

**THE  
MILWAUKEE ROAD  
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

**DECEMBER 1955**

DECEMBER 1955

# THE MILWAUKEE ROAD MAGAZINE

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## Making Christmas For Others

Each year, as the activities of the approaching holiday season build to a climax, I am impressed again by the fact that railroads and railroad people are very much a part of it all. It is gratifying to realize, too, that the public recognizes the work of railroaders as necessary to the "making of Christmas".

As this is read, the task will be largely completed for this year. The mountainous stacks of Christmas mail, which only the railroads could hope to handle, will have been delivered. Weeks earlier the carloads of Christmas trees and Christmas merchandise went onto the sidings for distribution to the waiting public.

It is only a few days before Christmas that our railroad and others make their most appreciated contribution to the holiday season. *They take America home for Christmas.*

Since the time when relatives ceased to live within a few miles of each other and the sleigh, or a horse and rig, could handle the job of transportation, the train has been traditional for holiday travel. It is always heart-warming to observe how much the cheerful atmosphere of the train and the happy, friendly manner of the train personnel add to the holiday spirit of the passengers. Many years from now, when today's children recall that trip at Christmastime, they'll remember us.

Seeing all of this is to know that the railroads are a fundamental part of this season as we know it in America.

So it is that every member of the Milwaukee Road Family has again done his share to make it a joyous Christmas for others. It is my sincere wish that, in turn, each of you will also enjoy a Merry Christmas, and that the year ahead will bring happiness and contentment to you and those you love.

*J. P. Kiley*



One of the most interesting pictures taken on "opening day" was this one showing Vice President W. J. Whalen, Chief Mechanical Officer F. W. Bunce, and President J. P. Kiley as they watched the City of Denver depart.



First engineer to pilot the new Challenger-Midwest Hiawatha westbound out of Savanna, Ill. was William Madison of the Iowa Division, shown in the cab on Oct. 30.

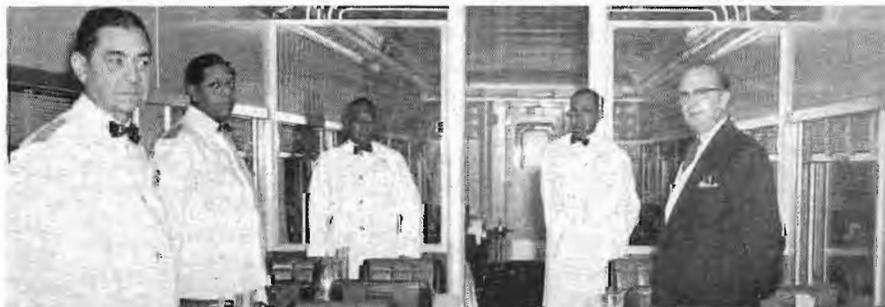
## ... FOR THE RECORD

### Milwaukee Road People Who Helped Launch the Streamliners



Members of the train crew on the Marion, Ia.-Chicago run of the Challenger-Midwest Hiawatha on Oct. 30, shown as they waited to board the train in Marion. Left to right: Flagman E. W. Fisher, Conductor A. E. Peterson, Brakeman J. A. Neff, and Baggage man C. C. O'Neill.

This veteran Milwaukee Road crew staffed the cafe lounge car of the City of Los Angeles leaving Chicago on Oct. 30. Left to right: Waiters George King, W. G. Gordon, J. W. Jackson, and Ben Benton; and Steward C. J. McLeod.



THE card attached to each of the dining car and lounge car menus on the Overland Streamliners as they made their initial runs over The Milwaukee Road on Oct. 30 stated, "You are taking part in what we believe is a significant 'first' in the history of rail transportation." The occasion was, likewise, a significant first for many Milwaukee Road men.

The October and November issues of the Magazine carried a number of pictures of officers and employes who laid the groundwork and launched the service, but space did not permit publishing all of the pictures. Others taken on that day are reproduced here to complete the record of a significant event.

Porter Louie Williamson, who has been in Milwaukee Road service 11 years, answers some questions for Airman 3/c Thomas G. McClary (on step) and Airman 3/c Lawrence Brown, as they board the dome coach on the Challenger, bound for Francis E. Warren Air Force Base at Cheyenne, Wyo. Pictures taken on the first day of the train's operation out of Chicago.



## Milwaukee Road To Carry 2,000 On Rose Bowl Specials

FIVE special trains will move over Milwaukee Road and Union Pacific rails during the holiday season, carrying 2,000 students, alumni and other boosters from Michigan State University, Big Ten representatives, to and from Los Angeles for the Rose Bowl game with U.C.L.A. on Jan. 2.

The passenger traffic department has received a check for approximately \$100,000 from Gibbs Tours, organizers of the special movement, covering train fares for the students alone. Transportation and Pullman accommodations for others in the group traveling via the Milwaukee were being purchased locally. Although this sum will be apportioned among the Milwaukee, Union Pacific and lines handling part of the return movement, the total amount represents one of the largest single sales ever made by the Milwaukee's passenger traffic department.

A group of 880 students arriving in

Chicago from East Lansing, Mich. on the evening of Dec. 26 will continue through to Los Angeles aboard two special trains departing from Chicago at 8:15 and 8:30 P.M. over the Milwaukee. Each train will consist of 12 cars, including a Milwaukee Road Super Dome on the first of the trains to depart from Chicago.

A third special, carrying the Michigan State Band and some of the members of the team, together with officers of the college and of the Oldsmobile Corporation, will leave Chicago at 4:00 P.M. on the 27th.

The return movement will consist of a student special and another special carrying Michigan State alumni, leaving Los Angeles on January 2 and 3, respectively.

A number of other smaller special groups are also scheduled to ride the Challenger and City of Los Angeles to the West Coast for the big game.

### how to read car numbers

A DEPARTMENT of Railway Age called "Questions and Answers for the Transportation Department", recently carried a number of interesting comments by industry representatives on the subject of whether there is an approved or correct way to repeat car numbers.

There appears to be no standard practice, although it is fairly well agreed that the surest way to avoid errors is to pronounce each digit of a number separately. For example, the three digits of the number 304 could be read more quickly as "thirty . . . four", but while that might mean 3-0-4 to one person, it might mean 34 to someone else.

Asked for an opinion as to the method preferred on The Milwaukee Road, C. A. Nummerdor, general superintendent of transportation, gave the Magazine the following statement:

"Our yard forces, train crews, agents, operators and train dispatchers usually repeat a car number such as 702094 as Seven-O-Two, O-Nine-Four, with a slight hesitation after the first three figures of 702.

"On a car number with five figures, such as 50229, it would be repeated Five-O, Two-Two-Nine; and a four figure number such as 6040 would be repeated Six-O, Four-O.

"This is usually 'standard' among the employes mentioned above, but there are others who use different methods of stating car numbers. This lack of complete uniformity sometimes makes for confusion. If there are important cars involved, it is well to repeat both the initials and the numbers (pronouncing each digit) as past experience shows that most errors occur in reading car numbers wrong and not repeating correctly. This results in some mishandling of cars and considerable research to get the correct car number and initial on the waybill, which must agree with the number of the car."

## QUIZ



(Answers on page 29)

1. Where is Horseshoe Curve—in New York, Pennsylvania, or Utah?
2. In what year was it first possible to travel from the Atlantic to the Pacific by rail in the U. S.—1859, 1869, or 1879?
3. Can one travel over different routes going and returning on a round-trip ticket?
4. What is the approximate height of a 132-pound standard steel rail—6½ inches, 7⅛ inches, or 8½ inches?
5. Are waybills issued for carload freight shipments only, for LCL freight shipments only, or for both carload and LCL shipments?
6. Which is greater—the width of base or the height of a standard 115- or 132-pound steel rail?
7. Who has been called "The Father of American Railroads" — John Stevens, Gridley Bryant, or Horatio Allen?
8. Does the total investment of Class I railroads in road and equipment average more or less than \$100,000 per mile of road?
9. When a freight car has been unloaded, what term is used to describe staging, bracing, shelving, etc., in the car — demurrage or dunnage?
10. Is an interline ticket good for travel over one railroad only or over more than one railroad?

### Expect Report on Consolidation by Spring

FOLLOWING a report of the joint committees studying consolidation of The Milwaukee Road and the Chicago and North Western, the board of directors of each railroad announced that it is their belief the studies will have progressed to such an extent that they will be in a position to make a report at their respective annual stockholders' meetings in May, 1956.

The statement was the subject of a news release issued jointly by the two companies on Dec. 9.

# *the case for competitive rate making*



With transportation, as with everything else, the customer benefits from competitive prices.

SUPPOSE there are half a dozen kinds of soap flakes on a supermarket shelf. All are of the same general quality but one is a penny or so cheaper.

A prudent shopper will take the less costly brand.

The company that made this brand is an efficient mass production organization, and for this reason is able to offer its product at a somewhat lower price. It is free to do this. There is no agency which compels it to set its price high enough to make things easier for the competition.

Yet that is about what happens in the transportation field. In many cases the railroads can haul goods more cheaply than their competitors but the present national transportation policy prevents them from doing so and passing the savings on to the public. The reason given is that this would bring the railroads more than their "fair share" of the freight traffic and their competitors supposedly would be hurt.

Naturally, this policy makes transportation cost more to the public. Nobody knows just how much more, but certainly many millions each year.

The public would be saved this wasteful expenditure if all forms of freight transportation—railroads, trucks and waterways—were placed on an equal competitive basis.

The freight would then move by whatever type of transport offered the most attractive rates, kind and quality of service considered.

This is what has been proposed by

the President's Cabinet Committee on Transport Policy as best for the public and best for the country.

To accomplish this, the committee suggests an important change in the Interstate Commerce Act. It recommends that in applying the test of reasonableness to a lower rate proposed by any form of transportation, the Interstate Commerce Commission

- Shall not weigh the effect of the proposed rate on any other type of transportation.
- Shall not consider the relationship between that rate and the rate by any other kind of transportation; and
- Shall not take into account whether the proposed rate is lower than necessary to meet competition.

All these factors are taken into consideration by the ICC at present. By incorporation of these three "shall nots" in the law, the ICC would no longer have the authority to decide, paternalistically, what is best for every form of transportation. Each would be free to establish its own rates. The authority of the ICC would be limited to determining if such rates were in the zone of reasonableness—that is, not below the direct costs of furnishing the service.

Under these circumstances of free competition, each type of transport would have full opportunity to demonstrate its capabilities in the open market. The business would go to whichever

form of transport offered the most attractive rates and service. In some instances this might be the waterways, in others the trucks, and in others the railroads.

Of course, "cutthroat" competition would not be permitted. No discrimination either in favor of or against any regions, communities or individual shippers would be allowed.

Our railroad and the railroads generally stand on this proposition as a fair one. All would be under identical rules. It would be a case of "may the best man win."

The Cabinet Report contains many other important recommendations. But if this single recommendation concerning competitive rate-making were enacted into law, the railroads would be afforded a large measure of the relief which has long been overdue.

The trucking industry and the waterway carriers violently oppose all recommendations of the report, including this one. The reason is that under the present national transportation policy they enjoy unfair advantages over the railroads . . . and they want to keep it that way.

The interests of all railroad people are directly tied up with the future of the railroads. We want a fair break for our industry. One of the best ways we can help ourselves get that break is to ask our representatives in Congress to support legislation implementing the Cabinet Committee Report—particularly this all-important provision to allow more freedom in the making of rates.

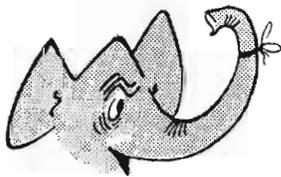
# ... how are your



See yourself as others hear you



It's all in the way you call



Don't trust to memory



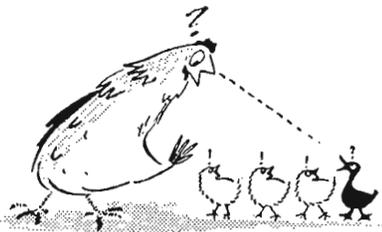
Find out who



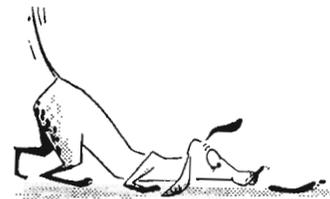
Don't kick a caller around.



Grab that phone!



Wrong number? Be pleasant



Be easy to trace

# telephone manners?

NONE of us can deny that when we call a business firm on the telephone our opinion of that company is almost certain to be the same as our opinion of the person who answers the telephone. It doesn't make too much sense, perhaps, especially if we know that the company has an otherwise good reputation, but that seems to be the way it is.

The principle works the same, of course, when the situation is reversed and we are the voice representing the company . . . The Milwaukee Road.

Donald C. Power, president of General Telephone Corporation, recently wrote an article on this subject in which he reminded the telephone user that "When you talk, it's the company talking. And if you sound cheerful, clear and interested, the caller's attitude toward the company will be a good one. Your telephone etiquette, after all, is sometimes the only way people can judge you; and their favorable judgment can mean dollars and cents to you and your company."

Mr. Power offered the following "do's" and "don'ts" for the person who is interested in building good will through good telephone manners:

**Grab that phone.** Nobody likes to be kept waiting—especially on the telephone. So answer yours promptly. If you can't, explain the delay and apologize for it. Your caller may have good news or an important message for you, and he may not have time to wait.

**Be easy to trace.** When you leave your office for any length of time, don't keep your absence a secret. Someone may call for information which only you can give. So let it be known where you can be reached, how long you'll be there, and when you'll be back. That way, if someone calls, whoever answers won't have to embark on an office-to-office manhunt. Time is money, so when you leave, leave word.

**See yourself as others hear you.** Ever stop to wonder how you'd sound if you could call yourself? You'd find your speech has four important characteristics: cheerfulness, distinctness, loudness and speed.

**Be cheerful.** It will make your caller feel good, and you'll feel better too. If you're able to get that "glad to hear from

you" ring in your voice, you'll find callers becoming just as sweet as can be.

And talk normally. Some people—you probably know one or two—try to change their personalities when they pick up a receiver. Some roar like a bull moose paging its mate. Others whisper as though their message were a deep dark secret. Still others try to sound sophisticated . . . or mechanical . . . or cute . . . or like a "big shot." But did you ever notice how real "big shots" talk? They're as clear and as simple as can be.

The best "telephone voice" is your own. So be natural. It's easier, simpler better business all around.

**Tell the world who you are.** If you want to save time, and sound business-like too, tell your caller right off the bat who you are. "Sales Department, John Brown speaking," sounds efficient, saves your time and your caller's. "Yes" or "hello" mean nothing. If you answer someone else's telephone, "Mr. Gaffney's wire, Miss Jay speaking," makes everything clear.

**Don't kick a caller around.** Nothing is more irritating than "the telephone runaround"—being kicked from one extension to another. When you get a call, handle it if you can. If you can't, tell the caller you'll transfer him to the right party. Then do it—with all the promptness and care you would expect of someone else. It's worthwhile treating all calls as important. Most of them are!

**Find out who.** If you answer someone else's phone and the caller doesn't identify himself, try to find out tactfully who he is. Don't, of course, bark "Who are you?" A better way is to ask, "May I tell him who's calling, please?" Or "May I have him call you?" And don't put down the telephone until you're sure the conversation is over. The caller may want to talk to someone else.

**What was that crack?** You wouldn't think of slamming the door when a visitor leaves your home. Give your telephone caller the same courtesy. At the end of the call, hang up gently. Don't bang the receiver so your caller gets a sharp crack in his ear. Next time, he may get even—if there is a next time.

**Don't trust to memory.** If there's a message, write it down. Even if there's no message, make a note of who called and at what time. If the caller would like his call returned, be sure to get his name and number accurately. Your handling of telephone messages is a mark of your efficiency.

**It's all in the way you call.** There is always the chance that the person you're calling may be very busy. So to save your time and his, identify yourself quickly and state your business. Be cordial, but be informative and businesslike. Incidentally, never try to fool an operator or a secretary into thinking you're a personal friend of Mr. Whatzit if you're not. You may get away with it once, but the next time you call, watch out!

**Wrong number?** Nobody enjoys answering or calling wrong numbers, and there's a very simple way to avoid them. Pronounce the number you want distinctly, and dial carefully. Always look up doubtful numbers in your directory. It's a good idea to keep a list of often-called names and telephone numbers.

If a wrong number does happen, give the other fellow a break. Refrain from slamming the receiver with a curt "Wrong number!" Instead, say, "Sorry, no Mr. Pofnik here. Are you calling Orchard 6-9999?" This is not only more courteous, but you won't get another call asking for Mr. Pofnik.

