

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



a very  
MERRY  
CHRISTMAS  
to all

DECEMBER 1953

DECEMBER 1953

# THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis  
Manager

Marc Green    Marie Hotton  
Editor        Assistant to Editor

PUBLIC RELATIONS DEPARTMENT  
UNION STATION—CHICAGO

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

## IN THIS ISSUE

	Page
The Spirit of Christmas By President J. P. Kiley	2
Christmas with the Family	3
Railroads and the Louisiana Purchase	7
The Cover	7
Season's Greetings	8
More About Hobbies	10
H. L. McLaughlin	14
Appointments	14
How Are We Doing?	14
Sanborn Celebrates Its 75th	15
Our Safety Score	17
Home Department	18
Retirements	20
About the People of the Railroad	22

## The Spirit of Christmas

**T**HIS YEAR, as always during this season, it is a pleasure to observe the Christmas spirit at work among people on every hand, particularly among those who mean most to me—the men and women of The Milwaukee Road.

The spirit of Christmas is a wonderful thing, a profound, uplifting force in the life and culture of every Christian nation. Like a light shining down upon a portion of our year, it illuminates not just a day or a week, but brightens an entire season and makes us happier and more warm-hearted in our relationships with one another. Consciously or subconsciously, it would seem, our actions do reverence to Him whose birth gave meaning to the principle of good will among men.

It is my sincere hope, as we approach Christmas of 1953, that our relationships with each other on The Milwaukee Road throughout the year ahead may reflect the desire on the part of all of us to keep alive the spirit of this season.

It is also my wish that all Milwaukee Road men and women, their children and other loved ones may enjoy a truly Merry Christmas and a Happy New Year.

*J. P. Kiley*



Look at it as you will, there's a lot of Christmas in railroading. Or, to take it the other way around, it would be hard to imagine what Christmas would be like without the far-reaching services of America's sprawling network of rail lines which bind together a nation during that season when it most wants and needs to be bound together.

Untold tons of the Christmas "tangibles" find their way aboard railroad trains for delivery eventually into the hands and hearts of people, there suddenly to become far more than material things. The trainloads of Christmas greetings which The Milwaukee Road alone carries each Christmas season move on their way with remarkable lack

of fanfare and to-do, at least as far as the average citizen is able to observe. The stations loaded with people, the station shops filled with Christmas gifts, the decorations, the trains which even on Christmas day speed on their way. All of these, to say nothing of the men who must work the trains on that day of days—all of these form the composite picture of the railroads at Christmas, a picture fondly familiar to all of us and to many of our customers.

But there is another aspect of this season on the railroad, and this year the Magazine is attempting to present at least a small album of pictures showing what we choose to think of as "Christmas with the Family."

## Christmas with the Family

The Milwaukee Road is not unlike one of those large families whose members, though grown up and moved to other parts of the country, still enjoy the nostalgic pleasures of childhood. Like wives and mothers who plan the fun, fill the stockings and prepare the holiday meals, The Milwaukee Road Women's Club plays an important role in bringing the family together in a tight-knit circle. Some of this seasonal excitement may be sensed in these pictures of typical club celebrations.

An obliging impersonator of old St. Nick, Lieutenant of Police John Moloney, is shown as the center of a story-telling group at a kiddies Christmas party in Mason City.



December, 1953

Michael Sol Collection



▲ At Tacoma, open house festivities were made all the merrier by the originality of the decorations. The group of family heads shown here enjoying their turkey dinner was seated in front of a gay mural designed by Mrs. Dave Nostand.

◀ For the real old fashioned Christmas at Tomah, Wis., the club requisitioned the high school auditorium and the services of the high school band. A dinner was served to 250, the adults were treated to square dancing, and the children to the spectacle of Mr. and Mrs. Santa Claus making a dashing entrance in a sleigh drawn by a red-nosed reindeer.



The Christmas party at Montevideo, Minn., was an all-family affair featuring a sit-down dinner, but the youngsters could hardly wait for the ice cream and cake, they were that impatient for the real business of the evening to start. In the lower right corner of this picture can be seen a few who were waiting for Santa to show up; little Linda Smith, daughter of Chief Dispatcher W. A. Smith, in the checked jumper; Margaret Maloney, daughter of Train Director Pat Maloney; and Roger Roder, with the big eyes, and his brother, whose dad is switch foreman at Montevideo.

### Christmas with the Family-continued



It's always a gay time, too, for office parties, such as this jolly gathering of accounting department employes in Chicago. No youngsters could have had more fun than this group did when Santa (Len Sabaczinski, office of the auditor of machine accounting) unloaded his pack.

A custom which does much to capture the warmth of the season is the Yuletide program presented annually by The Milwaukee Road Choral Club. The pictures shown here were taken at one of the concerts presented last year in the Union Station. The "adorables" who served as mascots (pictured at a club party following the performance) were little Betsy Gibson (left) and Sharon Hines.



▶ A more intimate picture of Christmas with the family is provided by a brief glimpse of Milwaukee Road homes on the morning of the big day. Just a natural born nurse, little Pamela Mulloy was photographed by her grandfather, Agent J. W. Mulloy of Terry, Mont.

▶ Nothing could be more reassuring that all's right with the world than this picture of Jeffrey Lynn Polzin with his first electric train—Jeff's dad is Agent Bill Polzin of Fox Lake, Wis.

◀ And for sheer wonderment there is Deborah Anne Napoli, daughter of Fireman Anthony Napoli of the Milwaukee terminals.





To talk about Christmas without mentioning music is almost impossible, and to the railroad music means the Milwaukee Hiawatha Service Club Band. The traditional carols, the sound of bells and all the familiar music of peace on earth, good will to men, were part and parcel of the parade which officially opened the Christmas shopping season in Milwaukee this year on Nov. 25. Our uniformed bandmen, led by Majorette Carol Luser costumed as a character from Toyland, are shown here as they marched through the downtown sector in the colorful turnout.

The Christmas tree is one of our oldest and loveliest traditions, but back of the tinsel and glitter it represents a 10 million dollar business in ordinary years. Cutting begins in early November, with the choicest trees coming from the forests of Maine, Washington and Montana. Unlike the farmer who can cut a tree in his own woodlot, residents of cities rely in part on the railroads to bring them to market. Typical of the role which the railroads play in the Christmas tree business is this picture taken last year at the Road's Morgan Street team track in Chicago, showing a driver for Flores Brothers taking delivery of a carload of choice Montana trees from John Gill, delivery clerk.

Just as in every family, the railroad has established its own traditions, and wherever Christmas is celebrated, the ingredients are the same—fun, music, good food, Santa Claus arriving on a train—the latchstring is out all over the system.



# Railroads and the Louisiana Purchase

*The following article is taken from the remarks of Robert S. Henry, vice president of the Association of American Railroads, made recently before the Advertising Club of St. Louis, Mo. It is reprinted here in the belief that it will be of great interest to Milwaukee Road people, much of whose railroad lies within the territory included in the Louisiana Purchase.*  
—Editor

ONE hundred and fifty years ago this summer, while Spanish troops still garrisoned the frontier village of St. Louis, three widely different groups were at work on plans and projects which were to remake the face of the American Continent.

In Paris, Robert Livingston and James Monroe were completing the details of the purchase from Napoleon of the Louisiana Territory, which was in process of being transferred from Spain to France as a necessary preliminary to transfer of title to the United States.

On the east bank of the Mississippi, a short distance above St. Louis, Captain Meriwether Lewis and Captain William Clark were organizing the expedition which was to explore a route to the Pacific through the territory being acquired.

And in a village in Wales, an almost forgotten Cornishman, Richard Trevithick, was working on a contraption which, within a year, was to use the expansive power of steam to pull a train of cars on a track—the first locomotive steam engine.

## Events Combine To Build Today's Domain

It took the conjunction of these three events and the trains of consequences which flowed from them to transform the unsettled wilderness of the Louisiana Purchase into the magnificent domain of today.

It took the transfer of sovereignty to the United States to bring to this new territory the inestimable blessings of government founded on the concept of individual freedom and individual opportunity.

It took the work of bold and venturesome explorers to find the path and lead the way for the oncoming tides of settlement.

And it took a third force—the force of mechanical power applied to transportation in such fashion as to move great quantities of goods in all seasons

of the year and to and from all parts of the country, at costs so low that for the first time articles of ordinary use could be transported long distances overland. It took, in short, railroads.

It should not be forgotten that the United States crossed the Mississippi River with reluctance and the utmost misgiving. When the Louisiana Purchase was made, the United States did not seek the whole of that vast and empty territory. The United States wanted only New Orleans and the surrounding country on the east bank of the river. But to get what it wanted, it had to purchase also the lands between the Mississippi and the Rockies. James Madison, Secretary of State, expressed the views of the government when, during the negotiations leading up to the purchase of Louisiana, he told the Minister of France that the United States did not wish to extend its population across the Mississippi for the reason that "no colony beyond the river could exist under the same government but would infallibly give birth to a separate state."

Secretary Madison's fears would have been well grounded had it not been for the work of Richard Trevithick and inventors and builders who came after him. Within the first generation after the purchase of Louisiana there was developed a way of transportation which could go anywhere that the needs of man called. Within 50 years after the purchase of the Louisiana territory, a railroad had been started west of the Mississippi River and others were building toward that stream, to bridge it and pass on into the West.

Much of the rapid extension of railroads into the new lands west of the Mississippi—lands which still were for the most part empty of settlement—was due to the use by the government of the device of the land grant. These land grant transactions have been widely misunderstood as gifts to the railroads. Actually, what the government did was to trade part of its vacant and unsalable

land to those who were willing to venture the building of railroads ahead of settlement and so to give usefulness and value to the whole.

The government parted with lands worth about \$125 million at the time of the grants. In return, for almost a century railroads carried government freight, passenger and mail traffic at

*(Continued on page 16)*

## The Old Boy Himself THE COVER.

It is conservatively estimated that \$300,000 is spent each year in the United States for Santa Claus whiskers, and it is also estimated—at least in this quarter—that no part of that yearly outlay ever contributed to the making of a more plausible Santa than the one who graces the cover of this issue. There might even be some conjecture as to whether the whiskers are false or honest, but in any event they are worn by the nearest possible thing to the "old boy himself," Jerry E. Gump, who for some time now has been the official Santa in the Meier & Frank department store in Portland, Ore.

Mr. Gump, a veteran of some 30 years as a brakeman and conductor on the Rocky Mountain, Idaho and Coast Divisions, mostly in passenger service, retired in 1947, but moved to Milwaukie, Ore. [the spelling is correct], as a means, apparently, of leaving the work but not the railroad. "I finally won the honor of wearing Santa's uniform," he says, "and I think I've made good." Shown with him as he performed the annual Santa ritual is his helper, Tinker.

A check with Portland indicates that he is back at it again this year, and it's a safe bet that the fortunate youngsters in that area are pretty glad he is.



David Margolis, a Chicago five-year-old making a pre-Christmas train trip with his parents, stops in the Union Station to mail a fistful of Christmas cards.

an increase of approximately three per cent in total volume. He was certain, in any event, that both mail and express traffic would at least equal last year's record volume and would probably set a new one. As before, the plan for handling it was laid months in advance in meetings with postal officials in the Road's principal cities.

The Chicago Union Station scenes pictured here, are typical of those in Milwaukee, St. Paul, Minneapolis, Spokane, and other points on the Milwaukee Road.



A human assembly line goes into action when the cars are filled as solid loads. Andrew J. Pilarczyk, foreman of the Milwaukee Road loading platform, is at the right.



Thousands of packages and crates of every description flow over the express sorting conveyors in the basement of the Union Station. In the foreground is Fred Weichmann, Railway Express general foreman in the station.



Up the ramp to the waiting mail car goes a string of loaded mail trucks. Many of the "trains" of mail trucks assembled beneath the Union Station concourse are much longer than this one.

a lot of this . .

## Season's Greetings

As this is read The Milwaukee Road, in company with other mail handling railroads, will be working at full capacity around the clock, handling and transporting the tremendous mountain of mail which conveys "Season's Greetings" to Mr. and Mrs. America and the kids.

Like most successful undertakings, the handling of Christmas mail and express by rail is one of those things which each year is bigger than the last. Just prior to the big rush, the Post

Office Department estimated that, beginning Dec. 1, the nation's railroads would this year carry a mail load equivalent to delivering an average of more than one gift package or greeting card daily from Dec. 1 until Christmas to each person in the United States, Canada and Mexico. The total load was expected to average nearly a quarter of a billion gift parcels and greeting cards each day during the rush. To move such a tremendous volume of holiday mail, the American railroads have to provide

3,760,162 square feet of mail car space, which is equivalent to 62,669 standard-size mail cars of more than 60 feet in length. These cars, in turn would make up more than 5,200 solid mail trains of 12 cars each. In addition, of course, the railroads handle thousands of cars of express and freight loaded with Yuletide merchandise.

C. F. Rank, manager of mail, express, baggage and milk traffic for the Milwaukee, stated early this month that the Post Office Department anticipated

results in this . . . and a Merry Christmas!





This article, the third in a series about the hobbies of Milwaukee Road men and women, includes information furnished by Magazine Correspondents Dorothy Lee Camp, Bensenville yard; Mrs. E. L. Crawford, Tacoma; F. J. Carney, Chicago; and D. B. Campbell, Miles City. Another will appear in an early issue. The Magazine is interested in learning about employees' hobbies and will be glad to receive such information, together with any pictures which are available. —Editor

This is the 25th year that Switchman J. T. Joyce and his wife have set up their Christmas display. The tree, alone, took 40 hours to trim. As a safety precaution, the needles were trimmed away from the lights.

## MORE ABOUT HOBBIES

LOCATED in New York City is one of the most unusual schools in the world. It gives no tedious lectures, no examinations. Housewives and surgeons, business executive and slum children attend classes side by side. The student body is composed entirely of people in need of learning how to do creative work with their hands—learning hobbies.

Anyone looking for an excuse to spend time and money on a hobby can be reassured by the opinion of a prominent psychologist, Dr. Alexander Reid Martin. As a member of the American Psychiatric Association's Committee on Leisure Time Activity, Doctor Martin has stated that most people have an emotional need for the satisfaction of creating tangible things, for the "lift" that comes from producing a praiseworthy result. "All of us need to get our hands on something solid", he said, "to see the job through from start to finish,

point proudly to the product and say, "I made it myself."

Whether hobbies serve as an outlet for creative talent or merely as a means of relaxation from the workaday world, they offer something to people of all ages and from all walks of life. Some of them are just pure fun, as for instance this hobby of a Milwaukee Road employe, J. T. Joyce.

Christmas comes only once a year, but that once is enough to keep Mr. Joyce, a switchman at Goose Island, Chicago, busy around the calendar. Mr. Joyce, who started with the Road in 1902 as a call

boy on the old River Division, has worked in the Chicago area for about 27 years. For 25 of those years his hobby has been building miniature winter scenes and manger displays as a background for his Christmas tree.

The tree itself is always as large as the living room will hold. (The nine-foot double needle balsam he had last year took 40 hours to decorate.) The village scene below the tree varies only in detail from year to year. Everything is built to scale—houses, trees and people—with the buildings made of plywood and the setting being complete even to a skating pond (a three-foot mirror) and a Little Brown Church in the Vale. A miniature winter scene animated with skaters, tobogganists and skiers is also displayed on the 14-foot mantle, along with a representation of



The Milwaukee Road Magazine

the manger at Bethlehem. Mrs. Joyce helps her husband set up the display and take pictures of it to send to their children in the West.

Not a Christmas hobby, except in the sense that it might be called a celestial choir, is the angel collection of Mrs. C. W. McMillan of Tacoma, wife of a traveling engineer. As a child, pictures and figures of angels fascinated Mrs. McMillan and through the years she has accumulated hundreds. The figures, varying in size from one-half inch to a foot, and in price from a few cents to an investment in dollars, represent countries all over the world. Many are useful, being in the form of book markers, a candle holder, a trivet, flower bowl, books and pictures. About the most unusual is an Indian figurine of doeskin which was made for Mrs. McMillan by a princess of the Kootenai tribe, Mrs. Stanislaus Aripa, who is known for her bead work. Another is a Copenhagen blue plate depicting an angel appearing to the shepherds.

Part of the collection has been displayed at primary schools in which Mrs. McMillan has been a teacher. Exhibited recently at the Washington State Fair in Hobby Hall, the collection was awarded a certificate of merit. Mrs. McMillan says she was proud of the honor, even though the entry card read, "from the collection of Mr. Carleton McMillan."

Working with plastic is just one of several hobbies enjoyed by Switchman Orville Smith who works at the Bensenville (Ill.) yard, and a mighty handy one, too, come Christmas. This year a few friends of the family may be favored with a gift of a pen and pencil set, a cigarette case, a set of salt and pepper shakers, a perfume atomizer, costume jewelry, a plastic paper weight, or any other of the dozen or so articles which he designs and makes in his garage workshop.

If he so wished, Mr. Smith could probably sell everything he makes, but the prospect does not buck him up particularly. It's only a hobby, he says. He admits, though, to being rather pleased with a TV lamp which he designed recently and with some new lantern earrings he is making for Christmas. He also admits he has dreamed up a few ideas that the plastic people have yet to think about. In this connection it was rumored that when he inquired recently at the local high school about enrolling for an evening course to further his technique, the instructor said, "How about taking over the class?"

Angels, several hundred of them, are the hobby of Mrs. C. W. McMillan. Friends have sent them to her from all over the world.

Figures in Mrs. McMillan's collection vary in size from one-half to 12 inches, are made of silver, leather, china, pottery, glass.



Although his hobby gets most of Mr. Smith's leisure attention these days, he enjoys photography and can also turn his hand to most forms of carpentry. For

example, he built his own five-room home at Wooddale, Ill., and last summer, for a vacation trip to Yellowstone Park, he built a trailer which slept his family of four. These projects required tools, of course, and there again Mr. Smith demonstrated his versatility. He made most of his tools himself.

Flower centerpieces of plastic, perfume flacons and atomizers, door knobs, paper weights and costume jewelry are a few of the dozen articles made by Switchman Orville Smith. The screens in the background are lamps designed for TV viewing.





