that we did not realize how big a job we were tackling.

First I had to contend with an unforeseen problem—height fright. Once that was behind me, though, the top-of-the-ladder jobs became easier and in no time at all I was applying knot sealer, primer coat, and finally the outer coat of Williamsburg blue with the white trim like an old hand. On days when it rained Martha and I worked inside, installing rock wool batts, which was a lot of fun and went fast.

From that time on, every week end presented a new challenge. For instance, when the kitchen sink was delivered, it meant that a wall had to go up, and, of course, the first wall had to be the hardest of all. Pipes, fuse box, a window and an outlet all had to be cut

Right: Friends who drop in usually help with the chores. The callers shown here with Martha and Betty are Betty Luman, one of Miss Montgomery's co-workers, and Margaret Brandt (right), chief file clerk in the office of superintendent of transportation.

Left: Betty bought this rocker in a second hand store for \$3 and renovated it with stain and varnish, foam rubber and new fabric. She and Martha also made the table and the "shrimp boat" wooden salad bowls on the table.





Betty (with shovel) and Martha decide where an evergreen shrub should be planted. A neighbor gave them several fruit trees.

from 4 x 8 panels of plasterboard. Needless to say, we had a mishap. We now have a patch on that part of the wall where a panel slipped and broke over my head, but when the cabinets are in place, it will never be seen.

During our vacations in September we finished "walling up" the bathroom, which was to have built-in cabinets. This was a ticklish undertaking for beginners because of the measuring, cutting and cementing in such a small area. After a while, though, we began to feel like experts and did quite a professional job of installing the rubber tile floor.

Up to this time our only source of heat has been the fireplace, and although it warms the cockles of our heart, it will not be enough to heat the house for the winter and keep the water from freezing. This means that only a few week ends are left to complete the work we have started, but at least we will have all the insulation in place before we regretfully put Blue Haven into hibernation for the winter.

Looking back over the summer, I can say it was the most wonderful I ever experienced. Not only is our cottage a monetary investment, but it has been an investment in health as well. Both Martha and I have benefited from the long week ends in the sunshine and fresh air, the physical exertion and, above all, from the mental stimulation of our adventure. For us, there's nothing to compare with the bliss of resting after a full day of hard work as we watch a sunset from our front doorstep.

We expect to spend at least another five years of week ends the same way, but we're in no hurry to finish. We want to enjoy as many hours and days as we can in "Our Blue Haven."

MERRY CHRISTMAS—BY RAIL

A REMINDER from the Hallmark greeting card people of two Christmas ideas of special interest to railroaders. One is that there are many cards on the market this year featuring trains. The other is that Christmas has a way of being much merrier if the shopping, wrapping and mailing are all done by the end of the first week in December. So here's a suggestion for the women of the Milwaukee Road family: The avalanche of last-minute Christmas mail is a problem not only for the post office, but for the railroads as well. You'll help the railroad men who carry the Christmas mail and you'll help the railroads, if you get your cards, express and parcel post packages on their way during the first week of December.



GIVE THE RAILROADS A BREAK — MAIL AND SHIP EARLY!

Gifts for the Handyman to Make of Plywood

HERE are several do-it-yourself ideas for practical, good-looking gifts to make from plywood. The toy trailer cart, for instance, is also a useful storage bin for small toys that get underfoot. You can make the parts with standard tools and it's easily assembled with screws and wood glue.

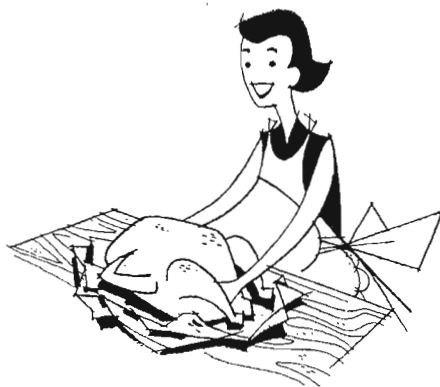
The home gift items consist of a modern magazine rack, a TV serving tray, pig cutting board, knife rack and two serving paddles for snack food. Any handy teen-ager with a hard-to-stretch allowance will find them ideal gifts for mother and dad.

What youngster doesn't want a desk of her own? The top of this one can be slanted up as a drawing surface, and underneath there is space for paper, tablets, crayons, paints, books and the many other things that are usually scattered around.

Plans for all of these items are contained in a new folder showing nine do-it-yourself gifts and toys. For a free copy, ask your local lumber dealer, or write to the Douglas Fir Plywood Association, Tacoma 2, Wash.



Ten Ways to Use Leftover Turkey



TURKEY for the holidays usually allows for the added treat of several meals made of the delicious leftover meat. Modern turkeys come in forms to meet any demand—large and small, halves and quarters, disjointed and cut up, or by the piece—but for holiday meals the choice is still the large plump roasting bird. Here are 10 ways to stretch the meat left over from the holiday gobbler into main course dishes. The first is an inexpensive but distinctive recipe:

Gourmet Sandwich Loaf

4 hard-cooked eggs
1 cup finely chopped cooked turkey
¼ cup chopped sweet pickles or relish
1 can (10-12 oz.) cream of mushroom soup salt and pepper
12 slices bread
2 tbsps. softened butter
¼ cup milk
Chop 2 of the eggs. Combine with turkey, pickles and half of the soup. Season with salt and pepper. Trim crusts from bread and cut slices in half to make 24 pieces. Place 6 pieces close together on baking sheet or heat-proof dish. Spread with turkey mixture. Top with layer of bread. Repeat until there are 3 layers of turkey and 4 of bread. Brush top with softened butter and bake in moderate (375°F.) oven until lightly browned, 15 minutes. Blend milk with remaining soup and heat to boiling. Add remaining chopped eggs. Serve over 6 sandwiches.

That old stand-by, hash, is company fare when it includes vegetables and diced, cooked turkey. The addition of eggs to this recipe makes it a valuable source of protein.

Turkey Hash

½ cup diced celery
2 tbsps. minced onion
2 tbsps. fat
1 cup finely diced cooked turkey
2 cups diced boiled potatoes
2/3 cup rich milk
4 eggs
salt, pepper and paprika

Cook celery and onion in fat until onion is transparent. Add turkey, potatoes and milk. Cook slowly, stirring occasionally, until heated thoroughly. Season to taste. Divide into four individual baking dishes. Make a hollow in each and break egg into hollow. Place in a broiler about 3 inches from heat and cook until eggs are desired consistency, 5 to 8 minutes. Serve with chili sauce.

Creamed turkey can be repeated with numerous variations. The following recipes are good ways to use the smaller pieces of meat.

Eight-Way Creamed Turkey

3 tbsps. butter or margarine
4 tbsps. flour
1 cup turkey broth
1 cup milk
½ tsp. salt
½ tsp. paprika
¼ tsp. pepper
1 tsp. finely grated onion
1½ cups diced cooked turkey
2 tbsps. Sherry wine, optional

Melt butter, add flour and stir over low heat until blended. Add cold broth and milk all at once. Cook, stirring constantly until thickened. Then set over hot water, add seasonings and turkey, and heat. Blend in wine just before serving. Serve over biscuits,

toast, plain or fried noodles, or rice. 6 servings.

Note: If mixture is thicker than desired, thin with hot milk or water.

Turkey a la King: Cook ¼ cup finely chopped green pepper in the butter for a few minutes before adding flour. Add 1 chopped pimiento and a small (4 oz.) can well-drained mushrooms with seasonings.

Turkey Terrapin: Reduce the turkey meat to 1 cup. Just before serving add 4 chopped hard-cooked eggs and ¼ cup chopped ripe olives.

Turkey Curry: To the above seasonings add ½ to 1½ tps. curry powder and ½ cup grated fresh coconut. If canned shredded coconut is used, it should be chopped finer. Serve over rice.

Creamed Turkey and Pineapple: Just before serving add ½ cup well-drained shredded pineapple or ½ cup finely diced fresh pineapple and ¼ cup slivered almonds. Top with Parmesan cheese and place in broiler as far as possible from heat. Broil until lightly browned.

Turkey Rarebit Style: Reduce the turkey meat to 1 cup. Add a well-drained 4 oz. can of mushrooms. Just before serving stir in ½ cup grated Cheddar cheese and 1 chopped canned pimiento. Serve over toast or rusks.

Creamed Turkey and Ham: Prepare basic recipe, substituting ¾ cup diced cooked ham for half of the turkey.

Creamed Turkey with Vegetables: Prepare basic recipe, substituting ½ cup cooked vegetables (peas, corn or mixed vegetables) for ½ cup of turkey. (Recipes by Poultry and Egg National Board)

It's an Idea!

THIS is a delicious topping for a pan of slice cake—Sour Cream Fudge Frosting:

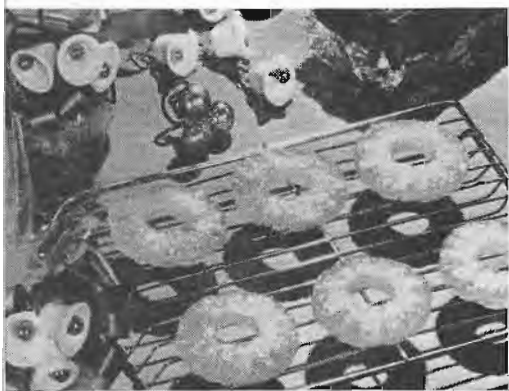
SET aside 2½ cups firmly packed brown sugar; 1 cup sour cream; dash of salt; ½ tsp. vanilla; chopped nutmeats. Combine sugar, cream and salt and boil to the soft ball stage (236°F.). Cool to lukewarm, add vanilla. Beat until creamy and thick enough to spread. Add nuts and spread over cake.



Gourmet Sandwich Loaf



Turkey Hash



Candied Pineapple Rings



Sweet Potato Almond Pie

Holiday Cooking Hints

Candied Pineapple Rings are wonderful to have around for use in making and decorating fruit cakes, cookies and candies. Here is an easy recipe:

COMBINE 2 cups sugar, 1 cup water and $\frac{1}{3}$ cup corn syrup in saucepan and cook over moderate heat until mixture spins a thread (234°). Drop in a few slices of well-drained pineapple, being careful not to crowd them. Simmer slowly until fruit becomes clear, 15-20 minutes. Remove from pan and drain on wire racks. Continue until all the pineapple is candied. Minted pineapple adds a Yultide look to roast turkey or baked ham. Just heat the pineapple slices in their syrup, to which a bit of green coloring and mint flavoring have been added.

To offer holiday callers—spiced pecans or walnuts:

MELT 2 tbsps. butter in skillet, add 1 cup pecans or nuts, and heat over a low flame 5 minutes, or until nuts are thoroughly heated, stirring occasionally. Drain on absorbent paper. Shake in a bowl with $\frac{1}{8}$ tsp. cinnamon and $\frac{1}{8}$ tsp. allspice. Return to absorbent paper to drain. Sprinkle with salt.

Here is how to make Snowballs—cupcakes frosted and drifted with coconut:

THE ingredients are $\frac{1}{2}$ cup shortening; $1\frac{1}{2}$ cups sugar; 2 beaten eggs; 1 tsp. vanilla; $2\frac{1}{2}$ cups cake flour; $\frac{1}{2}$ tsp. salt; 3 tps. baking powder; 1 cup milk. Cream shortening and sugar, add eggs and vanilla and beat well. Add sifted dry ingredients alternately with milk, stirring just until blended after each addition. Fill medium-sized oiled muffin pans half full. Bake in a mod-

erate oven (350°F.) 20-25 minutes. Remove from pan and cool. Frost all over with white icing, roll in shredded coconut. Tuck a red candle in the center of each and garnish with holly. Recipe makes 2 dozen.