If you're the caller and the voice at the other end sounds strange, ask pleasantly, "Is this Orchard 6-9999?" If not, apologize briefly and re-check your directory.

**People are proud.** Most people are like the rest of us—in love with their own names and titles. So where you can, use them frequently. "Professor," "Colonel," "Doctor"—even the simple "Mr." or "Mrs.," followed by the name, is sweet music to their ears.

Try to interweave titles generously with other expressions of courtesy and respect. "Thank you." "Sorry." "I beg your pardon."

Unless you're calling to foreclose the mortgage or borrow fifty dollars, your call is sure to be remembered pleasantly. And pleasant association—good will—is the cornerstone of good business. That's important to you, too.

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

	OCTOBER		TEN MONTHS	
	1955	1954	1955	1954
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passenger, mail, etc. ....	\$23,631,571	\$20,941,340	\$207,903,299	\$197,841,603
<b>PAID OUT IN WAGES</b>	11,010,235	10,397,067	99,235,904	99,780,634
PER DOLLAR RECEIVED (CENTS) .....	(46.6)	(49.6)	(47.7)	(50.4)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act ..	641,370	619,228	6,044,565	5,808,668
PER DOLLAR RECEIVED (CENTS) .....	(2.7)	(3.0)	(2.9)	(2.9)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest ..	10,929,442	8,331,222	95,490,535	89,815,157
PER DOLLAR RECEIVED (CENTS) .....	(46.2)	(39.8)	(45.9)	(45.4)
<b>NET INCOME</b> .....	1,050,524	1,593,823	7,132,295	2,437,144
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	135,901	128,269	1,188,580	1,126,664
Increase 1955 over 1954 .....		+7,632		+61,916

Carloading by Commodities during November 1955 compared with November 1954	% of Total Revenue	Carloads			
		1955	1954	1955 + or - to 1954	
				Number	%
<b>INCREASES:</b>					
Coal and Coke .....	7.9%	13,783	12,940	+ 843	+ 6.5%
Iron & Steel incl. Machinery .....	5.0	6,815	5,130	+1,685	+32.8
Live Stock .....	3.5	5,894	5,043	+ 851	+16.9
Meat and Products .....	3.2	5,275	4,638	+ 637	+13.7
Autos, Trucks, Parts & Tires .....	2.8	3,308	2,317	+ 991	+42.8
Fruit & Vegetables .....	2.3	3,768	2,873	+ 895	+31.2
Agri. Impl. & Tractors incl. Parts .....	1.9	813	726	+ 87	+12.0
Total Increases .....	26.6%	39,656	33,667	+5,989	+17.8%
<b>DECREASES:</b>					
Grain .....	15.8%	7,930	9,941	-2,011	-20.2%
Forest Prod. excl. Logs & Pulpwood .....	11.6	8,292	8,668	- 376	- 4.3
Logs and Pulpwood .....	4.8	5,818	9,374	-3,556	-37.9
Petroleum and Products .....	3.7	4,883	5,183	- 300	- 5.8
Clay, Gravel, Sand and Stone .....	2.7	3,947	4,812	- 865	-18.0
Cement, Brick, Lime & Plaster .....	2.4	2,195	2,398	- 203	- 8.5
Merchandise .....	2.3	7,891	8,284	- 393	- 4.7
Flour & Grain Products .....	1.9	4,883	5,298	- 415	- 7.8
Beer .....	1.6	1,593	1,873	- 280	-14.9
Ore excl. Pooled Ore .....	.6	415	467	- 52	-11.1
Miscellaneous excl. Beer .....	26.0	28,535	28,868	- 333	- 1.2
Total Decreases .....	73.4%	76,382	85,166	-8,784	-10.3%
<b>TOTAL</b> .....	100.0%	116,038	118,833	-2,795	- 2.4%

## O. H. Frick

ORLANDO H. FRICK, a former superintendent of the La Crosse & River Division and former general manager of the Chicago Union Station Company, passed away on Nov. 24. He was 76 years of age.

Mr. Frick was a graduate of the University of Wisconsin civil engineering school and entered the service of the Road in 1905 as a valuation and construction engineer. He was appointed superintendent of the old Northern Division in 1922 and promoted to superintendent of the consolidated La Crosse and River Divisions in 1931. In May of that year he left the railroad to assume charge of the Union Station Company in Chicago and was active in its management until his retirement in 1949. In recent years he had made his home in Wauwatosa, Wis.

Mr. Frick's wife, the late Tessie J. Frick, passed away this year on June 30. He is survived by their daughter, Mrs. Dorothy F. Merrill, a sister, Mrs. Mabel Kestly of Antigo, Wis., and four grandchildren.



Accustomed to inspecting the full-scale job, P. C. McCaffery (left) nonetheless got a kick out of the miniature setup operated by Announcer "Uncle Walt" McLean. The railroad atmosphere of the set is augmented by posters, calendars, timetables and other items supplied by the Association of American Railroads and individual railroad companies, including the Milwaukee.

## On Television, the Real Thing

### The Conscientious Locomotive Engineer

THERE'S a story they tell about those days when trains were slow and uncertain . . . All they got was one train a day; it was never on time. It was usually several hours late, but one day, lo and behold, it pulled in right on the dot! Two o'clock, wham! There it was right there.

Well, the citizens were naturally overjoyed and they decided this sort of thing just ought to be encouraged. So right then and there they formed a committee, collected a purse for the engineer, presented it to him with a little ceremony, and the engineer stood there with tears in his eyes, and he said, "Gentlemen, much as I could use the money, and much as I'd like to take it, I can't do it. I just can't take it. There's something you ought to know. This is yesterday's train."

—Galen Drake, over Radio Station W/CBS, New York.

### BUT NOT TODAY

Perhaps the idea of having a government bureau fix both minimum and maximum rates for transportation made some sense in the early days when the railroads were practically the only form of bulk transportation. But today, as the Cabinet Committee has concluded, it has ceased to make any sense.

Returning more of the rate-making authority to the power of competition would let the public get the full benefit of transportation progress.

—The Wall Street Journal

SINCE it was introduced to the viewing public early this fall, "Engineer Walt's Show", the children's program now being televised daily from Tacoma's station KTNT-TV, has attracted a steady following of railroad fans of all ages. The drawing card is the operation of a miniature railroad, which is serviced by announcer Bill McLean, the Uncle Walt of the show, and the latter's breezy comments on new developments in the railroad industry, model size and full scale. Dressed in an engineer's overall and cap, Uncle Walt gives a highly convincing impersonation of a genuine railroader.

On Oct. 19, however, the atmosphere was sparked by the presence on the set of the real article. Unlike Uncle Walt, this one wore a conventional business suit, but nonetheless he was a railroad man of the first water. Making a guest appearance, the star of the program was Phillip C. McCaffery, an inspector in the car department of The Milwaukee

Road's Tacoma shops.

Mr. McCaffery was invited to appear on the program through having spotted an error in a model train layout on a previous show and notifying the station of the error. He was the first railroad employee asked to do so.

The interview followed the question and answer pattern, with Uncle Walt as interlocutor. Opening with a quiz on the duties of a car inspector in general, Mr. McCaffery explained the duties of his special field as an inspector and commodity card and classification man in the Tacoma yard. From there the interview led into a discussion of the construction of freight cars, their parts, safety appliances, and the related work of the Interstate Commerce Commission.

For the benefit of the shipping public, the interview also touched on the methods employed to select and card cars for various types of loads, and for the information of travelers, the planning and construction of passenger cars so as to insure their absolute safety.

For railroad fans, it is to be assumed that the chance to sit in on the discussion was a real treat. Fellow employes who had an opportunity to watch Mr. McCaffery in his television debut reported that he turned in a fine performance.

# KEEPING WELL

# Diabetes

by Dr. Raymond Householder, Chief Surgeon, Lines East

*This article and others on various health topics which will follow are offered as a service to active and retired Milwaukee Road employees and their families. However, since the information provided is necessarily general in nature, the reader is advised not to undertake specific treatment or medication on the basis of these articles alone, but rather to seek medical advice from his own physician whenever he feels such advice is needed.*

SUGAR is the keyword of diabetes, the disease in which the ability of the body to use sugar is impaired.

Like cancer, diabetes used to be a terrible word. Today it has lost much of its fearful quality. With insulin, it has been possible to control the disease so that those afflicted with it can live and work almost normally.

An important thing to bear in mind, however, is that like a smudge on your nose, you may go around without knowing you have it because it doesn't hurt and the typical symptoms may not appear in the early stages.

Because of this—and particularly if you are inclined to excess poundage—it is a good idea when you have a physical checkup to be sure your doctor includes a urinalysis.

Presence of sugar in the urine indicates

the possibility of diabetes, although the doctor will usually make a blood sugar test to be sure that the sugar in the urine is due to the disease.

Normally, the body is able to burn up or store the sugar intake because of the insulin secreted by the pancreas. When the flow of natural insulin stops or is lessened, the symptoms of diabetes develop.

Sugar piles up in the blood, causing thirst. The large intake of water results in frequent urination. The inability to use sugar means that the body is robbed of this source of energy. As a result there is more or less constant hunger and a loss of weight and strength.

Diabetes is treated by the taking of insulin manufactured from the pancreas of certain animals, to make up for the deficiency of natural insulin. The amount taken is prescribed by the physician, who also prescribes a proper diet and exercise. The three elements of the treatment—insulin, diet and exercise—must be carefully balanced and integrated.

Not all diabetics need to take insulin, however. Many mild cases get along very well without it, providing their diet and exercise are regulated.

The evidence is that overweight people are much more likely than thin or normal weight people to develop diabetes. The disease also runs in families, so members of families with a diabetic history should be especially careful to keep their weight down.

Diabetics should be careful about infections, since they tend to be more severe than in non-diabetics. Good care of the feet is particularly important. The diabetic should never attempt to treat his own corns or calluses, since gangrene may occur as a result of such self-treatment.

Regularity of meals is also very important.

Physicians today know much more than ever before about diabetes and how to treat it. The diabetic person who studies his illness, and uses his knowledge to cooperate intelligently with his doctor, stands an excellent chance of living a reasonably long, active and useful life.



"He's not in just now. Who shall I say called?"

## Dr. Elaine Stuebner Appointed to Hospital Post



Elaine Stuebner

DR. ELAINE STUEBNER, daughter of Engineer W. A. Stuebner Sr. of the Milwaukee Division, was appointed to the house staff of Bellevue Hospital in New York City on Nov. 30. As a resident doctor

(D.D.S.), she will specialize in maxillary surgery.

Dr. Stuebner, one of several daughters of Milwaukee Road men who are following the medical and dental professions, received her training at the University of Illinois Medical School. Following her graduation in June, 1954 with a Fellowship Award in Research, she interned for a year at the University of Illinois Educational and Research Hospital in Chicago. She has been at Bellevue since this fall and plans to remain for three years.

The record of the Stuebner family is well known on the railroad, since the men constitute the company's largest father-and-sons team. Mr. Stuebner Sr. pilots the Varsity between Chicago and Madison, and his four sons—William Jr., George, Earl and Leonard—are also in engine service on the Milwaukee Division. Mrs. Stuebner, who passed away in 1952, was active in Fullerton Avenue Chapter of the Women's Club, of which she was first vice president when she died. Elaine is also a member of that chapter.

## APPOINTMENTS

### Engineering Department

Effective Nov. 1, 1955:

H. O. Fohey is appointed signal and communication supervisor of the east Iowa Division with headquarters at Marion.

R. R. McConahay, signal and communication supervisor with headquarters as before at Perry, Ia., has jurisdiction over the west Iowa Division.

Loading equipment at the Hollandale, Minn. receiving station can empty six or seven tons of sugar beets from a farmer's truck within two minutes and send it back to the field for more.



## The Milwaukee Helps Fill the Sugar Bowl

HAULING 1,500 carloads of sugar beets within a six week period is a pretty big order for one railroad. It's an even larger order when it must be handled during the busiest season of the year. But growers and processors in Minnesota and north Iowa were generous in their praise of the way The Milwaukee Road moved their perishable crop this fall.

There are a dozen sugar beet receiving stations along the Milwaukee Road right of way leading 100 or more miles to the Chaska, Minn., processing factory. Nearly that many serve the sprawling southern Minnesota and north Iowa growing region for the Mason City, Ia., factory.

Yet at the peak of harvest in mid-October loadings exceeded 100 cars a day and made a quick trip to the factories without a hitch. Gondolas hold 40 tons of beets, hoppers about 50. There wasn't a single serious delay at any of the sidings due to lack of cars. Only the closest cooperation between sugar factory managers and freight agents made

this possible.

Sugar beet growers realize that their increasing use of mechanized harvesting equipment has brought some changes on the transportation side also. This year's crop was 99 per cent mechanically harvested, up four per cent from the previous year.

This means the grower who formerly required three or four weeks to harvest his beets now does the job in two weeks. Given good weather, such as they had this fall, they offer a real challenge to the handling railroad.

Up until 15 years ago processors accepted part of the beet harvest at piling areas near railroad sidings, then reloaded them during winter months for shipment to the factory. However, this resulted in beets freezing into a solid mass in the cars during transit, delayed unloading and reduced the plant's ability to extract sugar from the beets.

Mounting yields per acre have been a factor, too, offsetting in part government

enforced acreage reductions. Now railroads operating in the beet areas gear for harvesting demands by assembling all available gondolas and hoppers.

Nor is the condition likely to level off now that beet growers have virtually completed their conversion from hand to mechanical harvesting. The trend now is toward a still quicker pace. Most current machines harvest about six acres a day, or 65 to 100 tons, depending on yield.

For instance, Walter Quandt, large grower near Stewart, Minn., has developed a four-row harvester capable of 25 acres a day and a three-row machine with a 15-acre capacity. Working in a field yielding 15 tons to the acre, these machines can load 14 gondolas a day, nearly four times as many as conventional machines.

This mechanical speed-up in the sugar beet industry is typical of the problems which modern railroading is constantly gearing itself to meet.

A Milwaukee Road diesel hooks onto a 15-car string of cars loaded with sugar beets at Hollandale, Minn. and prepares to haul them to the factory at Mason City, Ia. The Hollandale beet receiving station loads 30 to 35 cars a day at the peak of harvest.





# home department

## SAUCE FOR THE GOOSE

A TENDER, juicy, sweet-meated goose is a wonderful treat for New Year or for any other holiday dinner. Here are some useful hints for the preparation and serving of this flavorful bird:

**Stuffing**—A stuffing that has little fat is preferred. Celery, onion, apple, cranberry, dried fruit (apricots, currants, prunes, raisins), sauerkraut and mashed potato are among the favorites. If sauerkraut is used, roast the goose about  $\frac{2}{3}$  done. Remove from the oven, drain any fat from the cavity, stuff with heated and drained sauerkraut and complete the roasting. When mashed potatoes are used, they should be slightly dry. Herb seasoning—basil, poultry seasoning, rosemary, sage or thyme—is a tasty addition. This is an excellent basic stuffing:

### Savory Fruit Stuffing

- 3 tbsps. butter or margarine, melted
- 2 tbsps. finely chopped onion
- $\frac{1}{2}$  tsp. salt
- $1\frac{1}{2}$  cups celery,  $\frac{1}{4}$ -inch dice
- 3 cups dry bread,  $\frac{1}{4}$ -inch cubes
- $1\frac{1}{2}$  cups chopped apple
- $1\frac{1}{2}$  cups uncooked prune meat
- 3 tbsps. lemon juice

Brown onion in the fat. Combine with other ingredients. Stuff bird (8-10 lb. goose). Dried apricots may be substituted for prunes.

**Preparing the Giblets**—Cover the cleaned gizzard, heart and neck with water, add 1 tsp. salt, cover and simmer until the gizzard is fork-tender (about 3 hours). Add liver the last 5 to 15 minutes, depending upon size. Cool and refrigerate meat and broth promptly. Before further cooking, trim gristle from gizzard, remove meat from neck bones, and dice the meat. If you use a pressure saucepan, follow the manufacturer's directions, using 10 pounds pressure and  $\frac{1}{2}$  cup water, and cook 45 minutes. Do not cook liver in a pressure saucepan, since it becomes hard in long cooking.

### To Make Goose Gravy—



Pour the drippings (the fat and meat juice in the roasting

pan) into a bowl, leaving all the brown residue in the pan. Let the fat rise to the top of the drippings. Skim off all the fat and measure 3 tbsps. back into the roasting pan. Any meat juice under the fat should be used as part of the liquid for the gravy. Set the roasting pan over very low heat and add 3 tbsps. flour. Blend fat and flour and cook until frothy, stirring constantly. Add 2 cups giblet broth, milk or water (cool or lukewarm, not hot) all at once. Cook, stirring constantly, until thickened, scraping the pan to blend the brown residue into the gravy. Simmer about 5 minutes. Season to taste with salt and pepper. For giblet gravy, add pre-cooked giblets and neck meat before seasoning. This amount should serve 6 to 8.