Miss Emily McDyer, friend of disabled war veterans, makes Christmas shopping easy for her co-workers. Here she is demonstrating a toy for Frances Mason, telephone operator in the Galewood district (center), and Grace Grall of the chief disbursement accountant's force.

A hobby need not necessarily be creative or involve collecting. An employe in the office of the chief disbursement accountant in Chicago, for instance, has an "action" hobby. Since 1945 when she was discharged from the WAC and returned to her former position with the Road, Miss Emily McDyer has made a hobby of aiding in the rehabilitation of disabled war veterans.

As a member of the American Legion Auxiliary, she assumed the obligation of selling the handiwork of ex-servicemen which is marketed through the Veterans Craft Exchange. The articles made by the handicapped meet a high standard of workmanship and include toys, leather goods, needlework, wood carving, painting, weaving, and a great variety of other standard gift items. Miss McDyer finds a steady demand for them the year 'round, but more especially at Christmas. She recently estimated that since she started this hobby eight years ago, the disabled veterans have realized between \$15,000 and \$18,000 from articles sold to Fullerton Avenue accounting department employes alone.

Orrin Putnam, refund clerk in the passenger rate department, Chicago, has a hobby which is both different and fascinating. Born and reared in the heart of the Indian country around Superior, Wis., he became interested in Indian lore through early association with mem-

bers of the Chippewa and Ojibwa Tribes. His grandmother had a farm on the Red Cliff Reservation and there young Orrin began his collection of articles pertaining to the culture of the American Indians.

The most treasured item in Orrin's collection is a war bonnet, probably of plains Indian origin. It is very old, and when he acquired it the beadwork was in poor condition, so he undertook to restore it himself. Before restoring an article, Orrin spends a great deal of time in research, and where originals are no longer obtainable, he makes copies, working from photographs. Items he has made for his collection include war clubs and shields, a ceremonial pipe and a necklace of bear claws. Others in work at present are a medicine bag and moccasins of deerskin. Through correspondence with the Department of the Interior, he has also accumulated a large collection of pamphlets pertaining to Indian affairs.

Orrin's special interest is the study of the Sioux nation. Intrigued by accounts of hunting with bow and arrow, he took up the sport himself and became a member of the Chicago Field Archers. He

uses a bow with a 50-pound pull and arrows of the steel broad head type used by big game hunters. The quivers he makes by hand. Given a few years, it may be that he will have fellow enthusiasts for his hobby in his children, Luanne, 6, and Philip, 10. Orrin has some talent for art work and is also a model railroad builder, but the youngsters appear to get a bigger kick out of war bonnets and longbows, and the fact that he can speak a little of the Sioux language. It seems to give him a unique advantage over the fathers of other kids in the block.

Among collectors of firearms, William Almquist, engineer at Miles City, is known for a rare collection of old-time pieces—a valuable panorama of pioneer history. Mr. Almquist began to collect guns in 1903 and since then, by gift, purchase and trade, has expanded his original few into about 75 hand guns and upwards of 200 rifles. The hand guns include muzzle loading, cap and ball and cartridge type weapons. Most of them are in working order, reconditioned by Mr. Almquist in his small workshop adjacent to the gun room.

The rifle collection contains speci-

Orrin Putnam's family participates in his hobby. Here his son Philip learns about the symbols on the ceremonial pipe of the Plains Indian which Orrin made, working from a photograph. He also made the warrior's shield. The war-bonnet is authentic, with restored beadwork.



A model railroad fan, Orrin Putnam made this locomotive with material salvaged from an old brass bedpost. The locomotive can be powered.



Engineer William Almquist started collecting guns about 50 years ago, now has about 75 hand guns. Most of them are in fine working order.

Engineer William Almquist (left) and Magazine Correspondent D. B. Campbell photographed at the Range Riders Museum, Miles City, Mont.



mens of nearly all the famous rifles in western history, beginning with the start of settlement west of the Alleghenies. Mr. Almquist has several by famous makers, and in most cases he has their histories. One such rifle by Caley Husky, made in 1848, went from Jefferson County, Mo., to the California gold rush and back again. A highlight of the collection is a superb Pope rifle, which is about the same find for a gun collector as a diamond is for a "rock hound." Mr. Almquist also has a number of the famous S. Hawken rifles, one by B. Mills of Harrodsburg, Ky., and a Beauvais rifle which is said to have been made for Kit Carson.

There are seven heavy buffalo guns which were used in hide hunting on the plains, Winchesters of various calibers and models, Spencer, Sharps, Henry,

Colt Revolving, and some foreign models. Also, many guns issued and used by the U. S. Government.

In addition, Mr. Almquist has a fine collection of powder flasks, bullet molds, tools used in gun smithing, and various types of powder and cartridges. Not counted as part of the collection are a number of old guns and rusted parts, mute mementos of pioneer history, which he found in areas where he lived, such as the Musselshell River country. In searching out items for his collection, Mr. Almquist is in constant correspondence with other collectors. The pursuit of his hobby also provides an objective for vacation travels. He and Mrs. Almquist have spent many vacations visiting historic spots, such as the Civil War battlefields, and on special trips to look over other collections.

## Making New Friends

IN A letter received recently by R. F. Johnston, general passenger agent, Chicago, R. A. McIntyre of Huron, S. D., lauded the wonderful services performed for his family by an Olympian Hiawatha train crew and specifically by R. E. Schaffert, general agent at Seattle.

The situation which brought it about resulted from Mr. McIntyre's parents being injured in an automobile accident and their subsequent hospitalization at Roseburg, Ore. When they could be moved on stretchers, the McIntyres accompanied them to Seattle from where they rode No. 16 to Aberdeen, S. D.

"Being in strange surroundings we were most happy to find Mr. Schaffert on hand to meet us at Seattle," McIntyre wrote. "He had made arrangements for two ambulances to convey our folks to your station, and remained with us until we were comfortably aboard the train. Then, instead of forgetting us, he took pains to have the conductor informed of our presence and to assure us of every attention en route. Further, upon arrival at Aberdeen we were met by Milwaukee Road station employes who assisted in removing our people from the train and to the ambulances which were on hand to meet us.

"All along the line we endeavored to show our appreciation for this wonderful service by tipping, but met with failure in every instance. We want you to know, therefore, that you have made new friends who will always speak highly of your railroad and the people who make it great."

**More IRON LUNGS SUPPLIED IN '53 THAN EVER BEFORE**

Join the **MARCH OF DIMES** IT WILL TAKE MORE IN '54!  
January 2 to 31

**H. L. McLaughlin**

HOWARD L. McLAUGHLIN, who retired in 1951 as general northwestern freight agent with headquarters at Minneapolis, died there Dec. 1. Funeral services were held in Minneapolis. He is survived by his widow; a daughter, Mrs. E. C. Hanks of Pittsburgh; and a son, Byron, a Minneapolis physician and surgeon.

Mr. McLaughlin had been in the service of the Road for 45 years when he retired. Starting at Platte, S. D., where he learned station routine, he served as telegrapher at various South Dakota agencies, and in turn as cashier at Winona, chief clerk in the traffic department office at LaCrosse and rate clerk at Minneapolis.

Following a brief period when he left the Road to become traffic manager of the Continental Express Company at Miles City, he was chief clerk to the general live stock agent there. Transferring to Seattle as chief clerk to traffic manager, he was subsequently appointed commercial agent at Everett, assistant general agent in the freight department at Seattle, commercial agent at Minneapolis and general agent at Pittsburgh. He had been general northwestern freight agent at Minneapolis 12 years when he retired on Feb. 28, 1951.

**appointments**

**Traffic Department**

Effective Dec. 1, 1953:

P. A. Larson is appointed general agent, Philadelphia, succeeding T. A.



P. A. Larson



G. J. Sattelle

Morgan, retired. Mr. Larson started with the Road in 1927 in Chicago where he was appointed city freight agent in 1938. In 1945 he was appointed traveling freight agent with headquarters in St. Louis. He has been general agent in Atlanta, Ga., since July, 1951.

G. J. Sattelle is appointed general agent, Atlanta, Ga., succeeding P. A.

Larson. Mr. Sattelle started in 1940 in the Philadelphia traffic department and was later city freight agent there. He has been traveling freight and passenger agent with headquarters in Philadelphia since 1946.

N. D. Kosta is appointed traveling freight and passenger agent, Philadelphia, succeeding G. J. Sattelle. Entering service at Minneapolis in 1936, Mr. Kosta has been city freight agent there since 1947.

A. R. Brodin is appointed city freight agent at Minneapolis, succeeding N. D. Kosta. Mr. Brodin started with the railroad in Minneapolis in 1948 and has most recently been chief clerk in the traffic department at St. Paul.

Oliver Wendell Holmes, the poet, was small of stature. Once when he attended a meeting he was found in a group of tall men which made his size all the more conspicuous. One of them somewhat waggishly remarked, "Well, Dr. Holmes, I think you must feel rather small among all these big fellows."

Dr. Holmes answered, "I do. I feel like a dime among a lot of pennies."

**how are we doing?**

	OCTOBER		TEN MONTHS	
	1953	1952	1953	1952
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc. ....	\$ 23,891,973	\$ 25,830,095	\$219,684,787	\$225,651,406
<b>PAID OUT IN WAGES</b> .....	11,156,762	11,889,813	109,421,234	113,674,427
PER DOLLAR RECEIVED (CENTS) .....	(46.7)	(46.0)	(49.8)	(50.4)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act .....	631,100	672,156	6,257,197	6,469,938
PER DOLLAR RECEIVED (CENTS) .....	(2.6)	(2.6)	(2.8)	(2.9)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest ..	10,196,753	11,497,393	98,198,193	98,824,912
PER DOLLAR RECEIVED (CENTS) .....	(42.7)	(44.5)	(44.7)	(43.8)
<b>NET INCOME</b> .....	1,907,358	1,770,733	5,808,163	6,682,129
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	138,030	153,467	1,263,968	1,295,868
Decrease 1953 under 1952 .....	15,437		31,900	

**QUIZ** 

**test your knowledge of railroads and railroading**

(Answers on Page 38)

1. In what city is Grand Central Station—Boston, New York, Philadelphia or Cincinnati?
2. Which of these states has the greatest railway mileage — New York, Pennsylvania or Illinois?
3. Are rail anchors attached to the head, web, or base of the rail?
4. Are fixed charges—interest and rental charges or station and terminal expenses?
5. About how many new freight cars were placed in service on the railroads of the United States last year—30,000, 60,000 or 100,000?
6. Is Indianapolis, Ind., in the Eastern or the Central time zone?
7. For what railway officer do the initials GFA stand?
8. What do the initials RRB on the right upper corner of a railroad envelope mean—Railroad Business, Railroad Brotherhood, or Railroad Retirement Board?
9. What branch of railroading is especially concerned with gusset plates—dining car department, engineering department, or advertising department?
10. How many switching and terminal companies are there in the United States—less than 100, between 100 and 200, or more than 200?

**Did You Know?**

RAILROAD train decor was the keynote this year of a special "shop within a shop" which a large Chicago department store opens each Christmas season for baffled males seeking gifts for their womenfolk. Rounded up in this quiet haven are gifts appropriate for every female relative, baby to grandma, and a staff which knows all the answers to such problems as size, color and fashion. Safe from the hoard of women shoppers swarming through the rest of the store, the pampered gentlemen may also have smokes and snacks on the house. This year's railroad decor, chosen as being particularly masculine, included souvenir Milwaukee Road matchbooks.



The Milwaukee Road Women's Club prize-winning float with (from left) Mrs. Melvin Gano and Mrs. Verne Ogden, wives of brakemen, and Mrs. Jim Sanders, wife of conductor. On the float, Dennis and Warren Block, sons of Brakeman Ham Block (left and right) and Terry Ogden, son of Brakeman Verne Ogden. The miniature locomotive was the handiwork of Conductor Spencer Steece.

**Sanborn Celebrates Its 75th**

MILWAUKEE ROAD employes and their families at Sanborn, Ia., joined with other residents recently in observing their city's diamond jubilee. The event was declared the best celebration in Sanborn history.

Store windows in the business district came alive with displays of pioneer relics such as antique dishes, jewelry, clothing, furniture and other treasured heirlooms. Old fashioned clothing was the order of the day. The men cultivated whiskers, and the women wore bustles, pantalettes, sunbonnets and every other old-time garment that could be dug out of trunks and attic chests.

The outstanding event, the big parade, had many entries from organizations in neighboring towns. A float featuring a miniature locomotive built by Conductor Spencer Steece and entered

by The Milwaukee Road Women's Club was awarded the third prize. Another interesting event was the kiddie parade. Among Milwaukee Road children who won prizes for their entries were Johnny Foley, Barbara and Mike Burns, Janet Jones, Kathie Foley and Mike Gibbs.

Sanborn is one of the pioneer towns whose growth was stimulated by the western extension of the Chicago, Milwaukee & St. Paul. The town was planned as a division point and named for the division superintendent, George W. Sanborn. The first construction crew arrived on Nov. 1, 1878, and a roundhouse begun the same year was completed in January, 1880. At first, a freight car placed on a side track served as a depot. The permanent depot building was completed in June, 1882.



The jubilee celebration brought together (from left) Mrs. Bob Whalen, wife of retired engineer; Mr. Whalen; Al Parker, retired roundhouse foreman at Mitchell, now living in Sanborn; and Mr. Parker's mother, Mrs. Mayme Parker, Chicago. (Sheldon Sun photo)

# Railroads and the Louisiana Purchase

(Continued from page 7)

reduced rates which, by the time the arrangement was terminated by Congress, had returned to the government well over a billion dollars.

But this direct monetary return was the smallest part of the benefit the government received. As railroads extended their lines into the territory of the Louisiana Purchase and beyond, the lands which the government retained became useful, valuable and salable. And even this was not the real major benefit to the United States. That was to be found in the settlement of the West, in the strengthening of the ties which bound the nation into an indivisible whole, in the building of the America we know today.

In this settlement and building, the railroads have played, and will continue to play, a mighty part. Their great contribution, of course, is in the transportation service they furnish—all-commodity, all-season, universal common carrier transportation furnished at charges which average far below those of any other carrier offering anything like a general service.

Without this service, the lands of the Louisiana Purchase could not have been settled as they have been; its resources could not have been developed; its productive capacity could not have grown to its present massive proportions.

But transportation service—essential as that is—was not all that the railroads contributed to the growth and development of the Louisiana Purchase. The railroads sought—and brought—settlers, not only to promote the sale of their own lands but of the lands which the government retained. They brought farmers to produce from the soil; they brought industries to process the natural resources of the area; they sought—and they secured—settlement. And following settlement came production and consumption and, of course, railroad traffic.

In seeking and securing these benefits, not merely for themselves but for the country they served, the railroads pioneered in the use of modern means of advertising and selling. Their efforts extended not only to the earlier settled regions of the United States but to the lands beyond the seas. Advertising in all its forms—or at least all the forms which were then in existence

—was brought to bear in the British Isles, in Germany and Central Europe, in the Scandinavian countries. The interest aroused by advertising in print and by poster, pamphlet, and lecture was turned into action by the direct selling of colonization agents of the railroad companies.

A very considerable proportion of the more than 20 million industrious persons who people the states formed out of the Louisiana Purchase are descended from those from the older American states or from Europe who settled there by reason of the colonizing efforts of the railroads.

And as railroads and advertising worked together to promote the settlement of this Louisiana Purchase area, so they continue to work together in little-recognized ways to promote and preserve the marvel of American production and distribution. There could be no such thing as national markets but for the spread of the rails which make possible nation-wide distribution. National markets depend, though, upon another factor—nation-wide demand for products of wide utility and high quality. The existence of such a demand depends, in turn, upon advertising—so that advertising and nation-wide railroad service are the joint creators of the nation-wide demand without which there could be nothing resembling the mighty production of America.

To sustain such production there must be not only demand and supply of goods but also transportation which is the essential link between them. In America, every kind of transportation is used but the basic service is that by rail. Not only do the railroads move more tons of freight more miles than all other forms of transportation put to-

gether; the continued existence and operation of railroads is necessary to the creation and operation of other means of transport. And in no part of the country is this more true than in the states erected out of the Louisiana Purchase.

Fortunately for those states, and for the nation, these essential railroads continue to go forward in research and testing, in plant and facilities, in service and efficiency. Just in the years since the close of the second World War, the American railroads have installed 18,000 new diesel-electric locomotive units and more than half a million new freight cars. They have bought 12 million tons of new rail and more than 300 million new chemically treated crossties. They have spent more than a billion dollars on new yards and sidings, new roadway and shop machinery, new signals and communications—all of it railroad money, earned through service. The result has been increased efficiency, lower operating costs, and transportation charges that are less than they would have had to be if the railroads had not spent an average of over a billion dollars a year on improvements to serve you better.

That's the way in which the pioneer railroads were built—and the way in which today's railroads are continually building themselves into better and better ways of transportation. It is the way in which the Louisiana Purchase was settled—through the determination of the pioneers, the savings of the settlers, and the venture of those savings in providing ever better means of production and better ways of life. It is the American way—the way which has produced the splendid result we see as, from the banks of the Mississippi which once was the boundary of the nation, we look across the lands of the Louisiana Purchase laced by the rails of steel which have carried the waves of settlement clear to the western ocean.

## INITIATIVE

The world bestows its big prizes, both in money and honors, for but one thing. And that is initiative. What is initiative? I'll tell you: It is doing the right thing, without being told. But next to doing the thing without being told is to do it when you are told once. That is to say, carry the Message to Garcia. Those who can carry a message get high honors, but their pay is not always in proportion. Next, there are those who never do a thing until they are told twice: such get no honors and small pay. Next, there are those who do the right thing only when necessity kicks them from behind, and these get indifference instead of honors, and a pittance for pay. This kind spends most of its time polishing a bench with a hard-luck story. Then, still lower down in the scale than this, we have the fellow who will not do the right thing even when someone goes aback to show him how and stays to see that he does it: he is always out of a job, and receives the contempt he deserves. To which class do you belong?

—Elbert Hubbard

## Railroad Retirement News

### Will Railroad Unemployment and Sickness Benefits Affect Your Retirement Annuity?

APPARENTLY some railroad employes believe that any unemployment or sickness benefits paid to them by the Railroad Retirement Board before they retire will eventually be deducted from their retirement annuities or from the survivor benefits for which their families may sometime qualify.