Menu for a Watch Night supper:

OYSTER stew, garlic French bread, eggs and corn au gratin, tossed green salad, pistachio ice cream, cookies and coffee. To make the bread, mix chopped parsley, a few drops of onion and garlic juice, and creamed butter or margarine. Slice a loaf of French bread almost to the bottom; spread slices with the seasoned mixture and heat in oven.

The wassail bowl is a tradition. Here is an economical family recipe for hot wassail:

SQUEEZE 2 large lemons and 2 large oranges and reserve the juice. Add the skins to $1\frac{1}{2}$ quarts of water seasoned with 2 sticks cinnamon, 2 tbsps. whole cloves and 1 cup sugar. Simmer in covered pan 1 hour. Strain and add to the juice along with 1 gallon cider. Reheat but do not boil. Yield, about $1\frac{1}{2}$ gallons.

For our money, Sweet Potato Almond Pie is deserving of a place in anyone's permanent holiday recipe file:

FIRST make a 10-inch unbaked pie shell. For the filling, combine $1\frac{1}{2}$ cups mashed sweet potatoes, 3 tbsps. melted butter or margarine, $\frac{1}{2}$ cup firmly packed brown sugar and the beaten yolks of three eggs. Add a sprinkle of salt, 1 tsp. cinnamon and a dash of mace, and mix thoroughly. Next com-

bine $1\frac{1}{2}$ cups of milk and $\frac{1}{3}$ cup of chopped toasted almonds and add to the first mixture. Beat the three egg whites stiff and fold in gently. Bake in a hot (425°F.) oven 15 minutes, then reduce heat to moderately hot (375°F.) and bake 25 minutes longer, or until firm. Cool and serve with a topping of whipped cream and additional almonds, and steaming cups of coffee.



CUDDLE TOYS FOR CHRISTMAS. The little people on your Christmas list will love a family of soft cuddlesome toys. Mama Duck and her little Ducky are crocheted of white wool with orange bills and black wings and are well prepared for winter, Mama with an emerald shawl and scarlet cap, Junior with a bright blue cap and scarf. Freddie the Fire Chief, ready for action in a shiny slicker, is crocheted in yellow cotton with pink trimmed hands, face and ears. Directions for making both the DUCK FAMILY and MONKEY FIREMAN may be had free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

r e t i r e m e n t s

The following employees' applications for retirement were recorded during October, 1954

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

CARLSON, MARTIN J.
Fire Insp. Chicago, Ill.
DONALD, LLOYD F.
Vice-Pres. Chicago, Ill.
McDONALD, TIMOTHY J.
S.C. Conductor Chicago, Ill.
SHUXTEAU, LUCILLE
Comp. Oper. Chicago, Ill.

CHICAGO TERMINALS

PETERSON, ALBERT S.
Ex. Gang Laborer Chicago, Ill.
SCHULZ, JOHN
Painter Chicago, Ill.

COAST DIVISION

BENSON, MARTIN F.
Coach Cleaner Tacoma, Wash.
CAGE, STEPHEN A.
Car Inspector Seattle, Wash.
FUHRMAN, PHILIP R.
Sec. Laborer Seattle, Wash.
GUTENBERG, ANTON
Car Inspector Tacoma, Wash.
HALL, GLENN P.
Roadmaster Tacoma, Wash.
JOHNSON, OTTO
Machinist Tacoma, Wash.
MAURO, EUGENE
Pipefitter Helper Tacoma, Wash.
STORLIE, OSCAR A.
Asst. Foreman Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

BEADLE, WILLIAM E.
Car Inspector Nahant, Iowa
BURT, GORDON A.
Conductor Savanna, Ill.
NAGEL, ERNEST W.
Loco. Engineer Davis Jct., Ill.
NICHOLS, ROBERT M.
Sec. Laborer Monroe Center, Ill.
WIDMAN, FRANK H.
Loco. Engineer Dubuque, Iowa

HASTINGS & DAKOTA DIVISION

BAKKE, BARDON E.
Loco Engineer Minneapolis, Minn.
BRADEMAN, WILLIAM G.
Loco Engineer Minneapolis, Minn.
CHAMBERLAIN, EDWARD M.
Conductor Aberdeen, S. D.
SMITH, HARRY W.
Frt. Handler Aberdeen, S. D.
SOIKE, FRANK
Chief Clerk Aberdeen, S. D.

IDAHO DIVISION

HERIFORD, BENJAMIN E.
Sig. Maintainer Plummer Jct., Idaho

RAMSEY, JAMES Z.
Agt. & Yardmaster Spokane, Wash.
TOSKEY, CHARLEY
Ice House Laborer Othello, Wash.

IOWA DIVISION

DEARBORN, CLARENCE H.
Custodian Stone City, Iowa
JONES, ROBERT L.
Switchman Cedar Rapids, Iowa
McCURDY, JOHN T.
Conductor Perry, Iowa

IOWA & DAKOTA DIVISION

SAMEK, FRANK
Sec. Foreman Postville, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

BECKER, WALTER J.
Sec. Laborer Egan, S. D.
HALLMAN, CHARLES E.
Loco. Engineer Austin, Minn.
O'MARRO, DENNIS F.
Conductor Austin, Minn.
PETERSON, JOHN P.
Conductor Austin, Minn.
POTTER, MILO F.
Conductor Austin, Minn.
WAHLIN, WILLIAM G.
Agent-Op. Matawan, Minn.

LA CROSSE & RIVER DIVISION

KRAMER, EMIL
Section Laborer Tomahawk, Wis.
NOVEK, JAMES A.
Crossing Flagman Red Wing, Minn.
TAYLOR, STANLEY A.
Clerk LaCrosse, Wis.

MADISON DIVISION

GARDINER, CHARLES
Track Laborer Beloit, Wis.
SCOTT, ELIGE
Laborer Beloit, Wis.
STEUCK, WILLIAM F.
Brakeman Helper Beloit, Wis.

MILWAUKEE DIVISION

KRUG, FRED H.
Yard Clerk Green Bay, Wis.
McDOUGALL, RAYMOND H.
Loco. Engineer Chicago, Ill.
ROBERTS, WILLIAM R.
Loco Engineer Milwaukee, Wis.

MILWAUKEE TERMINALS & SHOPS

BLOEDEL, FRED A.
Loco. Engineer Milwaukee, Wis.
COLBER, EUGENE F.
Electrician Milwaukee, Wis.

Retire From Police Force



G. B. Hand



F. M. Nash

Two OF the Road's police officers retired on Nov. 1, Captain George B. Hand of Miles City, and Frank M. Nash, lieutenant of police at Kansas City.

Captain Hand, who was born at Orient, S. D., joined the police force as a lieutenant at Mobridge in March, 1928. He was made captain at Miles City on Sept. 1, 1931. He and Mrs. Hand will continue to make their home

there. The Hands have three children, two married daughters and a son who is an Air Force major at Montgomery, Ala., and 14 grandchildren. Another son in the Navy Air Force was reported missing in action in November, 1942. Mr. Hand will occupy himself in the future with operating his modern 40-acre alfalfa farm near Miles City and his hobby of making miniature religious altars.

Lieutenant Nash, a native of South Dakota, attended the state university and is a former school teacher and farmer in that area. He also served as sheriff and state senator and as an investigator for the attorney general of South Dakota before joining the Road's police department in July, 1943. Mr. and Mrs. Nash have four married children, all in business for themselves. Their own business interests in Kansas City will probably keep them there.

The Milwaukee Road Magazine



GIVE THE RAILROADS A BREAK...

MAIL and SHIP EARLY!

A thought for Christmas: The last-minute avalanche of holiday mail is a problem for the railroads as well as the post office. Give them a break. Have your cards and packages ready to go the first week in December.

O'DONNELL, JOHN C.
MachinistMilwaukee, Wis.
PECOR, WILLIAM J.
Carman HelperMilwaukee, Wis.

OFF LINE AND MISCELLANEOUS

DALITZ, FREDRICKA, V.
Transfer Agt.New York, N. Y.

ROCKY MOUNTAIN DIVISION

BEISER, JOSEPH T.
Agent-Opr.Two Dot, Mont.
REISER, GEORGE H.
Loco. FiremanBozeman, Mont.
SCHEYTT, HARRIET L.
CustodianMaudlow, Mont.

TERRE HAUTE DIVISION

GREEN, HARRY W.
AgentLatta, Ind.
KETCHEM, HERSCHEL R.
BrakemanTerre Haute, Ind.
NEWKIRK, FRANK A.
ConductorTerre Haute, Ind.
WEST, ARCHIBALD C.
Carmen HelperTerre Haute, Ind.

TRANS-MISSOURI DIVISION

GALLAGHER, PATRICK J.
BoilermakerMiles City, Mont.
HAYES, JESSE F.
AgentBaker, Mont.
MARTIN, RAY J.
MachinistMobridge, S. D.
McGEE, CHRISTOPHER C.
ConductorMiles City, Mont.
MELNICK, MICHEL
Section LaborerMiles City, Mont.
POVLOS, GEORGE D.
Section ForemanBaker, Mont.
ZIBELL, WILLIAM L.
Crossing Watchman ...Miles City, Mont.

TWIN CITY TERMINALS

BRODERSON, HARRY
MachinistMinneapolis, Minn.
EVANS, ARTHUR E.
MachinistMinneapolis, Minn.
GOLDEN, JAMES L.
Lieutenant of Police..Minneapolis, Minn.
HOPPER, ROUSE L.
MachinistMinneapolis, Minn.
JENSEN, CARL F.
SwitchtenderSt. Paul, Minn.
NEIDERMEYER, FRANK E.
Crossing FlagmanSt. Paul, Minn.

VETERANS—a special invitation

TO ALL employees who have completed 25 years of service, the Veteran Employees' Association of The Milwaukee Road extends an invitation to join its membership. The initial fee is \$2 and the dues thereafter are \$1 per year.

Anyone who wishes to become a member may fill in the form below and send it to the association's secretary and treasurer, Miss Florence M. Walsh, Room 383 Union Station, Chicago 6, Ill.

Our slogan: "Every member get a member"

VETERAN EMPLOYEES' ASSOCIATION

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

Application for Membership

To the Secretary:

I hereby make application for membership in the above association. I have been in the service of The Milwaukee Road for 25 years in the aggregate.

Name.....

Occupation..... Home Address.....

Entered Service

Recommended by Veteran.....

.....19....

CHANGE OF ADDRESS: Note that the office of the Veteran Employees' Association has moved from Room 862 to Room 383 in the Chicago Union Station. Please address future correspondence to the new address.

No Surprise to Montanans

NOT MANY stories sound better the second time around, but here's an exception to the rule:

The September issue of the Magazine quoted from a composition written by a St. Paul grade schooler, giving her impression of a trip to Tacoma on The Milwaukee Road: "I enjoyed it very much because the conductors were so kind and courteous, and the service was prompt and efficient. The scenery was the most marvelous in the whole Northwest. I was reminded of the song, 'America the Beautiful,' when I saw the amber waves of grain, the mountains towering majestically over all below. Milwaukee floats on electric wings!"

The next heard of it was this item which appeared shortly afterward in the "As We See It" column of the Lewistown (Mont.) Daily News:

"The St. Paul school girl's praise of the scenery along The Milwaukee Road comes as no surprise to us who live in Montana, as we are fortunate enough to

enjoy it 365 days of the year. But another comment is of particular interest—the one that refers to the conductors being so 'kind and courteous'—since so many people have the idea that railroads and railroad employees still have the 'public be damned' attitude which was quite common a half a century ago.