**Roasting the Goose**—Goose should be roasted breast down in a shallow uncovered pan in a slow (325°F.) oven. Don't add water or fat, and there is no need to baste. During the roasting, the fat should be spooned off as it accumulates in the pan, to be set aside for use in other cooking. When the fowl is  $\frac{2}{3}$  done, turn breast up and finish roasting.

**Note:** Placing the goose in a brown paper sack will eliminate spattering of the oven. Use a sack two or three inches longer than the bird. Fold or crumple the openings around the drumstick ends and roast according to the foregoing directions. After the goose is  $\frac{2}{3}$  done, puncture 6 to 8 pencil-sized holes in the top of the bag. When it is turned, this becomes the bottom and excess fat drains into the pan.

**Carving**—Unless you are familiar with the structure of a goose or are a skillful carver, it may be advisable to carve the goose in the kitchen. The one tricky step is locating and cutting the hip joint, and this is how it's done:

Cut through and lay the skin back to expose the joints (a ball and socket), loosening it as much as possible. If this cutting is not done, the goose when carved must be tipped up by means of the leg to give access to the hip joint, which is located almost at the backbone. Partially loosen the oysters (2 oyster-shaped pieces of tender meat which lie in the spoon-shaped hollows of the backbone above the hip joints). Cut through the skin and into the tissue which connects them to the backbone. Leave them attached to the thighs to be removed when the legs are carved from the goose. If the bird does not rest flat on the platter, place two slices of bread under it to steady it.

**Care of Cooked Goose**—Refrigerate leftover goose and gravy, well covered, as soon as possible after the meal. Remove any stuffing from the cavity and refrigerate it separately, well covered. Use this food within two or three days before it dries out and loses flavor. Meal-size units, properly wrapped, may be frozen. Serve them within a month, while the flavor and moistness are at their best. (*Poultry & Egg National Board*)



# Festive Holiday Cakes

THE ENJOYMENT of traditional food is an important part of the holiday festivities. Yeast cakes, taste-tempting with fruit, nuts and spices, are symbolic of the season and easy to make when you use the new batter method which requires no kneading. Here are three completely different sweet cakes for yuletide feasting.

This fruit ring is ideal to serve when friends come calling. Slice it thin, and serve it with hot coffee or punch.

## Holiday Fruit Ring

- 1½ cups warm water
- 2 tps. sugar
- 2 pkgs. or cakes yeast, active dry or compressed
- 4½ cups sifted enriched flour
- ¾ cup margarine or butter
- 1 cup sugar
- 2 eggs
- 1 tsp. salt
- 1½ tps. cinnamon
- ¼ tsp. cloves
- ¼ tsp. mace
- ½ tsp. nutmeg
- 1 cup raisins
- ¾ cup glazed fruit
- ¾ cup chopped nuts

Measure water into mixing bowl (warm, not hot, for active dry yeast; lukewarm for compressed). Add and stir in 2 tps. sugar. Sprinkle or crumble in yeast; stir until dissolved. Add 1½ cups of the flour and beat well. Cover with a cloth and let rise in a warm place free from draft until very bubbly, about 30 minutes. Cream margarine or butter with 1 cup sugar. Add and beat in eggs. Combine with bubbly yeast mixture. Sift together salt, spices and remaining 3 cups flour and add to yeast mixture. Beat until smooth. Add and stir in fruits and nuts. Turn into

a greased, lightly floured 10-inch tube pan, cover with a cloth, and let rise in a warm place until doubled in bulk, about 1½ hours. Bake in a moderate (375°F.) oven for 1 hour. Cool in pan 5 minutes and turn out on a cake rack.

For a special breakfast, try this traditional Italian coffee cake. It will rise in the refrigerator overnight as you sleep.

## Italian Christmas Coffee Cake

- ¼ cup warm, not hot, water
- 1 pkg. or cake yeast, active dry or compressed
- ¾ cup margarine or butter
- ¼ cup sugar
- 4 eggs
- milk
- 2 cups flour
- ½ tsp. salt
- 1 tsp. vanilla
- 2 tps. candied citron, chopped
- ¼ cup seedless raisins
- 2 tps. almonds, chopped
- 2 tps. candied orange peel, chopped

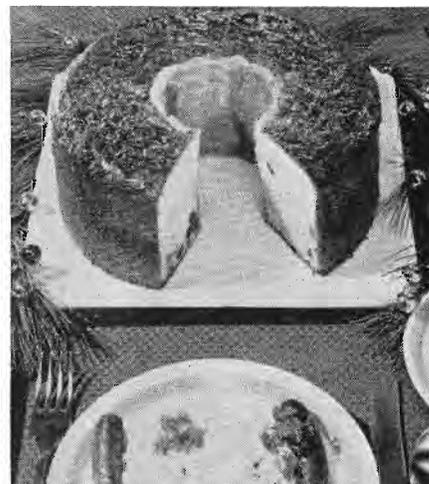
Measure water into a mixing bowl (warm, not hot, for active dry yeast; lukewarm for compressed). Sprinkle or crumble in the yeast. Stir until dissolved. Cream butter with sugar. Break eggs into a 1-cup measure; fill with milk and beat slightly. Sift flour and salt; add the fruit and nuts. Stir flour mixture alternately with eggs into the creamed butter and sugar. Add yeast and beat until smooth. Blend in vanilla. Pour batter into a greased 8-inch tube pan. Cover tightly and let rise in refrigerator overnight. Bake in a moderate (375°F.) oven 50 to 60 minutes.

A coffee cake made like an upside-down cake with your choice of canned fruits and bright red maraschino cherries is attractive for an impromptu treat or an open house table.

## Peach Coffee Cake

- 3 tps. soft butter
- 2 tps. brown sugar
- maraschino cherries
- sliced peaches
- ¾ cup milk
- ¾ cup sugar
- 1½ tps. salt
- ½ cup shortening
- ½ cup warm, not hot, water
- 2 pkgs. or cakes yeast, active dry or compressed
- 2 eggs, beaten
- 1 tsp. vanilla
- 4 cups sifted flour

Melt butter in a 9-inch round cake pan. Sprinkle brown sugar in the bottom of the pan. Then arrange the fruit attractively. Scald milk. Stir in sugar, salt and shortening. Cool to lukewarm. Measure water into a



Holiday Fruit Ring



Italian Christmas Coffee Cake



Peach Coffee Cake

large mixing bowl (warm, not hot for active dry yeast; lukewarm for compressed). Sprinkle or crumble in yeast. Add lukewarm milk mixture. Add beaten egg, vanilla extract and flour. Stir until well blended, about 1 minute. Turn batter into the prepared cake pan, cover and let rise in a warm place, free from draft, 1 hour and 15 minutes until doubled in bulk. Bake at 375°F. about 45 minutes.



## RECIPE OF THE MONTH

THE HAPPY SMILE of this jolly cake snowman will brighten any holiday meal. His roly-poly contours are baked in a mixing bowl and a custard cup. The recipe fills the red bowl of your mixing bowl set (the 7-inch Pyrex bowl which holds 5 cups) and three custard cups. The extra small cakes are for snack eating. Here's how to make the cake:

### Jolly Snowman

- 1/2 cup Crisco
- 2 cups sifted cake flour
- 1 1/8 cups sugar
- 3 tsps. baking powder
- 1 tsp. salt
- 1/2 cup milk
- 1/4 cup milk
- 2 eggs
- 1/2 tsp. almond extract
- 1/2 tsp. vanilla extract

Start oven at 350°F. Grease, then flour red glass oven proof bowl and 3 six-ounce (3/4 cup) custard cups.

Measure Crisco, cake flour, sugar, baking powder, salt and 1/2 cup milk into bowl, and using electric mixer at medium speed or by hand, beat for 2 minutes, scraping sides and bottom of bowl. Add 1/4 cup milk, eggs, almond and vanilla extracts to above mixture and beat 2 minutes more, being sure to scrape the bowl often. Fill custard cups one half full and turn rest of batter into the red bowl. Bake custard cups 30 minutes and the bowl 65 minutes, or until the cake tests done. Cool in containers for 15 minutes, then loosen around sides and turn out. Let cool with the rounded side up.

### Decoration

- 1 recipe fluffy white frosting
- semi-sweet chocolate pieces
- red cinnamon candy
- colored gumdrops
- shredded coconut
- aluminum foil

Place the largest cake on a plate covered with foil, with the round side up. Frost thickly, making cake as round as possible. Set one of the cupcakes, rounded side up, on top of the large cake and frost. Use chocolate pieces for eyes, cinnamon candy for nose, and a long red gumdrop for the mouth. Use black gumdrops for the ears and raisins or green gumdrops for buttons down the front. The top hat is made of foil. (*Crisco Kitchens recipe*)

## Cooking Hints for the Holiday Hostess

NO HOLIDAY season is complete without a steamed pudding and hard sauce. For an easy-to-make hard sauce of the fluffy type, combine 1/2 cup butter with 3 cups sifted confectioners' sugar, stir in 1 egg yolk, 1 tsp. vanilla and 1 egg white beaten stiff. Send the pudding to the table flaming with sugar cubes dipped in lemon extract.

This is a good Christmas candy for children: Cook together 1 cup sugar, 1 cup cream and 1 cup white Karo syrup until it forms a soft ball in water; then pour over 2 cups rice krispies, 5 cups corn flakes and 2 cups freshly roasted peanuts. Beat and pour into long pans. When set, cut in squares.

Pineapple-cranberry salad is delicious with the holiday bird. Combine and mix thoroughly one No. 2 can of crushed pineapple (drained) with a 1-pound can of whole cranberry sauce, 1/2 pint of dairy-made sour cream and 1/4 cup chopped pecans. Spoon into the 1-quart refrigerator tray and freeze with the control at coldest point. To serve, cut in squares and arrange on crisp lettuce.

Hot cranberry punch is delicious for an "open house". In a saucepan combine 1 cup apple juice, 3 cups cranberry juice, 1/2 cup strained orange juice, the juice of 1 lemon, 3 whole cloves, 1 small piece stick cinnamon and 2-4 tbsps. sugar. Stir to dissolve sugar, cover and heat on a low flame until punch comes to a boil. Strain into a punch bowl, garnish with a float of orange and lime slices

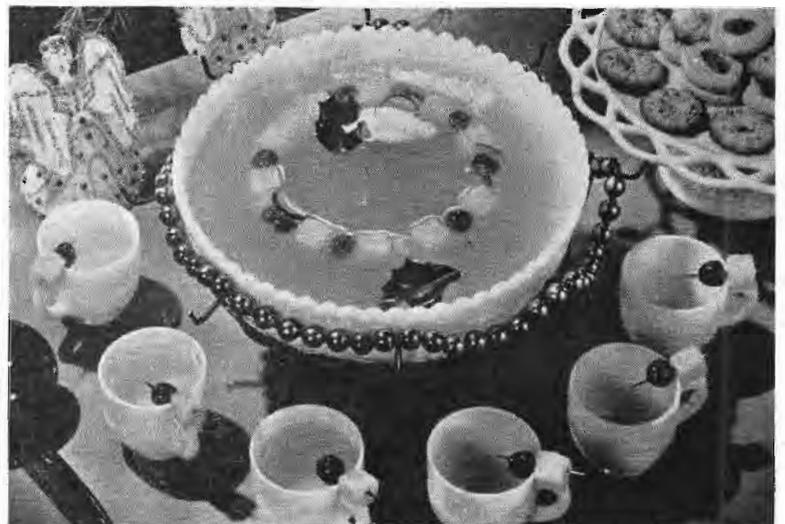
studded with cloves, and serve hot.

This recipe for "plumb pudding", published in 1747, is still very good today: "Scald your Quinces very tender, pare them very thin, scrape off the soft, mix it with sugar very sweet, put in a little ginger and a little cinnamon. To a pint of cream you must put three or four yolks of eggs, stir it into your Quince till it is of a good thickness. It must be pretty thick."

Surround the holiday ham with a wreath of curly endive and red and green apples. To make green apples, combine 3/4 cup sugar, 3/4 cup water, 1/2 tsp. green food coloring and 1 drop oil of peppermint in a saucepan, bring to boiling point and cook gently 3 minutes. Add 3 Winesaps or Jonathans which have been pared, cored and quartered. Cook gently over a low flame turning apples occasionally, until tender, about 10 to 15 minutes. Chill in syrup until serving, then drain. Red apples are made the same way, substituting 1 tsp. red food coloring, and 1/4 cup red cinnamon candies for the oil of peppermint.

To make a fruit wreath for a punch bowl, place drained pineapple chunks, maraschino cherries and thin half slices and wedges of green lime in the bottom of an 8-inch ring mold. Barely cover fruit with water and freeze firm. Then completely fill the ring with water and freeze solid. This ring will last a long time. For a holiday motif, use a red cherry and a pineapple chunk on green picks as a garnish for each punch cup.

Fruit wreath for punch bowl described above.





**YOUNG AND GAY.** For post-holiday needlework projects we offer two patterns for the youngest members of the family. If you crochet, you'll enjoy making the shell stitch infant's set. Satin ribbon is laced through the neckline of the sacque and trims the other articles; pretty in pale yellow or green, the new fashion colors for babies. Gay thumb mittens will delight hearts and warm hands during the cold weather months. They are knitted in the stockinette stitch with cable-design wrist bands. The fun starts with the trimming: colorful pompons, little yarn dolls, crocheted flowers, and names spelled out in crocheted braid. Free direction leaflets for **CROCHETED INFANT'S SET** and **MITTENS FOR KITTENS** may be had from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

## SPECIAL CARE FOR GIFT PLANTS

WITH A LITTLE pampering, the house plants you receive as gifts at Christmas can be kept growing long beyond the holiday season. The current issue of *Better Homes & Gardens* magazine suggests taking these special steps to preserve their greenhouse perfection:

Poinsettias need little care beyond daily watering. They should be kept out of drafts while blooming. If you want the plant to bloom again next year, move it to a cool room when the flowers drop and place it outdoors in the spring. Come September, move it inside again.

Amaryllis blooms will last about a week. After the blooms are gone, the plant should be moved to a sunny window and fed lightly. Begonias are usually good for only one blooming, but with plenty of water the original blooms will last for weeks. Potted chrysanthemums require daily watering. After flowering, the faded blooms should be clipped. In summer the plant can be moved outdoors and repotted for the house again in late August.

## How to Make a Power Equipment Stand

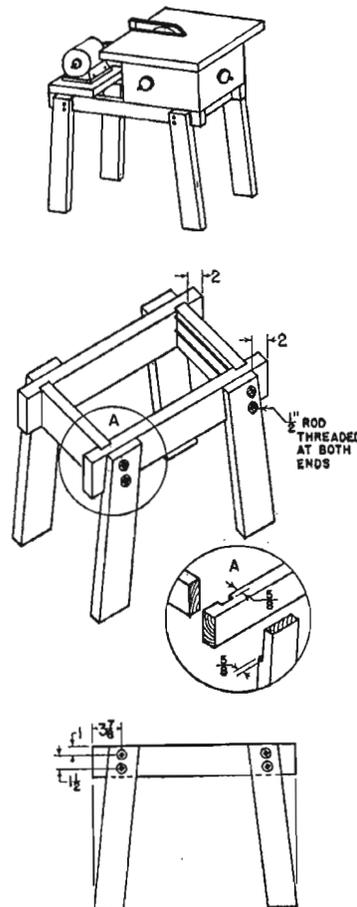
THE MAN of the house who receives a power tool for Christmas can make his first project a sturdy base on which to

stand it. Equipment stands are made of 2 by 4-inch lumber. The height from floor to working level is 39 inches for circular saws, 42 for bandsaws or jigsaws, 32 inches for jointers, 36 inches for lathes and sanders, and 34 inches for shapers. Knowing the height, width and length of his power equipment, the home craftsman can compute the dimensions for the stand, allowing room for the motor and belt. Here's how to make one which will give good service:

Cut the side and end rails to length and make the slots for the dado joints in each side rail, as shown in the diagram. To make the legs, lay two 2 by 4's on the floor at the approximate leg angles. Lay one side rail across the 2 by 4's in approximate top position. Use the other side rail to simulate the floor line. Then adjust the legs to the proper angles and mark the lines of the leg base, leg top and lap joint. Each leg will be cut to the same pattern.