The board emphasizes that this is not true. It points out that unemployment or sickness benefits paid to a railroad employe during his working years can in no way affect the amount of benefits payable either to him after he retires or to his family after his death.

Unemployment and sickness benefits are paid under the Railroad Unemployment Insurance Act, while retirement and survivor benefits are paid under the Railroad Retirement Act. The receipt of benefits under one law does not affect an employe's right to receive them under the other, except, as explained below, when they cover the same period. The railroad retirement account, from which retirement and survivor benefits are paid, is completely separate from the railroad unemployment insurance account. The retirement account is built up from equal taxes on employes and employers, but only the employers pay into the unemployment account.

It may be that some of the misunderstanding is due to the fact that the Railroad Unemployment Insurance Act restricts the amount of unemployment

or sickness benefits which can be paid to an employe for the same period for which he draws a retirement annuity. Under this restriction, the unemployment or sickness benefits can be paid only to the extent to which they exceed the annuity payable for the same days.

Retired employes seldom become eligible for unemployment benefits, but many do meet the requirements for sickness benefits. This usually occurs in cases in which a disabled employe applies for both a disability annuity and sickness benefits. Since the annuity is generally awarded some weeks after its actual beginning date, it overlaps a period during which the employe has already received sickness benefits. The board must then recover the sickness benefits for that period, or an amount equal to the amount of the annuity payments, whichever is smaller. This is done by withholding part of or all the annuity payments due for the overlapping period.

In the end, the employe receives the equivalent of the larger benefit. The practical effect is to provide the employe with some income—in the form of sickness benefits—during the time his right to a disability annuity is being established. If, after the annuity is awarded, the employe continues to be entitled to sickness benefits, he will continue to get them, but only to the extent that they exceed the annuity payments for the same days.

## our safety score

### reportable employe casualties on The Milwaukee Road through November, 1953, compared with 1952

Month	1953		1952		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January	2	41	1	50	+100	-18
February		19	1	43	-100	-56
March	1	29		47		-38
April		26	2	33	-100	-21
May		28	1	32	-100	-13
June		31		36		-14
July		31	2	35	-100	-11
August	1	40	1	43		-7
September		29	2	47	-100	-38
October		30		48		-38
November		32		34		-6
TOTALS	4	336	10	448	-60	-25
Casualty Rates	.07*	5.61*	.16	7.13	-56	-21

\*Estimated

## CAN YOU NAME THEM?

THE FOLLOWING initials are the "reporting marks" by which freight cars of different railroads are identified and reported for operating and accounting purposes. See how many of the 10 railroads you can identify from their reporting marks; then turn to page 37 to check your answers.

1. A & W P
2. B & L E
3. C N
4. D & R G W
5. G N
6. I & N
7. M I L W
8. N H
9. P R R
10. S S W

## Holiday Radio Shows



The singing star of The Railroad Hour, Gordon MacRae, and his wife Sheila decorating the Christmas tree in their Hollywood home for the three MacRae children.

MacRae will star in the Railroad Hour's sixth annual Christmas show on Dec. 21 and the "Review of the Year" program on Dec. 28 with Dorothy Kirsten as guest artist. The next shows are:

Jan. 4—The Vagabond King, with Lucille Norman.

Jan. 11—The Gypsy Baron, with Mimi Benzell.

Jan. 18—The Girl From Utah, with Ann Ayars.

Jan. 25—Music in the Air, with Mimi Benzell.

## New Holiday Desserts

### The Perfect Holiday Cake

RICH spice cakes are traditional for the Yuletide season, but in all the holiday feasting provisions should also be made for those who prefer a light cake.

This cake is a truly memorable dessert. It's a sponge, feathery to the touch, with a dash of brandy flavoring to acknowledge the season, although any other delicate flavoring may be substituted. Snowy whipped cream makes an effective background for the decorations of scarlet poinsettias. Make the flowers this way: Split candied cherries five times so that they fall open into petals. Candied citrus peel, thinly sliced, makes the leaves and stems, and a shining silver dragee each center.

#### Poinsettias-on-the-Snow Cake

- 1 1/4 cups sugar
- 1 cup water
- 6 eggs, separated
- 2 tsps. brandy flavoring
- 1 cup sifted cake flour
- 1/4 tsp. salt
- 1 tsp. cream of tartar

Combine sugar and water in a saucepan. Stir over low heat until sugar dissolves. Cover and boil 2 minutes. Remove cover and boil without stirring to 230°F., or very soft ball stage. Meanwhile beat egg whites stiff. Pour hot syrup in thin stream on egg whites. Beat until cool. Beat egg yolks until thick and lemon colored and fold into egg white mixture until thoroughly blended. Add flavoring. Mix and sift flour, salt and cream of tartar. Sift a small amount at a time on egg mixture and fold in. Continue until all flour has been



added. Bake in ungreased 10-inch tube pan in moderate oven, 325°F., one hour or until top springs back from fingertip touch. Invert pan on cake rack. Remove cake when cold. Frost with whipped cream and decorate (*Pan-American Coffee Bureau recipe*)

### With a Light Touch

AFTER the goose, stuffing, cranberries, sweet potatoes and all, it's not likely that anyone will clamor for a rich dessert. Here, then is the solution—a light-as-air mincemeat pudding whose main ingredients are still those traditional favorites, mincemeat and molasses. The other important ingredient, and the reason for the pudding's lightness, is gelatine. Made in a pretty mold and decorated with marzipan fruits, it's as festive as you could wish.

#### Molded Mincemeat Pudding

- 1 envelope unflavored gelatine
- 1/4 cup cold water
- 1/8 tsp. cream of tartar
- 1/2 cup molasses
- 1/8 tsp. cinnamon
- 1/2 tsp. salt
- 1/2 cup water
- 3 eggs, separated
- 3 tbsps. sugar
- 1 cup mincemeat

Soften gelatine in 1/4 cup cold water. Stir cream of tartar into molasses and add cinnamon, salt and half cup of water. Beat egg yolks and add molasses mixture. Cook over hot water, stirring until slightly thickened. Add softened gelatine; stirring until dissolved. Chill until syrupy. Beat egg whites stiff, beat in sugar and fold into gelatine mixture with mincemeat. Spoon into mold. Chill until firm. For a festive touch, garnish with fruits and holly leaves. Serve with whipped cream. Makes 6 servings. (*Pan-American Coffee Bureau recipe*)

### Plum Pudding, of Course

TRADITION plays such a sentimental role in holiday menus that it wouldn't be right to let the season pass without at least one taste of plum pudding. This is a quick and easy recipe using all of the traditional ingredients and introducing for extra measure the new flavor of ready-to-eat bran cereal.



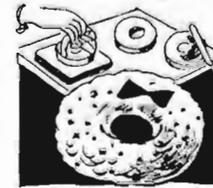
#### New Style Plum Pudding

- 1/4 cup sifted flour
- 1/2 cup sugar
- 1 1/2 tsps. salt
- 2 tsps. nutmeg
- 3/4 tsp. cinnamon
- 1/2 tsp. ground cloves
- 1/2 tsp. mace
- 1 1/2 cups cut seeded raisins
- 1 cup seedless raisins
- 1 cup cut dried figs
- 1/2 cup cut citron
- 2 cups ready-to-eat bran cereal
- 1 cup dry bread crumbs
- 1 cup hot milk
- 1/4 cup grape juice
- 4 eggs, well beaten
- 1/2 lb. suet

Sift together flour, sugar, salt and spices; mix with fruits. Combine ready-to-eat bran, bread crumbs, milk and grape juice; let stand about 5 minutes. Add eggs and beat well. Chop or grind suet very fine; beat until soft. Add bran mixture and mix well. Stir in sifted dry ingredients and fruits. Spread in greased molds, cover tightly and steam 5 hours. Serve with hard sauce or spiced lemon sauce. Yield: three 1-pound puddings.

## It's a Holiday Idea!

Christmas wreath sandwiches: Use a large doughnut cutter to cut two circles from bread slices. Spread one circle with deviled ham, cover with second circle and frost the top and sides with softened cream cheese tinted pale green. Decorate with green and red maraschino cherries to form holly and a bow cut from pimento.



Make a candy mobile with a simple arrangement of peppermint sticks, toys, pops, etc., tied to various lengths of string dangling from a cross wire, stick, hanger or what have you. The idea is to make the mobile completely balanced

### Selling Your House?

IF YOU are thinking of selling your house, you will be wise to begin doing something about making the sale long before the first prospect walks in the door.

Experienced real estate men offer the following advice on the subject.

Don't move out, furniture and all, if you can help it. An unfurnished house loses that feeling of home, and is harder to sell.

Look at your home as a prospective buyer would. Refinish worn floors or soiled walls. Also make small repairs.

Modernize the bathroom. Many a homeowner has sold his house sooner and for an increased price that has more than offset the cost of fixing up the bathroom.

Spruce up your furnishings. Have upholstery, draperies, and rugs cleaned. They give the house a fresh inviting appearance.

Try to keep the house tidy. Homes with children tend to be untidy, but untidy houses do not sell very fast. Some extra help for a day or two can give a house the beauty treatment that it needs to sell it.

Check major repairs. If the roof leaks, have it fixed. You would not buy a home in need of major repairs. Chances are no one else will either.

Reconsider your asking price. If you've done the things suggested above and the house does not move, ask your bank or real estate man to appraise it. Maybe you are asking too much.

no matter how you hang and cross the candies from each individual string. The best place for a mobile is a doorway so that it will be in perpetual motion, with each piece of candy hanging on its own free-moving thread. (*Fanny Farmer Candies*)

Children love cookies with ribbons on them. Before baking, make a hole at the top of each cookie with a wooden skewer or nutpick. After they have cooled put a ribbon through the hole. The youngsters like to hang them on the Christmas tree.

Your Christmas begonias will last several weeks if you give them a light misting with water every day during the season. If they are of the everblooming variety, feed them regularly and move the plants to larger pots whenever it is needed. (*Better Homes & Gardens*)

Variations on the holiday fruit cake theme: Serve it in sticks with eggnog or fruit punch; cut in slivers and spread with cream cheese at an afternoon tea; topped with ice cream, hot lemon sauce, whipped jelly or hard sauce as a dessert.

Look-alike aprons for mother and big and little sister are always a holiday hit. A good choice is felt which comes in wonderful colors and needs little sewing. Make seasonal appliques of holly, snowflakes, Christmas trees.



**FOILING DISHPAN CHORES.** Today's housewife is finding a myriad uses for aluminum foil to save washing sticky pots and pans. She uses it to separate different foods in the pressure cooker so she can cook several things at once; to broil hamburgers, chops and tomato halves (turning up the edges so the juices won't run into the broiler), and, as shown here, to melt chocolate by placing a piece inside and lapping over the edges of a saucepan.

## remember the PENNY CANDY DAYS?



Does the mention of a long-forgotten piece of candy bring back the memory of a dusty school room and the smell of chalk? Does still another take you back to the days when an important decision consisted of choosing between "chicken corn" at 15 for a cent or sour balls at only three for a penny? How many of those old time shapes and flavors would you remember today?

There were jawbreakers that lasted for an hour, remember? Other hard balls of cinnamon and lemon; oranges that came in tiny crates; red anise and horehound that were given for colds; tiny red raspberries, hard and shiny. Gumdrops and jelly beans were the stand-bys of the penny candy trade; miniature green pickles; gumdrops frosted with colored sugar but all tasting exactly alike; and jujubes, with a tiny hollow in each small button.

But it was the novelty candy that you liked best—little frying pans of tin holding a white and yellow egg; wax bottles filled with raspberry or cherry cordial—you used the bottle as chewing gum; tiny pebbles like stones on the beach; for the daring, chocolate cigars and cigarettes; nigger babies of caramel; marshmallow bananas; coconut strips colored like the American flag; shoe buttons on long strips of paper; baked beans in little clay pots; maple sugar leaves; watermelon slices, molasses sponge, Gibraltors, rock candy on strings. Those hard black balls that turned color, layer by layer, as you sucked them—you were forever taking them out of your mouth to see what color you had reached.

The old folks liked licorice and lemon drops. Remember when your grandmother slipped you a lemon ball or a peppermint to keep you quiet in church? To some people, just the smell of wintergreen or clove can bring a flash-back of a little old lady and a long

sermon on a hot Sunday morning.

Remember the special candy for Christmas, the pleated ribbon candies and the striped canes and the satin pillows filled with peanut butter (the lavenders were always left for last)? And the Valentine Day hearts with the mottoes, "I Love You", "My Girl", "Kiss Me", "Be Mine" and a dozen others? You saved them for a long time before you ate them, remember? How many other of the old timers would you remember now?



**HERE TO STAY.** Stoles, it appears now, are going to be with us for a long time, for every season and with every type of outfit. This novel style is crocheted in a dark background with yellow-centered flowers. It's perfect with wool separates or over an afternoon dress. The brother and sister sweaters are another perennial combination. The young man is sporting a V neck with cable trim and Sis wears a pull-over knitted in a tiny box pattern. Direction leaflets for both FLORAL STOLE and BROTHER AND SISTER SWEATER are available, free of charge, from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



## retirements

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

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

BROWN, EDWARD  
Chef ..... Chicago, Ill.  
HARDIMAN, WINTON H.  
Janitor ..... Chicago, Ill.  
OERTEL, ALBERT  
Scale Insp. .... Chicago, Ill.  
STEVENS, ARTHUR F.  
Clerk ..... Chicago, Ill.  
WHITE, JAMES A.  
Porter ..... Chicago, Ill.

### CHICAGO TERMINALS

CAIRNS, GEORGE A.  
Frt. Handler ..... Chicago, Ill.  
CZESAK, STANLEY  
Carman ..... Galewood, Ill.  
DANIEL, JOSEPH  
Carman ..... Galewood, Ill.  
LAYER, HARRY J.  
Machinist ..... Bensenville, Ill.  
MASSON, KEITH A.  
Switchman ..... Bensenville, Ill.  
NIGRO, NAPOLEON B.  
Pipe Fitter ..... Bensenville, Ill.  
TESSENDORF, WM. L.  
Yardmaster ..... Chicago, Ill.

### COAST DIVISION

BIGGER, ARTHUR W.  
Mach. Helper ..... Tacoma, Wash.  
BOYLE, EDWARD  
Mach. Helper ..... Tacoma, Wash.  
ELLIS, GEORGE J.  
Gen. Foreman ..... Tacoma, Wash.  
HEROLD, GEORGE F.  
Checker ..... Seattle, Wash.  
JOHNSON, JACOB  
Storehelper ..... Tacoma, Wash.  
McDONOUGH, LOUIS C.  
Loco. Engineer ..... Seattle, Wash.  
WHITING, JASPER S.  
Spec. Officer ..... Cedar Falls, Wash.  
WOOD, WALLACE P.  
Agent ..... Enumclaw, Wash.

### DUBUQUE & ILLINOIS DIVISION

AFFELD, PAUL O.  
Loco. Engineer ..... Kansas City, Mo.  
GRAY, HARRY M.  
Conductor ..... Savanna, Ill.  
McCULLOUGH, SAM H.  
Section Foreman ..... Osgood, Mo.  
MEYERS, BILL  
Laborer ..... Savanna, Ill.  
SABLE, FRANK A.  
Sec. Laborer ..... Linby, Iowa  
SISK, ORPHIUS E.  
Telegrapher ..... Washington, Iowa

### HASTINGS & DAKOTA DIVISION

WAHL, CHRIS C.  
Carman ..... Aberdeen, S. D.

### IDAHO DIVISION

APARICO, THOMAS  
Sec. Laborer ..... Othello, Wash.  
KAKARIS, LOUIS J.  
Sec. Foreman ..... Ruff, Wash.

### IOWA DIVISION

DARBY, OTHA H.  
Telegrapher ..... Madrid, Iowa  
JACOBSEN, NELS C.  
Car Inspector ..... Council Bluffs, Iowa  
JENNETT, WILLARD E.  
Motor Bus Oper. .... Storm Lake, Iowa  
KOKEMULLER, CHARLES F.  
Sec. Laborer ..... Miles, Iowa  
ROGIE, NICHOLAS  
Sec. Laborer ..... Council Bluffs, Iowa  
SKOW, CHRIS H.  
Sec. Foreman ..... Miles, Iowa  
WINDAL, JOSEPH S.  
Carpenter B&B ..... Marion, Iowa

### IOWA & DAKOTA DIVISION

BUTCHER, FLOYD W.  
Loco. Engineer ..... Sioux City, Iowa  
CALLIGAN, TIMOTHY H.  
Conductor ..... Sioux City, Iowa  
KINSER, CLYDE P.  
Agt. & Oper. .... Akron, Iowa  
RESSEGIEL, EARL J.  
Conductor ..... Sioux City, Iowa

### IOWA & SOUTHERN MINNESOTA DIVISION

DEVIR, JAMES P.  
Loco. Engineer ..... Austin, Minn.  
Dwyer, Henry F.  
Trainman ..... Faribault, Minn.

### LA CROSSE & RIVER DIVISION

KUDER, HARRY J.  
Brakeman ..... Wauwatosa, Wis.  
NEWMAN, JOHN H.  
Tel. Oper. .... St. Croix, Wis.  
ROBERTS, LOUIS  
Conductor ..... Portage, Wis.  
ST. JOHN, CLARENCE D.  
Loco. Engr. .... Columbus, Wis.  
SIEBER, JOSEPH E.  
Carman ..... LaCrosse, Wis.  
STEELE, JOHN A.  
Agent-Oper. .... Knowlton, Wis.

### MADISON DIVISION

DiMAGGIO, LUCA  
Laborer ..... So. Beloit, Ill.  
JOHNSON, RAY R.  
Loco. Engineer ..... Ladd, Ill.  
SCHICKER, HAROLD F.  
Machinist ..... Madison, Wis.  
WRIGHT, ARTHUR H.  
Agent ..... Madison, Wis.

