



# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

see POTATOES...page 16

JANUARY 1955

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# THE MILWAUKEE ROAD MAGAZINE

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## Good News For A New Year

THERE ARE few things I enjoy more than starting a new year with good news. And, on a railroad, good news never seems better than when it has to do with safety.

During 1954 The Milwaukee Road moved from ninth to fourth place among the Group A railroads in safety performance, with a casualty rate 28 per cent below our rate for 1953. It is an unhappy fact that four men were killed on the railroad in 1954, as there were in 1953, but it is good to know that these two years have been marked by the smallest number of such tragedies in the long history of our railroad.

All in all, 1954 was the safest year on The Milwaukee Road since 1935, when we won the Railroad Employes National Safety Contest for Group A railroads, conducted by the National Safety Council.

It is impossible to know exactly what accounts for this heartening improvement, although I strongly feel that increased *family interest* in safety has a great deal to do with it. This is certainly as it should be, for safety *is* a family matter.

One of the best things about a safety record such as ours for 1954 is that it proves what can be done through conscientious effort. The news of it came as the best possible Christmas present I could have received. And it impresses me as being a very good omen for the year ahead.

*J. P. Kiley*

# How To Save Money on Your Income Tax

New Law Means Lower Taxes for Many

LAST August you heard such terms as "baby sitter deduction," "dividend exclusion" and "retirement income credit" when Congress passed the Internal Revenue Code of 1954.

Now these terms will have real meaning as you file your income tax return under the new tax law, containing thousands of changes in its 929 pages.

Some taxpayers may find Apr. 15—the new deadline for most individuals—a worse shock than Mar. 15 used to be. Most of us, fortunately, will find the new tax a little easier. For one thing, a reduction of about 10 per cent in rates took effect in January, 1954, and has been reflected in the amount of tax withheld from pay since then.

But the difference is not just in the rates. The new tax law, passed *after* the rates were reduced, includes many special adjustments aimed at helping people who particularly need relief. You'll get some of these benefits almost automatically as you fill in the blank. Others must be dug out of the fine print. That's why it is important not to wait till the last minute, but to begin your tax returns early.

Here is a brief explanation of the more important changes and how they will affect the typical employee:

## That "Baby Sitter" Deduction

Bill and Alice Anderson think they know about the deduction of baby sitter pay. They hired a sitter when they went to the movies. . . . and they're in for a shock.

The deduction is permitted only for actual expenses up to \$600 for the care of dependents while a mother, widower, divorced or legally separated person is *gainfully employed*.

But the broad meaning of that word "dependent" will help many. Expenses for care of a child under 12 years who is the taxpayer's son, daughter, stepson or stepdaughter, or *other dependent mentally or physically incapable of caring for himself*, are deductible. There are no restrictions as to age or relationship in the latter case.

Thus Betty Baker can deduct what she paid the woman who sat with her bedridden dependent aunt while Betty worked afternoons at the library. She is filing a joint return with her husband,

*This article is based on material supplied by the American Institute of Accountants, which points out that the filing of federal income tax returns is a more urgent problem than ever this year because of literally thousands of changes going into effect as a result of the new tax law passed by Congress last August. The institute, a national professional society of certified public accountants, offers this material with the statement that it has been reviewed for technical accuracy by some of the nation's leading accountants, as well as by the Internal Revenue Service.*

which is necessary procedure for wives asking the "baby sitter" deduction. The couple's adjusted gross income was not more than \$4,500. If their income were more, say \$4,700, they would have to reduce the \$600 limit on the deduction by the amount their income exceeded \$4,500. That is, they could take off only \$400. This limitation and the requirement of a joint return do not apply if the husband was disabled.

## You Can Claim More Dependents

Earl Cassidy will benefit two ways from the more liberal rules about dependents. Until now, because the relationship was too distant, he could not claim as a dependent (good for a \$600 exemption) his Cousin Jake who came for a visit and stayed.

Jake will be listed this year because close relationship is no longer necessary to qualify a dependent who lived in the taxpayer's home and received over half of his support from him.

Young Earl's earnings of over \$600 a year would have kept him off his father's list of exemptions under the old law. Not wanting to penalize parents for their children's industry, Uncle Sam now sets no top limit for a son's or daughter's earnings. A taxpayer can claim an exemption if he provides over half the support of a dependent who is either under 19 or a student, regardless of the child's income.

The 1954 Code offers relief also to children who are supporting parents.

For example, Fred Parsons and his two sisters share in helping their mother, who lives in her own home. Among them they have provided more than half of her support for several years and each has furnished more than 10 per cent of such support. However, as no one of them provided more than half, none was able previously to list her as a dependent. Now they can take turns in claiming the exemption. Fred can take the exemption for 1954 because his sisters have agreed to sign a statement that they will not claim the exemption for that year.

## You Can Deduct More for Medical Bills

This year you can deduct medical expenses in excess of 3 per cent of your adjusted gross income, as compared with 5 per cent in the past, but in listing your medical expenses you can only include medicines and drugs beyond 1 per cent of your income.

Take George Harrison's figures. His adjusted gross income comes to \$5,000, and during 1954 he spent \$400 on doctors' and dentists' bills for the family, \$200 on hospital expenses, \$125 for drugs and medicines. He may count only \$75 of the last item (having subtracted \$50, 1 per cent of his gross income), which makes his total medical expenses \$675. He subtracts \$150 (3 per cent of income) leaving a deduction of \$525.

Maximum permissible medical deductions have been doubled and can now go as high as \$5,000 for a single person or married person filing separately; up to \$10,000 for married persons filing jointly, or for the head of a household.

Look out for this change if the doctor ordered a trip for your health: you can deduct cost of transportation, but not living expenses while you were away.