Bore 1/2-inch holes for the 1/2-inch rods, so that the rods go next to the inside faces of the end rail. Join the side rails and end rails with two 20-penny nails at each joint. Attach the legs, using the threaded rods, washers and nuts. Draw the assembly together tightly.

If a platform is needed, attach it to the rails with 4-inch No. 12 wood screws. A shelf may be added beneath the rails. (*National Lumber Manufacturers Association*)



## Barbara Joins The "Smoke Eaters"

BARBARA DES MARAIS, the 15-year-old daughter of C&M Brake-man Harry F. Des Marais, is one of 10 Milwaukeeans who were inducted last month into one of the city's most exclusive organizations, the Smoke Eaters



Barbara Des Marais

Club. The group, ranging in age from 6 to 31, had one thing in common—all had risked their lives to save others from fires this year. Only 12 others have been admitted since the club was organized by the Milwaukee County Industrial Fire Chief Association four years ago. Barbara earned her membership card while working as a baby sitter when she led four children, ages 2 to 6, to safety in a blaze that caused \$6,000 damage. She is a niece of Mrs. S. E. Pilson, wife of general agent passenger department, Chicago.

**"... and that wouldn't be fair at all"**

From The Richmond News Leader: WE have our own little private enterprise solution to the highway troubles. We should like to see all the truckers get together and raise the money to build and maintain their own highways. These highways—maybe they could be truck lanes along existing highways—would be open to the use of trucks alone. They could install their own safety devices, their own way stations, set their own speed limits and weight regulations, and be beholden to nobody. Of course they'd pay the usual state and local taxes on the property they used. Then they would not have to depend on the public coffers to keep them moving along, and nobody on Chamberlayne Avenue would have any parking troubles. If any non-trucking members of the public then wanted to use the truck highway, the truckers could sell tickets for same, one way and round trip.

But of course all that would be inhumane, improper, rank discrimination, anarchy, reaction, and so forth. It would be treating the trucking industry just like the railroad industry, and that wouldn't be fair at all.

## The Milwaukee Road Women's Club Membership Honor Roll—1955

THE following chapters had as of June 1 shown an increase in membership over that of Dec. 31, 1954, thereby qualifying for prizes awarded by the general governing board:

Chapter	Membership on June 1, 1955			Increase
	Voting	Contributing	Total	
*Alberton, Mont. ....	83	75	158	20
*Austin, Minn. ....	152	220	372	33
Avery, Idaho ....	43	89	132	6
Beloit, Wis. ....	99	109	208	6
*Bensenville, Ill. ....	138	272	410	32
Black Hills ....	81	97	178	3
*Butte, Mont. ....	56	62	118	2
*Channing, Mich. ....	92	75	167	37
Chicago-Fullerton Avenue ....	407	506	913	7
*Council Bluffs, Ia. ....	60	77	137	5
*Davenport, Ia. ....	69	117	186	2
Deer Lodge, Mont. ....	71	97	168	10
Dubuque, Ia. ....	97	131	228	4
Iron Mountain, Mich. ....	73	94	167	6
*Janesville, Wis. ....	211	254	465	2
Kansas City, Mo. ....	87	130	217	2
*La Crosse, Wis. ....	155	284	439	1
*Malden, Wash. ....	70	84	154	11
*Marquette, Ia. ....	124	99	223	31
*Mason City, Ia. ....	108	105	213	55
Merrill, Wis. ....	42	33	75	3
Milbank, S. D. ....	40	70	110	2
*Miles City, Mont. ....	214	178	392	11
*Mitchell, S. D. ....	120	140	260	21
*Mobridge, S. D. ....	161	167	328	2
Montevideo, Minn. ....	72	65	137	38
*New Lisbon, Wis. ....	93	82	175	6
*Othello, Wash. ....	25	56	81	11
*Ottumwa, Ia. ....	235	309	544	12
Perry, Ia. ....	231	208	439	2
*St. Maries, Idaho ....	47	70	117	7
St. Paul, Minn. ....	117	343	460	2
*Sanborn, Ia. ....	63	55	118	5
*Savanna, Ill. ....	168	263	431	15
Seattle, Wash. ....	180	201	381	16
*Sioux City, Ia. ....	255	273	528	44
Sioux Falls, S. D. ....	56	94	150	3
*Sparta, Wis. ....	35	62	97	1
*Spokane, Wash. ....	123	114	237	18
Tacoma, Wash. ....	175	295	470	3
*Three Forks, Mont. ....	38	31	69	16
Tomah, Wis. ....	242	236	478	13
*Wausau, Wis. ....	97	114	211	6
*West Clinton, Ind. ....	58	79	137	7
*Yankton, S. D. ....	53	54	107	2

Membership prizes awarded by the general governing board .....\$5,715

\*Chapter had exceeded its grand total membership by April 1.

## FREEDOM

There is no truer and more abiding happiness than the knowledge that one is free to go on doing, day by day, the best work one can do, in the kind one likes best, and that this work is absorbed by a steady market and thus supports one's own life. Perfect freedom is reserved for the man who lives by his own work and in that work does what he wants to do.

—R. G. Collingwood

# retirements

The following employes' applications for retirement were recorded during November, 1955

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

DENZ, CARL C.  
Bureau Head ..... Chicago, Ill.  
FARQUHAR, DAVID M.  
Perish. Frt. Insp. .... Chicago, Ill.  
HETTINGER, WILLIAM F.  
Bureau Head ..... Chicago, Ill.  
MOONEY, JOHN A.  
Clerk ..... Chicago, Ill.  
O'HORA, ELLEN F.  
Typist ..... Chicago, Ill.  
PETERSON, GEORGE S.  
Accountant ..... Chicago, Ill.  
WRIGHT, SR., RUFUS C.  
Porter ..... Chicago, Ill.

## CHICAGO TERMINALS

BOKORA, ALBERT  
Ex. Gang Laborer ..... Chicago, Ill.  
BROSNAN, WILLIAM M.  
Mail Sorter ..... Chicago, Ill.  
CIBER, MIKE  
Ex. Gang Laborer ..... Chicago, Ill.  
CORKILL, LYNN R.  
Switchman ..... Chicago, Ill.  
DAY, THOMAS F.  
Stower ..... Chicago, Ill.  
GUEFFROY, AUGUST W.  
Crossingman ..... Chicago, Ill.  
HAMIELEC, FRANK  
Mach. Helper ..... Chicago, Ill.  
WENDLAND, FRED W.  
Frt. Hse. Foreman ..... Chicago, Ill.  
WUCIK, MICHAEL  
Lifter ..... Chicago, Ill.

## COAST DIVISION

BRADFORD, CLYDE L.  
Switchman ..... Seattle, Wash.  
CLARK, GEORGE H.  
Loco. Engineer ..... Port Angeles, Wash.  
FRASER, EDWARD J.  
Switchman ..... Seattle, Wash.  
JORGENSEN, GEORGE L.  
Deckhand ..... Seattle, Wash.  
MORRISON, WALTER B.  
Agent & Teleg. .... North Bend, Wash.  
ROTH, FRANK  
Ex. Gang Laborer ..... Seattle, Wash.  
VALLEROY, JOSEPH J.  
Sub. Sta. Oper ..... Taunton, Wash.

## DUBUQUE & ILLINOIS DIVISION

BELL, HENRY J.  
Yardmaster ..... Savanna, Ill.  
ENTSMINGER, WALTER C.  
Sec. Foreman ..... Polo, Mo.  
MOORE, STEPHEN E.  
Agent ..... Laredo, Mo.  
PETERS, EDWARD F.  
Loco. Engineer ..... Ottumwa, Iowa

## HASTINGS & DAKOTA DIVISION

ANDERSON, THEODORE L.  
Boilermaker ..... Montevideo, Minn.  
HOCUM, MILTON L.  
Conductor ..... Montevideo, Minn.  
LAREINOVA, VICTOR Z.  
Ex-Gang Laborer ..... Ortonville, Minn.  
MEYENBURG, OTTO H.  
Carman ..... Montevideo, Minn.  
STEINLICHT, CARL R.  
Cashier ..... Aberdeen, S.D.

## IDAHO DIVISION

SMITH, FLORA E.  
Loco. Fireman ..... Spokane, Wash.

## IOWA DIVISION

BEESON, JOHN N.  
Conductor ..... Marion, Iowa

BRADLEY, BELFORD W.  
Watchman ..... Des Moines, Iowa  
FARRINGTON, CLINTON E.  
Brakeman ..... Cedar Rapids, Iowa  
FLORES, REFUGIO  
Ex. Gang Laborer .... Lost Nation, Iowa  
HOLDRIDGE, EARL F.  
Loco. Engineer ..... Perry, Iowa  
HUNAWATSEN, HENRY T.  
Loco. Engineer ..... Oxford Jct., Iowa  
JOHNSON, ALBERT W.  
Ex. Gang Laborer .... Co. Bluffs, Iowa  
MANTON, THOMAS  
Frt. Service Insp. .... Cedar Rapids, Iowa  
OZBURN, FLOYD C.  
Loco. Engineer ..... Marion, Iowa  
RAMSEY, HARRY E.  
Tr. Dispatcher ..... Marion, Iowa  
ROBINSON, WILLIAM H.  
Agent-Operator ..... Collins, Iowa

## Silver Pass Veteran Recalls Early Days at Bellingham



G. L. Cross standing at attention for a whistle salute from Engineer A. M. Clark on his Silver Pass anniversary. Engineer Clark is in his 44th year of service. (Bellingham Herald photo)

G. L. CROSS, who has railroaded in the state of Washington since the days of the Bellingham Bay & British Columbia, was presented last month with his Silver Pass. The 45 years of continuous service

which it marks make him top man on the brakeman's seniority list at Bellingham.

Counting his start with the Burlington & Wabash in Iowa and Missouri before going west, Mr. Cross has 50 years of railroading to his credit. He went to work for the Bellingham Bay & British Columbia in September, 1910, stayed on when the property was conveyed to the Bellingham & Northern two years later, and became a part of the Milwaukee Road family when the Milwaukee acquired the last named line in 1918.

The BB&BC, one of the pioneer railroads in the Puget Sound country, was the first line built in Washington that is now a part of the Milwaukee system. The trackage from Bellingham through Sumas dates from 1872 when it was built for coal mines in what is now Bellingham to bunkers at the tidewater. In 1900 the line was extended to Glacier, and in 1903 from Hampton to Lynden.

Mr. Cross was a conductor on the passenger train that ran to Sumas before World War I and still has the punch and passenger cap he used in those years. In the days before good highways, trains were used for every kind of service in

that area.

Mr. Cross recalls from his experiences before the first World War, the marathon races to the top of Mount Baker when the contestants rode the train to Glacier, hiked to the mountain top, back to Glacier, and returned to Bellingham on the train, in one day. Besides the hazards of the race, Mr. Cross remembers that one year, on the return trip from Glacier, the racers had to contend with a derailed engine. He was on the train that was sent out to pick up the racers and hurry them in.

Mr. Cross stepped down from the conductors' board in 1937, since when he has been in yard service at Bellingham. An active 71, he says he will not be ready to retire for some time.

SAMUELSON, CARL T.  
Ex. Gang Laborer ..... Earling, Iowa  
VLAHOS, NICK H.  
Ex. Gang Laborer ..... Collins, Iowa

**IOWA & DAKOTA DIVISION**

BOYLES, EVERETT P.  
Sta. Attendant ..... Everly, Iowa  
CHURCHILL, WILLIS E.  
Lampman ..... Sioux City, Iowa  
DIEBOLD, CHARLES A.  
Sec. Laborer ..... Gayville, S.D.  
EMBICK, CLARENCE H.  
Tr. Dispatcher ..... Sioux City, Iowa  
SELLECK, WILLIAM H.  
Loco. Engineer ..... Mason City, Iowa

**IOWA & SOUTHERN MINNESOTA DIVISION**

MEERKINS, JOHN C.  
Engine Watchman ..... Zumbrot, Minn.  
PEARSON, ANDREW  
Ex. Gang Laborer ..... Farmington, Minn.

**LA CROSSE & RIVER DIVISION**

CALLAHAN, DANIEL E.  
Conductor ..... Wausau, Wis.  
ILLGEN, ASA A.  
Sec. Laborer ..... Sun Prairie, Wis.  
KOCH, WILLIAM H.  
Sec. Laborer ..... Portage, Wis.  
RELITZ, Henry W.  
Trainman ..... Wausau, Wis.

**MADISON DIVISION**

RAY, CARL E.  
Sec. Foreman ..... Lone Rock, Wis.  
SEITZ, WALTER J.  
Loco. Engineer ..... Janesville, Wis.

**MILWAUKEE DIVISION**

BELL, WILLIAM W.  
Sec. Laborer ..... Beaver Dam, Wis.  
ROLLO, ELI J.  
Hostler Helper ..... Green Bay, Wis.

Sure, there is a Santa Claus!

By Hungerford



**MILWAUKEE TERMINALS & SHOPS**

BEIMBORN, EMIL B.  
Welder ..... Milwaukee, Wis.  
BOOTH, GILBERT W.  
Transp. Insp. .... Milwaukee, Wis.  
BRADLEY, GEORGE M.  
Loco. Engineer ..... Milwaukee, Wis.  
CHERTOK, FRANK S.  
Machinist ..... Milwaukee, Wis.  
FELBER, FRED G.  
Carman Helper ..... Milwaukee, Wis.  
HOSKIN, FRANK F.  
Switchman ..... Milwaukee, Wis.  
KUETHER, CHARLES  
Blacksmith ..... Milwaukee, Wis.  
MENDOZA, DELORES  
Sec. Laborer ..... Milwaukee, Wis.  
REICH, ALBERT A.  
Carman ..... Milwaukee, Wis.  
SAKALOWSKI, JOSEPH  
Blacksmith ..... Milwaukee, Wis.  
SCHWANTES, CLARENCE F.  
Welder ..... Milwaukee, Wis.  
SCHWARZ, CHARLES R.  
Supervisor ..... Milwaukee, Wis.  
SHEA, MICHAEL  
Blacksmith ..... Milwaukee, Wis.  
WATERS, WILLIAM  
Laborer ..... Milwaukee, Wis.  
WICHMAN, GUSTAVE E.  
Loco. Engineer ..... Milwaukee, Wis.

**ROCKY MOUNTAIN DIVISION**

DAVIS, THOMAS B.  
Cook ..... Deer Lodge, Mont.  
DUNLAP, JOE A.  
Loco. Engineer ..... Deer Lodge, Mont.

SECRETST, REGINA H.  
Laborer ..... Deer Lodge, Mont.  
TOKLEY, CHARLES  
Time Revisor ..... Butte, Mont.

**TERRE HAUTE DIVISION**

BUCKNER, WILLIAM F.  
Loco. Engineer ..... Mathron, Ill.  
COLEMAN, EARL R.  
Boilermaker Helper ..... Terre Haute, Ind.  
HADLEY, GEORGE T.  
Loco. Engineer ..... Terre Haute, Ind.  
INMAN, MARION E.  
Welder ..... Terre Haute, Ind.  
THOMAS, CLAUDE E.  
Cinder Pit Man ..... Jasonville, Ind.

**TRANS-MISSOURI DIVISION**

ANDERSON, CARL J.  
Sec. Laborer ..... Vananda, Mont.  
GROSS, DAVID  
Carman Helper ..... Miles City, Mont.  
POPOFF, DANIEL Z.  
Asst. Sec. Foreman ..... Mobridge, S.D.

**TWIN CITY TERMINALS**

ANDERSON, WILLIAM W.  
Machinist ..... Minneapolis, Minn.  
DREYNOIZ, EDWARD G.  
Conductor ..... St. Paul, Minn.  
HOLDEN, FRANK J.  
Switchman ..... Minneapolis, Minn.  
KERROTT, EDWARD S.  
Mach. Helper ..... Minneapolis, Minn.  
SAMMON, FRANK A.  
Janitor ..... St. Paul, Minn.

## He brought snow to New Guinea



**D**ECEMBER 24, 1944. The captured, rebuilt airstrips bake under a blazing sun. No breeze stirs the kunai grass. The dim, weather-stained notice clinging to the mail-room door tells you Jap subs sank the ship carrying Christmas packages.

If you punch two buttons on the walkie-talkie at the same time, you can tune in the Jungle Network. The song you hear is a favorite all over the Pacific. It seems to bring you home.

"I'm dreaming of a white Christmas . . ."

The man who wrote that song is an expert at cheering up troops. In 1918, Private Irving Berlin wrote his first all-soldier show, in 1942 his second: "This Is The Army," with which he toured almost every theater of war.