## Personalities in Railroad History

### WILLIAM F. HARNDEN

#### Father of Railway Express

THE railway express business was born in a carpetbag carried by a man wearing a high beaver hat. The man was William F. Harnden, a former Boston railway conductor who had the distinction of being in charge of the first passenger train ever operated in New England. In his carpetbag Harnden transported money, documents, jewelry, gold and other valuables entrusted to his care.

The practice of carrying parcels for compensation was not new, but never before had it been developed on the businesslike basis, providing prompt service at established rates and with protection against loss in transit, as introduced by Harnden. His first service was between Boston and New York in 1839. When it was started, New York was reached from Boston by railroad to Providence, thence by steamboat; or by rail to Worcester, continuing by stage,



William F. Harnden

rail and steamboat to destination.

As the express service took hold, Harnden found it necessary to hire assistants and to engage a railway car to transport his packages. As railroads expanded, Harnden likewise extended his routes and augmented his service. In 1840 he opened offices in New York, London, Liverpool and Paris.

During the next few years the busi-

ness prospered, notwithstanding the fact that some of Harnden's assistants withdrew and entered in competition with him. Among the men was Henry Wells who founded the famous firm of Wells, Fargo and Company. Harnden's meteoric career came to an end in 1845 with his death at the age of 33, but not before he had secured a place in transportation history.

In the years which ensued numerous express companies were organized. Gradually they were consolidated. In 1929 the Railway Express Agency, organized by some 80 railway companies in the United States, took over the express business. Since then virtually all of the railway express business of the United States, as well as the surface services of air express has been carried on by the agency.

In the performance of its extensive service, the agency employs some 45,000 persons and handles about 360,000 shipments a day. It maintains some 23,000 offices throughout the United States and uses more than 186,000 miles of railway lines, 13,000 miles of steamship lines, 108,000 miles of airplanes, and 14,000 miles of motor-carrier. Thus the carpetbag of William F. Harnden has evolved into one of the great transport agencies in North America.

### MILWAUKEE DIVISION

BLINDAUER, JOHN P.  
Carman ..... Green Bay, Wis.  
LORANG, JOHN P.  
Loco. Engineer ..... Green Bay, Wis.  
MILLER, JERRY W.  
Loco. Engineer ..... Oconto, Wis.  
NOWINSKI, WALTER V.  
Crossingman ..... Ripon, Wis.  
ROESCH, CHARLES A.  
Conductor ..... Milwaukee, Wis.

### MILWAUKEE TERMINALS & SHOPS

BAYER, CHARLES G.  
Blacksmith ..... Milwaukee, Wis.  
BIRCH, THOMAS H.  
Air Brake Foreman ..... Milwaukee, Wis.  
CIGANEK, SIMON  
Carman ..... Milwaukee, Wis.  
CZAKOSKI, WALTER J.  
Clerk ..... Milwaukee, Wis.  
DEPPE, JOSEPH A.  
Supt. Car Dept. .... Milwaukee, Wis.  
GEOFFREY, GUSTAVE A.  
Blacksmith Helper ..... Milwaukee, Wis.  
HEFFLING, FRANK W.  
Asst. Foreman ..... Milwaukee, Wis.  
HOPKINS, WILLIAM C.  
Per. Frt. Insp. .... Milwaukee, Wis.  
KALAMARZ, FRANK  
Car Inspector ..... Milwaukee, Wis.  
KOEPP, PAUL G.

Carman ..... Milwaukee, Wis.  
KRENEK, CHARLES F.  
Blacksmith Helper ..... Milwaukee, Wis.  
PAULUS, JOHN P.  
Ticket Agent ..... Milwaukee, Wis.  
SCHNEIDER, WILLIAM E.  
Switchman ..... Milwaukee, Wis.  
TRITARAKIS, EMMANUEL  
Storehelper ..... Milwaukee, Wis.  
ZERGMAN, WALTER A.  
Switchman ..... Milwaukee, Wis.

### ROCKY MOUNTAIN DIVISION

HERRERA, JOHN  
Sec. Laborer ..... Butte, Mont.

### TERRE HAUTE DIVISION

ALLEN, GROVER W.  
Loco. Engineer ..... Terre Haute, Ind.  
CLOUTIER, EUGENE H.  
Boilermaker ..... Terre Haute, Ind.  
CROW, KLINER G.  
Car Cleaner ..... Bedford, Ind.  
KING, BERT H.  
Boilermaker ..... W. Clinton, Ind.  
NASH, CLINT O.  
Brakeman ..... W. Clinton, Ind.  
OSBORN, OMER C.  
Laborer ..... W. Clinton, Ind.  
PEARCE, FRED G.  
Chief Clerk ..... Terre Haute, Ind.  
REED, ORA

Loco. Engineer ..... Terre Haute, Ind.  
ROBERTS, BERT C.  
Carman ..... Terre Haute, Ind.

### TRANS-MISSOURI DIVISION

BENNETT, MANLEY R.  
Asst. Chf. Operator ..... Miles City, Mont.  
CHILD, MURWIN H.  
Sec. Laborer ..... Hottinger, N. D.  
EHRHARDT, LOUIS W.  
Storehelper ..... Miles City, Mont.  
HEDGES, OLIVER G.  
Lt. Police ..... Marmarth, N. D.  
KRANSKY, MICHAEL J.  
Boilermaker ..... Miles City, Mont.  
PARKINSON, FREDERICK B.  
Loco. Engineer ..... Miles City, Mont.

### TWIN CITY TERMINALS

BURTON, MIKE  
Pipefitter Helper ..... Minneapolis, Minn.  
GOULET, ARTHUR C.  
Mail & Bge. Sorter ..... Minneapolis, Minn.  
JACOBSON, OLIE M.  
Mach. Helper ..... Minneapolis, Minn.  
KOSKOWSKI, DOMINICK  
Boilermaker ..... St. Paul, Minn.  
MYRTVEDT, ROBERT H.  
Carman ..... Minneapolis, Minn.

Railway taxes in the first four months of 1953 averaged \$3,517,000 a day.

# about people of the railroad

## Iowa Division

### COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent  
Perishable Freight Inspector

Car Inspector Nels C. Jacobsen retired November 1 after 35 years with the Road. His service was unusual because as a car inspector on the interchange system 30 years of his railroading were spent in the yards of another line, all on the night shift, 4 to 11 P.M. All the rail lines here supply one



N. C. Jacobsen

car inspector at the Union Pacific terminal interchange tracks, and each railroad has one track where cars arriving from the west via Union Pacific are transferred to the individual eastern lines. Mr. Jacobsen says, "I felt I knew the UP boys better than those of my own line, except for a few oldtimers who were with the Milwaukee when I started in 1918 on the repair track."

A native of Denmark, Mr. Jacobsen came to the United States in 1902. He worked for a short time with the Chicago North Western at Council Bluffs and also tried farming in Nebraska, but drought burned him out three times in a row. "Believe me, it was good to get back to railroading," he said. To prove Mr. Jacobsen is no stranger to the Milwaukee, the boys presented him with a billfold and a nice sum of money inside.

Betty Lou Mares of the Omaha office recently changed her name. She is now Mrs. Clarence James Pupkes.

Switchman Fred Nelson boasts a six-pound girl, Elizabeth Ann, born Nov. 11.

Norman Rice of the Navy telephoned his parents from San Pedro, Calif., to inform them of his departure for the south Pacific and his promotion to CPO. He is the son of Switchman Ted Rice.

Glad to report that the wife of Yard Clerk Sid O'Brien and mother of Switchman Ed O'Brien is out of the hospital and doing fine after a major operation.

Scot B. Wesley, 65, died at Fort Scott, Kans., Nov. 6. A world War veteran and resident of the Bluffs until 1926, he was a former Milwaukee switchman here.

The new agent at Neola is Jim Atkins. He came here from Van Horne, Ia.

The Omaha, Council Bluffs, and South Omaha Car Foreman's Association held its banquet Nov. 22. An annual event for the past 36 years, it is held in honor of Martin P. Schmidt who was the founder of the organization. This year it was held in the home of Mayor T. P. Schmidt, retired car foreman.

Earl L. Cook, retired freight house foreman, passed away Nov. 23.

### EAST END

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

Ernest C. Jess, 77, a retired carpenter, died on Nov. 19 in a Cedar Rapids nursing home. His home had been in Marion since 1914 and he had been employed in the B&B department for 33 years at the time of retirement. A daughter, Jean of West Allis, Wis., and a son, William C. of Cedar Rapids, survive him.

Mrs. R. R. Cheney, wife of chief carpenter, was a surgical patient in St. Luke's Hospital, Cedar Rapids, in November. At this writing she is visiting at their former home in Bellevue, Ia.

Trainmaster N. J. Klein, transferred to Milwaukee to serve in the same capacity, was presented with a farewell gift by Iowa Division co-workers. He disposed of his home in Cedar Rapids and moved his family to Milwaukee during the middle of November. D. P. Valentine came from Minneapolis to succeed him.

E. J. Fister was appointed section foreman at Panora, succeeding Elmer Groves who retired Sept. 30.

L. E. Fulton has been assigned to the position of foreman of the Springville section, succeeding Bert Jenkins, deceased.

Recent newcomers to the Milwaukee family are Billie Lee Hart, born Oct. 18 to Mr. and Mrs. C. J. Hart, Viola, Ia. The father is a conductor on the Iowa Division. Brakeman J. H. Turkel and wife, Oxford Junction, have a daughter, Belinda Sue, born Oct. 25.

Mr. and Mrs. S. C. Thomas attended a dinner meeting of the African Violet Clubs at Davenport in November, and Mr. Thomas showed colored slides of numerous varieties of violets.

Mr. and Mrs. W. K. Lothian of Chicago were in Marion to attend the meeting of Trojan Lodge 548 A.F.&A.M. on Nov. 19 when Mr. Lothian was honored by the lodge and presented with a 50-year membership certificate. Music was contributed by the Marion high school male quartet.

S/Sgt. Richard Wink, wife and little son Steven of Manassas, Va., spent a vacation in Marion during November with his parents, Pump Repairer and Mrs. E. L. Wink.

Stanley Doud, son of Conductor Claude C. Doud of Cedar Rapids, who enlisted in the Air Force last April, is now at Wichita Falls, Tex., taking a course in mechanical engineering. His parents and sister spent the Thanksgiving holidays with him.

Mrs. Bertha Schrimper, a teacher in the Marion public schools for over 40 years, will retire soon and go to Salt Lake City to live with her son Richard. She is the widow of George A. Schrimper, a former Milwaukee Road engineer.

W. T. Dungan, agent at Marathon, died Nov. 23. He was 75 years old and, having started with the Milwaukee in 1901, was at the top of the seniority list for years.

Mrs. Charles Stoner, wife of retired engineer, died during November. She had been hospitalized for a few weeks. Charles re-

tired on account of disability a few years ago.

Arthur Stromquist, retired machinist, died Nov. 24. He had been confined to his home for several years by a heart condition. His son Charles is a fireman.

A boy, Robert Dean, was born Nov. 24 to Mr. and Mrs. Richard Balsbaugh. Mr. Balsbaugh was formerly trainmaster at Milwaukee. The baby is the second grandson for Engineer C. C. Balsbaugh. Richard resigned as trainmaster in October to take a position as a mechanical engineer with the Wisconsin Power and Electric Company. He is at the Cudahy, Wis., plant near Milwaukee.

Peter Slater, car inspector, died last month. He had received his Silver Pass the day before his death.

O. J. Atkins Jr. has been appointed agent at Neola, M. E. Jensen agent at Defiance, and W. E. Kelley to the swing position at Madrid, temporary.

Frank Wichael Jr., who was a night yard clerk at Perry for five years, took the day clerk's job at Redfield. He and his wife were honored Nov. 18 at a banquet given in Des Moines for Boy Scout leaders who have been doing outstanding work.

Ralph Jackovich, swing clerk at Perry, has gone to Coon Rapids, displacing Duane Myers. Myers went to Redfield to displace T. L. Wyckoff, and Wyckoff took the yard clerk job left open by Wichael's change.

Glenn Guinn was appointed cashier at Perry in place of Don Dollarhide who went to the Marion office.

Pat Loftus, airman 3/c and son of Roadmaster D. W. Loftus, was home from Alaska for a month's visit with his wife and son and his parents. Pat is on the clerk's list as a timekeeper.

Mrs. Olin Rudisil, wife of crane operator, was in a Perry Hospital in November for surgery. Fireman A. W. Nicholson's wife was in a St. Joe, Mo., hospital for surgery also. At this writing she is convalescing at the home of her parents in Grant City, Mo.

## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Agent, Spokane

Congratulations go to Train Dispatcher and Mrs. George Cooper. Their daughter, Coleen Kay, arrived Nov. 3 to join son Ronnie, age 10. The next 18 years will find the Coopers in a house, but after that it is another trailer for them.

Division Engineer and Mrs. W. C. Whitham have a baby boy, Stephen Scott, whose birthday is June 27, 1953. This addition to their family called for a new home which they found at North 4814 Hawthorne, Spokane.

The agency at Clarkia, Idaho, has been closed for the winter and Agent R. A. Bradshaw is now working as operator at Othello. Dispatcher W. J. McQuade of Miles City has displaced R. J. Finnegan at Spokane.

Operator R. G. Gideon has returned from military service and is working at St. Maries. Released from the Air Force is Brakeman

D. H. Jessup, while David E. Smith received his separation from the Navy. Both have put in over three years of service for their country. Mr. Jessup is now married and lives in Malden.

John Gressitt is employed in the division engineer's office. His wife and two children have joined him, coming from their Tacoma home.

After 32 years of working out of Spokane, Train Baggage man Hugo Spetz has moved to Seattle and works between Tacoma and Spokane. Fishing is Hugo's favorite sport and the Sound will afford much opportunity for this recreation. By the way, Hugo is the holder of one of those Silver Passes.

Conductor Robert Leyde retired as of Nov. 3, having worked for the Road since 1913. Malden is his home.

Section Foreman Louis J. Kakaris of Warden retired from service recently.

An accident near Plummer Jct. put Brakeman M. E. Garst in the St. Maries hospital recently. Conductor E. J. Reilly entered the same hospital on account of a heart ailment. He has since been removed to a Spokane hospital where he will take it easy for a few weeks.

Brakeman Clyde Sumner is convalescing at his Malden home, following surgery in Seattle.

Mrs. Hattie Melhuish, mother of Machinist Orlie Melhuish of Othello and Mrs. Oakley Burns of Malden, had the misfortune to break her right arm. We are happy to report she is doing very well.

Hazel Wiggins, daughter of Conductor Tom Wiggins of Malden, and Franklyn Eggers of Lewiston, Idaho, were married Nov. 15. Mr. Eggers farms near Lewiston.

Ellis A. Noland, retired locomotive engineer, passed away recently at his home in Spokane. He was a member of the First Presbyterian Church, Knights Templar and Shrine. Surviving are his wife, Lila, two sons and two daughters, 12 grandchildren and 23 great grandchildren. Mr. Harper, retired employe from Missoula, served as one of the pallbearers. He and Mr. Noland were members of the same Bible class of their church.

Received a box of beets, carrots, eggplant and a nice round of deer meat from Ted Novotny. Understand hunting was not very good this year. Yard Conductor J. E. James surely knows how to grow the sweetest cantaloupes. Even found an overgrown object on my desk one morning—a sugar beet from the Moses Lake region.

Mr. and Mrs. J. E. James made a trip down to San Antonio, Tex., and into Southern California. Joe complained about a month not being enough time.

Folks, it's Christmas again! Hope everyone has a very merry Christmas and may the new year be filled with pleasant things for all. Want to thank those who have contributed to this column during the past year, especially Mrs. Oakley Burns who faithfully sends in news each month. If you have a story, why not drop it into the mail—perhaps you are the only one who knows about that particular incident and it might interest others. If you don't read about yourself or your friends here, don't blame me too much—I didn't hear about it. So help out, won't you?



ON THE IDAHO. Employees at the Othello, Wash., roundhouse posed for this picture as a retirement souvenir for Stationary Fireman J. Theoharris. Mr. Theoharris (front, third from left) is now making his home in Malden, Wash.

PHOTO FINISH. Conductor J. V. Nord and the Trans-Missouri crew which made the last trip with him when he retired recently after completing 45 years of service. From left: Baggage man Henry Sandman, Conductor Nord, Brakeman L. W. Schiefelbein and Brakeman H. C. Sutherland. Starting at Marmarth in 1908, Conductor Nord was in freight service for many years before transferring to the passenger run in 1943. The Nord family will make their home in Whitehall, Mich. (Moberg Tribune photo)



RETIRING TOGETHER. The recent retirement of Nick Rogic, maintenance man at Council Bluffs, also included the services of the ancient hand car he had used for many years. The old three-wheeled car which he preferred to modern equipment was believed to be the last of its type on the system. Mr. Rogic who is 76 was born in Yugoslavia and served in the Austrian army before coming to the U.S. in 1902. He worked with railroad and construction crews throughout the Midwest and with the Union Pacific at Council Bluffs before starting his service with the Milwaukee in 1922. (Council Bluffs Nonpareil photo.)



### VETERAN AKRON (IA.) AGENT RETIRES.

Clyde P. Kinser, a veteran of 50 years and 6 months of service on the IGD Division, retired Nov. 1 as agent at Akron, Ia. He started in 1902 in the agency at Harrisburg, served several years as relief agent, then in turn as agent at Baltic, Hudson and Meckling and was appointed agent at Akron in 1927. The Kinser's will continue to live in Akron where they are active in community affairs and take pride in a beautiful garden.





**HOPALONG HOGAN.** It's being noised around that there's a reason why Red Hogan, agent at New Lisbon, Wis., seems to prefer standing up on the job. However, his equestrian form in this picture would indicate that the rumors are groundless.

## La Crosse & River Division

### THIRD DISTRICT

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

Two boys added to railroad families will celebrate their birthdays on the same day. Extra Dispatcher Roger Mogan and Mrs. Mogan are the happy parents of a baby boy; likewise Mr. and Mrs. Bill Tetzlaff, now of Green Bay. Bill was formerly store-helper at Wausau. Both boys were born in St. Mary's Hospital in Green Bay on Nov. 13.

Mrs. William McEwen, widow of the deceased switchman, passed away Nov. 14 after a brief illness. She was a charter member of Wausau Chapter of the Women's Club and remained a very active and enthusiastic member to the time of her death.