"Conductors and other train employees, such as the ones the school girl mentioned, are a tremendous asset to their railroad. They help bring more business to the line, and more business is essential if high wages are to be maintained. Those conductors, we have a strong hunch, also enjoy life much more because of their friendliness and courtesy.

"Yes, such men deserve much praise."

A New England farmhouse burned to the ground. A stark chimney standing above the embers bore this legend:

*"Life is mainly froth and bubble,
Two things stand like stone:
Kindness in another's trouble,
Courage in one's own."*



Suppose the government dictated a cereal manufacturer's price structure

The breakfast cereal manufacturers of the country have justly earned a reputation as astute merchandisers.

Their managements are sensitive to public needs and wants—and are free to make decisions that, in their judgment, will satisfy those needs and wants.

In setting the price of their products, for example, they do not have an agency of the federal government decide for them whether or not it is the price most people will be willing to pay.

That is determined—following management's decision—in a free and competitive market.

The railroads, almost alone among those American enterprises which operate under competitive conditions, are unable to function in this way.

Railroad managements, for example, do not have complete authority to establish their own rates. Instead, their charges must first be submitted to the Interstate Commerce Commission—which may substitute its opinion for that of railroad management regarding the effect of the proposed rates on the volume of railroad traffic.

In other words, railroad rate regulation restricts the exercise of managerial judgment—not only in de-

ciding what is good for the public, but also in deciding what is good for the railroads themselves.

The railroads do not seek removal of regulation. They do ask, however, that railroad regulations be modernized, in line with present day competitive conditions.

In our free enterprise economy this method of operation will bring most benefits to the public, labor, shippers, stockholders and all concerned...

[The above picture and text are from an advertisement recently published by the Eastern Railroad Presidents Conference. —Editor]

about people of the railroad

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Willard Kinast, cashier department, who is a past president of the Y.M.C.A. Senior Leaders Club, has been elected to head the Y.M.C.A. Gymnastic Service Committee, which will make plans for the state A.A.U. gymnastic championship competition to be held next spring in Milwaukee. All college and high school students of amateur standing are eligible to compete, women as well as men. Assisting the committee will be Avery Brundage, president of the U. S. Olympic Association and vice president of International Olympics; also A.A.U. chairman of the U. S. Olympics committee.

On Oct. 1, Fowler Street welcomed A. J. O'Rourke as its new assistant agent. Mr. O'Rourke began his railroad service in his home town of Monticello, Ia., in 1943 as general clerk. He has been assistant agent at Rockford, Ill., since Jan. 1 of this year. The O'Rourkes have three children, Linda, 5, Julie, 4, and Mike, 2.

Sympathy is extended to Mr. and Mrs. Merl Schuh on the death of their youngest daughter, Linda, age 4, who died of polio at South View Hospital. Merl was employed in the rate department of the local freight office until he joined the traffic department at the A. O. Smith Corp. Another daughter, Karen, survives.

Alice Sobczak and Geraldine Hartner spent their vacations traveling through the hillbilly country of the South. Ollie Yerman enjoyed a late vacation in the vicinity of Indianapolis.

Friends of Joan Gill, former clerk in the billing department, will be interested to learn of her engagement to Clarence Conrad, a student at Marquette University. Joan left the Road to continue her studies at Prospect Hall in Milwaukee.

Milwaukee Shops

LOCOMOTIVE DEPARTMENT

Raymond Skiba, Correspondent

Our Lady Queen of Peace Church was the scene of the marriage on Oct. 16 of Eugene A. Bednar to Audrey P. Filipiak. Eugene is the son of Louis E. Bednar, clerk in the SMP office, and brother of Rita Bednar, steno-clerk in the test department. The ceremony was followed by a breakfast and reception at the S.P.A. Hall.

A daughter, Marianne, born on Oct. 1, is the new addition to the Gerald E. Ward family. Mr. Ward, who is a relief chief caller in the roundhouse, also has a son, Keith, two years old.

New members of the district master mechanic's office are Roy Peters, clerk, and Milton Loewe, steno-clerk, who were transferred from the shop superintendent's office. Clarence E. Kleser, who was a steno-clerk

in the roundhouse, has also been transferred to the SMP office.

Arthur T. Ireland, traveling engineer on the Iowa Division whom we have not seen since his transfer to Savanna, spent a week's vacation in Milwaukee where he met his "in-laws" who are visiting here from Honolulu. Art spent one day at the office where he brought us up to date on his activities since he left Milwaukee Terminal.

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

H. J. Montgomery, Correspondent

Clarence E. Barrett has been appointed superintendent car department, with Jake Hansen as his assistant. Mr. Barrett took over the duties of Frank A. Shoulty, retired. Mr. Hansen, formerly superintendent of the freight shop, takes over Mr. Barrett's former duties as assistant superintendent car department.

Harold Helgerstrom has left the Road (test department) to accept a position in Texas.

The drafting room's last bachelor has "given in" to Cupid. With eyes wide open (so he says) John A. Schnell and Phyllis Johnson of Racine, were married recently at Gurnie, Ill. A surprise party was held for them at Spring Inn, near Pewaukee, by lake cottage friends and drafting room co-workers and their wives. The Schnells will be at home at 4451 Kopmeier Drive, Pewaukee.

A-hunting they will go! Results: Tony Teisl—two pheasant roosters at Sheboygan and Green Counties, one mallard duck at Horicon marsh; Elmer Kuntz—one Canadian goose at Horicon goose blinds.

Willard Schroeder of the S.C.D. office has already hit four 600 totals out of seven so far for an 18-game average of 189 in the

Sport Bowl Businessmen's League. Harvey Zunker came close to surviving the first round in the Journal Individual Sweeper at Klaus Alleys. The last 4-game qualifying total was 775. "Our Zunk" wound up with 773. "Our correspondent" came close—757.

A. L. Schultz announces that No. 1 son, Gordon, is coming home to stay after four years in the Air Force as technical sergeant—dental technician. His last year was spent at Mitchell Air Force Base, New York. Kenneth, No. 2 son, corporal, is stationed at Ellington Field, Houston, Tex.; Maintenance Squadron, Air Force—Kenneth has two years more to go. No. 3 son, Dick, now 17, has just joined the Air Force National Guard. Note: This Air Force unit is under the command of our own Col. Merle (Benny) Benzer of the test department.

Jay Elander, special apprentice who finished his "learning" in the mechanical engineer's office and test department, is now establishing his rights as a carman.

DAVIES YARD

Charles Pikalek, Correspondent

Nancy Houting, clerk, has been transferred to the freight shop office. Carol Rydlewicz succeeded Nancy in the yard office.

Mr. and Mrs. George Kissler are the parents of a baby girl born Oct. 2.

Mr. and Mrs. George Allie are the parents of a baby boy born Oct. 9.

John Appenzeller, helper, has presented his girl friend, Judith Churchill, with a beautiful diamond.

Effective Oct. 16, J. J. Drinka was appointed superintendent of Milwaukee shops. W. C. Maurer was appointed district general car foreman succeeding Mr. Drinka, and D. D. Fisher, from Savanna, district car foreman succeeding Mr. Maurer.

MAGAZINE WORK-

SHOP. Milwaukee shops is the beat of these Magazine correspondents who are shown following a workshop session held there last month with members of the Magazine staff. From left: Virginia Schori, store department; Ray J. Duman, car department—office of shop superintendent; Raymond A. Skiba, locomotive department; and H. J. Montgomery, offices of mechanical engineer, superintendent of the car department and the test department.



STORE DEPARTMENT

Virginia Schori, Correspondent

Into retirement are the Schmits, brother and sister, with a combined service of 80 years. Paul started with the Road on Aug. 22, 1910 as clerk in the office of superintendent of motive power, and became a clerk in the stores division on Sept. 16, 1917. Louise had continuous service in the stores division since starting as a clerk on May 29, 1918.

Mary Dwyer's brother, Robert W. Dwyer, passed away on Oct. 14. Bob was employed in the terminals until his health failed six months ago.

Mildred Leack and Virginia Schori, stenos, were among 30 members of the Railway Business Woman's Association who boarded a chartered bus on Oct. 16 for Rockton, Ill., to lunch at the famous Wagon Wheel Lodge.

D & I Division

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

A daughter, Martha Kalen, was welcomed in the home of Switchman R. L. Christ, Savanna, on Oct. 9. A son Donald Laverne, arrived at the home of Conductor D. J. Hughes, Clinton, on Sept. 22. The proud grandfather is Section Foreman E. O. Hughes,

Lyons, Ia. A son was also welcomed at the home of Operator E. A. Garcia, Thomson, Ill. The grandparents are the John Garcias, Savanna (mechanical department) and the G. Secoys of Perry.

Safety Engineer and Mrs. J. A. Ogden and daughter Beverly visited recently in Vallejo and Los Angeles, Calif.; Retired Engineer and Mrs. George McKay, Savanna, in Westminster, Colo.

Mrs. W. G. Bowen of Savanna and her twin sister, Mrs. O. Peterson of St. Louis, left Oct. 7 for California where they boarded a steamer for a five or six-week stay in Hawaii.

Understand that Second Division Engineer Frank E. Hoyman went to Holland this past summer.

Assistant Division Engineer Clifford Wendell, Mrs. Wendell, Ray and Vicky Ann visited in Colorado and California during October.

William Sheetz, retired assistant round-house foreman, Savanna, and Mrs. Opal Langley of Davenport, formerly of Savanna, were married in Davenport on Oct. 16. They will spend the winter in Florida and on their return will make their home in Davenport.

Berta Claire Dunham, daughter of Yard Clerk Maynard Dunham, Sabula, became the bride of Garian Earl Cox Oct. 16 in the Methodist Church at Sabula. Following a wedding trip to the Ozarks, they will live in Rock Falls.

Division Storekeeper and Mrs. France

Wood have announced the engagement of their daughter Jean Marie to Bill Werner of Perry.

John Lambert, switchtender at Savanna, passed away Oct. 18 in the city hospital, where he had been a patient for a little over a week. Mr. Lambert started his service with the Milwaukee 42 years ago, being first employed at the stockyards. He transferred to the position of switchtender in August, 1920. Surviving are his widow, a son and a daughter, stepdaughter, sister, brother and grandchildren.

Ross G. Heck, division engineer at Savanna during 1925-1926, passed away in a hospital in Chicago following a heart attack on Sept. 27. Surviving are his widow and daughter Betty Jane.

James E. Yates, retired engineer of Savanna, passed away at his home on Oct. 7, following an illness of several months. Mr. Yates entered the service of the railroad in 1898 as a fireman and was promoted to engineer in 1903. He retired on Apr. 1, 1947. Funeral services included Masonic rites at the grave. Surviving are his widow, two daughters and three brothers.

Arthur Fitz, husband of the former Marie Clifford of the superintendent's office, Savanna, passed away in the city hospital Oct. 12, following an illness of several months. Surviving are his widow, a brother and two sisters. Funeral services were held at Savanna, with burial in Dubuque. Mr. and Mrs. E. G. Kiesele of Chicago attended the funeral.

T. E. Manso, agent on the Third District at Lawson, passed away on Oct. 13. Mr. Manso began his railroad service in 1896 and was appointed agent at Lawson on June 9, 1911. He served as treasurer of the Masons, of which he was a 50-year member; he was also a member of the Methodist Church, school board and Rotary Club. Surviving are his widow, a daughter, brother and sister.

Operator John A. Neilson, Savanna, passed away at the home of his brother in Mendota on Oct. 7. Surviving are a son and daughter, in addition to his brother. Mr. Neilson entered the service as an operator at Mendota on May 6, 1913, and came to Savanna in March, 1937, as leverman at Savanna tower, where he continued to work until his retirement in January, 1950.