Berlin is also an expert at coming up the hard way. Immigrant to America at 5, on his own at 19, his first song earned just thirty-three cents. But Berlin kept trying; never lost faith in himself or his opportunities.

His hard-working, confident drive is a trait Americans set great store by. And Americans have a lot of it. Which helps account for the fact that our country's Savings Bonds are one of the finest investments in the world.

For the drive of 165 million Americans stands behind these Bonds.

That's why it's such a sound idea for every American—for you—to invest regularly in United States Series E Savings Bonds, and hold on to them.

\*Copyright 1942, Irving Berlin.



★ ★ ★

It's actually easy to save money—when you buy Series E Savings Bonds through the automatic Payroll Savings Plan where you work! You just sign an application at your pay office; after that your saving is done *for* you. The Bonds you receive will pay you interest at the rate of 3% per year, compounded semiannually, when held to maturity. And *after* maturity they go on earning 10 years *more*. Join the Plan today. Or invest in Bonds regularly where you bank.

*Safe as America—U.S. Savings Bonds*



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# about people of the railroad



## I & D Division

### EAST END

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

David Walter, airman 1/c, and son of Engineer Harry Walter, has been assigned to the 744th troop carrier squadron at Itazuka AFB, Japan. He entered the service in June, 1952, since when he has been stationed at Hill AFB in Utah, Lowry AFB in Denver, and Charleston AFB, Charleston, S.C.

Olympia Serakos, daughter of Ice House Laborer Christ Serakos, is serving a year's internship in hospital dietetics at the Indiana University Medical Center in Indianapolis. She was graduated from Iowa State College at Ames in 1955.

Johnnie Robert Young was born Nov. 3 at St. Joseph's Mercy Hospital, Mason City. The proud papa is Operator R. R. Young.

F. L. Brenton, retired storekeeper, and wife have returned from Evanston, Ill., where they attended the senior organ recital of their daughter, Mrs. Louis Lundvall, at the First Methodist Church. Mrs. Lundvall is working for her degree at Northwestern University and is assistant organist at the Evanston church.

Word has been received of the death of Gene McGuire, retired conductor, at Seattle. He was an I&D conductor before transferring

to the coast where he was a conductor on the Olympian for many years. He is a brother of Retired Passenger Conductors J. W. McGuire and P. E. McGuire.

Maria Woonas, daughter of Section Foreman J. A. Woonas, was married recently to George William Thomas of Rochester, Minn., in the Transfiguration Greek Orthodox Church at Mason City. Following a trip to Memphis and New Orleans, the couple are making their home in Rochester where Mr. Thomas is credit manager for Leath and Company.

Harold Seifert, section laborer at Britt, is in a serious condition in Hancock Memorial Hospital at Britt at this writing, as a result of gunshot wounds suffered in a hunting accident.

A. Bertelson has been appointed agent at Ossian. He was formerly operator at Postville.

## H & D Division

### MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Conductor Red Delting who is confined to his home in Aberdeen and will be convalescing for some time would appreciate getting news from his friends.

Sympathy was extended to the family of

Rudy Dewalt, retired car inspector at Aberdeen, who passed away recently after a short illness. Mr. Dewalt had more than 45 years of service when he retired in 1952. Two of his sons are employes. Leo is an auditor and Frank is chief clerk in the Aberdeen freight house.

Clarence A. Barnes, acetylene cutter and wrecking engineer in the Aberdeen car department, retired recently after serving the Milwaukee more than 35 years. Mr. Barnes had not worked for several months before his retirement due to illness.

George Clay, Aberdeen roundhouse laborer, will be en route to Sioux City and thence to Omaha, Denver and Colorado Springs to spend the Christmas holidays with his two sons and his daughter.

Engineer A. J. Anderson will spend the winter months on the west coast, visiting Seattle, Vancouver, Portland, Los Angeles and San Diego.

Agent Sig Fosness is in St. Luke's Hospital at Aberdeen at this writing.

Richard D. Jones, former night roundhouse foreman who now makes his home in Portland, has informed his cronies he will be in Aberdeen for the holidays.

Sympathy was extended to the family of Peter Decker, roundhouse laborer who had been off because of illness since April, who passed away at Aberdeen Nov. 24.

Louis Lauzen and wife are en route to Reno,



**WOMEN'S CLUB HONORS H&D RETIRED VETS.** Scene at a get-together held recently by Montevideo Chapter of the Women's Club for retired employes living in that area. More than 125 attended the affair which was emceed by Ed Nemitz, veteran engineer. Retired employes who were honored included Andy Noard, George Nicolai,

Charlie Bingham, Joe Adamson, Ted Skramstad, Archie Alger, Pat Hanson, John Krum, Marius Broten, Ernest Guse, Ludwig Jensvold, C. A. Nelson, Albert Nelson, Ed Klucas and Perry Shipley. Their employment with the Road totaled 1,072 years of service. Montevideo is one of the Women's Club's most active chapters.

Nev., at this writing and then on to Los Angeles and vicinity where they will spend the holidays.

Pearl Hopp, superintendent's clerk who has been off duty because of illness, dropped in recently for a visit; plans on going to the west coast for the winter.

Engineer W. R. Kegley and wife are due to leave for Seattle, Portland and on to San Francisco for Christmas.

Again it is a pleasure to extend to all H&D employes, both working and retired, and their families a very Merry Christmas and a happy New Year.

#### EAST END

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

The deer hunters are coming back with their limit. Stories of getting the limit, all in all, it's the limit! It's surprising how many deer will walk right up to our H&D men and practically request to be shot. At least, so the tales are told.

Sympathy was extended to Engineer Frank Heidman in the recent death of his mother. She was the sister of Engineer Ashville Austin.

Otto Meyenburg of the Montevideo car department has retired. He and his wife have gone to Detroit Lakes, Minn., to make their home.

Walter E. B. Dunlap, a former H&D operator, died in Seattle recently and was buried at Stewart, Minn. He was the brother of Operator Wayne of Montevideo and Agent L. A. of Lakeville.

### Terre Haute Division

Christine Reichert, Correspondent  
Superintendent's Office, Terre Haute

E. G. Boyd, former agent at Terre Haute, and Mrs. Boyd made a trip to Canton, N.Y., in November. The Boyds reside near Paoli, Ind.

Engineer George Hadley, soon after his retirement in November, left for a visit with his sons in San Francisco and San Diego, Calif.

Telegrapher Paul Gudgel has been granted a leave of absence for duty in the armed forces.

Retired Chief Clerk Fred Pearce and Mrs. Pearce have returned from a month's visit with their daughter's family in Denver, Colo.

C. D. Armstrong, retired conductor now of Corpus Christi, Tex., recently visited friends in Terre Haute and St. Bernice and his sons in Champaign and Urbana, Ill.

Retired Chief Clerk Bert Brown of Terre Haute recently visited in Phoenix, Ariz.

Barbara, daughter of Car Distributor George J. Scholl, will spend the Christmas holidays with her parents in Terre Haute. She is a freshman at Indiana University.

Agent E. L. Terrell of Linton, who underwent surgery in Indianapolis in October, is still confined to the hospital at this writing.

On sick leave since Jan. 1 of this year, Store Department Chauffeur Jack Dyson at this writing is in Barnes Hospital in St. Louis for treatment.

Mrs. Aaron Wright, widow of former store department chief clerk, will spend the Christmas holidays in Terre Haute with her daughters. Mrs. Wright is a dormitory di-

### IN HOMETOWN AMERICA



rector at Phillips University, Enid, Okla.

Agent C. C. Sims, Jr. of Latta and Agent D. L. Burns of Elnora enjoyed vacations during the hunting season.

Assistant Chief Carpenter F. E. Galvin and Mrs. Galvin motored to Gulfport and Biloxi, Miss., while on vacation in November.

The B&B crew has moved into Faithorn and is working on some improvements there. The roundhouse is being replaced with a one-stall roundhouse to accommodate diesel power; and the Faithorn Hotel is being remodeled to include the yard office.

Two of our car department employes have concluded active railroad careers. November 1 saw the retirement of Welder Marion Inman upon completing 50 years of service, and Carman Guy Seybold retired Dec. 1 with 41 years of service.

We are mighty happy to report that R. T. Mulhern, formerly captain of police on this division, has returned home from the hospital and is making a fine recovery from the injuries he received in an automobile accident a few months ago.

*Women buy four out of every five neckties sold during the year, and just about all of those sold around Christmas.*

### L & R Division

#### THIRD DISTRICT

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

Wausau Chapter of the Women's Club held its November meeting in the Odd Fellows Hall. Mrs. G. F. Paulus and her committee served. The following officers were elected: Mrs. Felix Slomske, president; Mrs. Roy Beam, vice president; Mrs. Ralph Chamberlain, second vice president; Mrs. Earl Hazelwood, treasurer; and Mrs. James O'Brien, secretary.

A son, Mark Steven, born to Ensign and Mrs. Donald Hazelwood, in the U.S. Naval Hospital at Pensacola, Fla., Nov. 20, makes the Earl Hazelwoods grandparents of a third child.

Fireman and Mrs. Lawrence Osswald welcomed the recent birth of a son. Roundhouse Laborer Walter Osswald is the grandfather.

A baby girl, Deborah, born to Mr. and Mrs. R. Goodin puts Machinist Ned Conklin in the grandfathers' class. Mrs. Goodin is the former Jacqueline Conklin. Engineer Charles Conklin is the great grandfather, and your correspondent the great-great aunt.



#### CHICAGO ACCOUNTANT RETIREMENT.

John A. Mooney, analysis clerk in the auditor of expenditure's office, Chicago, admiring the watch which was presented to him when he retired Oct. 31 after 32 years of service. Co-workers also feted him at a dinner held at Rickett's restaurant. The greater part of Mr. Mooney's service was spent in construction accounting, starting in the B&B department at Ottumwa and since 1932 in the Chicago office. A camera fan, he took many of the pictures of his co-workers which have appeared in the Magazine.



**EVENTFUL 30TH.** The anniversary of 30 years of service was the occasion for this little celebration in the office of the auditor of passenger accounts in Chicago on Nov. 4. Congratulating dictaphone operator Irene Barry (center) are co-workers Agnes McGrath, Kitty McCants, Jo Coetz and Jo Bird (left to right). Irene was also the guest of honor at a dinner given at Elliot's Pine Log restaurant by her luncheon "round table" group.

Nick Semmelhack, retired agent, has returned to California for the winter.

Retired Engineer Gus Raese and wife left for their usual winter vacation in Florida.

Henry L. Vachreau, 81, died Nov. 8 after a brief illness. He was the last surviving member of the office staff transferring with the late P. C. Hart, division superintendent, from Babcock to the division offices which were established in Wausau in 1904. He retired nine years ago as a train dispatcher, after more than 50 years of service. Since his retirement his hobbies were high school athletics, which he followed closely, and fishing.

Funeral services were held in St. James Catholic Church at Wausau, with burial in St. Joseph's cemetery. Surviving are his widow, three daughters, two sisters and 10 grandchildren.

Retired Conductor "Sam" J. Loomis, 71, died of a heart attack while deer hunting in the Star Lake area on Nov. 19. An ardent fisherman and hunter, Mr. Loomis had continued to enjoy these sports after his retirement. Many of his 52 years of railroad service were as conductor on the Valley Hiawatha. Funeral services were held in the Minocqua Masonic Temple, and burial with Masonic graveside rites was in Restlawn Memorial Park at Wausau. Surviving are his widow, four sons, three daughters, 17 grandchildren, and three great-grandchildren.

## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Understand that Roadmaster Leon Cole was deer hunting and never got a chance to pull the trigger. More deer were seen in Washington Park in Milwaukee than showed up in the northwoods during the hunting season.

Ed Koudelka who has been time revisor at Milwaukee since 1946 has been promoted to a position in C. P. Downing's office in Chicago.

Agents A. D. Campbell of Morton Grove and D. E. Reynolds, Walworth, have returned to their positions after recent illnesses.

We are sorry to report the bereavement of Engineer Art Ivens whose wife passed away unexpectedly on Nov. 18.

The Agents and Station Employees Association held a meeting at the Swedish Club in Waukegan on Nov. 19 with 53 in attendance. Agent Ed McLean of Glenview, newly elected president of the association, presided.

### THIRD DISTRICT

Another milestone in the life of Harry L. Luker, Old Line conductor, was reached on Oct. 22 when he retired. Harry was exclusively an Old Line product, having spent the early years of his life in the vicinity of Rush Lake, Wis., where he entered service as a track man. Later he went into train service and had 43 years in that department to his credit. The manner in which he handled the switching of the industries on his run earned him much credit from the people he served and on his retirement they joined with us in wishing him all the best for the years ahead.

Ernest H. Pohl, retired trainman, died at Lannon, Wis., on Nov. 10. He was coal shed operator in Lannon until it was abolished and then went into train service.

Fireman F. W. Freinwald and wife celebrated their 15th wedding anniversary with a dance at Hustisford, Wis. About 250 couples attended, with a good sprinkling of Old Line employees.

A. E. Anfinson, relief section foreman at Horicon, had made arrangements with the stork for a son, but when little Miss Anfinson arrived on Nov. 27 Andy was perfectly delighted with her.



**THE DAVISES.** Clarence Davis, clerk in the law department office in Chicago, with his bride, the former Grace M. Eubank. Their home wedding in Evanston, Ill., on Nov. 19 was followed by a reception in the Evanston YWCA. Mr. Davis has 20 years of service with the Road in Chicago.

Agent C. B. Brunner of Horicon is now comfortably established with his family in his new home in Horicon. He built the house the past summer in a very fine location on the river, being able to see "Second Bend" from his east window.

## Chicago General Offices

### ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

November was the month for weddings in Signals and Communications. Miss Delores Dickau changed her name to Mrs. Wayne Barton on Nov. 26, in a candle light ceremony, at St. Peter's Evangelical Neighborhood Church, in Northbrook. The reception was held in the church parlors. The Waynes are now residing in their new home in Franklin Park.

Signal Draftsman Jim Epstein and Miss Marilene Ahif were married on Thanksgiving Day. Jim is from Portage, and Mrs. Epstein's home town is St. Ansgar, Ia.

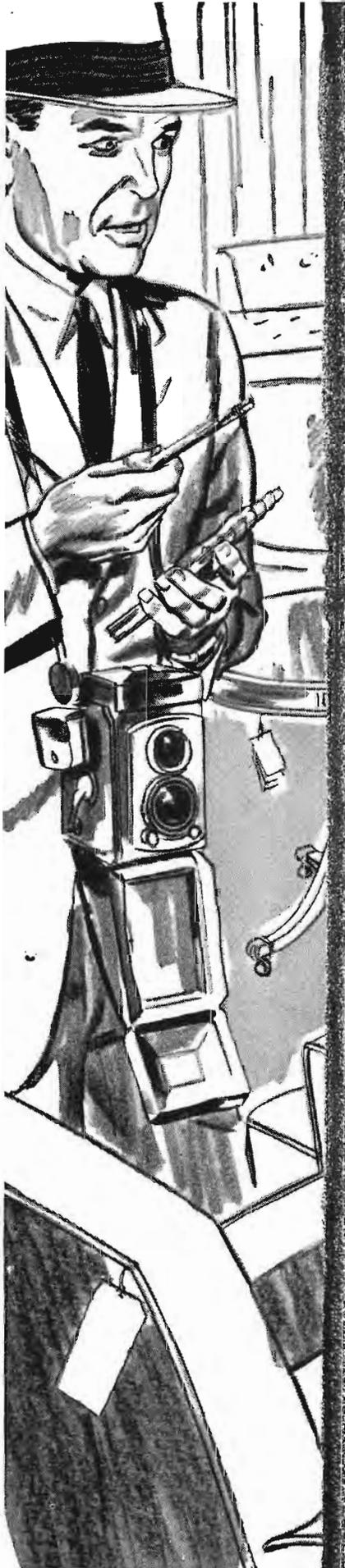
Mr. and Mrs. H. B. Christianson left the latter part of November for a vacation in Mexico. We may see the results if Mr. Christianson gets a new set of pictures for his office, since painting is Mrs. Christianson's avocation.

Edward L. Boyce, former AFE analyst in Mr. Russell's office at Fullerton Avenue, has been appointed chief clerk-communications, replacing Russell Kline who left for other employment in Milwaukee.

Mrs. Diane Vieth has replaced Mrs. Don Bessey as steno-clerk in Structures.

Mrs. A. G. Holt is spending the holidays with her son and his family in Darien, Conn.

Mrs. D. C. Fenstermaker is enjoying the winter in Florida.



## "Competition? We're for it 100% —it gives us our best buys!"

**Inquiring Reporter:** What do you folks think of the bills in Congress that would allow greater freedom of competition in making transportation rates?