News from travelers in the Los Angeles vicinity indicates that Fred Kerr, retired train baggageman, is in the best of health and nicely settled in California.

Looking extremely fit in his lieutenant's uniform and expressing himself as happy to be back in Wisconsin, Norman Brost, furloughed operator, reported he will return to railroad service very soon. Recently returned from Korea, he is ready to be discharged from the Army.

### FIRST DISTRICT

K. D. Smith, Correspondent  
Operator, Portage

In token of 50 years of service, a Gold Pass was issued last month to Mr. and Mrs. A. F. Schiefelbein, Portage. Mr. Schiefelbein, warehouse foreman at Portage, has a service date of 1901.

Not too much news this month, except that the deer season opened Nov. 28 with clear weather and 20 above; no snow around the Portage area. The cold lockers will have to be raided for some of the fish caught last summer, I'm afraid.

Sure looks funny how things have changed.

Nowadays the big girls who used to sport Mother Hubbard dresses run around in slacks, and every house which had a barn and other things behind sports a TV aerial mast and a garage.

John Robertshaw, retired engineer, and wife kinda jumped the gun to get to Florida ahead of the winter snows, on account it has been a warm fall, almost like summer, up to this writing.

We are glad to announce that Brakeman B. J. Amend who was injured at New Lisbon is recovering nicely. He is in the hospital at Mauston at this writing.

It is time to say Merry Christmas and a happy New Year to all.

## Milwaukee Terminals

### FOWLER STREET STATION

Pearl Freund, Correspondent

Ed Sullivan, clerk in the l.c.l. billing department, is ill with pneumonia at St. Joseph's Hospital at this writing. His friends and co-workers are hoping for a speedy recovery.

C. F. Spellman, PFI inspector at house 7, is performing the duties formerly handled by H. C. Hopkins, whose retirement became effective Nov. 1.

Newcomers are Oliver Wergin, car messenger, Darwin L. Pelosa, night bill and expense clerk, and Lowell C. Wait, night relief clerk.

Milwaukee Chapter of the R.B.W.A. recently enjoyed a trip to Lake Geneva and a luncheon at Honey Bear Farm.

From the samples of fine pumpkins that found their way to the office recently, and also the wonderful geese which were available for Thanksgiving tables, we are certain William Roessger, weighmaster at Canal, has proven his worth as a farmer.

A Gold Pass in recognition of 50 years of service was presented last month to Milwaukee Terminals Engineer H. J. Wissing and wife. Engineer Wissing started with the Road in the Milwaukee boiler shop in 1902.

H. A. Schendel, yard engineer in the Milwaukee terminals, was awarded a Gold Pass last month in recognition of 50 years of service. He has been with the Road since Sept. 10, 1902. For a considerable number of years he has been on the depot switching job, making up trains at Milwaukee.

## Milwaukee Shops

### STORE DEPARTMENT

Virginia Schori, Correspondent

In the wee hours of the morning of Friday, Nov. 15, Mary Joan made her entrance into the Daryl Verfurth (clerk) household via St. Joseph's Hospital.

Prior to taking a leave of absence, Isabelle Bolan, steno in the stationery department, was surprised with a dinner at the Pan American Club on Nov. 12. Co-workers presented her with some lovely costume jewelry.

Wedding bells rang out at St. Joseph's Church, Berlin, Wis., on Oct. 31 for Monica Bielmeier, secretary to the district storekeeper, and James Krause. The wedding breakfast was held at the Whiting Hotel and the newlyweds greeted friends at "Carvers on the Lake." The couple spent their honeymoon

at the beautiful Broadmoor Hotel in Colorado Springs, Col.

Stores division employes and their wives vacationing at the present writing are E. A. Hauser, assistant district storekeeper, spending time in Mexico; G. G. Meyer, sectional stockman, in Tuscon, Ariz.; and Stock Checker Milton Hickey in Miami, Fla.

Earl Solverson was recently tendered an appointment as a general member of the Transportation Committee of the American Legion in a letter received from Arthur J. Connell, National Commander.

We welcomed back L. R. Gurrath, chief stockman, after a month's absence. Mr. Gurrath entered the hospital on Oct. 28 for an operation.

### CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

A welcome to our new air brake foreman, Henry F. Brushaber, who was formerly foreman in the locomotive department machine shop. Mr. Brushaber has been with the Road since starting as a machinist apprentice in the locomotive department in 1911.

Congratulations to John Buchanan, who was promoted to general foreman in charge of the forge shop effective Nov. 1.

Robert O. Burr, assistant freight foreman, has returned to work after being off since August due to illness.

Donald Kreil, son of Charles Kreil, checker in the freight shop, was married to Virginia Thoman on Oct. 17. Donald is with the Coast Guard and is stationed in Midway at present.

It's good to see Jimmy Franz, carman helper, back on the job after being off for three months due to illness.

Sigmund Czerwinski, upholstery department helper, was married to Dorothy L. Uresk on Oct. 24. The happy couple spent a two-week honeymoon in northern Wisconsin. "Siggy" is a Purple Heart veteran of World War II. He served four and a half years during which he was severely wounded by shrapnel and hospitalized for some time before his discharge.

Carman John Kampf retired on Nov. 23. John, who will be 75 next Jan. 30, plans to take it easy now.

Sympathy is extended to the families of Albert Birmingham, retired painter who died Nov. 18 at the age of 81, and Nick Surin, blacksmith, who died Nov. 19 at the age of 67.

## Chicago Terminals

### GALEWOOD

Norma Gunderson, Correspondent

The office was all a-flutter when a strapping six-foot long-haired blonde was noted in the crew putting up our storm windows. He was Harold B. Marquis who wrestles under the name of "Frenchy".

Sympathy is extended to the Phil Scorza family whose father passed away Nov. 9.

Hulda Johnson, night bill clerk, underwent surgery Nov. 12 at the Elmhurst Hospital but is now at home and doing nicely.

Bill Clerk Emily Young returned to work

Nov. 16 after her recent illness.

Leon Christensen, platform foreman, is at St. Elizabeth's Hospital under doctor's care at this writing.

Rita Schroeder, general clerk, has taken a leave of absence due to illness.

As president of the Milwaukee Road Women's Club Fullerton Avenue Chapter, I wish to thank all those who helped make the Milwaukee Road theater party at the Goodman Theater a success.

Bruno Reimann, eastbound rate clerk, passed away Nov. 28. He had been ill for some time with a heart ailment, although he had recovered sufficiently to return to work last month for a brief spell.

### UNION STREET

Florence La Monica, Correspondent

We are sorry to report that Jim Weldon, forklift operator in house 2, lost his brother recently, and that the father of Francis Quinlivan, forklift operator in house 3, passed away.

John Shorter, O. S. & D. clerk, was rushed to Wesley Memorial Hospital recently for emergency surgery. His condition is reported as being favorable at this writing.

Michael Sarley, janitor at Union Street, is also confined to Wesley Memorial Hospital.

Oscar Nelson, retired, was in to visit us recently. Everyone was glad to know that his health is much improved.

Charles McIntyre, one of our retired employes, is confined to the Cook County Hospital at this writing, due to a broken hip.

Paul Forney, checker at house 5, passed away Nov. 28.

It is again time to deck the halls with holly, mistletoe and bright Christmas candles, and your correspondent extends to each of you every good wish for your happiness at Christmas and throughout the new year.

## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

We regret to report the death of J. W. Phillips on Nov. 10 at Austin, Tex., where he and his wife had been living since his retirement about 11 years ago. Mr. Phillips started his service with the Road as an engineman on the old Rochelle and Southern and was successively promoted to engineer, traveling engineer and district master mechanic, and eventually to trainmaster of the Northern Division which position he held at the time of his retirement.

Conductor E. C. Holden has returned all pepped up from Phoenix, Ariz., where he enjoyed a late fall vacation.

Sympathy is extended to Brakeman Walter Griffin whose wife passed away recently.

Train Dispatcher Jim Schwantes filled in on the chief train dispatcher position for H. L. Martin during the latter's recent vacation.

There were quite a number of deer hunters from the division who invaded the north woods for the annual shoot. Results were negligible, with no claims of killing two deer with one bullet.

## Off Line Offices

### PHILADELPHIA



T. A. Morgan

General Agent T. A. Morgan concluded a railroad career of 45 years—32 with the Milwaukee—with his retirement on Nov. 30. Mr. Morgan started as assistant agent for the Williams Valley Railroad at Williams-town, Pa., in July, 1905 and went with the Reading Com-

pany when the Williams Valley was acquired by that line. He was with the Reading at various Philadelphia stations until World War I when he resigned to work with the U. S. Shipping Board as an expeditor. Returning to railroad service in 1921, he was city freight agent for the Milwaukee at Philadelphia, followed by a promotion to traveling freight and passenger agent with headquarters at that office, and in 1938 to general agent at Boston. He returned to Philadelphia as general agent in 1942. In his retirement Mr. Morgan carries with him the good wishes and affectionate regard of all his associates.

**COMRADES IN ARMS.** First picture in mufti of Norman Hendrickson, furloughed freight auditor's office employe, Chicago (left), and Jon LaMonica, on leave from the Union Station mail room force, who enlisted together in the Air Force in September, 1952. Chums since grammar school days, they are still together at the Elmendorf air base, Anchorage, Alaska. Norman is the son of Erna Hendrickson, also of the freight auditor's force, and Jon is the son of Florence LaMonica, PUGD clerk at Jefferson Street.



**ALL "SET UP".** Pfc. Dean Jevens, furloughed LaCrosse & River Division fireman, was recently set up to engineer with a railroad battalion in Korea, the promotion coinciding with his 22nd birthday. In a letter to his parents, Mr. and Mrs. Ralph Jevens of Portage, he said that his outfit drew one of the POW trains for the recent exchange of troops at Freedom Village.



**MEDALIST.** In the Far East since January, an Army aviator, Warrant Officer j.g. Arthur D. Moen of Council Bluffs is awarded the Air Medal for meritorious achievement in aerial flights over Korea. Before entering military service he was employed in the locomotive department at Council Bluffs.



**INJUN SUMMER DAYS.** Making the most of November's shirt sleeve weather, little David Nowicki, son of Ed Nowicki of the Fowler Street station force, Milwaukee, investigates the adventurous possibilities of the garden hose. David just recently graduated to the one-year-old class.



Michael Sol Collection

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

Michael H. Murtha, retired traveling car agent, transportation department, passed away in Providence Hospital on Nov. 2 after a short illness. Mr. Murtha was born in Marquette, Mich., on Apr. 10, 1870. His first railroad service dates back to the age of 14 on the old Duluth South Shore and Atlantic Railroad. He was employed by the Great Northern from 1895 until 1922 as agent, yardmaster, trainmaster and superintendent at various points, which included St. Paul and Wenatchee, Wash. He resigned from the GN in November, 1922 and accepted the position of traveling car agent with the Milwaukee during the same month, which position he held until his retirement Apr. 30, 1942. He is survived by his wife Annette and daughter Adele. Burial took place from our Lady of Lourdes Church in Seattle.

Miss Anelia Cort is the new steno-clerk in the purchasing department, filling a vacancy created by the resignation of Barbara Ann McClenning.

Miss Kathryn Hutch, treasury clerk in vice president's office, spent a week's vacation in Portland.

L. W. Smith, retired superintendent of telegraph and signals, was a recent visitor in the general offices from his home at Tonasket in the Okanogan country. He and Mrs. Smith were making plans for a sojourn in the South for the winter, at some ideal spot in Texas or Florida. They spent last winter at Brownsville and McCallum, Tex.

J. L. Lindbloom, retired conductor from the Northern Montana Division, passed away in Providence Hospital on Nov. 12 as a result of a heart attack. Mr. Lindbloom was



**AT HOME ON THE RANGE.** Infantry Private Francis J. Fisch, Caledonia, Minn., preparing eggplant for dinner in his company's mess tent somewhere in Korea. In civilian life Private Fisch worked for the Road as a welder-laborer at Caledonia. (U.S. Army photo)

born in Milwaukee on July 16, 1878. His first employment with the Milwaukee was at Lewistown, Mont., hiring out as brakeman on Oct. 12, 1909. He was promoted to conductor Jan. 7, 1913. He resided at Lewistown until his retirement in August, 1943 and had been making his home in Seattle for the past two years. He is survived by a daughter and son in California, a son in Alaska and a daughter in Toronto, Canada.

Mrs. Sylvia Ferrow, clerk in the communications and signal department, is back on the job after an absence of two weeks, part of which was spent in Providence Hospital and the remainder convalescing at home.

## Terre Haute Division

### REA BUILDING

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

F. O. McGrew, former Terre Haute Division chief carpenter, was a visitor in Terre Haute during October. While here he attended the retirement party given for Chief Clerk Fred Pearce, at which he was presented with a wrist watch by his former associates.

Clay C. Damer, retired traveling engineer, was in a Terre Haute hospital during November, but is now at home recuperating.

Mrs. John C. McCann, wife of traveling auditor, was also hospitalized in Terre Haute during November.

Brakeman Frank Nelles, who retired in 1947, passed away at his home in Ladd, Ill., on Nov. 8.

Fred C. Mancourt, clerk in the superintendent's office, went to the Mayo Brothers hospital on Nov. 15 for a check-up, and an operation was performed on Nov. 23. We understand that he is improving.

Mrs. Floyd Chenault, wife of locomotive engineer, Terre Haute, went to the Mayo Brothers hospital the latter part of November for another check-up.

### HULMAN STREET YARD

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

Dale Hutson, car department clerk, was in the hospital during November on account of an eye injury he received at home. We are glad to report that he is improving.

Employees who retired during November included Carman Lawrence Callahan, Locomotive Engineer George F. Cox and Brakeman Clinton O. Nash.

Switchman Merle Wilkinson recently visited in Texas.

Yardmaster M. K. VerDeyne was on vacation in November. Due to the illness of Mrs. VerDeyne, Maurice prepared the meals for the children, but is it true that he went to the restaurant?

Frank Fitch, retired conductor, died suddenly at his home in Terre Haute on Nov. 9. He had retired on account of disability and was 57 years of age.

Conductor and Mrs. Wayne Clark are the proud parents of a son born in October. They have named him Timothy Wayne.

Yardmaster Curtis A. Grigsby was wearing a happy smile Nov. 9—the reason—another grandchild. A boy, Timothy David, was born to his daughter, Mrs. Robert Byers.

Mrs. George Gerrard, wife of retired roundhouse employe, died at their home in St. Bernice on Nov. 18. She was the mother of Carman James Lechner.

Sympathy is extended to Homer Travis, retired engineer of St. Bernice, in the death of his father, H. R. Travis of Chrisman, Ill. He was 88 years of age.

Supplyman Floyd Magnetto plans to sell his fine hunting dogs due to the extremely dry weather. Better keep them a while longer, "Salty".

A merry Christmas and a happy New Year to everyone.

## I & D Division

### EAST END

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

Officers elected by the Women's Club at a meeting in the club rooms on Nov. 3 were Mrs. Walter Hendrickson, president; Mrs. W. T. Blackmarr, first vice president; Mrs. W. P. Trenkler, second vice president; Mrs. C. S. Pack, treasurer; Mrs. E. H. Claussen, recording secretary; Mrs. Ralph Joynt, corresponding secretary; and Mrs. H. I. Quandahl, historian. Members and guests from Austin Chapter were entertained with a program consisting of vocal selections by Mrs. Dan Phalen who was accompanied by Mrs. W. L. Bennett, piano numbers by Mrs. Harry B. Larson, and a piano duet by Mrs. Larson and Mrs. R. W. Graves.

E. J. Hackett, agent at Calmar, was re-elected mayor of Calmar for his sixth term.

D.F.&P.A. Cassidy's force has moved into the assistant superintendent's office while the passenger depot is being remodeled to accommodate all of the division offices at Mason City, as well as the freight office force.

Harry Kinney, chief clerk at the freight office, has returned from Joplin, Mo., where he was called on account of the serious illness of his mother. Her condition was slightly improved when he left.

Engineer Walter Luke suffered a heart seizure before going out on his run at Mason City Oct. 23 and passed away Oct. 30. Funeral services were conducted at Sanborn.

### SECOND DISTRICT

Fay Ness, Correspondent  
Superintendent's Office, Sioux City

Nearly 300 employes and their families enjoyed the annual turkey dinner prepared and served by Sioux City Chapter of the Women's Club at the Scandinavian Hall on Nov. 14. Everyone agreed that the cooks were super.

The following officers were elected by the chapter at the business meeting on Nov. 20: President, Mrs. C. O. Larson; first vice president, Mrs. W. C. Sogn; second vice president, Mrs. C. E. Lovell; treasurer, Mrs. P. J. Weiland; recording secretary, Mrs. E. M. Isaacson; assistant recording secretary, Mrs. Margaret Burnett; corresponding secretary, Miss Agnes Carlin; historian, Mrs. M. L. Townsend.

Albert Watier, retired engineer, is recuperating at his home after undergoing surgery in a Sioux City hospital.

E. J. Hopkinson, retired engineer, has sold his home in Sioux City and he and Mrs.

Hopkinson have joined the ranks of I&D Division families now located in Long Beach. We understand there is an active group of retired railroad people there who have a club which meets every fourth Friday of the month for a potluck luncheon, and we can well imagine that there is a lot of switch shanty talk at these gatherings.

Captain of Police Martin J. Noonan died in a Sioux City hospital Oct. 4. While Martin had been in poor health for several months, his death came as a shock to the Milwaukee family. Funeral services were held at St. Jean Baptiste Church in Sioux City. Our sympathy to his widow, Esther, who is cashier at the freight house, and to their son Jimmy.

Recent retirements included Conductors T. H. Calligan and E. J. Ressegieu, Engineer Floyd W. Butcher and Agent Clyde P. Kinser of Akron.

George Johnson, crossing flagman at Sioux City, died Nov. 17 after suffering a heart attack at his home. He was born in Constantinople, Turkey, coming to the United States in 1915, and had been employed by the Road for 34 years. Surviving are his widow; two sons, Thomas and Nicklos, Tom being a switchman at Sioux City; two daughters and a grandson, all of Sioux City.