Iowa Division Conductor R. M. Jenkins, who has been confined to a sanatorium in Rockford, is improving. His address is, Rockford Memorial Sanatorium, 1601 Parkview, Rockford, Ill.

In the good old days, the man who saved was a miser. Nowadays he is a wonder.

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

WEST COAST WOOD PRESERVING CO.

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

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



FINISHES 50 YEARS. Conductor Dennis F. O'Marro pictured at home in Austin, Minn., following his retirement on Oct. 1 after 50 years in train service. He started in 1904 as a brakeman and had been a conductor since 1910, in passenger service since 1939. Mr. O'Marro will stay on at Austin, sharing his time with his grandchildren and taking an occasional fishing or hunting trip. There are three children, a daughter in Austin and sons in Spokane and Rochester, and eight grandchildren. (Austin Herald photo)

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Eugene Webster, retired traveling passenger agent, and Mrs. Webster were part of a group of over 80 who attended the 72nd annual meeting of the American Association of Traveling Passenger Agents held at the Hotel Stadler in Los Angeles Sept. 11-14. The meeting was followed by an educational tour of the Southwest, which took them to Denver, Colorado Springs, Salt Lake City, Utah Parks including Zion, Grand Canyon, Bryce Canyon and Cedar Breaks, also Las Vegas, Hoover Dam, Phoenix and Mesa, Ariz., El Paso, Tex., Juarez, Mexico, and Carlsbad Caverns. The Websters also visited in St. Paul before returning home.

L. R. Kirchoff is the new steno-file clerk in office of assistant to general manager. Mr. Kirchoff was formerly employed as time reviser in the superintendent's office at Miles City.

Miss Gladys Kelly, secretary in the engineering department, started her three-week vacation Oct. 16, taking a trip through the Canadian Rockies to Montreal and Quebec. She also visited in Boston, New York and Chicago before returning home.

C. E. Whitt, staff assistant to general manager, and Mrs. Whitt returned Nov. 1 from a three-week vacation trip visiting a daughter in Milwaukee and a son in Elgin, Ill.; also relatives in Rockford, Ill., and Cincinnati, Ohio, and last at Flint, Mich., where they picked up a Buick Special.

Frank W. Watkins, general agent freight department, is at this writing getting along nicely in Providence Hospital where he has been confined since Oct. 23.

Madison Division

FIRST DISTRICT

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

Superintendent G. H. Rowley is convalescing at his home at this writing, following an operation. He is making good progress.

2nd Lt. John Love, son of Assistant Trainmaster F. J. Love of Madison, has completed his officer's training at Camp Gordon and at this writing is home on furlough. He will shortly report to Camp Kilmer, N. J., for an assignment in Europe.

W. J. Kline, assistant to roundhouse foreman at Madison, is ill in the Methodist Hospital at this writing.

Katie Watson Ganshert is filling a relief position in the freight department at Madison.

Mrs. Henry Statz, wife of B&B carpenter, recently underwent an operation at St. Mary's Hospital.

Yard Clerk Thomas P. Wood, 72, passed away at a Madison hospital on Oct. 25, following an illness of two days. Mr. Wood, a native of Mississippi, started with the Road in the spring of 1918 and served in various clerical capacities up to the time of his death.

Fireman Roy York, who was severely burned a few weeks ago, at this writing is still on the critical list at Riley Hospital in Indianapolis.

Engineer L. A. White and Mrs. White spent the month of October visiting their son in California and touring the Grand Canyon, Salt Lake City and other points of interest in the West.

Engineer Edgar Baker and wife have moved from St. Bernice to a newly purchased home in Terre Haute.

Retired Traveling Engineer Clay Damer would like the word passed around that he has moved from South 10th Street in Terre Haute. His new address is 2150 Crawford Street, Terre Haute, and visitors are welcome.

Mrs. E. L. Kenney, wife of retired yardman of Terre Haute, passed away on Oct. 9. She had been in ill health for some time.

Chief Train Dispatcher Jack Wright was called suddenly to Jacksonville, Fla., due to the death of a brother on Oct. 21.

Train Dispatcher Ed Bevington has returned home from the hospital and, we are glad to report, is feeling much better.

Born, to Conductor and Mrs. L. W. Todd on Oct. 16, a girl, Teresa Lee.

Brakeman and Mrs. George Freeman have returned from a visit to Seattle. Brakeman Freeman, who has been off duty for several months due to disability, is much improved and hopes to return to work soon.

Clerk Sam Whitaker of the Terre Haute freight house has gone to St. Petersburg, Fla., for his vacation. Understand Sam and Kate are very fond of this spot for vacationing. Other late fall vacationers were Assistant Engineer Harry Paton and Mrs. Paton who made a trip to California to visit their son.

Dale Hudson, car department clerk, has taken a clerical position at Austin, Minn., starting about Nov. 8.

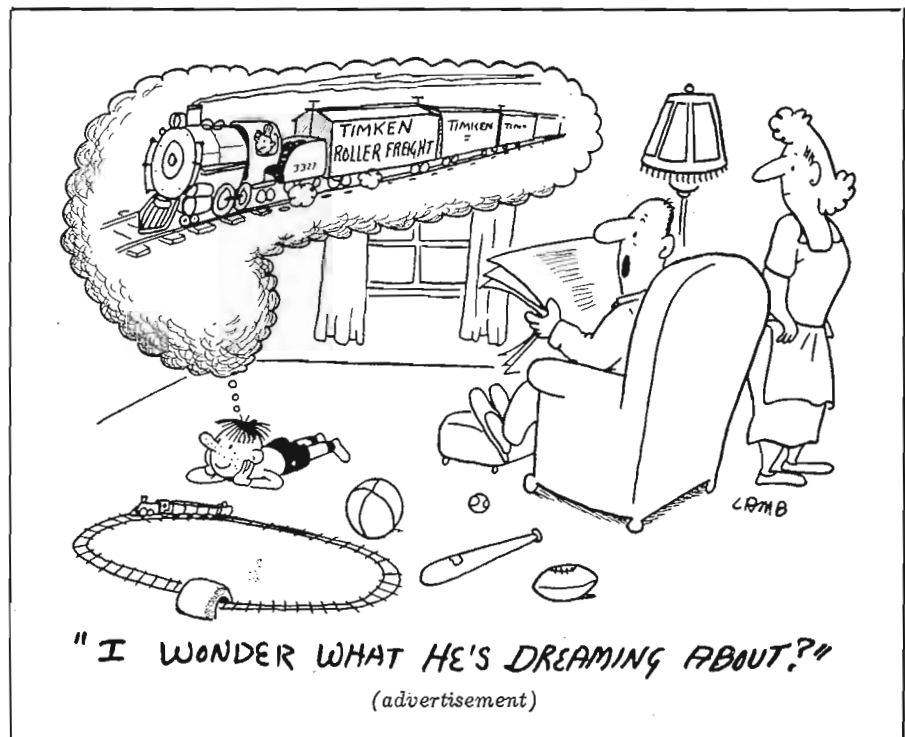
Switchman C. F. McDaniel of Terre Haute has been released from military service and is ready to resume work at Hulman Street yard.

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

Shortly after returning to work from a vacation in the Southwest, Conductor M. F. Ernhart, on No. 71, discovered a broken rail at Greer. Due to his alertness and prompt action in reporting it, repairs were quickly made, thus avoiding a derailment.

Brenda York, three-year-old daughter of



CARTER BLATCHFORD, INC.

80 E. JACKSON BLVD.
CHICAGO

RAIL JOINTS

Reformed and heat treated
to meet specifications for
new bars.

BUCKEYE

CAST STEEL PRODUCTS
FOR RAILROADS

*Truck Side Frames
Truck Bolsters
Couplers*

Yokes and Draft Castings
Miscellaneous Car Castings
Six- and Eight-Wheel Trucks

— THE —
BUCKEYE STEEL CASTINGS CO.
COLUMBUS 7, OHIO

Specialties
DELICACIES FOR THE TABLE
Frozen Foods, Cheese, Poultry,
Game, Fruits and
Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

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

Youngstown Steel Door Co. & Camel Sales Co.

332 S. Michigan Ave.
Chicago

—OFFICES—
The Arcade
Cleveland

500 Fifth Ave.
New York

—PLANTS—
Hammond, Indiana • Youngstown, Ohio

Floyd C. Hanna, operator at North Harvey, is confined to St. Francis Hospital, Blue Island, at this writing. His position is being filled by Extra Operator J. M. Cornell of Hoopeston, Ill.

J. C. Martin, retired section foreman of North Harvey, passed away at his home in Dixmoor on Oct. 17.

Employees recently joining the ranks of the retired are Engineer Joseph Farmer of West Terre Haute, Brakeman Herschel Ketchum of Elnora, and Engineer C. E. Faris of Terre Haute.

Section Foreman E. S. Redman, Faithorn, has taken over the section at Momence. H. R. Glasgow of Sheldon is the new section foreman at Faithorn.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

FIRST DISTRICT

E. C. Anderson, Sr., retired operator of Northbrook, has taken a trip to Europe and is visiting friends and relatives in Norway and Sweden. Also traveling at this writing is Vincent Freihofer, stenographer in the superintendent's office, who with his wife and child is enjoying a southern California stay, with a stopoff in Houston to see old friends on the return trip.

A housewarming with a Hallowe'en motif was held on the night of Oct. 29 at the new home of C&M Swing Operator Lloyd Weigert at Kenosha. A surprise party, it was attended by about 12 other railroad men from other agencies along the division.

The son of Harry L. Martin, chief train dispatcher in Milwaukee, has been picked by local sports writers as one of the most promising football players in this area. Young Harry, a graduate of Washington High School, is a sophomore at Wisconsin State College in Milwaukee where he is taking a liberal arts course with the intention of preparing later for a future in the physi-

cal education field. This is his first year on the football team which at this writing has a record of five wins and three losses. Harry's ground gaining average has been 14 yards per carry.

THIRD DISTRICT

Agent Bill Brey at Woodland reports the arrival of the first Brey baby on Oct. 27.

I & S M Division

Erle Jorgensen, Division Editor
Office of Agent, Austin, Minn.



J. P. Peterson

Conductor John P. Peterson of Austin is now a man of leisure, having retired early this fall. He had been with the Road since July 16, 1906 and in conductor service since 1912. An exponent of safe working methods, he retired with an unblemished record —not one report-

able injury in his 48 years of service. Conductor Peterson says he plans to spend his spare time gardening and also get in a little hunting and fishing.

Edward F. Reickow, retired section foreman at Farmington, passed away Oct. 25 at Zumbrota. He is survived by his widow; two sons, Edward, engineer at Austin, and Lawrence F., section foreman at Decorah; and two daughters, Mrs. Vernon Thompson, Austin, and Mrs. H. W. Anderson, Zumbrota.

Peter Everote, retired engine watchman, passed away at Farmington Oct. 20. He is survived by his wife.

N. C. Putnam, retired agent-telegrapher, passed away Oct. 17 at St. Olaf Hospital, Austin. Mr. Putnam and his wife celebrated their 50th wedding anniversary in August. He is survived by his wife, one son and a daughter.

The football fans here are waiting for the results of the Iowa-Minnesota game this year, as we have heard very good reports of the playing of Section Foreman L. F. Reichow's two sons on the Iowa team.