**Wife:** Well, competition certainly brings us better values. Right now, we're shopping for furniture for our new home—and each store tries to offer us the most for our money.

**Husband:** Yes, competitive prices mean better values. That's why I was surprised to learn that government regulation doesn't always permit different forms of transportation to make competitive freight rates.

**Inquiring Reporter:** A special Cabinet Committee appointed by the President recently recommended that this be changed, so that one form of transportation wouldn't have to make rates higher than would otherwise be necessary just to protect some other form of transportation. The Committee recommended that each kind of carrier be allowed to make its rates *competitively*, based on its own conditions and not those of some other kind of competing carrier.

**Wife:** That certainly should help people like us.

**Husband:** Right! After all, we pay the freight on whatever we buy. I'm in favor of letting competition play a greater part in determining prices in transportation.

For full information on this vital subject, write for the booklet, "Why Not Let Competition Work?"

**Association of  
American  
Railroads**

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#### PURCHASING DEPARTMENT

E. Galbreath, Correspondent

Carl Gallagher and Joe Gajewski, invoice clerks, left in November for military service. Bob Buchanan who entered the service in September visited the office on Joe's last day with us to tell him all about Army life—Bob is stationed at Fort Leonard Wood, Mo. Tim Donohue, who has returned to our force after two years in service, had done a good job of briefing him.

Jerry Boraca and Bob Mellon have joined our office force.

During December the purchasing department will move to remodeled and newly decorated offices on the seventh floor. Instead of being divided by the hallway, we will all be together in one suite of rooms. The new offices are very well arranged and lighted, and we are looking forward to the move.

Mr. Patrick called on Ben Perlick, retired tie bureau head, and found him much improved. Mr. Patrick reported a very pleasant visit with him.

#### CHORAL CLUB NEWS

Theresa Glasl, Correspondent

On Dec. 16 at 8:00 P.M. the Choral Club is presenting a concert sponsored by the Evening Star Circle of Central Park Methodist Church, 3605 W. Huron Street.

A recent announcement brings glad tidings in that wee little Jill Carol has arrived at the home of director Glenn and Jean Jorian.

"Christmas is coming, the geese are getting fat. Please to put a penny in the Old Man's hat." The foregoing is from "Christmas Is Coming", one of the new numbers the Choral Club will feature in its annual concerts for fellow workers and thousands of the traveling public who use the facilities of the Union Station during the holiday season.

The concert schedule for the three days preceding Christmas follows: Dec. 21—1:00 P.M. to 1:45 P.M., 2:45 P.M. to 3:30 P.M.; Dec. 22—11:00 A.M. to 11:45 A.M., 6:00 P.M. to 7:00 P.M.; Dec. 23—12:15 P.M. to 1:00 P.M., 2:15 P.M. to 3:00 P.M. The three little misses who will act as mascots are: Connie Cianci, Shannon Adams and Elizabeth Ann Gibson.

An invitation has reached us from the Prairie Club of Chicago to participate in their

annual Christmas walk on Dec. 29 in the vicinity of Sauganash. All hikers, including those of our group who are so inclined, will later assemble at the Sauganash Park Field House where the Choral Club is scheduled to give a program of Christmas music at 8:00 P.M. and afterwards view an interesting movie and partake of refreshments.

#### OFFICE OF FREIGHT AUDITOR

Clara Fister, Correspondent

Elaine Maskal, keypunch and coding bureau, left Oct. 31 to await the stork.

Vita Verden, formerly of the machine room, had a darling baby daughter, Kathy Ann, on Nov. 19.

Marjorie Burns, formerly of the waybill filing bureau, became the mother of Scott Harold on Nov. 19.

Irene Puccinelli, estimate earnings bureau, and Jerome Kearney became engaged on Nov. 24.

Nancy Baier, local and interline balance bureau, became Mrs. Steve Thoresdale at Our Lady of Sorrows Church on Nov. 19.

We welcomed a new girl, Joanne Loos, to the interline bureau.

We were happy to have Wilma Todleben of the interline balance suspense bureau back to work after a stay at Belmont Hospital; also Andrew Duffy, bureau head of the waybill filing bureau, who was in St. Luke's.

Lydia Schuler, local and interline balance bureau, is convalescing at home after a stay at St. Elizabeth's Hospital.

Stanley Pufundt, review bureau, is home from St. Mary's Hospital at this writing, William Steckman is in Columbus Hospital, and May Whitman, review bureau, in the Garfield Park Hospital.

Mary Nechi, interline bureau, is on a furlough at this writing, due to her mother's illness.

Charles Becker, review bureau, spent his recent vacation in Florida.



**RETIREES FROM ACCOUNTING DEPARTMENT.** W. F. Hettinger, head of the carload tracing bureau in the auditor of equipment accounts office, Chicago (left), taking leave of D. B. Ramsay, assistant auditor of equipment accounts, as he retired last month. Starting with the Road in 1912, Mr. Hettinger was employed in the Chicago Terminals before becoming a member of the Fullerton Avenue accounting force in 1921. He is the father of W. K. Hettinger, special accountant in the office of vice president-comptroller in Chicago.

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MOTOR TRUCKS  
TRACTORS AND  
TRAILERS**

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

CHICAGO, ILLINOIS



**CARL DENZ RETIRES.** The force of the local car record bureau in the auditor of equipment accounts office, Chicago, congratulating their veteran bureau head, Carl C. Denz (left), as he retired last month. At the right is his assistant, C. H. Gasmann. Mr. Denz had completed 43 years of service, all in the auditor of equipment accounts office. A brother, Leo J., is the retired chief carpenter of the Chicago Terminal and Terre Haute Divisions.

**OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS**

Martha Streit, Correspondent

Sophie Piefke, who recently retired, was given a surprise birthday luncheon by 20 of her co-workers. Each of the ladies contributed her favorite culinary specialty and the table was set in smorgasbord style.

Marie Peterson of the Milwaukee car records underwent surgery at Resurrection Hospital. At this writing she is recuperating at home. She was presented with a lovely skirt and sweater set as a get well gift from her co-workers.

Late vacationists included Kay Mack and her husband who traveled to Mexico and visited its quaint cities.

Dolores Kwjawa of the key punch room announced the arrival of a son on Nov. 5.

Marcyana Czarnick, also of Key Punch, entered St. Elizabeth's Hospital for a tonsillectomy on Nov. 25. She is reported as doing very fine at this writing.

Sympathy was extended to Eleanor Marshall on the loss of her father. Also to Harry Trickett on the death of his mother-in-law.

A welcome was extended to our new employes, Virginia Barlass in Milwaukee car records, and Gary Demchuck, messenger in carload tracing.

**AUDITOR OF EXPENDITURE'S OFFICE**

Marie Kulton, Correspondent

Thomas Walters, traveling accountant, retired Dec. 2, after 33 years of service. Starting with the Road in February, 1922 at Terre Haute, Tomny came to Chicago and was appointed bureau head of the bill and voucher bureau in the auditor of expenditure's office. In 1948 he was appointed traveling accountant in the same office. He was presented with many gifts by his associates, including a beautiful gold watch. He is making his home in California.

Received a little news from employes now retired. As seen in The Independent newspaper of St. Petersburg, Fla., Nov. 22: Asked of various people "What they were most

thankful for," Robert Hayden, formerly of the material bureau, said, "I'm thankful there's a place like Florida for people to come to when they can't keep up with the pace of the big cities. Where could you find weather like we had the last 10 days? You couldn't have it better if you made it yourself. The people here have an awful lot to be thankful for. The Lord was good when he let this country have a state like Florida."

Mr. Trout writes from Tacoma, they have had the coldest weather in 60 years, according to weather records. Below freezing temperatures killed all the flowers and shrubs. Also wrote that traffic is as bad as in Chicago. In Seattle they have a good north and south system. Part of the distance traffic is through a tunnel and part on an elevated structure, so they have no stop and go lights or cross traffic to contend with.

Sympathy was extended to Mary Clauson, payroll bureau, on the death of her father; also to A. Lutz, accounts receivable bureau on the death of his mother Dec. 3. Burial was in Ottumwa, Ia.

**OPERATING DEPARTMENT**

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

We are proud to report that Miss Marilyn McNicholas, secretary to manager, mail, express, baggage & milk department, was elected president of Chicago Union Station Chapter of the Women's Club.

Ed Kent happily informed fellow employes in the general manager's office on Nov. 23 that Mrs. Kent had given birth to a 12-pound boy. It is their second son.

Edward Kowdelka, coming from Milwaukee, has been appointed chief clerk to assistant to vice president—personnel, the position vacated by Irwin L. Winkey, who was promoted to assistant supervisor wage schedules.

**OFFICE OF AUDITOR OF PASSENGER ACCOUNTS**

Contributed by Arona Puttrich

Virginia Petersen of the "comp" bureau was given a bridal shower by co-workers Alice Masten and Mitzi Walker. She became Mrs. William Kovac on Nov. 5, the ceremony taking place at the Antioch Methodist Church, with a reception at the Round Lake Park Legion Home.

Girls who have just become very left handed are Kay Joyce and Lorrie Bucholz. Reason? Engagement rings! Kay is engaged to Tom Browne and Lorrie to Joe Koss.

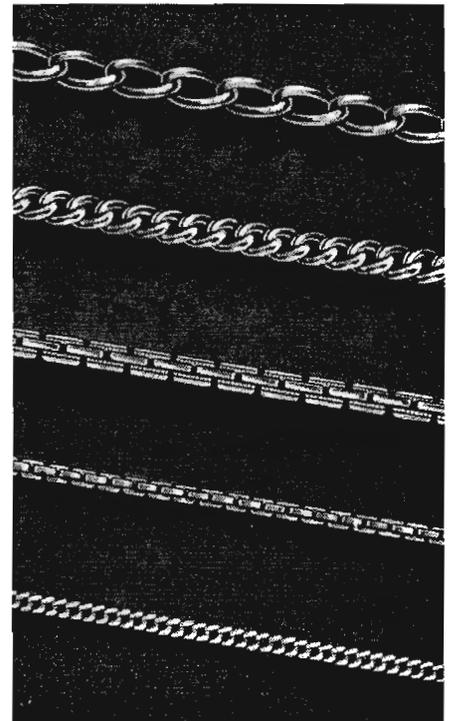
We welcomed back Mildred Newell, who has worked in the office of the chief disbursement accounts for the past year. Margaret Lodge Bergesen is also back with us after being a homebody for several years. New employes in the office are Olive Bill, sorter, Ruth Lump, typist, Bonnie Erkenwick, messenger, and Robert Maise, office boy.

Ann Franke announced the arrival of Sandra Ann on Nov. 19.

Gloria and Augie Rogus had a wonderful two weeks in Iowa, visiting with Gloria's parents. Augie bagged a few pheasants so they had a dinner of pheasant under glass. Naomi Johnson and June Mathisen had a grand week of basking in the sunshine at Miami Beach. Bert Lieberman took in the



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sights at Hot Springs, Ark. Christine Steggers vacationed on a cruise to the West Indies with ports of call at Columbia and Venezuela.

Jack Brandenburger brought in his son, Wayne, age 4, recently to file an application for a future position. So Jack claims, anyway.

#### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

We take this means of welcoming Donald Dornseif and Leona Perpignani to the railroad family.

Anna Nasheim will be taking a leave of absence for her health. I understand she intends to use the Arizona climate to the best advantage.

It is with deep regret that we report the death of Mary Ryan's father, due to an automobile accident.

Lucille Williams has returned to her job as secretary. She is looking fine.

Don Cristoff left to join the Navy. He will be in San Diego for the first part of his hitch.

John Hall has been promoted to a position in the recording department.

Julius Frey, who was hospitalized for surgery, was resting at home at this writing.

### Milwaukee Terminals

#### FWLER STREET STATION

Pearl Freund, Correspondent

Fred Gebhardt, former check clerk at house 7, now a cranberry grower at Black River Falls, Wis., writes he was glad to receive a copy of the Magazine and would like to pay his old friends at the freight house a visit. He reports low degree temperatures, but he had finished harvesting on time and was starting to sort. Also, he had plenty of winter work to look forward to.

Chester Nevers, now retired, dropped in for a visit looking much younger than his 74 years. At present his spare time is occupied as a clerk at a super market.

Cashier J. F. Coerper and his wife were in Omaha recently, visiting son Fred and his



**50 ACCIDENT-FREE YEARS.** V. A. Carlock, who has been agent at Lake Preston, S. D., since 1918, with the Cold Pass he received when he recently completed 50 years of continuous service, a record which is also free of accidents. The Veteran Employees Association honored him with a 50-year button. Starting as a student telegrapher at Janesville, Mr. Carlock served at Ellendale, Ossiham, Glenham, Egan and Bradley before going to Lake Preston. His 37 years there have been marked by community work, both on the city council and in the affairs of the Methodist Church. The Carlocks have four children and six grandchildren.

family, and for a reunion with relatives.

Mercy Hospital was the place, and Nov. 4 the time of the arrival of Thomas Michael Bergeron, son of Mr. and Mrs. Richard Bergeron and grandson of Rate Clerk Bruno Kowalski.

David Nowicki, four-year-old son of C&O Accountant Edward Nowicki, won honorable mention in the 21st national children's photograph contest. His photo was entered by the Ed Schuster Stores of Milwaukee.

Edith Tesch, who has been working in the car record office following her replacement at the Gibson district has been assigned to clerk's duties at Walnut Street. Oliver McCagan who had the Walnut Street position has been transferred to the traffic department in the depot.

Lester Veit, yard clerk at the Maple Street dock, and Mrs. Veit celebrated their 22nd wedding anniversary last month.

Marge Hagberg traveled to Pittsburgh to attend the horse show there, and reports the highlight of the event was seeing Arthur Godfrey's entries and his participation in the show. Where there is a fine horse show, you are sure to find Marge.

Additions to the night force are W. Gossfeldt, general clerk, and Walter Beaman and Bob Heinan, expense clerks. Bob, who had been working for a Pittsburgh firm, had formerly worked at Fowler Street for eight years.

Moe Drager, perishable inspector, again tried his luck at deer hunting, and was rewarded with a seven-point buck weighing about 170 pounds. This is Moe's second one and, though slightly smaller than the last, is an indication of his know-how in that field.

*The 13 stripes on post office mail bags commemorate the original 13 states.*

The Milwaukee Road Magazine

## I & S M Division

Erle Jorgensen, Division Editor  
Office of Agent, Austin



George Pappas

George Pappas, section foreman at Butler, retired recently after 45 years of service. He started at Bristol on Aug. 10, 1910, and had been at Butler as foreman since 1913. He and Mrs. Pappas have four children, all married: James of Lewistown, Gust of Rapid City, Mrs. Pat Cronin (Shirley), Riverside, Calif., and Mrs. Dewey Duerre Jr. (Alice) of Butler. Mr. Pappas is the holder of a Superior Service Award for his excellent record in safety practices and a Silver Pass for 45 years of continuous service.

A. S. Kelley, retired conductor, passed away recently at his home in Albert Lea. Funeral services were conducted at the First Presbyterian Church, Albert Lea. Among the survivors besides his immediate family is R. N. Kelley, conductor on the I&SM Second District.

Engineer A. B. Bertilson and Mrs. Bertilson were recently honored by their family and friends at their home on the occasion of their 40th wedding anniversary. They were presented with gifts and a purse.

Several brakemen off the Second District board transferred to the Iowa Division and are now working out of Perry and other points. Replacements include William D. Pyburn, Paul A. Wechert and Gale W. Grathwold, all making dates during November.

D. W. Clinnin, agent at Rose Creek, has been granted a leave of absence. The position is being filled by senior extra men.

Dispatcher F. H. Bradash took a week's vacation during the deer hunting season and replenished the winter's supply of meat. Extra Dispatcher R. D. Oshiem also got his deer.

Conductor Robert E. Byers passed away at his home in St. Paul Nov. 14. He had been under a doctor's care since August when he underwent surgery. He is survived by his wife and one daughter.

Conductor George Ames, who retired in April, at this writing is confined to St. Olaf Hospital in Austin; reported in a serious condition.

Christ Nelson, retired section laborer at Lyle, Minn., passed away Nov. 5 at the age of 72. Mr. Nelson retired June 31, 1951.

Retired Machinist Fred C. Fischer, Austin, passed away Nov. 14 at Austin at the age of 78. He retired May 31, 1943, and had continued to make his home in Austin.

Local clerks, at their November meeting, paid honor to Baggage man Leo J. Diederich who retired recently. At the same time a purse was presented to Leo by Robert H. McCoy, rate clerk, in behalf of the local BRC. After the meeting refreshments were served at Harry's Cafe.