1st/Lt. K. E. Bushnell, conductor on Army leave, is home on furlough at this writing after extended duty in Korea. He is en route to Ft. Eustis, Va., where he will serve as an instructor.

Beverly E. Andersen, chief dispatcher's clerk at Sioux City, and Donald F. Friedebach, train dispatcher now located at Aberdeen, were married Nov. 16 at St. Boniface Church in Sioux City. They will make their home in Aberdeen.

The I&D Second District is glad to welcome Trainmaster Paul Bridenstine back after a brief assignment on Lines West.

About 20 employes attended a farewell luncheon at Green Gables in Sioux City for Roundhouse Foreman R. P. Drew who was leaving our division to take up similar duties at Bensenville. V. L. McMahon takes over as roundhouse foreman at Sioux City.

At this writing Roadmaster A. W. Bahr is ill in a Yankton, S. D., hospital where he was taken Nov. 27 after being stricken at his home. Our most sincere wishes for a speedy recovery.

Sorry that news from this territory has been missing for a couple of months, but your correspondent was unable to prepare the items because of the illness and death of her father.

### SANBORN-RAPID CITY

Albert J. Gall, Correspondent  
Trainmaster's Office, Mitchell

I. J. Carey is the new agent at Draper, succeeding H. M. Davis who is now dispatcher at La Crosse. J. D. Bjorkman is the operator at Rapid City and F. H. Clark is the successful bidder on the agency at Scenic.

Charles Houska has returned from the armed service and is back at his old job as operator at Murdo. Looks as though he is right in the pink of condition, too, having put on about 25 pounds.

Mrs. Elinore Horne is the new cashier at

## HOOSIER NEWSCAST.

Terre Haute Division cronies at the recent retirement festivities honoring Fred C. Pearce, chief clerk to superintendent, and Fenton O. McGrew, retired division chief carpenter. Seated, left to right; Trainmaster Oscar Clawson, Mr. Pearce, Superintendent W. E. Swingle. Standing, from left: Chief Dispatcher Jack Wright, Traveling Engineer Earl Peters, P. Braun, DF&PA at Terre Haute, Mr. McGrew, F. E. Galvin, assistant chief carpenter.



Rapid City, and Miss Darlene Ries the new trainmaster's clerk at Mitchell.

We had a note from S. L. Core, retired roadmaster at Rapid City, to the effect that he is on an extended tour through the western states.

Best wishes are extended to P. J. Nuhrenberg, retired warehouse foreman, and Emma Reynor, retired cashier, who were married recently at the Congregational Church at Rapid City.

We hear that the Texas Company is moving its plant to our line about one mile out of Rapid City. The engineering department is now constructing a spur for them and the firm expects to be in full operation by the first of the year. Somebody should be congratulated for getting this business.

Concerning the deer season in the Black Hills, A. F. Iliff and B. J. Kirby report that the deer are hard to get.

John Hall, retired B&B carpenter, of Milton, Wash., dropped in on the west end I&D bridge crew for a visit with some of his old friends. John retired in 1943 and is looking fine. Also, P. B. Hottran, retired carpenter of Sioux City, has been visiting the same crew. His hobby is potting small barrel cactus and picking likely looking rock specimens.

## Coast Division

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

Michael J. Barry, well known Tacoma insurance and club man, died Nov. 21 in a local hospital. He was a native of Collis, Minn., had lived here 39 years, and was representative for the Northwest Benefit Association of Railway Employees. He belonged to St. Patrick's Church, the Knights of Columbus, the American Legion and the Veterans of Foreign Wars.

Miss Nancy Lou Brown, daughter of Mrs. May Brown, former secretary to chief dispatcher, was married Nov. 28 to Wayne Hanley.

Mr. and Mrs. William Delaney celebrated their 25th wedding anniversary Nov. 27.

Carman Richard E. Anderson has been in the Doctors Hospital, Tacoma, since he suffered a stroke on Oct. 25.

Jerry Hubbard, son of Conductor B. J. Hubbard, besides being an honor student at Bellerme High School in Tacoma, won first



**"JUST MARRIED"**. Miss Viola Gutnik of the public relations office staff pictured in her new role as Mrs. Raymond N. Lipovitch, Chicago general office associates were well accounted for at her marriage in the First Evangelical U. B. Church, Bensenville, Ill., on Nov. 7, and at the large reception which followed. The bridal couple took a two-week honeymoon trip to Florida and other points south.



**SILVER PASS CLUB.** A Silver Pass, bonus for 45 years of continuous service, was presented last month to H. A. Lindstrom, clerk in the office of general manager, Seattle, shown here receiving it from General Manager C. E. Crippen. Mr. Lindstrom started with the Road in June, 1906, as a clerk in the sleeping and dining car department in Chicago, transferred to the same department at Aberdeen, S. D., and in 1912 to the office of the vice president, Lines West. He has been on the general manager's force since 1916.

place and an honorable mention in the Class B division for two of his sports articles at the Pacific Northwest Catholic Press Conference. He was in competition with 400 students representing 40 Catholic high schools in Oregon, Washington, Idaho and Montana.

#### SEATTLE YARD

F. J. Kratschmer, Correspondent

Louis C. McDonough, locomotive engineer, passed away in a local hospital on Nov. 14 at the age of 70. Lou started with the Road in 1906 and was an old timer on the west end, having come out here during construction. He fired and ran engines continuously for the past 44 years, the greater part of his service being in Seattle yard. Besides his wife, he leaves one son, Noble, clerk in the yard office, and a grandson.

Car Foreman Russell Wilson recently spent a very enjoyable two weeks in Southern California. "Russ" dropped over the line to Tijuana for a short sightseeing trip, and was very much overwhelmed at the "friendliness" of the natives, especially the persistent taxi drivers.

Ferd Klug, retired B&B foreman, called at the yard Nov. 12. He spends his time these days at his home in Summit, just out of Tacoma, where he has a small ranch.

Ray Holmes, helper at the roundhouse, took a rest in November during which he made a trip to Bellingham and the Olympic Peninsula country.

#### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

The Tacoma Transportation Club was host Nov. 13 to the Seattle, Olympia and Bremerton gangs in an evening of fun and fellowship at the Top of the Ocean. The features were a smorgasbord dinner and entertainment.

The spotlight was turned on Mrs. Velma Wheeler, assistant cashier, Nov. 27 when the Milwaukee employes paid her a warm tribute on the occasion of her retirement after more than 30 years of service. Refreshments were served in the freight office and her associates presented her with a set of luggage.

Assistant Claim Clerk Kenney Alleman returned from sun-drenched Florida with a million-dollar suntan after a month's vacation.

Roger Grummel, son of Mike Grummel who is in charge of the woodmill, has been chosen as a senior representative on the stu-

dent-faculty committee at the University of Oregon Medical School. The group studies and makes recommendations on student body problems and on various aspects of student-faculty relations.

It is with regret that we report the death on Nov. 23 of Michael J. Barry, representative for the Northwest Benefit Association of Railway Employees. He was a native of Collis, Minn., and had lived here 39 years.

Another important milestone in Tacoma's industrial growth was marked Nov. 14 when the new \$1,600,000 bridge across the Port-Industrial Waterway on East 11th Street was formally dedicated. The 712-foot bridge is vital to the industrial development of the tideflats area, since it has a lift-span to permit ocean-going vessels to enter the channel.

Rhodes Brothers department store is again featuring the miniature Milwaukee streamliner in their big Toyland of Christmas delights, with a real live Milwaukee conductor to call stations.

### H & D Division

#### EAST END

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

Clarence Spaulding, retired engineer, and his wife have gone to their winter home in St. Petersburg, but what with the warm zephyrs we have enjoyed in Minnesota so far, we are thinking of inviting him to the northern summer resort.

Conductor Carl Oswood has only a slight limp now after being off work for some time, due to broken bones in his foot incurred when he fell out of an apple tree as he was harvesting the winter supply of apples in his back yard.

Operator Cliff Birkholz has landed in Korea after a rough ocean voyage that took him away from home territory.

Operator Dick Mohagen, now located in the Army at Fort Bliss, Tex., was married to Kathryn Berg of Minneapolis while on leave in November.

We are sorry to report the death of Roy Fretts on Nov. 14. He had been agent at Wheaton a good many years. He died at Veterans Hospital in Minneapolis after a long illness.

Dispatcher Gerry Weis is vacationing on the west coast for a few weeks.

Agent W. A. Witte is back to work at Waubay after being off most of the summer due to surgery. Bill and his wife recently gave an appreciation dinner to the men who donated blood while he was ill.

#### MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Sympathy is extended to the family of Engineer James "Jimmy" DeForrest who passed away recently at the Wesley Memorial Hospital in Chicago. Funeral services were held at Aberdeen with Masonic rites. Jim was 60 years of age and had worked for the Road for about 35 years. He will be greatly missed by all who knew him.

After 39 years of pulling ties and swinging a mallet, Carl Todoroff has retired to just enjoy taking it easy.

Sympathy is extended to the family of Agent Roy Fretts, Wheaton, who passed away recently in the Veterans hospital. Roy had been ill for several months.

Dispatcher Don Friedenbach, the swing man between Aberdeen and Montevideo, recently took to himself a wife. She is a very nice girl (we have met her) and she comes from Sioux City.

Agent John Fleming and wife Helen at Mina are on their vacation at this writing, heading for California points by auto.

### Twin City Terminals

#### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

Frank Thori flew to Philadelphia to celebrate Thanksgiving with his daughter and son-in-law. He planned to stop in Chicago on the return trip to attend a convention.

The commercial office had a number of changes in personnel Dec. 1. Nick Kosta, city freight agent, was transferred to Philadelphia to become traveling freight and passenger agent; Allen Brodin of the St. Paul commercial came to Minneapolis to take Nick's place; Julius Swanson went to St. Paul to take Allen's place; and Dave Aggertson became chief rate clerk in the Minneapolis commercial.

Our condolences to Archie Benolkin on the death of his mother, and to Irene Burchard on the death of her father.

J. A. Feiber, agent St. Louis Park, sent his annual report for the Magazine: "J. A. Feiber, agent at St. Louis Park, checked the station accounts to Relief Agent J. R. Mulenberg the 13th and picked up his 303 Savage and beat it for the north woods".

That new sparkle in Lorraine Sezulka's eyes is the reflection from her third finger, left hand.



when winter comes

Some find their pleasure in the great outdoors. Others, by the glowing hearth. Either way, let Dutch Masters Cigars add rich, full enjoyment to the moment. You're rewarded with superb taste and matchless aroma, every time! Two for 25¢ and up, just pennies more than ordinary cigars.

## Dutch Masters Cigars

The few pennies more  
make the difference



#### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

Elsie Monheim is back at work at this office after a long spell of illness.

Betty Edmiston is substituting for a while at this office.

Fred Overby, at this writing, is taking his annual shot at a deer.

Ivez Stevens is back to work after a leave of absence.

Bill Burfiend transferred to the St. Paul yard office and Elsie Monheim succeeded him as O.S.&D. clerk.

Irvine Rothmund, of the roundhouse, continues to show improvement since his illness of last July.

If everything works out as planned, I will spend the balance of my vacation somewhere in Texas, probably San Antonio. Better late than never.

About three years ago our messenger, Bob Bruch, left this office a very sick boy. Now he is back to work and appears to be fully recovered.

#### ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent  
c/o General Agent

Somebody started a chain reaction around here, and it seems endless. There have been so many personnel changes in the past few

months, we have to call roll periodically to see if we are missing anybody. Last check revealed that on Dec. 1 we lost our chief clerk, Alan R. Brodin, to Minneapolis where he is now city freight agent succeeding Nick Kosta. Alan has worked for the Road since July, 1948, when he started as messenger in the Minneapolis office. He came to St. Paul in March, 1952, and had been chief clerk since that date. A farewell get together was held before his departure, and we presented him with a little "something to remember us by."

George Quislan, Bill Murley and Gene Liese were each men of leisure for a week. Mr. Quislan spent his remaining vacation days just working around home and enjoying the Thanksgiving holidays. Mr. Murley took the time as an opportunity to remodel his kitchen. That's leisure? And Mr. Liese skipped town, preferring Wisconsin to Minnesota for his deer hunting. Oh well, that's the way it goes.

On Nov. 14 wedding bells rang for Pete Flaherty, of the rip track. He and his bride honeymooned around Chicago.

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

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

Employees who have retired: Carman Robert H. Myrtvedt who has been home on account

of illness since May, formerly worked on the light repair track; Carman Carl Erick Anderson, also of the light repair, retired Nov. 1—he had been ill since last May; Electrician William Neumann of the St. Paul coach yard, retired Nov. 1. Good wishes, also, to Miss Audrey Bentler, clerk at the St. Paul coach yard for more than 30 years, whose position was abolished Nov. 1.

At the Minneapolis wood mill, four employes have new babies at their homes. Helper W. W. Knapp welcomed a baby girl on Sept. 28; Carman John W. Anderson rejoiced over the arrival of a baby girl Nov. 4; Edgar J. Lemay, machine operator, reports that his baby girl came along on Nov. 9; and Roy Billmark, machine operator, has a baby boy who arrived on Nov. 9.

Carman Boyd McDonald celebrated his 34th wedding anniversary on Nov. 26. The McDonalds were married in Grand Forks and all of their children were home for Thanksgiving this year, one son and his family coming from Louisville, Ky.

Many good wishes to Elizabeth Brzezinski on her auto trip to Michigan where she and "Ernie" will visit his folks. Her position was abolished. We will miss "Red".

A Gold Pass, good for a lifetime on all Milwaukee Road trains, was issued in November to Mr. and Mrs. J. W. Sperbeck. Mr. Sperbeck, a Minneapolis engineer, has been in service since July, 1903.

## 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

## WEHR STEEL COMPANY

2100 South Fifty-Fourth St.  
Milwaukee 1, Wis.

Carbon and Alloy  
Steel Castings

Carefully Controlled  
Heat Treating

Pattern Making and  
Machining Facilities

## FOR ELECTRIC AND DIESEL-ELECTRIC LOCOMOTIVES:

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

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

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

## RAIL JOINTS

Reformed and heat treated  
to meet specifications for  
new bars.



# REPUBLIC COAL & COKE CO.

General Offices: 8 S. Michigan Avenue, Chicago 3

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

## Chicago General Offices

### OFFICE OF FREIGHT AUDITOR

Louise Naumes, Correspondent

A report from California way is that a son, Douglas, was born to Harriet Berg Domino on Oct. 28. On Nov. 15 a little girl brightened the home of Mary Ann Kunz Swiersczik.

Sympathy is extended to Kitty Fox, whose father passed away Nov. 21.

Adele Hirsch, Dora Vazquez, Erna Hendrickson and Roy Kling are on leave of absence because of ill health.

Esther Strauch, of the revising bureau, has resigned to devote full time to her home.

Through Ottilia Mayer we have received word from Min Bloom Sandler that she is busy enjoying her two children and wishes to be remembered to her former co-workers.

John Plotske has transferred to the comptroller's office.

Emmy Schmaltz reports that she had a most enjoyable trip to Switzerland.

Our new co-worker, Edward Rothas, formerly worked in the payroll department of the chief disbursement accountant's office.

Marion Lynch spent her vacation seeing Seattle, Vancouver, San Francisco and various points west. Vita Verden motored to Miami, Fla. Charlie Becker also took a late vacation in Florida. Jack Narva went to Memphis for a week. Edith Marquiss spent Thanksgiving with her sister in Phoenix, Ariz.

E. A. Wayrowski, review bureau, recently completed 35 years of service with the company.

### CHORAL CLUB NEWS

Theresa Glasl, Correspondent

Our yuletide program encompasses a wide range of numbers and we believe its rendition creates a lot of good will and enthusiasm. This is a special privilege and our contribution in a small way to spreading a little cheer and happiness to our fellow workers and travelers at this season of the year. A large poster giving date and time of the appearance is being displayed in the main waiting room of the Chicago Union Station, and postcards will be distributed to the public during the programs by mascots Sharon Lee Norman, Rhonda Jean Norman and Phillip Dean McDonald.

The schedule is as follows: Dec. 22—

12:30 P.M. to 1:15 P.M. and 4:30 P.M. to 5:15 P.M.; Dec. 23—11:45 A.M. to 12:30 P.M. and 7:30 P.M. to 8:30 P.M.; Dec. 24—11:30 A.M. to 12:15.

A concert will be presented for the Chicago Chapter of Valparaiso University Guild at St. Stephens Church, 65th and Peoria Streets in Chicago, on Jan. 27 at 8:15 P.M.

### AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Sympathy is extended to Henry and Sue Zimpelman on the recent death of Sue's father.

We are happy to hear that Mr. Fletcher, paymaster, Francis Meyers, B&V Bureau, and Violet Engelhardt, machine room, are recuperating after their operations.

Late vacationists: South of the Border went Myrel Robertson and Mabel Klug, the report being that the road to Acapulco was filled with many amusing experiences. Viola Schmidt and Mildred Mangano, also Mexico bound, enjoyed Taxco very much. Grace Grall journeyed to San Antone; crossed the border into Nuevo Laredo. Joyce Jacobsen and Josephine Rolland returned from two glorious weeks in San Francisco. It will be a long time before they get down to earth, they had such a wonderful time. Mary (Holmberg) Walsh, keypunch operator, is back from a three-week delayed honeymoon trip through Sweden, Denmark, Scotland and Ireland. Mary warns everyone she kissed the Blarney Stone, so believe only half of what she says from now on. Elsie Peterson, keypunch operator, and family visited Florida and the surrounding locality. Delores Tipescu, typing bureau, visited her sister in California.

Virginia Sabacinski of the machine room became Mrs. Simon Kaczula on Nov. 7. Many of her co-workers attended the reception held at Patria Hall. Virginia is the daughter of Mike who runs the north elevator.

Jeannine Brooks of the typing bureau will become Mrs. Frank Bruscato on Dec. 26 at St. Vincent De Paul Church. Elvira Grasso of the typing bureau will be maid of honor, Diane Korn a bridesmaid, and Elaine Delahunty of the payroll bureau also a bridesmaid.