A certain amount of opposition is a great help to a man; it is what he wants and must have to be good for anything. Hardship and opposition are the native soil of manhood and self reliance.—John Neal

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VETERAN IGSM ENGINEER RETIRES. T. M. White, number two man on the IGSM engineer board, with friends at the Austin yards on his last day on the job. From left: Helpers B. H. Skjeveland and F. D. Bacon, Yard Foreman E. J. Tuckek, Traveling Engineer J. T. Phleger, Mr. White, Fireman Vernon Thompson, Yardmaster M. D. Darr, and Roundhouse Foreman J. W. Goodrich. Starting as an extra gang laborer at Cresco in 1901, Mr. White had been at Austin since 1922. He was promoted to engineer in 1907 and for the past 30 years operated the switch engine in the Austin yards. As an active member of the IOOF, Mr. White expects to spend much of his time in lodge work. (Austin Herald photo)

Rocky Mountain Division

EAST END

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

Engineer and Mrs. Cecil Adams spent a month in Arizona visiting with their son, Jack Eastlick, and family. They also visited their son-in-law and daughter, Mr. and Mrs. Lester Libbee, and children at Redding, Calif.

Brakeman Robert Haycraft is back at work after spending about two weeks in the hospital at Seattle where he underwent a minor operation.

Our sympathy to Mary Cavanaugh, caller, in the death of her father Walter M. Cavanaugh who passed away at Harlowton Oct. 19. Mr. Cavanaugh was a boilermaker at Harlowton for many years before his retirement.

Retired Engineer Red Lagrange is in St. Patrick's Hospital in Missoula at this writing.

Engineer Robinson is back after spending his vacation in California where he and Mrs. Robinson visited with their son Howard and family. Engineer A. Torgimson is visiting in Minnesota at this writing.

The old club house that has been a landmark for many years is being moved to a new location on the south end of town. The depot at Jefferson Island has been sold and is being moved away from its present site; also the depots at Finlen and Maudlow.

Engineer Martin M. Holland, better known to his friends as "Snuse," retired recently after 47 years of service. Mr. Holland who was born in Bergen, Norway in 1889, arrived in this country in 1906 and went to work for the Milwaukee in 1907. He started on the section at Bowman, N. D., entered the B&B department in 1908, and a year later transferred as a bridge carpenter to the old Missoula Division. In 1912 he went to Deer Lodge as a machinist helper at the roundhouse, but in 1913 decided to try his

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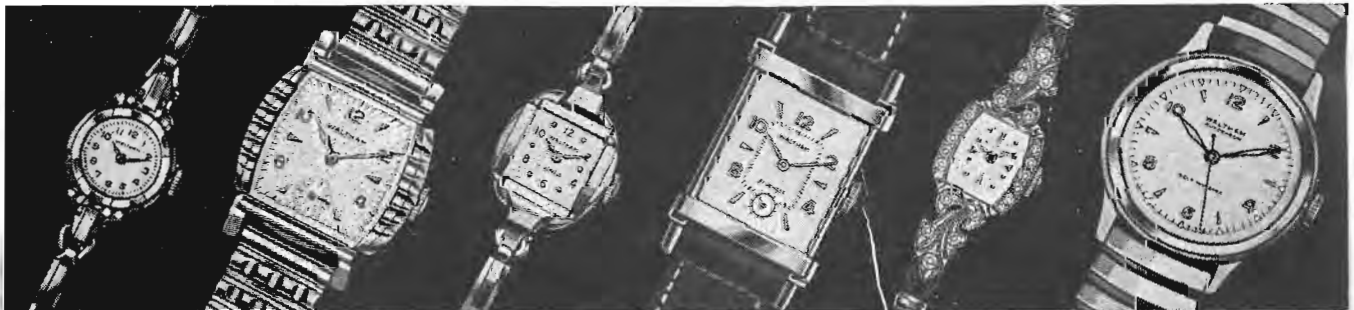
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ACCOUNTANTS' SEND-OFF. The retirement last month of W. A. Johnson, chief relief claim investigator in Chicago, was observed at a dinner given by some 60 fellow employees. The guest of



honor is shown here (left) with Mrs. Johnson and their daughter, Mrs. Floyd Harp, being greeted by J. E. Vraney, auditor of station accounts and overcharge claims. Mr. Johnson, who started railroading with the NYC in Buffalo in 1905, had been with the Road's accounting department in Chicago since 1922. He and Mrs. Johnson will continue to live at their home in Berwyn, Ill.

luck at stoking a locomotive. That was the beginning of his service as a fireman on the west Rocky Mountain Division, and he continued in that capacity until promoted to engineer. He was running a freight locomotive at the time of his retirement—the only interruption occurred during World War I when he served with the 68th Railroad Engineers in France. At a retirement party held recently in Deer Lodge, Engineer Holland was presented with two pieces of hand luggage, a gift from members of the four operating brotherhoods as well as many friends outside the railroad.

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

A turkey potluck dinner held at the Women's Club Oct. 23 had one of the largest attendances ever counted at one of these affairs. Following the dinner short talks were given by the president, Mrs. Pete Zwolle, General Chairman Lou Borden of the trainmen, and Clem Howell, retired yard conductor from Winnipeg, Canada. Colored movies of Alaska were then shown by Conductor Ed Dunn who took the pictures on his vacation. Entertainment for the balance of the evening was Bingo and card games.

Lineman Iver Eckerberg won a new Chevrolet which was offered by the Moose Club in Wyoming.

Retired Conductor C. L. "Windy" Galbraith is in Seattle at this writing for eye treatment.

Bertha Miller, wife of Electrician O'Neill Miller of Harlowton, went to Rochester recently for treatment.

Section Foreman Sam Miteff is back on the job after being off for several months following an operation. Engineer L. J. "Skinny" Leveque is also back on his passenger run after being ill for some time.

Brakeman George Jakes and Mrs. Jakes announce the arrival of a baby boy on Oct. 24.

We had one of the largest stock loadings in the history of Lewistown last month. Everyone who had anything to do with stock was busy day and night, and we almost did not have enough stock cars to go around. About 40 per cent of the stock out of here went into California. The stock season is not

over yet. Some days you can see mile-long truck lines waiting to unload into the stock yards for sale and shipment on our railroad.

Chicago General Offices

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

Mr. and Mrs. Lester Thiede are the parents of a newcomer, Bradley Lester, who arrived on Sept. 24. Mrs. Thiede is a member of the soprano section.

Rose Marie Balch and Emmet McCauley have rejoined our ranks this season. We also have two new altos, Marilyn Mueller, who is employed in the office of the freight auditor, and George Bihun, a tenor, from the car department at Western Avenue.

Because of the flood at the Union Station last month, the club rehearsed on Oct. 11 at the home of Ed Stoll, president. Although it was a spur-of-the-moment arrangement, we had a wonderful turnout. Prior to rehearsing we indulged in a little festivity in honor of the club's 18th anniversary. The supper menu consisted of a roaster full of hot hamburgers, buns and the trimmings, and an appropriately decorated cake. Nowhere will you find such genuine hospitality as at the Stolls.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

We have a new member on our force since last month, Marvin Sigfred, who started as a file sorter.

Recent promotions included Chuck LaRue, Charles Vaught, Sally Brodd and George Michalski.

Beatrice Pasternak has taken a maternity leave of absence.

The girls in the office gave a shower for Julia Korbellas Oct. 28. Understand many fine gifts were received by the bride-to-be.

Bill Callahan and his wife Carolyn are pleased over the arrival of Kevin Mark, born Oct. 10. This makes a boy and a girl for this young couple.

John and LaVerne Pater happily announce the arrival of an infant daughter. Dawn Marie was born Oct. 4.

Gertie Clavey has been convalescing from an operation for some time.

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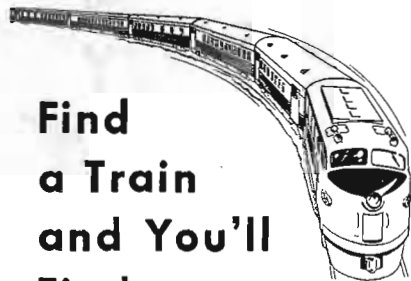


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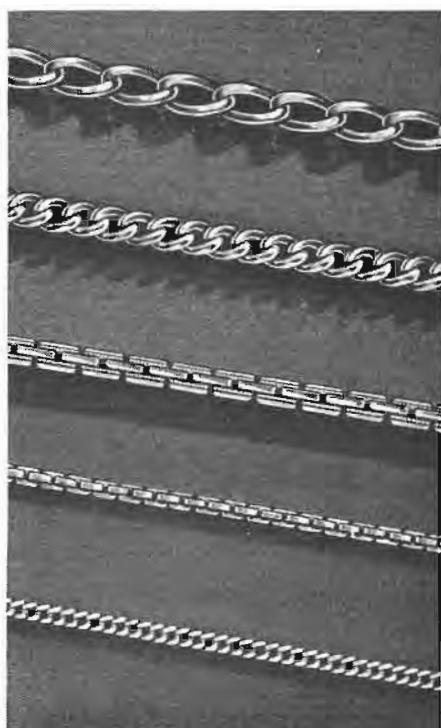
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OFFICE OF FREIGHT AUDITOR

Patricia Ptack, Correspondent

Three girls in our office took the big step. Ceda Chiolak became the bride of Robert Baldini on Sept. 4, Virginia Bruhn became Mrs. Angelo Tournes on Sept. 18, and Yours Truly became the bride of William Ptack on Oct. 2 at St. Andrew's Church.

Kitty Fox became engaged to Herbert Bahr on Oct. 23. The wedding was scheduled to take place on Thanksgiving Day.

Minna Drebes, who was with this office for over 46 years, retired Sept. 10.

Harry Baldaccini has resigned to go into his own plating business.

William Steckman is in Alexian Brothers Hospital at this writing.

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

Retired Chief Engineer R. J. Middleton visited with us in October. He and Mrs. Middleton made the trip from Seattle to visit relatives and friends here and at Ottumwa, Ia.

Mr. and Mrs. H. L. Kruke (assistant engineer in signals and communications) have a boy at their home; name is Richard, born Sept. 28, their first child.

R. E. Paulson, assistant engineer in Mr. Ornburn's office, passed out cigars; reason—his first grandchild, Jeffrey Russell Hanrahan, born in Iowa Lutheran Hospital, Des Moines. The baby's mother will be remembered as Alice May Paulson, who was formerly a messenger in the telegraph department.

John C. Gawronski, chief clerk in Mr. Wilson's office, was married to Miss Vivian Johnson of Milwaukee on Oct. 16 in St. Aloysius Church, West Allis. The following employees from Chicago attended the wedding and the reception: Mr. and Mrs. Norbert Zurkowski, Mr. and Mrs. George Grudnowski, Mr. and Mrs. John Treul, Miss Theresa Walsh, Glenn Berg and John Kost. Prior to the wedding, John's friends in the engineering department extended to him

their best wishes, and Mr. Worley, on behalf of the department, presented a gift which we know newlyweds can use.

Harold Datisman has received an announcement of the birth of a new daughter to Mrs. Thomas J. Coyne, the former Harlene Kahl. The little girl, named Denise Gaye, has two big sisters and a big brother.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

After 30 years of service with the Road, Lucille Shuxteau has retired. She was presented with a wristwatch and toaster by her friends in the computing bureau and received many other gifts and congratulatory messages from friends throughout the building.

Tom Gavin and Martha Leaveck were married Oct. 16 at St. Gertrude's Church, followed by a breakfast at the Elks Club. They honeymooned in the Smoky Mountains.

Arlene Schultz and Richard Staib were married Oct. 2 at St. Alphonsus Church, followed by a dinner at Math Igler's.

Phyllis Anderson and Robert Ziemann were married Oct. 27. Elaine Gibson was maid of honor.