Landmarks are passing from Austin. The local roundhouse has been removed, power house will be removed, new car repair tracks

December, 1955

*Inspired designs  
for Christmas!*

1. TRENT, 10K yellow gold-filled case, stainless steel back, \$79.50. 2. HOPE, 14K yellow or white gold case, matching bracelet, \$79.50.  
3. DORIS, 10K yellow or white gold-filled case, \$67.50.  
4. GINGER, 10K yellow gold-filled case, stainless steel back, \$55.00  
5. K-503, self-winding, waterproof,\* shock-resistant, stainless steel case, \$75.00.

*Prices include  
Federal Tax.*

Here are Christmas Gift Watches of fresh and inspiring beauty. Each has a lifetime mainspring. Each has a dust-proof (and powderproof!) case. Choose from waterproof,\* shock-resistant, self-

winding models; calendar watches; even left-handed models! Someone you love is hoping for a Hamilton. This is the Christmas to give one! Hamilton Illinois watches start at \$33.95.

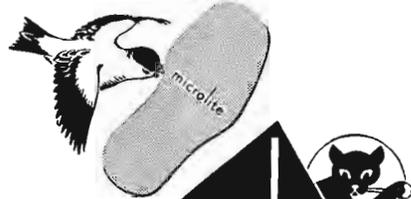
*\*Provided original seal is restored if opened for service.*

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SPRINGS

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are being constructed, as well as new office facilities combining car shop and roundhouse; also a new heating system and steam track facilities. Track work has been done under the supervision of Roadmaster E. E. Long, and the removal of building and new work construction by Chief Carpenter A. M. Glander and a B&B crew with Rasmus Overby as foreman.

## Twin City Terminals

### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

Gene Jacobsen, former Local Freight employe, now living in Virginia, Minn., and Florence McCauley, retired, were recent freight office visitors.

Earl Mastin has been transferred from the Duluth office to Minneapolis as city freight agent.

Another potential railroader is born—George Keenan is the proud father of a baby boy.

Mr. Wareham, chief clerk at the Local, Sylv Smith, demurrage inspector, and Agent Truax attended the annual Traffic Association dinner at the Nicollet Hotel.

So far, I have avoided being a "home accident" case, but one Sunday, when attempting to punch a hole in a belt, my index finger got in the way. Several days later Milton Kutz ran a nail into his foot. Instead of operations, we compared tetanus shots.

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Our local newspaper column, "Meet your Teacher", of Oct. 25 pictured Lois M. Baeyen, daughter of Emil Baeyen, electrician foreman in the locomotive department, as teacher at Folwell Junior High School in home economics and art. She received her B.S Degree from the University of Minnesota and traveled in Europe last summer.

Carman E. L. Mitchell and the Mrs. rejoiced over the arrival of baby boy at their home on Oct. 19. . . . Mr. and Mrs. Willard L. Phillips Jr. also have a new baby at their home.

Victor Olson passed away on Nov. 16. He had been car inspector in the Minneapolis train yards for 40 years.

William W. Anderson, roundhouse ma-

chinist, retired Nov. 9 following 48 years' service.

Laborer Richard Urruha of the locomotive department passed away on Nov. 16.

J. F. Widegren, laborer in the store department, is now serving with the armed forces.

Car department employes who retired recently: Carman Otto H. Meyenberg, Montevideo, on Nov. 1—will live at Detroit Lakes; also John P. Welter on Nov. 1. Fred Tingstad, acetylene cutter, retired on Dec. 1.

### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

For a moment last month I thought we had a visitor from Montana. However the visitor was Conductor Arthur Morgan wearing a western hat.

Ed Coy, team track foreman, retired Dec. 1.

Captain Rothmund, my son, now at Camp Hanford, Wash., has received orders to report to Greenland.

If you wish to drop a line to Sam Lundell, retired, in Ingleside, Calif., I will be glad to furnish his address.

## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Superintendent, Spokane

Sectionman Joe Gaglia of Avery passed away recently and following funeral services in Spokane the remains were taken to New York for burial. Mrs. Gaglia and her daughter will remain there with the couple's married son.

Conductor J. H. Linehan stopped in the office following his stay of a few days in a hospital where he underwent surgery. He has been working on the POR line the past season.

Mary K. Smith, superintendent's steno, spent her vacation in Minneapolis with her sister and other relatives.

During his first hunting trip out West, Train Dispatcher L. H. Bailly and son bagged two deer.

Concluding service since 1916, Cashier Mabel Viets is retiring in December. She has worked at Metaline Falls, Spirit Lake and Ione besides holding various positions in freight office at Spokane. Her services will be greatly missed. Her plans are to leave Spokane, making a home for her mother, Anna Viets, and herself in Portland, where she has a sister.

Word was received from California that

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## QUIZ answers

1. Pennsylvania
2. 1869. The Union Pacific and the Central Pacific (now Southern Pacific) route between Omaha and Sacramento was completed May 10, 1869, and the extension to Alameda on San Francisco Bay was completed on Sept. 6, 1869.
3. Yes. (1) If passenger service is provided over an alternate route, and (2) if he specifies his return route when he purchases the ticket.
4.  $7\frac{1}{8}$  inches.
5. Both carload and LCL shipments
6. The height. 115 pound is  $6\frac{5}{8}$  inches high with  $5\frac{1}{2}$  inch base, 132 pound is  $7\frac{1}{8}$  inches high with 6 inch base.
7. John Stevens.
8. More. Approximately \$151,000 per mile in 1954.
9. Dunnage.
10. More than one.

Mr. and Mrs. J. Z. Ramsey do not plan on a Mexican vacation this winter, having found instead a very desirable spot in southern California.

November 14 was moving day for the trainmaster and yard clerks at Spokane. Facilities for the new yard office, locker rooms and Trainmaster F. A. Barton's office are completed and operations are being carried out there. The one story brick building houses all of these offices.

## Iowa Division

### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

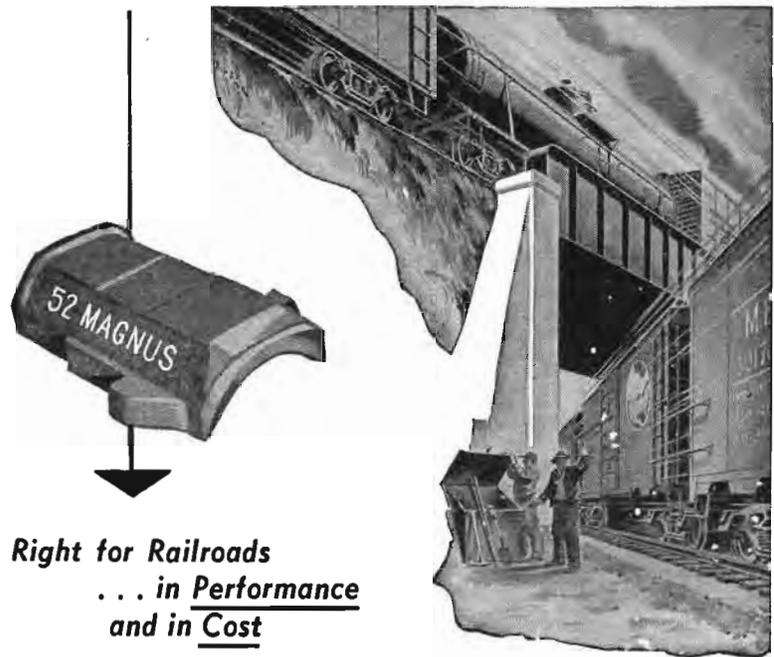
Mr. and Mrs. William Leighty are the proud parents of a girl, Cindy Delores, born Oct. 20.

Mr. and Mrs. Charles O. Bross celebrated 61 years of married life on Nov. 21. Before Mr. Bross' retirement he worked in Cedar Rapids and later in the car department at Aberdeen and Mitchell.

A retirement party was given at the Elmcrest Country Club in Cedar Rapids in honor of Tom Manton who retired Nov. 1. A dinner was served to some 35 associates from Chicago, Kansas City, Dubuque, Davenport, Council Bluffs, Sioux Falls and Madison. Also present were his wife, daughter Eileen and brother Martin of La Crosse. W. L. Ennis, assistant to vice president, officiated as toastmaster, presenting Tom with a gift from more than 100 employees who have worked with him during his many years of service. Tom started with the railroad at Lansing, Ia., on Apr. 1, 1919 as a timekeeper for Martin Whalen's extra gang, was perishable freight inspector at Marquette, Chicago and Cedar Rapids, for 28 years, and for the last five years was traveling freight inspector out of

December, 1955

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



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**. . . in Performance**  
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(Advertisement)

Cedar Rapids. He will make Cedar Rapids his home after he and Mrs. Manton return from a visit with their son-in-law and daughter, Mr. and Mrs. Tom Domer, in Seattle.

J. A. "Jack" Beeson and Floyd C. "Speedy" Ozburn, who began working for the railroad as call boys when they were 16, retired Oct. 31. Mr. Beeson, a freight conductor, completed 50 years with the Road Sept. 16. He and Mrs. Beeson are to be given a Gold Pass in recognition of his service. Mr. Ozburn, an engineer, began work at Marion on May 15, 1907.

Both men come from railroad families. Mr. Beeson's father, Warren Beeson, was a freight conductor, and a brother, Ernest, was a switchman. Mr. Ozburn had three broth-

ers who worked for the railroad. After serving as a day call boy, Mr. Beeson was promoted to yard clerk and later became a freight brakeman. Mr. Ozburn worked for four years in the roundhouse before starting firing on the railroad.

O. A. Beerman, retired superintendent, has returned from London, Ont., where he was a patient in a hospital.

George Conrad, clerk in the roundhouse at Cedar Rapids, is a surgical patient in the University of Iowa Hospital at Iowa City at this writing.

Assistant Engineer S. C. Thomas and wife vacationed in the South in November, visiting New Orleans, Jacksonville, Miami and other points in Florida.

RDSA Roger Keith Wink, son of Pump

## Time Is Our Business

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Repairer Ernest Wink, Marion, is now based with the Navy in Pearl Harbor.

Robert Clark Shaffer, retired switchman, died in a Cedar Rapids hospital Nov. 10, following a brief illness. He was born Dec. 10, 1887 at Gladstone and came to Cedar Rapids from Savannah, Ga., in 1925. Surviving are his wife, Louise, of Cedar Rapids; four daughters, Beatrice Scholzen of Racine, Wis., Mrs. Clifford McConaughy of Tacoma, Wash., and Mrs. Joe Simcosky and Mrs. Russell Taylor of Cedar Rapids; a son, Richard, of Cedar Rapids; a brother, William Schaffer, of Brooklyn, Ia.; 12 grandchildren and three great-grandchildren. Services were conducted in Turner chapel and burial was in the cemetery at Tama.

W. K. "Kelly" Lothian, 76, a former accountant at Marion, died in a Chicago hospital Nov. 17. Mr. Lothian was born in Marion Nov. 25, 1878, the son of pioneer Marion residents, and made his home there until retiring and moving to Chicago a few years ago. He also served as city clerk at Marion for a number of years. He was a veteran of the Spanish-American War, a 50-year member of Trojan Lodge 548, A.F. and A.M., chapter 10, R.A.M. and Patmos Commandery No. 27, K.T.; also a member of El Kahir Shrine, Cedar Rapids. Survivors include his wife Nelle of Chicago; a daughter, Mrs. L. E. Fuller of Flossmoor, Ill.; three grandchildren; a sister, Dorothy Cromlin, Los Angeles; and a brother, Donald Lothian of Kansas City. Services were conducted in Chicago and interment was in the family lot in Oak Shade cemetery at Marion.

### MIDDLE & WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

Ruth Powell, daughter of S. Powell of the Perry roundhouse force, had a real thrill recently when she received a letter from Mrs. Dwight Eisenhower acknowledging the receipt of a "get well" letter she had sent to the president during his illness. Ruth commented in it that she would like to see him get well and run for the Presidency again, as she will be casting her first vote in the next election.



**GOLDEN CELEBRATION.** Married 50 years, Mr. and Mrs. James A. Neff of Marion, Ia., were honored at a dinner party for their family and friends in Cedar Rapids on Nov. 26. Mr. Neff has been with the Road since moving to Marion in 1910 and at present is a trainman on the Challenger-Midwest Hiawatha between Marion and Chicago. He and Mrs. Neff have four sons, two daughters, 10 grandchildren and three great-grandchildren. Relatives from all over the country attended the family reunion, including their son Claire who is employed in the Western Avenue coach yard in Chicago.

Raymond Cross, foreman of the Perry yard section force, was confined at the Veteran's hospital in Des Moines during November.

Fireman Albert Nicholson was hospitalized in Des Moines recently as the result of injuries sustained in an auto accident.

John Narver, retired conductor, and Mrs. Narver who live in Paradise, Calif., spent a few weeks in October and November visiting relatives and friends in Minnesota, Wisconsin and Iowa. John and his wife have a small fruit ranch at Paradise.

Mrs. J. B. Bryant, wife of a retired conductor, was a medical patient in the Perry hospital during November.

Members of Co-Pilot Lodge, the auxiliary of the Brotherhood of Locomotive Enginemen and Firemen, were hostesses at a rather unusual open house on Nov. 18. The routing of the Union Pacific-Southern Pacific trains over the Milwaukee has brought a number of new railroad families to Perry, and the affair was for the purpose of having them get acquainted. A large group of Perry folks, including most of the local ministers, called at the railroad veterans club house during the open house.

Frank Wicheal Jr. of Perry, who is a clerk in the agent's office at Redfield, and Clive Ellett, electrician, were among a group of men who received awards for long service and training accomplishments in the Boy Scouts at the annual Scouters Recognition Dinner for the Tall Corn Area Council held Nov. 16 in Des Moines. Wicheal received the Scouter's Award. He is institutional representative for Troop 127 and Cub Pack 127 and is a district commissioner. Ellett received the Scouter's Key. He is Cub Master of Pack 127.

W. R. Cox, son of Engineer W. E. Cox, who was employed as a brakeman on the division before going into the Marines (in which he served two years), was married on Nov. 13 to Sharon Rigenberg of Perry. The wedding, which took place at Trinity

Lutheran Church, was witnessed by a large group of relatives and friends. Brakeman James Kanealy was one of the ushers.

Lester Lindholm, whose wife was Katharine Donovan, daughter of Dr. M. J. Donovan, for many years the company doctor at Perry, died in November at the Veteran's hospital in Des Moines where he had been confined for a heart condition.

Mrs. A. A. Brown, whose late husband was a foreman on the Milwaukee for many years before illness forced his retirement, was elected president of the Iowa Association of Mathematics Teachers at the state convention held in Des Moines in November. Mrs. Brown teaches mathematics in the Perry High School.

Conductor Harold Lientz was a patient in the Perry hospital for medical treatment during November.

Mrs. Thomas Russell, mother-in-law of Conductor M. G. Dixon, passed away at the family home in Spirit Lake on Nov. 4. Mrs. Dixon attended the last rites. Conductor Dixon has been ill for several months and is confined to his home.

Ralph Goodwin, retired conductor, who now lives in Tucson, Ariz., made his annual trip east during November to visit his daughter in Milwaukee and his friends in Perry. Ralph's health has been much better since he has been making his home in the West.

Ben Cornelius who worked in the Road's mechanical department for many years before his retirement, is now a city official. He and his wife went to Berkeley when he retired, and at the November election Ben was elected mayor of that community. He received nine of the 13 votes cast.

Engineer Earl Holdridge's name was added to the list of retired engineers the last of October. He and his family have been spending their winters in Florida for some time with a view of making that place their home. Last winter they made arrangements to purchase the Harmony Motel Court at Largo, Fla., on the main highway to St. Petersburg, and took possession in November. Earl's son, who is an electrician and telephone maintenance man, resigned his position in Spirit Lake and he and his family have accompanied his parents to Largo to assist in the operation of the motel. During his leisure time Earl built a miniature train which operated at resorts in the northern Iowa lake region for a number of years. A new amusement park near his new location is in the offing, and Earl and Francis hope to install the equipment in the park and operate it.

Herbert Taylor, retired switchman, was elected councilman of the third ward at Perry. He had served as councilman for a number of years, and friends urged him to enter the race again.

## Rocky Mountain Division

### EAST END

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

Born, Oct. 3, to Operator and Mrs. Wayne Kelly of Butte, a son.

Traveling Engineer Eric Williams has received a Silver Pass in recognition of having been in the employ of the Road for 45 years.

Curtis L. Easter died at his home in Deer

Lodge of a heart attack. Mr. Easter was born in Rubins, Idaho, June 25, 1900, and went to Deer Lodge in 1918, where he started working for the Road as a store clerk. He retained that position until his death.