Gardener R. E. Thoren, on the eve of a pheasant hunt, saw some good earth, so dark, so rich, that he had to have a bushel, and in putting it in his car he fell and broke his arm. Our "pheasant" regards to Rudy.



**11,000 BY CHRISTMAS!** In the Chicago area where the Fox DeLuxe brand of poultry spells quality, employees will be interested in the fact that thousands of these fat and sassy birds first see the light of day on an Ozark farm owned by a former co-worker. Since her marriage several years ago Mrs. Vera Snapp Moffett, well-remembered as secretary to the auditor of passenger accounts and subsequently to the assistant comptroller, has established with her husband the Twin Oaks Broiler Farm, 10 acres with a view, at Subiaco, Ark. Up to now they have raised chicks in batches of 5,000, but a new broiler house just completed will increase that quota to 11,000 by Christmas.

It was nice to have a visit from C. J. Pfannerstill, retired bureau head. Says that now instead of getting up at 3 o'clock to catch the 4 o'clock train, he gets up at 8 o'clock, snatches his golf bag and with his trained golf-hound Rover (who has now become a proficient retriever) ambles out to the golf course.

### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Katherine Mack enjoyed a late vacation in Mexico with her husband, returning on Nov. 23. She said she enjoyed the thrill of deep sea fishing.

Sympathy was expressed to Eleanor Griffin in the loss of her mother on Nov. 8.

After a furlough of several months Margaret Gallagher returned to work on Nov. 16.

Joan Madl was honored with a bridal shower on Nov. 12 and married to John Nixon of Indiana on Nov. 14. They spent their honeymoon at Turkey Run.

Arlene Missner announces her engagement, her marriage to take place next Apr. 28. Her fiancé is a student at Northwestern University doing graduate work in history.

Allen Kressner resigned on Nov. 27 and was presented with a cash purse.

Mr. and Mrs. D. B. Chandler moved into their new home in Oak Park on Nov. 28.

## ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

Mr. and Mrs. Frank E. Fuller held open house in their home in Libertyville on the afternoon of Oct. 25 to celebrate their 25th wedding anniversary. A large number of friends and relatives attended, among whom was their daughter Marianne, a student nurse at Illinois Masonic Hospital, Chicago, and their son Ronald, an employe of Johnson Motors, Waukegan, Ill. The happy couple were the recipients of many beautiful gifts. Frank is an assistant engineer in the office of Ken Hornung, architect. Mr. and Mrs. Hornung were among the guests at the anniversary party.

1st/Lt. J. G. (Joe) Kirchen, Corps of Engineers, U. S. Army Reserve, is quite elated these days. He has received notice of his promotion to the rank of captain, effective Oct. 1. Joe is shop inspector for Ed Burch, bridge engineer.

Welcome to Harlene Kahl the new stenoclerk in the office of Ed Burch. Harlene comes to us from the office of N. E. (Nate) Smith, division engineer at Bensenville.

Norbert Zurkowski, instrumentman in Mr. Powrie's office, has again joined the ranks of the F.O.P.P. (Fraternity of Proud Papas). Norb's wife presented him with a son, Robert, who was born in Milwaukee on Nov. 5. The proud father was so enthusiastic at the arrival of a little brother for his daughter that he took the final week of his vacation in November to go deer hunting in Wisconsin and Michigan. Probably trying to get that extra "buck" that is so important when an addition to the family comes along.

We recently received a nice letter dated Nov. 9 from P. G. Savidis, retired office engineer for Mr. Powrie. "P.G." says that both he and Mrs. Savidis are busy furnishing and fixing their home after their extended trip north, west, and east, mentioned in a recent issue of the magazine. Mr. Savidis asks that his best regards be conveyed to all his friends in and out of the department. We hope to get a picture soon of his home at 1804 Weltin Avenue, Orlando, Fla.

Vacationists from the office of Virgil Glosup, assistant chief engineer, signals and communications, included P. G. Linderoth, assistant engineer, who with his wife journeyed to New York City to finish his vacation and spend the Thanksgiving holidays

SAVE  
something  
every  
payday



There is  
no substitute for  
MONEY  
IN THE BANK

FIRST  
WISCONSIN  
NATIONAL  
BANK  
of Milwaukee

MEMBER  
Federal Deposit Insurance Corporation

OPERATING 161  
MOTOR TRUCKS  
TRACTORS AND  
TRAILERS

RECEIVING  
and  
FORWARDING  
POOL CAR  
DISTRIBUTORS

ESTABLISHED 1880

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

CHICAGO, ILLINOIS



**Buy Spares**  
THEY STAY FRESH!

**RAY-O-VAC COMPANY**  
Madison 10, Wisconsin

**T-Z Products Always Give Unexcelled Service**

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

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

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

## 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

with his daughter and grandchildren.

F. J. Hallada, chief clerk to Mr. Glosup, with Mrs. Hallada had a most enjoyable vacation motoring to Florida. They made a complete circle tour of the Florida coast and while stopping in Miami had a pleasant surprise in meeting George and Mrs. Borgman. George is in the office of L. F. Donald, vice president-operation.

Vacationists from Mr. Powrie's office included F. L. (Champ) and Mrs. Clark who visited in Columbus, Ohio, and also in Mr. Clark's home town, Tomah, Wis.

S. (Steve) Francescon, assistant engineer, and Mrs. Francescon enjoyed a trip to the New England states and eastern Canada.

Ed Miglio, instrumentman, with his wife and son spent an enjoyable two weeks visiting his father in Florida, with a side trip to Cuba.

### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

A welcome is extended to Daniel Arndt, Donald Hoag, Ruth Reband, Margaret Robinson, Richard Olszewski, James Fields and Benny Pastinski.

Frank Kass has been confined to his home because of illness. We hope to see him back at the time of this publication.

Gladys Hehl and Mary Powitz enjoyed a recent vacation in Florida.

Lucille Williams and Bill Enthof have returned after extended illnesses. It certainly is a pleasure to see these good friends back on the job.

Walter Walsh is hospitalized at Augustana Hospital at this writing and no doubt would appreciate receiving letters from his friends in the office.

Joseph Robinson has taken a leave of absence due to illness.

Robert Hall resigned to take another position.

Jerry Mann returned from the armed services and was promoted to adjuster.

Richard Staib and Eugene Smuda have been promoted to adjusters.

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

Ralph Burton was appointed senior adjuster in the grain and live stock department. Jake Mathiesen was promoted to reviser, and John Kuprtz, Ed Jensen, R. Kopplin and Herman Grell have accepted new positions as senior adjusters and investigators.

George Sunagel and Wayne Helwig dropped in for brief visits during their furloughs from the services. Understand Wayne expects to be discharged from the Marines soon.

Sympathy is extended to Harold Miller on the death of his father Nov. 16.

Al Ducret, AFCA, is the proud grandfather of another fine young lady. Patricia was born in November and, I understand, is doing very well.

### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Margaret and George Richards are the proud parents of a baby girl born Nov. 25. Dorothy and Bob Wagner also became the parents of a baby girl on that date.

Mrs. Lindahl has returned to work after an extended furlough due to ill health.

Pat Germaine spent the Thanksgiving holidays with Betty and Bob McConahay, now of Moberidge, S. D.

As we come to the close of another year, I wish you a merry Christmas and a happy new year.

### D & I Division

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

Yard Clerk and Mrs. Albert Klein of Savanna welcomed a baby girl on Oct. 6. This makes two wee daughters, also two grandchildren for Pump Repairman Julius Klein of Savanna.

Conductor and Mrs. Joe DeFranco, Chicago, are the proud parents of twins, a boy and a girl, born Oct. 27.

J. H. LaKaff, retired Iowa Division conductor, and Mrs. LaKaff of Savanna celebrated their 50th wedding anniversary on Nov. 25. Due to Conductor LaKaff's health, they spent a quiet day at home and received many cards, gifts and calls.

Sergeant and Mrs. William J. Clifton returned Nov. 1 from Germany where Bill has been stationed for the past year. He was discharged from the Army Nov. 3 and resumed his duties as telegraph operator on the First District Nov. 16.

Mrs. James A. Henry, wife of retired superintendent of telegraph, Milwaukee, and a



**NEW PARTNERSHIP.** Mr. and Mrs. Sheldon H. Rogers who were the principals in a recent wedding of interest on the DGI Division. The bride was formerly Claire Eileen Henderson, daughter of Division Master Mechanic W. W. Henderson, Savanna.

former Savanna resident, passed away in San Antonio, Tex., Nov. 11, following a stroke. Funeral services and burial were in Strawberry Point, Ia. Surviving are her husband, one daughter and two sons, to whom we extend sympathy.

R. T. Harper, father of Mrs. J. J. Van-Bockern, Davenport, died Nov. 5 in St. Luke's Hospital in Davenport after a two-week illness. Funeral services were held in Davenport. Mr. Harper worked for the Milwaukee in South Dakota and Monticello, Ia., for 24 years, retiring in 1933. Surviving are his widow, two daughters and two sons.

A merry Christmas and a happy new year to all.

### THIRD DISTRICT

Carl D. Busick, agent at Chillicothe since 1942, recently observed the anniversary of his 50th year with the Road. Since starting at Liberty in 1903, Mr. Busick has been stationed at Newton, Laredo, Osgood, Powersville, Polo and Ludlow. During his 50 years of service he has never lost a day of work because of illness, and there never has been a fatal accident to an employe or patron at a station where he was an employe; or a robbery or a holdup, of which railroad stations were often victims in years gone by. Although past the retirement age, Mr. Busick isn't considering it at this time. "I never had a hobby to retire to", he says.

C. A. Williams, veteran switchman at the Milwaukee-Kansas City Joint Agency, retired Nov. 27 at the age of 68. He started railroading with the Milwaukee as a call boy at Coburg in 1898 and was subsequently employed as a yard clerk and as a switchman on a number of other lines, including the C&A and the Frisco. Returning to the Milwaukee as a switchman in 1907, he con-

tinued to work for the Road at intervals in various capacities, and also for other lines in the Kansas City and St. Louis areas. Prior to retiring, he had been with the Milwaukee as a switchman since May, 1943. He intends making Kansas City his home for the future.

### I & S M Division

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

The retirement of B. E. "Ben" Woolworth, popular agent at Waldorf, Minn., was the subject of a news release in the Wasceca, Minn., Journal and the New Richland Star the week of Nov. 16. Mr. Woolworth retired after 42 years of continuous service, mostly at Waldorf. Starting in February, 1912 as a clerk at Jackson, Minn., he was appointed agent at Matawan in 1916. Furloughed to the U. S. Signal Corps for the duration of World War I, he resumed railroading as a relief agent in July, 1919 and was later interchange clerk at Albert Lea. He was assigned as agent at Waldorf in 1920, serving continuously in that capacity until his retirement on Nov. 13.

November 23 was the day when the grandfather clock which has graced the wall of the superintendent's office since coming to Austin with the division headquarters back in 1918 was taken down and replaced by an up-to-the-minute electric clock. The occasion was such a memorable one that the photographer from the Austin Daily Herald came down and took a picture of Yours Truly and Superintendent M. T. Sevedge, which showed us comparing time from our wrist watches with the clock, which wasn't running at the time.

Sympathy is extended to the relatives of Rudy Berg, former train baggageman, who passed away at the Madison Community Hospital Nov. 13 after a brief illness. He is survived by four brothers, Peter E., operator at Austin; Carl A., retired chief dispatcher, Rushford, Minn.; Olaf, retired law department employe, Dubuque; and Edward of Winona, Minn. Burial was at Rushford.

Congratulations to Brakeman Russell A. and Mrs. Walter on the arrival of twin boys Nov. 23. The twins rated a picture in the Austin Daily Herald, as they were the first babies to use the new isolette incubator at St. Olaf Hospital in Austin. The incubator was purchased with funds raised by the Lions Club.

Occasionally it is brought to my attention that compiling the notes for this column is not always in vain. For instance, I received a note from a reader on another division stating that a fellow mentioned in my column in November was a buddy of his during World War II with whom he had lost contact, and that he didn't know where he was located until reading the article. He plans a surprise visit to his buddy in the near future, so I will withhold the names until after the reunion takes place.

J. C. "Casper" Hanson, agent at Granada, returned to work Nov. 24 following a vacation during which he and Mrs. Hanson enjoyed a trip by rail to Los Angeles, Hollywood, San Francisco, Oakland and other California spots, and then on to Portland, Ore. and finally Seattle, where they boarded the

**PREFERRED BY MEN  
FROM COAST-TO-COAST**

**UNION MADE**  
**Lee OVERALLS**

**Lee**  
Tailored Sizes  
assure a perfect fit.

**Sanforized**  
for permanent fit.

**Guarantee:**

Every LEE garment is guaranteed to look better, fit better and wear longer than any you have ever worn, or you can have a new pair free or your money back.



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

**WORLD'S LARGEST MANUFACTURER  
OF UNION-MADE WORK CLOTHES**

**Still Greater  
PROTECTION  
for CARS and LADING**

CARDWELL WESTINGHOUSE  
FRICTION DRAFT GEARS

to absorb horizontal shocks  
CARDWELL FRICTION BOLSTER  
SPRINGS

to absorb vertical and lateral shocks

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

**Grain Doors  
Railroad Cross Ties  
Hardwood Lumber  
Timbers**

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

## MARSH & McLENNAN

INCORPORATED  
INSURANCE

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

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

**EDWARD KEOGH  
PRINTING COMPANY**

*Printers and  
Planographers*

732-738 W. Van Buren St.

Phone: FRa. 2-0925

Chicago 7, Illinois

PROMPT AND EFFICIENT SERVICE

**CREOSOTED  
MATERIALS**

and

**COAL TAR  
PRODUCTS**

Republic Creosoting Co.  
Minneapolis

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.**

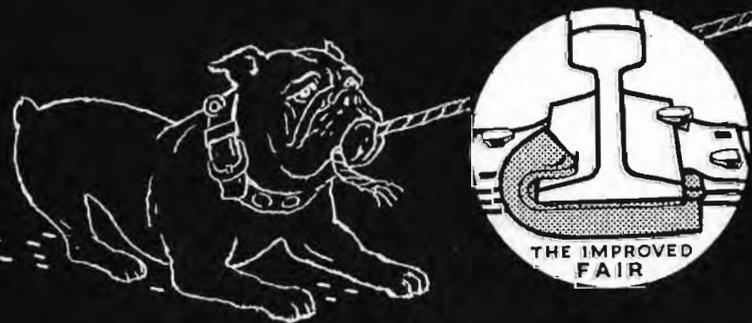
832 S. Michigan Ave.  
Chicago

—OFFICES—  
The Arcade  
Cleveland

500 Fifth Ave.  
New York

—PLANTS—  
Hammoud, Indiana • Youngstown, Ohio

**THE ANCHOR WITH THE  
BULL DOG GRIP!**



Chicago

**THE P & M CO.**

New York

Milwaukee for home. They took tours at all stopover points. The Hansons state that the Milwaukee doesn't have to take a back seat for any other road either for equipment or service.

Mrs. Clinton Gregerson was elected president of the Women's Club chapter at Madison, S. D., when they met at the home of Mrs. Art Vogel Nov. 10. Other officers for the coming year will be: Mrs. Alfred Brakke, first vice president; Mrs. M. P. O'Loughlen, second vice president; Mrs. Earl Allen, treasurer; Mrs. Ben Long, historian; and Mrs. L. B. Johannesen and Mrs. John Casey, corresponding and recording secretaries, respectively.

M. P. O'Loughlen returned to his duties as chief dispatcher at Madison Nov. 16, following a month's illness.

Mrs. George McKinney, wife of conductor, has returned home after assisting at the home of her daughter in Yankton, S. D., during the birth and death of her little grandson.

Best wishes of the folks on the West End are extended to Leo Flynn, conductor at Madison, who retired Nov. 1.

And now your correspondent extends to all of you best wishes for a very merry Christmas and a happy and prosperous new year.

*Organization is the art of getting men to respond like thoroughbreds. When you call on a thoroughbred, he gives you all the speed, heart and sinew in him. When you call on a jackass, he kicks.—sign in the St. Louis Cardinals dressing room*



*"I can't help wondering if an office is quite the place for Miss Hackett!"*

**Madison Division**

FIRST DISTRICT

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

Mr. and Mrs. Peter J. Ganshert (Katie of the superintendent's office), Madison, announce the arrival of a son, David Peter, on Thanksgiving Day.

Mrs. William Murphy, wife of assistant warehouse foreman at Madison, returned recently from an extended visit to Southern California.

On Oct. 24 in St. John's Catholic Church Miss Kathryn Jane McCabe, daughter of Agent Glenn J. McDonnell of Spring Green, was married to Charles E. Endres. Following a wedding trip to northern Wisconsin and Minnesota, the young people are at home at 2422 Center Avenue, Madison.

Store Department Chauffeur Donald Adler and Mrs. Adler of Madison announce the arrival of a daughter, Jane Patricia, on Oct. 11.

A son, Donald Leo, arrived recently at the home of Carman Roy Nelson of Madison.

Mrs. W. H. Brown and Mrs. William Royston returned recently from a trip to New York City and Niagara Falls.

Samuel D. Smith, retired roundhouse foreman, age 72, passed away recently at a Janesville hospital. Mr. Smith was roundhouse foreman at Madison from 1938 until he retired in 1946.

J. O. Willard, former assistant superintendent, is still convalescing at his home in Beloit from a heart condition which developed in August.

James P. Slightam, retired engineer, age 76, died at a Madison hospital on Nov. 19. Telegraph Operator G. J. Borner entered the Army as a first lieutenant on Oct. 14. He will serve for two years.

Harold and Ethel Cushman of Madison are rejoicing over the arrival of their first grand-daughter, Dianne Susan, on Oct. 23, at the home of their daughter and son-in-law, Mr. and Mrs. "Booter" Kessenich of Antioch, Ill.

Mrs. E. N. Brown, wife of Agent Brown at Wauzeka and mother of Conductor A. F. Brown, passed away Nov. 3 following a long illness.

John O'Connor, retired signal maintainer, left Madison on Sept. 3 for New Orleans, thence to Port Neches, Tex., and is now back in Tucson, Ariz., for the winter.

Conductor Joseph Blazek of Madison died suddenly at his home on Nov. 30.