Mary O'Malley and Thomas Flatley were married Oct. 16 at St. Edward's Church. They honeymooned in New Orleans and Florida.

Grace Piotrowski and her husband are busy arranging furniture in their new home.

Barbara Tribula is on an extended furlough, awaiting the stork.

Ardell Westerburg spent her recent vacation at Crystal River Lodge, near Redstone, Colo., Ruby Dunavan toured the state of Washington, Lorry Bucholz explored the Seattle-Tacoma region, and Erna Reck is spending the winter in Florida.

There are some boys of 18 who can't believe that some day they'll be as dumb as their fathers.—Jacksonville, N. C. News and Views

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faster schedules on time.



AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Laverne (Totsie) Leisten of the accounts receivable bureau was entertained at a dinner and shower at Math Iglar's restaurant. On Oct. 14 her desk was decorated with beautiful wedding gifts from office friends throughout the building, and on Oct. 16 she was married to Tommy Haryln at The Little Country Church of the City. The young couple honeymooned in the Ozarks.

Richard Bradley of the accounts receivable bureau was married Oct. 9. The office presented Dick with a beautiful lamp.

On Oct. 29 we had a surprise visit from Elavi Conroy, who is enjoying her retirement in Los Angeles, Calif.

John Tabor has been promoted to head of the tax and deduction bureau; Nile McGinley to head of the bill and voucher bureau.

November 1 was "welcome back" day. Ross Ketchpaw returned to work following a long convalescence from an auto accident, Dolores Tipescu of the typing bureau returned after her operation (looking very well), and Trudy Restis, head typist, returned after her leave of absence.

Those still convalescing at home at this writing are Charlie Kleeman, Gene Forster and Frank Passeretti; also Eleanor King, key-punch operator, was hit by a car on her way home from work.

Mary (Homborg) Walsh of the keypunch bureau, now living in St. Louis, announced the arrival of Christopher Noel on Sept. 28. Colette (Cosgrove) Miller proudly announces the arrival of Kathleen Colette on Oct. 29.

Joseph Geraci of the machine room recently left for military service.

Helen Schroeder, keypunch supervisor, recently made the strikes count—and spares, too—with a 210 game. Bob Houghton also demonstrated his ability with the tenpins by rolling a 223-game. This all took place at Fireside Bowling Lanes Oct. 30 during the department bowling party.



HANDY AS EVER. The retirement home of A. A. Seeman, former IGSM train dispatcher, gives him an opportunity to exercise his ability as a gardener and woodworker, even as did his former home at Austin, Minn. The sign at the entrance to the Seeman's little ranch at Riverside, Calif. (box 175A, route 1) is only one of many samples of his handiwork about the place. He retired in 1948.

OPERATING DEPARTMENT

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

Claim Prevention, Refrigerator and Merchandise Service reports the marriage on Oct. 21 of Bob Scott, file clerk.

Also, that the gang in that office have sharpened up their appetites for a good duck dinner, since Record Clerk Frank Barrill returned recently from a hunting trip.

The transportation department was in store for a treat when Chief Passenger Car Distributor Gerard A. Fell announced the arrival of a second son, named Andrew after grandpa.

Assistant Superintendent Transportation Granger Smith took heed of the old adage "Go west young man" and left on an extended tour of southwest Pacific coast ports. He may also visit Mexico.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Our former chief, Carl Meier, who retired early this year, was hospitalized recently. At this writing he is at home, but will return to the hospital for surgery. He says he enjoyed the cards and flowers he received from former co-workers.

Carl Denz was hospitalized during October with pneumonia, but is now back on the job.

Pearl Urbanowicz resigned on Oct. 15 and was honored with a baby shower.

Emily (Dodovich) Kanovski announced the arrival of a baby girl on Oct. 18.

Marl Kruse returned from I.B.M. school on Oct. 19, qualified as a key punch operator.

It's news! Herbert Bahr last month announced his engagement and approaching marriage to Kitty Fox of the freight auditor's office. The wedding was scheduled for Thanksgiving Day.

November, 1954



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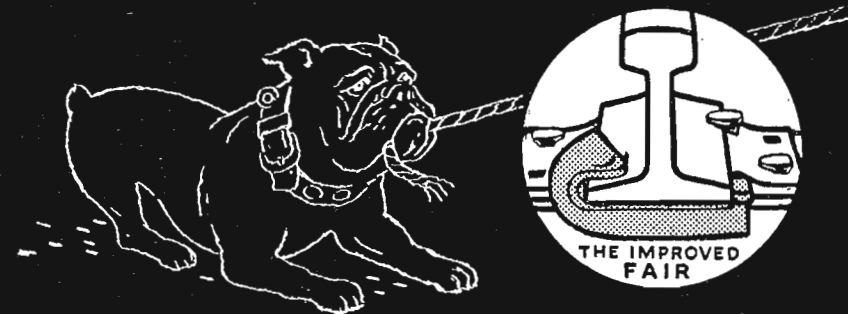
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That third week of vacation had the following employees on trips: Anne and Bill Bert went to New Orleans (enjoyed dinner at Antoine's); Marie Stwalley traveled east, west, and south this year—one week in Washington and New York, one with her brother in Seattle, and another in New Orleans; and Myrel Roberts and Mildred Kissinger took a trip to the Black Hills. Ed Boyce spent his vacation in St. Petersburg, Fla. Pearl Kinney has definitely decided that Florida is the place to retire. She has spent her last few vacations there.

Frances Schmugge flew from New York to Rome, then to Florence, Venice, Switzerland, Belgium, London and Ireland.

Viola Schmidt and Mildred Mangano took a flying trip to Hawaii. The highlight of the trip was when they arrived at Kauai—known as Hawaii's "Garden Island"—where they were greeted by guitar players, and received leis and kisses from the boys (an old Hawaiian custom). They surprised the girls in the office by sending them baby orchids.

PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent
City Ticket Office

Topic number one during October was "that river that didn't stay away from our door," but at the present writing all hands have dried out, elevators rise again, and fluorescent lights fluoresce once more.

Addenda to the Arden Sundheim-Jane McCaskey nuptials mentioned in the last issue: The reception was held in an annex to the Graham Taylor Chapel (called the Cloisters)

of the Chicago Theological Seminary, and something like 150 guests were present, including Viola Neuschwander, Eunice Rettig, Mary Mitchell—all from Reservations—and Don Piette from the city ticket office. Ulrich Zachaty, also from Res, served as usher. The reservation staff presented the Sundheims with a cash gift.

The general agent's office passes along the item that our city passenger agent, Wally Van Buren, was also recently married in a quiet church ceremony in Elgin. Mrs. Van Buren is the former Claribel Swanson.

Several changes in the department personnel picture have been noted. Howard Ahrens was the successful bidder on the cashier's job in Passenger Rate. Howard's old job in the city ticket office—keeper of the books and order writer—has been awarded to Don Piette. This, in turn, left an opening in Reservations, and Tom Boland, formerly of the GPA's office, is tackling that phase of the passenger business.

New man in the department is Tim Mortell, who has just joined the general agent's staff. Tim submits these data for his 62nd profile: He graduated from St. Mel's High School here in Chicago in 1948 and was in the tool-and-die line for a couple years. April, 1951, saw him entering the Air Force, after which he was stationed in Europe (France and England) for 30 months, serving as a flight engineer. In his spare time he studied with the University of Maryland Overseas Extension School (English, business, math, etc.). Plans to continue at the Northwestern University traffic school. His hobby is music, and he has a collection of about a "jillion" records—mostly Dixieland.

Bernard J. Schilling, special representative of the passenger department with headquarters in Chicago, retired on Oct. 31. Mr. Schilling had been with the Road more than 40 years. A native Chicagoan, he started in the ticket auditor's office in Chicago and transferred to the city ticket office in 1913. In 1927 he was appointed general agent passenger department in Chicago and in 1944 superintendent of the Road's sleeping and dining car department. He had been special representative of the passenger department in Chicago since November, 1947. Mr. Schilling has been active in the affairs of the Chicago Traffic Club and in the travel and transportation group of the Chicago Association of Commerce.

A near-hot bolt of lightning can create a lot more Christian thinking than a long-winded sermon.—Kossuth County (Ia.) Advance

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LaCrosse & River Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

George W. Anacker, retired engineer, 66, passed away at Portage Sept. 18 after a long illness. He had been retired since May 1, following 47 years of service. George served for 20 years as chief engineer for the local B. of L.E. and was also a member of the Moose and the Knights of Columbus. Surviving are his wife, his son George Michael, a fireman on this division out of Portage, and two sisters, Mrs. Albert Eberlein of Blue Earth, Minn., and Mrs. Charles Selbach of Portage. Burial was at Portage.

Charles J. Mullens, 65, retired machinist for our road, passed away at Portage Oct. 17. He had 42 years of service. Charlie had served as alderman in his ward at Portage and as city assessor. Surviving are his wife; a son, Charles, Jr., of Whitefish Bay; a brother, Daniel, Portage; and four sisters in Milwaukee. Charlie was well liked and will be missed on the division.

At this writing Frank Smith, retired perishable inspector, is still hospitalized after undergoing an operation. We are hoping to see him back at his home on the river soon.

Louie Roberts, retired conductor, and Switchman Fred Tessman recently went on

a fishing trip during which they caught six walleyed pike, several white bass and some crappies which Louie placed on a stringer and put in the water. When they were ready to go home and Louie started the motor, Fred said, "Hey, don't you think the fish should go in the boat?" Louie said, "No, they'll be O. K." But going down the river the stringer caught on a snag and was ripped off! Louie and Fred are still mumbling to themselves about that deal.

Glad we live in Wisconsin, on account of no bad storms, floods and so on, but old-timers are predicting a lot of snow this winter.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Tom Dyba, route clerk who underwent eye surgery Sept. 29 at St. Elizabeth's Hospital, is now at home and doing nicely, but will be off for several months.

Al Boeck, auto mail clerk, returned from an extended leave of absence on Oct. 4.

Art Karr, retired train clerk, visited the office Oct. 4. He now makes his home in Glenwood Springs, Colo.

Grace Proctor of the card record department reports having another granddaughter, Cheryl Ann, born Oct. 4.

John Ewing, general clerk, and wife recently celebrated the birthday of their four-year-old son and also of their one-year-old

daughter Marie, who has come to live with them since Sept. 12.

Sympathy was extended to Grace Proctor whose husband passed away Oct. 8.

Stanley Lucas, checker, has been off for some time due to illness.

Eddie Kraus, stower, is off at this writing as the result of an automobile accident on Oct. 24.

Bob Blohm, retired timekeeper, reports having just returned from an extended trip to the west coast.

A. F. Wagner, supervisor of the car record department for the past 30 years, passed away Oct. 18. He and his wife had left for Orlando, Fla., on Oct. 8 to spend a week with their son and family, but he was taken seriously ill and returned here to enter the Norwegian American Hospital, where he passed away. Al Wagner had been with the company just short of 50 years and had many friends who will miss him.

Luwana Burkey, bill clerk, returned to Galewood recently, having worked at Bensenville for several months.

Margaret Goodman, trainmaster's steno, is making an appeal on behalf of the Linen Cupboard of the American Cancer Society, for old sheets, pillow cases, white shirts or any white cotton goods that can be used for pads and bandages. Margaret's mother is also working for this worthy cause.

Judith Sottysik of the cashier's department and Frank Sottysik, employed at Union Street, are the parents of Paul John, born Oct. 15.



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UNION STREET

Florence LaMonica, Correspondent

Hugh Gallagher, general foreman at Union Street, became the father of a boy, Terrence Maurice, on Oct. 27.