Brakeman W. Peccia has been dismissed from the Broadwater Hospital where he received attention for injuries suffered in an auto wreck. Brakeman James Carlson is also home after being confined to the Broadwater Hospital.

Mrs. Melvin Alger, wife of Fireman Alger, has returned home from St. Joseph Hospital at Deer Lodge where she underwent surgery.

Thomas Cooper, west Rocky Mountain engineer, is breaking in as traveling engineer for the Rocky Mountain Division. He succeeds Traveling Engineer Eric Williams who retired Nov. 30.

Engineer Roy Wade has received a Silver Pass in recognition of having been in the employ of the Road for 45 years.

### NORTHERN MONTANA

Pat Yates, Correspondent  
Car Foreman, Lewistown

The Women's Club held its annual Christmas party at the Eagle Lodge. The usual wonderful turkey dinner was enjoyed by about 150 employes and wives. A nice evening of entertainment was planned by the president, Mrs. Ole Vinge, which included singing, Bingo, card games and accordion music.

Conductor George Baumgartner is back on the Winnett run after taking a three-week vacation trip to Minneapolis, Kansas City, Oklahoma City and Dallas. He returned home via Denver and Billings.

A retirement party was held at the Moose Club in Harlowton on Nov. 18 by the friends and families of Gunnar Rasmussen, Blaine Lucas, Jack Richardson and Louis Siqveland. Mr. Rasmussen started railroading with the Milwaukee at Harlowton in August, 1917 as freight house clerk and was freight house foreman when he retired. Mr. Lucas started railroading in 1936 with freight transfer. Jack Richardson and Louis Siqveland both started with the Milwaukee on the transfer in 1942. A large crowd attended the dinner at which R. E. (Bob) Steinhauser was emcee and presented each of the men with a cash retirement gift. Harold Krause and Mr. and Mrs. Fred Meyers played music for a very fine dance.

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Agent Don R. Samuel of Danvers and Miss Peggy Gregg were united in marriage Nov. 20 at the Presbyterian church in Lewistown. Don is the son of Gus Samuel, retired carman. He and Mrs. Samuel will make their home in Danvers.

Ole Vinge, section man at Lewistown, retired Nov. 1 after 11 years in the Lewistown yard and more service out on the line. He and Mrs. Vinge will continue to live in Lewistown.

Night Roundhouse Foreman Bill Baker was called to California on account of the serious illness of his father who is a retired boilermaker from Madison, S. D. When returning to his home in Great Falls he had a car accident at Twin Falls, Ida, which wrecked his car and injured his wife. He certainly had a lot of tough luck all at once.

I would like to take this opportunity to wish each employe and his family a Merry Christmas and a prosperous New Year.

**Coast Division**

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

J. J. Vallery, chief substation operator at Taunton, retired Nov. 1. He now calls Othello his home, having built a new house there.

Jim Kors, instrumentman in the engineering department, left the railroad on Nov. 18.

Harry W. Anderson, chief clerk to the district master mechanic at Tacoma, retired Nov. 30 after more than 37 years with the Road. Harry began railroading as a clerk in the mechanical department on Mar. 25, 1918,

was promoted to chief clerk to the district master mechanic at Deer Lodge, transferred in 1920 to the Coast Division as clerk at Tacoma, and in 1923 returned to the mechanical department. In 1937 he transferred to the district accountant's office at Tacoma and went with that department to Chicago in 1940. Returning to the Coast Division in 1941, he became assistant time revisor and on Jan. 5, 1953 was promoted to chief clerk to the district master mechanic. For a number of years Harry was the division correspondent for the Magazine, giving up his journalistic practices in 1953 when he was promoted to chief clerk.

More than 40 associates attended the retirement party given for Harry at the Elk's temple in Tacoma. Among those present were Jim Norris, retired chief clerk to the district master mechanic, Ray Bame, retired from the accounting department in Chicago, Bert Trout, also retired from the accounting department, and Charlie Sandberg, retired clerk from the D.M.M.'s office.

H. H. Tavenner, retired general agent at Everett, passed away Nov. 22 at Auburn. Mr. Tavenner was president of the Milwaukee Road Retired Employees Club of the Seattle-Tacoma district.

Jim Mills has been hired to fill the position of stenographer in the superintendent's office.

**BELLINGHAM—PORT ANGELES**

Gene Park, Correspondent  
Operator, Bellingham

H. A. Bowers, retired conductor, passed away Oct. 30.

Bob Holcomb, CF&PA, was promoted to CF&PA at Great Falls. Kenneth Johns, formerly of Spokane, was appointed CF&PA at Bellingham.

Dick La Fave, yard clerk, returned Nov. 21 after two weeks' duty with the Navy at San Diego. In his absence the yard clerk job was handled by Bob Viereck.

Deer season has come and gone. From all indications, this year's bag set somewhat of a record. Those getting their buck include Conductors Gustafson, Thompson and Dupenthaler, Brakemen Sollinger and Connell, Engineer Hallman, Roundhouse Foreman Stearns, Roundhouseman Bellinger and Carman Schultz.

**TACOMA**

E. L. Crawford, Correspondent  
c/o Agent

The Milwaukee Road's miniature Hiawatha again speeds children through the wonders of Tacoma's greatest Toyland in Rhodes Bros. department store this year.

Tacoma suffered its lowest temperature since 1898 during the first part of November.

Winding up vacations, George Gordon, car distributor in the yard office, spent his last week's vacation in California. Ethel Peterson (formerly Ethel Schmidt) of the store department vacationed with hubby in Chicago.

Women's Club members were happy to welcome their president, Mrs. W. J. Weatherall, at the recent club meeting when plans were formulated for the Christmas party on Dec. 19; also happy to see Lysle Smith's mother, Mrs. Schmidt. Both women have been ill for several months.

Mr. and Mrs. L. W. Schiefelbein of Moberge visited here with Mrs. Schiefelbein's

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**PASSING OF A BUCK.** This was a record year for deer on the Coast Division, according to Magazine Correspondent Gene Park. Conductor Gordon Thompson got this two-point buck, a 175-pounder, near Lake Samish about 10 miles from Bellingham, Wash.

sister, Mrs. Fitzgerald (widow of the late William Fitzgerald of the time revising office), over Thanksgiving. Mr. Schiefelbein is a Gold Pass man, retiring as conductor a year ago.

## Chicago Terminals

UNION STREET

Florence LaMonica, Correspondent

A gala party was held on Nov. 5 in honor of Fred Wendland, Sr., foreman of house 3, at which he was presented with a handsome gift to help him enjoy his retirement. Fred started his service in 1908 at Union Street, then went to our Galewood station and returned to Union Street in 1937. He will devote his time to keeping up his garden and to carpentry, some of which will be done in helping Fred Jr. build a summer home at Wonder Lake, Ill. Fred also hopes to do some traveling.

We are sorry to report that Harold Woods, stower in house 5, recently lost his mother, Mrs. Mary Jones. Funeral services were held Dec. 1. The sister of William Leonard, forklift operator in house 3, also passed away recently. Sympathy was extended to the families.

Tom Carroll has returned home from Wesley hospital to convalesce.

Wishing everyone a Merry Christmas and a very happy New Year.

## GALEWOOD

Norma Gunderson, Correspondent

While in New York on her vacation, Marie Riley of the pick up order department made a pilgrimage to the shrines of 12 churches.

Leonard Volker, retired platform check clerk, visited the boys on a stopover from Florida Nov. 9.

Julius Moscinski, car order clerk, moved into his new home Nov. 10.

Irene Dumanowski of the over and short department, who entered the Lutheran Deaconess Hospital Nov. 14 to undergo surgery, is recuperating at home at this writing and doing nicely.

The new I.B.M. operator at Galewood is Frank Weber, who recently transferred from Union Street.

Sympathy was extended to Mae Graney, report clerk, whose sister, Lillian Doyle, passed away suddenly Nov. 19.

Several Galewood girls attended the card party at the Burny Brothers bakery Nov. 29, given by the Women's Club, Fullerton Avenue Chapter. A good time was had by all.

## Off Line Offices

TORONTO, ONT.

R. S. Moore, general agent with headquarters in Toronto, retired on Nov. 30. Mr. Moore started his railroad service with the Grand Trunk Western in Toronto in 1907. He was later with the British American Oil Company, of which he became assistant traffic manager, but left that company in 1927 to join the Milwaukee as traveling freight and passenger agent with headquarters in Toronto. He was appointed Canadian freight and passenger agent in 1947 and general agent in January, 1953. The Moores who live in Toronto have two sons, Robert and Warren, and two grandchildren.

## Milwaukee Shops

STORE DEPARTMENT

Virginia Tabbert, Correspondent

New to the GSK general office is Inez Hunter, who has taken over the duties of messenger.

Mail received from Tia Juana, Mexico, led us to believe that W. J. Beckel, district storekeeper, and wife enjoyed their vacation. The Beckels also visited Los Angeles, San Diego, Phoenix and Tucson, and Sherman, Tex., to see their son, Lt. Col. R. W. Beckel, stationed at Perrin Field, and family. The three grandchildren were really excited about their

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only grandpa's arrival.

A recent visitor to the stores division was Nick Urmanske, retired chauffeur. Nick now makes his home in Covina, Cal., where he spends all of his time tending his fruit trees and taking care of his lovely yard.

A letter has been received from J. V. Miller, retired general storekeeper, now living at Fort Lauderdale, Fla. Mr. Miller finds that retirement has offered many new experiences, and his time is used to good advantage. He has taken a part time job with the Frank L. Edenfield Company, investment securities, and the rest of his time is devoted to his home and the clubs he belongs to. He says he and Mrs. Miller had 60 visitors from Milwaukee last year. Many retired railroaders and other retired Wisconsin residents now settled in Florida have organized their own "Wisconsin Club" and meet monthly for reminiscing sessions.

Mr. and Mrs. Frank Sutter were married on Nov. 19 at St. Rose's Church. Mrs. Sutter is the former Lois Kramlich, typist.

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

H. J. Montgomery, Correspondent

Walter Stark, clerk in the superintendent of car department office, has undergone a successful eye operation. It was the second time in 35 years that Walter had a day off from railroad work, other than vacations. Last year he received his Silver Pass for 45 years of continuous service.

Miss Shirley Ann Montgomery, last single daughter of H. J. Montgomery, was the Nov. 19 bride of Fred Koller of Allis-Chalmers. The wedding took place at Holy Cross Church with a reception at Stanton's Hall.

The young lady who has taken over the typist position in the M.E. office is Carol Roe, daughter of Harry Roe of the store department office.

Mrs. L. P. Torrence underwent surgery at Misericordia Hospital on Nov. 10 and at this writing is recuperating rapidly. Mrs. Arthur L. Schultz was also hospitalized for surgery at St. Joseph's on Nov. 30, and is on the mend. The mechanical engineer's office sent flowers to both ladies.

Scores of 224, 255 and 200 netted your correspondent 679 in the Kuglitsch Classic lately.

James Rabun, coming from Savanna, has taken over the duties of electrical draftsman

in the mechanical engineer's office. He is the son of L. H. Rabun, master mechanic at Milwaukee.

John A. Schnell and family were California-bound Dec. 10 to visit the folks and let them see the new baby, now 10 months old; destination Los Angeles. They were traveling via "Santa Fe all the way."

The Jim Barrors and Susan visited points of interest at Key West and Miami, Fla. Jim said that his car ran better with the southern gas.

The Mulhollons will be in their newly built (by their own hands) home before Christmas. The home is located in Hartland, Wis.

A bowler in the freight shop who is averaging around 200 and coming up with 600's one after the other is Al Roesler. Al does all his bowling on the Harmeyer Drives.

Best wishes for happy retirement were extended to Herman Wagner of the upholstering department. Herman intends to be a man of leisure from now on.

Best wishes for a very Merry Christmas and a happy and prosperous New Year.

## Trans-Missouri Division

### EAST END

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

Assistant Section Foreman Dan Popoff retired on Nov. 1 and left for his former home in Bulgaria, stopping en route at Ridgewood, N. J., for a visit with F. C. Williams and his family.

Mrs. Ida Ray of Aberdeen is working as roundhouse clerk, replacing Billy Jay who is taking a leave of absence.

Arch F. Manley, retired roadmaster, and wife left Nov. 23 for Phoenix, Ariz., where they will spend the winter.

Eight stalls of the local roundhouse were sold to Charles Keller, son of Carman Jake Keller, and a new oil burner is being installed for the seven stalls remaining there.

Milwaukee students attending South Dakota University who spent the Thanksgiving holidays at their homes here were John Nolan, Billy Spiry, and Cliff and Robert Sieler.

Car Inspector Gottlieb Baun retired on Nov. 30 after 41 years of service with the Milwaukee. He began working as a roundhouse employe, later going to the car department. He and Mrs. Baun are the parents of two sons and four daughters. They

will continue to make their home in Mobridge, where Mrs. Baun is a piano instructor.

Relief Car Clerk Dick Andrews left for Miles City Dec. 3 to enter Holy Rosary Hospital for surgery.

The Women's Club, with Mrs. Walter Klucas as president, held its annual potluck dinner at the Odd Fellows Hall on the evening of Nov. 21 with a fine attendance. After the dinner the members enjoyed games of canasta, bridge and whist. The Christmas party will be held the afternoon of Dec. 19 for the children, with Santa Claus distributing treats and gifts, and a party for the grownups in the evening, with an exchange of gifts.

H. B. Townsend, retired engineer, passed away at Mentone, Calif., on Nov. 8 after being in poor health for several years. The Townsends moved to Loma Linda, Calif., in 1947, and burial was there. Mr. Townsend began work for the Milwaukee at Portage, Wis., in June, 1901, moved to Mobridge in 1907 shortly after the town was started, and worked as fireman until promoted to engineer, working for the Road for 30 years. He is survived by his wife and two daughters, Ada of Glendale, Calif., and Helen McMullen of Greenville, Tenn.

Wishing all our readers a Merry Christmas and a happy and blessed New Year.

**TITANIC TREK.** Pennants, pompons and megaphones were the major luggage of 100 or so University of Detroit students who arrived in Milwaukee on No. 27 the morning of Nov. 5 (via the NYC to Chicago from the motor city) to witness the football clash between the Detroit Titans and their traditional rival, Marquette U. First to leave the train under the banner held by cheer leaders Leo O'Connell (left) and Lew Vailecourt is campus beauty Sue Stoner. The football classic was won by the Detroiters, 20 to 7, their first victory over Marquette in six years.



**SAN FRANCISCO TO OAKLAND.** The ferry boat Berkeley, which carries rail passengers from San Francisco to Oakland, Calif., is shown on Oct. 30 approaching Oakland Mole Pier with the passengers who rode the first City of San Francisco to move east over the Southern Pacific-Union Pacific-Milwaukee Road route.



The Milwaukee Road Magazine



**JOURNEYING WITH JOAN.** Glamour rides the rails as Joan Crawford, the "queen bee" of the movie industry, leaves Chicago on the City of Portland Nov. 17. With a party of five which included her husband A. N. Steele, president of the Pepsi-Cola Company, the Hollywood star was en route to Portland for a picture premier.



**CHRISTMAS CUSTOM.** At Aberdeen, S. D., among the first Christmas tree lights to set the holiday mood are traditionally those on the giant evergreen erected in the Milwaukee Road station by the local chapter of the railroad's Women's Club. According to custom, the tree is lighted to cheer passengers arriving and leaving on every train. Shown here are three officers of the club as they had just finished trimming last year's tree. They are, from left: Mrs. A. E. Hatten, treasurer, Mrs. F. M. Wertz, president for 1955, and Mrs. A. W. Hass, president in 1954. (Aberdeen American-News photo)

**DECK THE HALLS.** Every year at this time one of the brightest spots in the Chicago Union Station is the office of the station information bureau, where Christmas hospitality begins at the door. Shown here with the sparkling display which decorated the entrance last year are Mary Keith, assistant supervisor (left) who designs the once-a-year display, and Marie Griffith, bureau manager. Miss Keith, who regards the assignment as a happy and creative undertaking, achieved this effect with Styrofoam, gilt paint and her own hand-carved figures. As this issue of the Magazine went to press, the idea for this year's display was still a well-kept secret.



## THE MILWAUKEE ROAD MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.  
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**" 'T WAS THE NIGHT BEFORE CHRISTMAS"**. This and many other favorite Christmas songs, as well as novelty numbers, are again being sung by the popular Milwaukee Road Choral Club in its annual pre-Christmas concert in the waiting room of Chicago Union Station. Only a part of the group is shown here.