F. H. Ryan has been appointed assistant superintendent at Beloit, coming from Butte.

Madison now boasts of a new "up to the minute" freight office, very modern in detail.

Rae Scherneck, clerk in the B&B department, is vacationing in Tulsa, Okla., at this writing.

Florence and Chauncey Mahaffey of Madison recently moved into their new home at 909 South Midvale Boulevard.



Sam Leo, chauffeur in the store department at Miles City, Mont., with Mrs. Leo at the retirement party given in his honor last month. For details see Correspondent D. B. Campbell's news column.

**Trans-Missouri Division**

WEST

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

Mr. and Mrs. Sam Leo were guests of the Miles City Milwaukee Service Club and more than 100 well wishers at a retirement banquet held at the Crossroads Inn on Nov. 12. Toastmaster H. L. Stamp paid tribute to Sam, who as chairman of the refreshment committee since the formation of the club, has been instrumental in making club dinners, parties and stags successful. Mr. Stamp also spoke of the many years Sam had spent in railroad service, mostly with the stove department where he was a chauffeur. Superintendent J. D. Shea, Assistant Superintendent W. A. Horn, Master Mechanic L. H. Rabun, Chief Dispatcher A. G. Atha, Yardmaster S. W. Nelson, Shop Foreman Al Boshmer and Claim Adjuster Ray Moore all lauded Sam's work with the Road and extended best wishes for the future. Service Club Chairman T. M. Banky also spoke of his pleasant association with Sam in Service Club and railroad work.

At the conclusion of the talks Chairman Banky presented Sam with gifts from his friends on the railroad. These included a bill fold and belt set and a large food cooler

for use on trips and picnics. Following the program, everyone congratulated Mr. Leo on his retirement Nov. 13 and wished him a long and prosperous future. The party was concluded by dancing to the music of the Crossroads Orchestra.

Manley R. Bennett concluded more than 30 years with the railroad when he retired recently as assistant chief operator at the Miles City relay office. Friends and co-workers chipped together to equip Manley with a complete fishing outfit, and all may rest assured that he will make good use of it. Hunting and fishing are his favorite pastimes, and you can take it from one who has fished with him that when he finds a likely looking stretch of fishing water the big ones had better watch out.

R. H. Jensen, formerly trainmaster at Austin, Minn., who was recently appointed to the same position at Deer Lodge, was a welcome visitor at the division offices. Dick started with the Road at Miles City and was chief clerk to the superintendent here for many years.

Friends of Mrs. Verne Cotton, wife of retired passenger conductor, were saddened to hear of her sudden death Nov. 12 at Whitier, Calif., where they had been living since his retirement a year ago. Interment was at Mobridge, S.D. Mrs. Cotton is survived by her husband, a son, a daughter, two grandsons and a great-granddaughter.

Bryan Nelson, traveling auditor, who made his home at Miles City for many years, has moved to the coast where he has been appointed to the same post with headquarters at Seattle.

Loretta Lulman and Allen Timberman, son of Mr. and Mrs. L. A. Timberman of Thurlow, were recently married at Forsyth, Mont.

Dispatchers at Miles City now control train operation for the entire Trans-Missouri Division. On Nov. 16 the office at Mobridge was closed and the CAB board which handles operations between Mobridge and Hettinger, N. D., and between Marmarth and Rhame was moved to Miles City in a baggage car on No. 15. Dispatching assignments at Miles City are: first trick, A. G. Wilson; second trick, K. L. Klovstad; third trick, D. E. Goodspeed; and relief dispatchers, G. E. Meier and

**Time Is Our Business**

CHAS. H. BERN

Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN

29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH

332 W. Wisconsin Ave.  
Milwaukee, Wis.

Official Watch Inspectors  
for

**The MILWAUKEE ROAD**

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

Always at Your Service

Present Day  
SAFETY Requirements  
DEMAND the Best  
Equipment

**LAKESIDE  
FUSEES**

Fill the Bill  
Safe Dependable Efficient

**LAKESIDE RAILWAY  
FUSEE COMPANY**  
Beloit, Wisconsin

**UNION REFRIGERATOR TRANSIT LINES**

4206 N. Green Bay Ave.,  
Milwaukee 12, Wisconsin

**KERITE CABLE-GRAM**

QUALITY IS THE PRODUCT OF INTEGRITY. ALMOST 100 YEARS OF UNFALTERING ADHERENCE TO THE HIGHEST STANDARDS OF MANUFACTURE HAS MADE QUALITY AN INHERENT COMPONENT OF KERITE INSULATED CABLE. ITS DEPENDABLE PERFORMANCE HAS BEEN MEASURED BY TIME. THE ULTIMATE TEST OF ENDURING QUALITY. ITS PROPERTIES STILL UNRIVALED TODAY. MERIT CONTINUED USER CONFIDENCE.

THE LIFE AND SERVICE LIFE OF A PRODUCT CAN BE NO GREATER THAN THE INTEGRITY AND TRUTHFULNESS OF ITS MAKE.

**KERITE CABLE**

**THE KERITE COMPANY**  
30 CHURCH STREET, NEW YORK 7, N. Y.  
Offices at  
122 S. Michigan Ave., Chicago  
582 Market St., San Francisco  
3901 San Fernando Rd., Glendale 4, Calif.  
31 St. James Ave., Boston

**MAUMEE INDIANA**  
WASHED AND DRY DEDUSTED  
**COALS**  
MINED ON THE MILWAUKEE RAILROAD  
MINED AND SHIPPED BY THE MAUMEE COLLIERIES COMPANY  
TERRE HAUTE, INDIANA

**DO YOU KNOW THAT**

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

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

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

**ELECTRO-MOTIVE DIVISION  
GENERAL MOTORS**

La Grange, Illinois • Home of the Diesel Locomotive



A. E. Swanson. R. G. Jensen has bid in the second trick at Tacoma. L. H. Bailly, formerly of Moberge, and W. J. McQuade, Miles City, have been assigned the second and third tricks, respectively, at Spokane. R. D. Martin, Frank Mathern and K. L. Finch have gone back to work as operators.

A bright spot in the holiday atmosphere was the decision by the city council of Miles City to rent to Miles City Chapter of the Women's Club their former club house, and to the Miles City Milwaukee Service Club their former club rooms in the old passenger depot. Both buildings were recently donated to the city by the railroad.

**EAST END**

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

On Oct. 16 the automatic block control board which has been in service in the Moberge dispatcher's office since 1947 was moved to Miles City. Hereafter the movement of trains will be handled through Aberdeen and Miles City. This made it necessary for five of our dispatchers and their families to leave Moberge. L. H. Bailly and family have moved to Spokane, William Allen Wilson, Ken Klovstad, and George Meier to Miles City, and Russell Martin to Terry, Mont. We are sorry to lose these fine families but wish them luck in their new homes.

Express Agent Cal Hamann has taken a year's leave of absence and with his family has moved to Sacramento, Calif. His position is being filled by Marvin L. Perman.

Mrs. Claire Courts, wife of retired conductor of Bellflower, Calif., came to be with her sister, Mrs. Emma Halverson, who was seriously injured in a recent train accident. Mrs. Halverson is steadily improving but will be laid up for some time.

Frank Schneider, retired machinist, and wife of Menominee, Mich., visited here with old friends, going from here to Miles City to visit Engineer Sam Hobbs and wife and with Dispatcher A. G. Atha and family. They were accompanied to Miles City by Dora Anderson.

Joe Hohl, airman 2/c, spent his 30-day furlough with his parents here, Pumper Joe

**SANTA'S MODERN SLEIGH!**



Hohl Sr. and wife. Having completed a radio school course at St. Louis, he is now on duty in Japan.

William C. Distash, retired conductor, passed away at Portland, Ore., on Oct. 24 from a heart ailment. The Distashes were Moberge residents for 46 years, moving to Moscow, Idaho, in 1952. The remains were taken to Marinette, Wis., for burial. He is survived by his wife and three daughters.

Mrs. A. R. Phillips, wife of retired engineer, passed away at St. Joseph's Hospital, Mitchell, S. D., on Nov. 2, following a lengthy illness. She leaves her husband; one son, Gerald of Minneapolis; one daughter, Mrs. Evaline Dickson of Corsica, S. D.; and five grandchildren.

Mrs. Mary Boyle, 84, passed away at the Moberge Hospital on Nov. 13, after being ill one week. She is survived by one son, Milwaukee Road Agent W. C. Boyle of Miles City, and two daughters, Mrs. Joe Regan of Minneapolis and Mrs. Mayme Doan of Oakland, Calif.

Mrs. Verne Cotton, wife of retired conductor, died at Whittier, Calif., on Nov. 13 from a heart attack. The Cottons had just recently visited here with their many friends, having been residents of Moberge for 29 years before moving to Whittier in 1952. She leaves her husband; one son, Carleton, who is a major in the Army, stationed at Ft. Eustis, Va., one daughter, Catherine (Mrs. Oscar Mattwon) of Glenwood, Minn.; three grandchildren and one great-grandchild.

Engineer Chester Helmey died Nov. 30 after an illness of two years. He leaves his wife; one daughter, Edith (Mrs. Mefferd); three sons, Donald of the Navy stationed at Honolulu, and Harold and Jerry at home; also two brothers and four sisters.

Roy C. Herschleb, retired engineer, died at Holy Rosary Hospital, Miles City, on Nov. 28. He leaves his wife; three daughters, Mrs. Thelma Greer of Roseburg, Ore., Mrs. Arnett Robb of Cheyenne, Wyo., and Mrs. Paul Ryan of Eugene, Ore.; and one son, Roy B. of Seattle.

The Women's Club held its monthly meeting the evening of Nov. 16, the following officers being elected for the coming year: president, Mrs. Claude Preston; first vice president, Mrs. L. W. Clark; second vice

**Answers to "Can You Name Them?"**

1. Atlanta & West Point Railroad.
2. Bessemer & Lake Erie Railroad.
3. Canadian National Railways.
4. Denver & Rio Grande Western Railroad.
5. Great Northern Railway.
6. Louisville & Nashville Railroad.
7. Chicago, Milwaukee, St. Paul & Pacific Railroad.
8. New York, New Haven & Hartford Railroad.
9. Pennsylvania Railroad.
10. St. Louis Southwestern Railway.

president, Mrs. C. K. Todd; recording secretary, Mrs. Walt Byington; corresponding secretary, Mrs. Dora Anderson; and treasurer, Mrs. Dick Andrews. Janice Knoll and Marilyn Boeschker entertained the group with piano selections. Cards were enjoyed after the business meeting, and refreshments were served by Mrs. Charles Bootz, Mrs. Dave Barclay, Mrs. Walt Byington and Mrs. L. W. Clark.

Wishing all our readers a happy and blessed holiday season.

**Rocky Mountain Division**

**NORTHERN MONTANA**

Pat Yates, Correspondent  
Car Foreman, Lewistown



J. F. Steiner

Car Foreman J. F. Steiner of Great Falls retired recently after 35 years of service with the car department. Joe started with the car department in 1918 in Lewistown, transferred to Great Falls after World War I and was promoted to car foreman in March, 1945. From what I hear, he is going to continue living in Great Falls.

Mike Welsh, retired chief dispatcher, is around again after spending several days in the Lewistown hospital.

Conductor E. G. Samuel who has been yard conductor in Great Falls for several years bid in the brakeman job on the Winnett line out of Lewistown. The yard conductor job at Great Falls is now held by C. E. Tadewaldt.

Storekeeper R. A. Franks is home in Harlowton at this writing, recuperating from a short stay in the Miles City Hospital.

Tom Foshag, son of Engineer William Foshag, was home from college for the Thanksgiving holidays.

Our stock shipment out of Lewistown this season is about 800 cars. We expect to end the season with about 1,200 cars of stock, which should be a fair season for any one point.

December, 1953

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



**Right for Railroads**  
... in Performance  
and in Cost

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

necessary standby time keeps them idle 21 hours a day.

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

(Advertisement)

Engineer L. F. Dickerson who hired out on The Milwaukee Road Sept. 11, 1912, retired Dec. 1. We wish him many years of happiness.

We were saddened by the sudden death of Mike Lloyd at Clinton, Mont. Mike worked for the Road for over 30 years all over Lines West and could run any kind of special equipment we had. He will be missed by the many friends he made over the railroad.

Vic O'Dell, retired conductor, was in Lewistown for a couple of weeks, visiting his sons and hunting ducks and pheasants. I heard Vic was a fair shot with the old gas pipe and got his limit each time he went out.

I want to take this opportunity to thank

my many friends who visited me when I was in the hospital in October, and many thanks for the gifts I received. Things like this really help one to get well faster. Also want to wish everyone a merry Christmas and happy New Year.

A contractor went out to look over one of his postwar homes. Walking up to a house in which a carpenter was working, he whispered: "Can you hear me through this wall?"

"Yep!"

"Can you see me?"

"Not very well."

"That," said the contractor jubilantly, "is what I call a darned good wall."

## QUIZ answers

1. New York.
2. Illinois.
3. Base.
4. Interest and rental charges.
5. About 60,000.
6. Central time zone.
7. General Freight Agent.
8. Railroad business.
9. Engineering.
10. More than 200 (218 to be exact)

## EAST END

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

Engineer Henry Hansen visited at his home near Vancouver, Wash., over the Thanksgiving holidays. Engineer W. J. Schecter who is on the Butte helper spent the holiday with his family at his new home in Spokane.

Pfc. J. A. Carlson, who was a brakeman at Three Forks before entering military service, is home on furlough at this writing. He will leave for the Far East when his furlough is up.

Capt. Dean Progreba left for his station at the Moody Air Force base, Valdosta, Ga., after spending a 30-day furlough in Three Forks with his family. Captain Progreba was a conductor before entering service.

Pvt. Donald Brock, son of Engineer Luther Brock of Three Forks, sailed for duty in Germany on Oct. 5. He was in train service prior to joining the U.S. forces.

Trainmaster R. H. Jensen has moved his family from Austin, Minn., to Deer Lodge where they will make their home.

Charles Roberts, brother of Percy Roberts, engineer at Three Forks, died Nov. 16 in San Francisco. Charles was a fireman on the Rocky Mountain Division in 1914-15.

Tommy Fairhurst, electrician on the trouble shooter, and Mrs. Fairhurst returned recently from a three-week vacation in the South where they visited a brother, Lt. Bill Fairhurst who is stationed at Pensacola. They also visited other points of interest in Florida, including Key West, and spent several days in New Orleans and Cuba.

Leonard W. Pratt, 67, veteran engineer, died last month while on his way to work. Death was attributed to a heart seizure. Mr. Pratt had been in engine service for 43 years and had made his home in Deer Lodge for about half a century. He was a member of Deer Lodge No. 14 AF&AM, a past high priest of Valley Chapter No. 4 Royal Arch Masons, and at the time of his death had served 20 years as chairman of the local unit of the Brotherhood of Locomotive Engineers and Firemen. He is survived by his widow, Bertha; a son Walter, and daughter-in-law in California; two grandchildren; two sisters and two brothers.

*Chicago is the candy capital of the world, manufacturing more than 29 per cent of the candy in the United States. Americans eat about 18 pounds of candy each during a year. The British eat about 19½ pounds.*



**GREATER UNDERSTANDING.** In connection with the second annual business agricultural day sponsored recently by The Milwaukee Association of Commerce to promote greater understanding between business and rural people, The Milwaukee Road showed its shop facilities to this group of Wisconsin farmers and their wives, part of a crowd of 1,300 who spent the day visiting industrial plants in the Milwaukee area. This picture shows Foreman Clarence Welnitz displaying the features of the diesel shop.



**PRETTY SPECIAL.** The pretty smile of 15-year-old Sandra Floyd, a 4-H Club member, brightens the cab of the diesel locomotive which took nearly 300 North Iowa adults and youths from Mason City to Chicago on Thanksgiving Day, for the annual International Livestock Show and 4-H Congress. The party traveled on the KGLQ-North Iowa special, the trip being sponsored by the Mason City radio station. (Mason City Globe-Gazette photo)



**IN THE GROOVE.** The job's the same for Cpl. Everett Segert of Chicago Heights, Ill., who was a Terre Haute Division switchman upon entering the Army in July, 1952. Here he is uncoupling two cars at the Pusan-jin railroad yards in Korea where he is a switchman with the 724th Transportation Battalion.



**EN ROUTE.** Eugene Knpl, the boy who wanted to become a railroad president and in 1949 wrote President C. H. Buford to inquire how, was recently employed as a clerk in the reservation bureau, Chicago, and is shown here with the manager of the bureau, W. A. Keller. Mr. Buford's sage advice, contained in an article in the July, 1949, issue of this Magazine, was given national circulation as soon as the story appeared. It was distributed in booklet form among school children by the Association of American Railroads. Eugene has completed one year of college but decided to get some of the practical experience recommended by Mr. Buford before returning to school.

**HE'S HERE, HE'S THERE.** A demonstration by loyal fans punctuated the departure of that boy, Julius LaRosa, from Chicago on the Afternoon Hiawatha, Nov. 21. The young singer who has been much in the public eye of late was bound for a personal appearance in Milwaukee.



**A CHRISTMAS TREAT.** They've seen Santa, and the next thing on their busy program for the day—even before looking at all the toys—is a ride on that glistening little Hiawatha in the Rhodes Department Store in Tacoma. As in past years when the train has been featured during the Christmas shopping season, the store not only gives the Olympian Hiawatha impressive billing in the store but also in its advertisements in the Tacoma newspapers. On hand to convince the kids that its the real McCoy is Knute Keel, a retired Milwaukee Road conductor, shown in the background—watch in hand.



THE MILWAUKEE ROAD MAGAZINE

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

Sec. 34.66, P. L. & R.  
U. S. POSTAGE

**PAID**

MILWAUKEE, WIS.  
Permit No. 2784

Form 3547 Reqd

MRS. ESTHER J. NELSON, LIBRARIAN,  
NEWSPAPER SECTION, 555  
WISCONSIN STATE HISTORICAL SOC.,  
816 STATE ST., MADISON 6, WIS.

**CASCADE CHRISTMAS CARD.** A photographic recollection of winter in the Cascade Mountains, showing a rotary plow at Hyak, Wash.