Mike Conoboy, caller in house 3, is still confined to Alexian Brothers Hospital at this writing, and will undergo a second operation in the near future. He would enjoy hearing from his friends.

Mrs. Kirscher, mother of William Kirscher, bill clerk at the Union Street office, passed away on Oct. 21. Services were held at Ebenezer Lutheran Evangelical Church and interment was at Chapel Hill Gardens.

Understand Henry Stephan is up at Felch, Mich., putting the finishing touches on his new home, which he plans to enjoy when he retires.

We just recently learned that Melvin Marshall was married several months ago; details to come.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Howard Lawrence of the general car supervisor's office and his wife Ruth were returning from a vacation at Kirkwood, Mo., and had stopped for breakfast at Albany, Ill., when a tap on the shoulder made Howard turn in surprise. The shoulder tapper was none other than an old friend, Walter Newcomer, who was in the chief carpenter's department until his retirement in 1951. Ruth and Howard had a nice visit with Walter and his wife, who asked to be remembered to their friends in the terminals.

A picture in the Chicago Sun-Times on Oct. 8 showed Ed Peterson having the three-inch beard which he grew for Bensenville's annual "Gold Rush" curled by his wife Hope. Mrs. Peterson is the former Hope Rogers and a former clerk at the Bensenville office. Mr. Peterson had been growing his handsome chin whiskers since June.

Mrs. Walter Kock, president of Bensenville Chapter of the Women's Club, reports that her son Walter, clerk at Bensenville, should be homeward bound about the middle of November.

Good news! Bob Sullivan, clerk, has returned from Korea and will soon be back on the job. He visited at the office recently, all smiles and sporting a handmade jacket from Korea. "It's great to be home," he said, "and great to be back in America."

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND
TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

After approximately three years in the Orient, Katy Beringer Hunter, daughter of H. J. Beringer, local freight cashier, has returned home for a visit. She arrived via plane from Singapore.

Anybody need a bottle of vanilla? The girls in the local freight are selling. In return for the sale of a specified number of bottles they will get a coffee urn to use for office parties. So far their best customer has been Marty Marrin, who recently used eight tablespoons to make a batch of doughnuts. All told, he made 100.

Virginia Ford was in the office Oct. 30 to say "goodbye." Her husband had returned from Africa and they were leaving for a visit with his folks in the East; then to wherever he is assigned by the Army.

**SOUTH MINNEAPOLIS CAR DEPT.
AND COACH YARD**

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

George L. Wood, general car foreman at the shops, has been appointed assistant district general car foreman at Savanna. James E. Palmer, car foreman at Green Bay, was appointed general car foreman at Minneapolis.

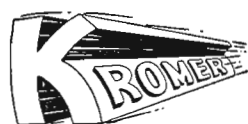
Wrecker Foreman Harold R. Anderson and Mrs. Anderson are rejoicing over the arrival of a baby boy, Richard William, on Oct. 20. Richard Anderson, cutter on the light repair track, is the paternal grandfather.

Chris Hyllestad, former welder on Light Repair, passed away recently at the age of 72. Mr. Hyllestad had retired in September, 1949 with over 30 years of service.

Olaus Breeley, former carman, passed away Oct. 23 at the age of 78. Mr. Breeley retired Aug. 1, 1949 following 35 years of service.

Mrs. Thor Holte passed away Oct. 23 following a long illness. She is survived by Mr. Holte, a retired carman, and sons Ralph and Elmer, carmen on the light repair track.

John Amundson, retired boilermaker now living in California, attended the retirement party in Minneapolis Oct. 21.



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FETED BY THE WOMEN'S CLUB. Retired employees at Aberdeen, S. D., were honored last month at a supper given by the local chapter of the Women's Club and attended by members of about 100 railroad families. Shown here are Mrs. A. W. Hass, president, congratulating C. B. Summers (left), agent at Andover, whose 55 years of service was the longest record among those present, and Jerome Rankin, retired boilermaker, who at 83 was the oldest of the guests.

Henry C. Mayer, retired gang foreman of the locomotive department and a veteran of 46 years of service, passed away Oct. 3 at his home in Redondo Beach, Calif.

Fred Bergland, retired machinist of the locomotive department, has received his Gold Pass.

Jeff Barker of the store department was one of four \$25 prize winners in the Minneapolis Sunday Tribune's annual snapshot contest. Jeff has been interested in photography since 1947.

H & D Division

EAST END

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

Engineer Anton Ore has changed his address to St. Petersburg, Fla. Anton recently retired and he and Mrs. Ore took off for the South to make their home. They had just received their Silver Pass for 45 years of service.

Thomas Neil has arrived at the home of Fireman Dan O'Shaughnessy, balancing the little family: two boys and two girls.

Engineer and Mrs. A. E. Brundage have received their Silver Pass.

Jim O'Meara, who retired in 1948 due to ill health, died on Oct. 4. He was one of our well known H&D engineers and we were all sorry last spring when he fell and broke his hip. The accident had confined him to his home until his death.

The middle H&D mourns the loss of Agent Jack Cawthorne's dog Brownie. For many years Brownie was a source of entertainment at the Milbank depot where she would sit and watch the human race, her pipe in her mouth and a pair of horn-rimmed glasses perched on her nose. When Jack bid in at Wilnot recently, she made a host of new friends there, but she became ill and had to be put to sleep.

Engineer William Brademan is ill at

Northwestern Hospital, Minneapolis, at this writing, since suffering a stroke while putting on storm windows at his home. He had just retired a few weeks previously.

Two of the H&D bachelors have become benedicts. Brakeman Blackie Jensen and Fireman Norman Ronning were married last month, both choosing Oct. 23 for their wedding date.

The wife of Conductor Roy Searle passed away Oct. 21.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Agent J. J. Fleming, Mina, has bid in the position of agent at Stewart, Minn. We will miss him on our Saturday afternoon shopping bees.

We understand that Thanksgiving Day was set as the date when Jerry Weis, dispatcher at Monte, was to take himself a bride, a lovely girl from La Crosse.

Attention, Legionnaires! Your dues are now due for 1955 membership. They can be paid to myself, or to Bill Kane, Red Detling or Fred Harvey, all at Aberdeen.

Superintendent A. O. Thor is on vacation at this writing, trying to outdo and outguess the geese at Sand Lake; also the wily pheasant.

I & D Division

EAST END

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

The Women's Club held a potluck dinner Oct. 5 at the Y.W.C.A. with about 50 present. The program consisted of a violin solo by Mrs. Ray Tierney accompanied by Mrs. Harry Larson, and movies presented by Max Boyd. Hostesses were Mmes. W. C. Blackmarr, Otto Werner, R. E. Sizer, O. T. Anderson, T. Harvey and Elton Clausen.

Ben Hendrickson, retired conductor, has been hospitalized at Mason City with a frac-

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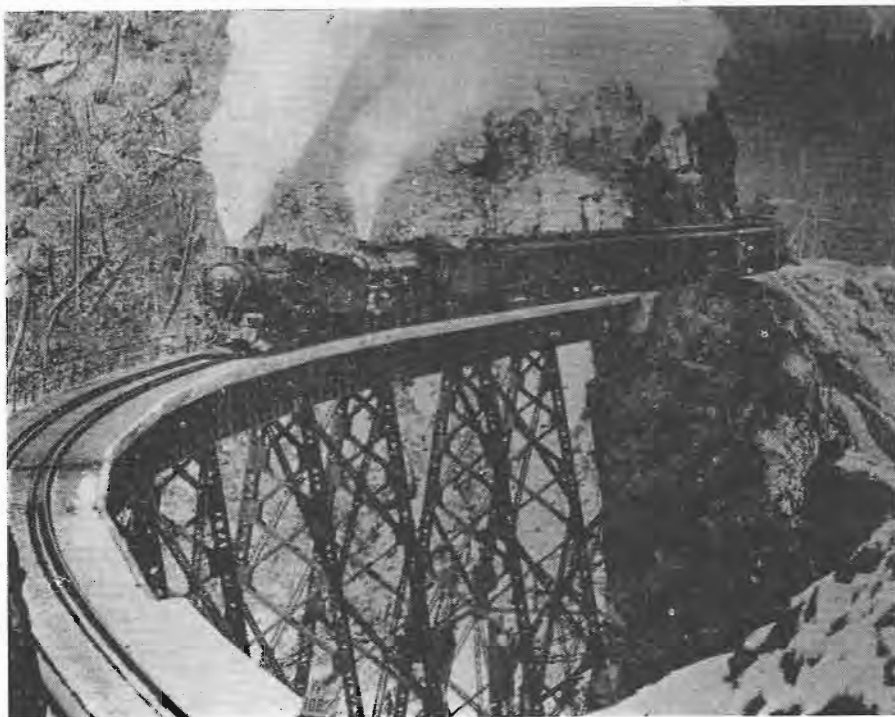
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COMING 'ROUND THE MOUNTAIN. A search through some almost-forgotten picture files recently produced this interesting panoramic view taken near Garcia, Wash., 42 years ago, when the west coast extension was still new. It shows two Milwaukee Road locomotives (the line was not yet electrified) doubleheading the Olympian at reduced speed on a snow-covered S-curve across Hill Creek bridge.

tured leg as the result of a fall.

Word has been received of the death of Walter W. Lawrence. Mr. Lawrence was employed as section foreman at Calmar in 1916 and later at the roundhouse. He retired in 1944.

Carl Dunavan, chief yard clerk, has returned from a vacation spent with his son Wayne at Great Falls, Mont. Wayne is office manager for the National Biscuit Company at that point.

At the retirement party held at the Palm Cafe in Postville last month for Section Foreman Frank Samek, a special chair built and presented to him by Agent C. C. Searls of Postville was part of the fun. The rockers were set in railroad rails and held in place by rail spikes, and all of the equipment of a section hand was hung in place around the chair. Later Mr. Samek was presented with a swivel television chair.

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

Eileen Dillon, statistician at the freight house, is a patient in St. Joseph's Hospital, Sioux City, at this writing, as the result of spraining an ankle.

Pheasant and duck season is with us again. Lots of conversation around these parts, but so far that's all it has amounted to—haven't seen any evidence of the accuracy of our hunters.

Fred Forney and Paul Madsen are now qualified as extra train dispatchers, having passed their examinations with flying colors.

Linda L. Bailey, daughter of Time Revisor

Bailey, and Richard G. Brewer were married recently at Elk Point. They are making their home in Sioux City at present, as Gene is stationed at the Sioux City air base.

Agent L. P. LaBrune was commended last month for his alertness in averting an accident on the Sioux Falls line. While off duty on Oct. 23 Mr. LaBrune was standing in his back yard at Westfield at the time the Arrow was leaving town. The sound made by the wheels indicated to him that it was passing over a broken rail. Driving over to the right of way, he walked the tracks until he located the break, then went to the depot and contacted the dispatcher who got the section man out to have the rail repaired. Mr. LaBrune's alertness undoubtedly avoided a derailment for a later train, and Superintendent Weiland and other division officers wish to use this means of expressing their appreciation for his interest and prompt action.

About 25 employees attended a luncheon at the Mayfair Hotel in Sioux City Nov. 2 in honor of Mr. and Mrs. Bennett J. Mitchell, the occasion being the retirement of Mr. Mitchell as chief clerk to the freight agent after approximately 38 years with the Road. His co-workers presented him with a piece of luggage and Mrs. Mitchell with a jeweled pin. The Mitchells plan to spend the winter in Yuma, Ariz., with their son, although they will continue to make their home in Sioux City.

If you have an idea that Communism can rule America, try telling your wife that your first duty is to the state instead of to her.—Pathfinder

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

A. A. Blond, agent at Malden, passed away at his home Oct. 17, following an illness of several months. He had been away from service since July. His widow, Sarah, survives at the home; also a daughter, Thelma Swartz of Los Angeles, and a son, Joe, in the Air Force, besides two sisters in the East and three brothers. Mr. Blond hired out as clerk on the Idaho Division in 1920, learned telegraphy and started as operator in 1932. In 1952 he became agent at Malden, where he had lived for 17 years. During his absence from work he was relieved by Operators Sidwell and Williamson.

Earl L. Gano, passenger brakeman, passed away suddenly at his home in Spokane. Mrs. Gano survives, besides a sister and brother. Mr. Gano retired three years ago due to poor health after 35 years of service.

W. J. Keenan, chief clerk to the agent at Spokane, was one of the lucky three-week vacationists, so made a hurried trip back to Akron, Ohio, to meet the new member of son Bill's family, Robert James.

B&B Foreman R. E. Warn retired Oct. 21 after having been employed since 1919. He worked as bridge foreman on the RM in 1916, left during World War I in 1917-18, and returned to work as B&B foreman on the Missoula Division in 1919.

Brakeman R. D. Tennyhill has returned to the Road after serving in the Air Force since January, 1951. He works out of Malden.

B. E. Heriford, signal maintainer at Plummer Jct., has retired. His job went to C. L. Imhauser, formerly leading signalman on J. H. Cole's crew. Mr. Heriford started his service in June, 1913 as helper and in May, 1914 as signal maintainer. He makes his home at Plummer and at present plans to stay around there.

Chief Dispatcher R. E. Joiner and Mrs. Joiner visited recently in Sioux Falls with daughter Jane; stopped at Aberdeen, S. D., with Superintendent Thor and R. G. Scott; then to Ennis, Mont., where daughter Donna and family live. Mr. Joiner enjoyed a trip into the range country to watch the herds of livestock being brought in. Dispatcher Bailey relieved as chief during his absence.

S. A. Skinner, employed by the Milwaukee since 1912, started on an easier schedule on Nov. 1 when he retired. He says there are a lot of fish that have been getting away and he intends doing something about it; also, the hunting season is in full swing. Mr. Skinner started with the Road at Cedar Rapids, Wash., as a maintainer. He had previously worked on the StL&SF in Missouri, but wanted a change and had three jobs lined up. The Milwaukee was the only line which provided transportation, so he came west. G. R. Bolles, formerly with J. H. Cole's crew, was assigned to his duties.

Clement J. Morisette, son of Conductor C. R. Morisette of Othello, recently received his ensign's commission in the Naval Reserve at Hutchinson, Kans. He attended Gonzaga University, and is being transferred for duty to Barber's Point, Hawaii.

The Milwaukee Road Magazine



in this moment

The prayer lingers still . . . across the table as Dad begins to serve . . . it brushes Mother's still-bowed head . . . it caresses Sally's fist as she reaches for the promised drumstick. The words of thanksgiving are being made real in this moment—the words of gratitude from a good provider to the Great Provider.

This time of security together is precious beyond all words.

The most precious gift we give or receive is the gift of security. It is the lifeblood of happiness. And only in a land like ours are we free to choose security as a goal of living.

And with this choice goes another great privilege—helping to achieve the security of our country. For, secure homes, one joining another, make up the security of America.

Let this be the goal of *your* home!

Saving for security is easy! Read every word

—**now!** If you've tried to save and failed, chances are it was because you didn't have a *plan*. Well, here's a savings system that really works—the Payroll Savings Plan for investing in U. S. Savings Bonds. This is all you do. Go to your company's pay office, choose the amount you want to save—a few dollars a payday, or as much as you wish. That money will be set aside for you before you even draw your pay. And automatically invested in Series "E" U. S. Savings Bonds which are turned over to you.

If you can save only \$3.75 a week on the Plan, in 9 years and 8 months you will have \$2,137.30. If you can save as much as \$18.75 a week, 9 years and 8 months will bring you \$10,700!

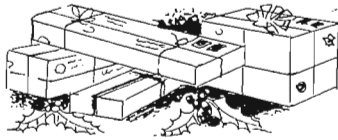
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Iowa Division COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent
Perishable Freight Inspector

Operator Carl Machande is working the second trick at the east yard office. He replaces Clifford Klein who is now agent at Portsmouth, Ia.

The Omaha office has a new rate clerk, Leonard (Bud) Brugenhemke, who resigned as city clerk at Council Bluffs to accept the position in the traffic and freight department. Mr. Brugenhemke holds a bachelor's degree in commerce from Creighton University in Omaha, and was assistant city purchasing agent prior to being city clerk. He replaces Johnny Miller, who in turn replaced Chief Clerk Emery E. Davis following his recent retirement.

B&B Foreman Carl Johnson and wife celebrated their 29th wedding anniversary Oct. 15; Section Foreman Vern Sands and wife their 37th anniversary Oct. 17.

Carman Leroy Birdsong reports a son, Ricky Lee, born Oct. 13.

George Wehrhahn, 66, who retired Sept. 30 as car inspector, passed away at a local hospital Oct. 21.

Operator Floyd H. Lacey, 65, of the east yard office, passed away at an Iowa City hospital Oct. 20 after a short illness. Funeral services and burial were at Des Moines.

Richard Schonberg, son of Lead Carman Carl Schonberg, recently spent a 15-day furlough with his family. He has since been assigned to a two-year tour of duty at Pearl Harbor.

Car Inspector Nels Jensen, now on leave

of absence, sailed from New York Oct. 23 to visit his parents, Mr. and Mrs. Julius Jensen of Aalborg, Denmark, who will soon celebrate their golden wedding anniversary. This is Nels' first visit home in 31 years.

EAST END

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

Eli Coil, retired machinist helper who worked for many years in the shops at Perry, died Oct. 5 following a heart attack. He was 72. His brother William, a retired Perry machinist, is one of the survivors.

Raymond Frost died in October in Oakland, Calif. His father, Leo Frost, worked for many years in the Perry shops.

Fireman Lewis Honomichl and Miss Mary Williams, both of Perry, were married at the First Christian Church in Perry in September. Lewis is the son of Retired Conductor L. G. Honomichl. The young couple are house-keeping in Perry.

H. L. McDowell of Perry, foreman of one of the signal department crews, died at Charter Oak Oct. 20. Before going into the signal department Harry had worked for a number of years as a section foreman.

Mr. and Mrs. J. H. Berner, who have been making their home in Fort Dodge, are the parents of a son who was named James Edward. Operator Berner works the swing job between Manilla and Council Bluffs.

Conductor F. L. Glenn has a new grandchild, a baby girl born to Mr. and Mrs. Harry Ridgeway. The latter is a daughter of Conductor Glenn.

Engineer Frank Connors was off duty for five weeks during September and October, undergoing surgery at the Dallas County Hospital in Perry.

Mrs. Elizabeth Anderson, who made her home in Perry with her daughter, Mrs. Olive Burns, widow of the late Engineer Ray Burns, died Oct. 1 at the age of 81. Two sons, Leonard and Walter, who are with the Road in Chicago, are also among the survivors.

Donald Schroeder, swing operator in the Madrid office, was a patient in the Boone hospital during October.

A newcomer in the railroad family at Perry is the daughter born to Conductor and Mrs. Jean Orman on Oct. 1.

Switchman Edward Fitzgerald and wife who spent the summer at their cottage at Sioux Look Out in Canada, returned to Perry in October and Edward resumed work. He had laid off in the spring on account of an illness which cleared up while he was resting.

W. J. "Jim" Hubbs, engineer on the Sioux

City division who started railroading at Perry, rounded out 55 years of service with the Milwaukee Sept. 16. Jim, who is on the Hiawatha between Sioux City and Manilla, recently took a hunting trip in Montana on which he bagged two antelope.

Louis Brown, for 37 years a Milwaukee employe at Perry, died the latter part of September after a long illness. Louis worked in the roundhouse and car department as a carpenter and retired when his health failed. His father, the late J. J. Brown, and his brother Seymore were both Milwaukee engineers. Louis is survived by his wife and daughter, two sisters and brother Seymore.

Fireman Keith Speck, who had been playing baseball with one of the minor league teams for several months, has reported for work on the division.

Frank J. Yerkey, who worked in the Perry train dispatcher's office some years ago, died recently in Minneapolis. He was working for the Soo Line at the time of his retirement after 58 years of railroading.

James Gardner died at the Dallas County Hospital in Perry Oct. 12. He was 82 years of age and had formerly worked in the B&B department.

Agent E. D. Calhoun of Varina had his vacation in October and he and Mrs. Calhoun went to Santa Rosa, Calif., for a family reunion, planned to welcome their youngest son, Edwin, home after four years in the Navy. Edwin was an electronics technician on the carriers Phillipine Seas and Oransky. The children were all with their parents for the first time in six years. Evert's son Robert is a field engineer for the Square D company of Los Angeles and his daughter Nadine is a WAVE stationed in Salt Lake City.

FULLEST BRUSH. A four-inch growth of curly chin whiskers cultivated by Earl Spaeth, Milwaukee Terminals switch tender, to boost the Watertown, Wis., centennial celebration this year, won the first prize of a \$25 Savings Bond in his chapter of the Brothers of the Brush. Several other Milwaukee Road employes living in Watertown started to grow foliage, but he was the only one to stick to the bristly end. (Photo by Jim Scribbins)



QUIZ answers

1. Baltimore.
2. About 60 per cent. The Milwaukee averaged 64.4 per cent loaded freight cars per train in 1953.
3. The "General."
4. Outside.
5. A timber used in wooden trestle construction.
6. Mountain standard time zone.
7. Light-face type.
8. Roadway, tracks and other fixed property.
9. Six or more (some engines have as many as 16).
10. Smaller.

WHAT'S COOKING. At the fifth annual exhibit of culinary arts held last month at the Olympic Hotel in Seattle, The Milwaukee Road was awarded two first place ribbons. One of the prize winning displays was this table set with typical Milwaukee Road diner meals. Some 3,000 people visited the display which was supervised by, from left: Rene Chauveau, dining car inspector, Chicago; B. W. Ganz, assistant to superintendent sleeping and dining cars with headquarters in Tacoma; C. W. Morton, assistant general agent, passenger department, Seattle; and Waiter Donald Days. The dinners featured orders of New York cut steak, prime ribs of beef, broiled half of spring chicken and broiled lake trout.



AFTER 62 YEARS. The fresh air and sunshine of outdoor work were credited by Frank Samek, 76-year-old section foreman at Postville, Ia., for the good health with which he retired on Oct. 1 after 62 years of service, 55 of them as foreman. He is shown here leaving the job with Joe Harnack, who worked with him off and on for 43 years, and Leonard Schroeder, who has been with the crew just three years. Mr. Samek was born in Bohemia and started with the Road at 14 as a waterboy on the old "Bloody Run" between Marquette and Valdora and has lived at Postville since 1902. A retirement party attended by officials, co-workers and family friends honored his long record of service. (Dubuque Telegraph Herald photo)

CARRYING THE COLORS. HGD Engineer W. S. Hasleau says that his twin grandsons, Bobbie and Timmie, make as much noise as a four unit diesel pulling 150 cars when they roar down Fairmont's Main Street in their new tractors with the Milwaukee Road emblems out front. The tractors were a recent present from grandpa, and the metal insignia are those which the Milwaukee recently offered free to employees.



THE MILWAUKEE ROAD MAGAZINE

Chicago Milwaukee, St. Paul and Pacific Railroad Co.
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TIGHT SQUEEZE