## If You Received Dividends

Sid Horton, who has bought stocks with some of his earnings, will find a small bonanza in the new tax law when he works out his return. His stocks paid him \$50 in dividends during 1954. On his tax form in other years he added his dividends to his \$6,000 salary. The new law, however, gives him the first \$50 of dividends tax free. This \$50 dividend exclusion can be doubled for a married

(Continued on page 11)





Nineteen accident-free years have taught Yard Foreman John McCluskey that there are no substitutes for a good night's sleep and a nutritious breakfast. He likes nothing better than to start the day by having an unhurried breakfast with Mrs. McCluskey and the children. The children are (clockwise) Lynnea, 10; Jack, 13; Terry, 11; and Tommy, 2.



Leaving home in a relaxed frame of mind, John takes his wife's words of caution seriously when she calls out the familiar reminder, "Be careful, and come home safe". With her at the door are Jack and Lynnea.

## A Safe Day in the Yard . . .

WHAT is it, exactly, that makes for safe railroading?

Is it a matter of knowing exactly how to do a job safely—of knowing the rules? Or is it, perhaps, the by-product of a happy home life, or of good physical condition and a worry-free mind?

Railroad men know that it is all of these things, but we also know that we sometimes forget. This article is the first of a series which the Magazine will publish in 1955 to help us all remember.

The train yard is the locale of the first article because yardmen, being one of the largest employe groups on the railroad, usually meet with a number of accidents during the course of a year. Injuries among them were reduced, however, from 97 in 1953 to 57 in 1954, and the Chicago yardmen made 1954 their safest year since 1939.

John J. McCluskey, a yard foreman in Chicago's Galewood yard, is typical of a large group of safety-minded employes.

Mr. and Mrs. McCluskey and their four children live in an attractive duplex residence in suburban Melrose Park, only a short drive by family car from his work.

Mr. McCluskey is a veteran of 19

Knowing that loose pant legs and jacket sleeves are liable to be the cause of a personal injury, Johnny, as everyone around Galewood yard calls him, wears the latest type of zipper leg overalls and zipper sleeve jacket. Before these garments were made, he had to tie his pant legs with cord or fasten them with an elastic band, as Switchman William F. Nebel (left) and Yard Clerk John Patnaude will do before going onto the job.

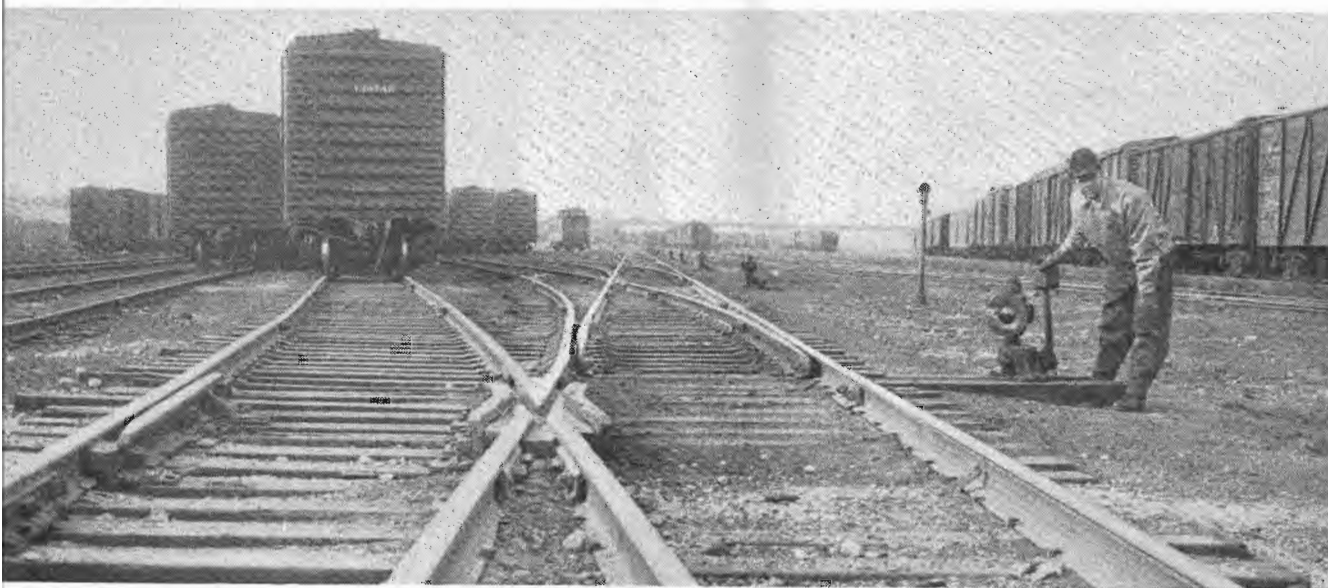


years with The Milwaukee Road and is treasurer of Local 119 of the Brotherhood of Railway Trainmen. His brother Edward, an employe for 18 years, works at the Galewood transfer in Chicago. Their father, John J. McCluskey, Sr., who was with the Milwaukee for 21

years, will be remembered by many as a relief yardmaster in Chicago before his death in 1941.

Mrs. McCluskey, too, is from a railroad family. Like her husband, she knows the value of safety . . . and she knows that it begins at home.

It is safety meeting day and, as always, Johnny is present as E. G. Kiesele, superintendent of safety, conducts the meeting. Standing at right, rear, is A. W. Shea, district safety engineer. At Johnny's left is E. C. Van Zandt, lead man in Galewood yard, who recently completed a tour of the railroad as supervisor on the hand brake instruction car. On days when no meetings are scheduled, the men in the crews discuss safety among themselves before starting the job, and plan the day's work with safety in mind.

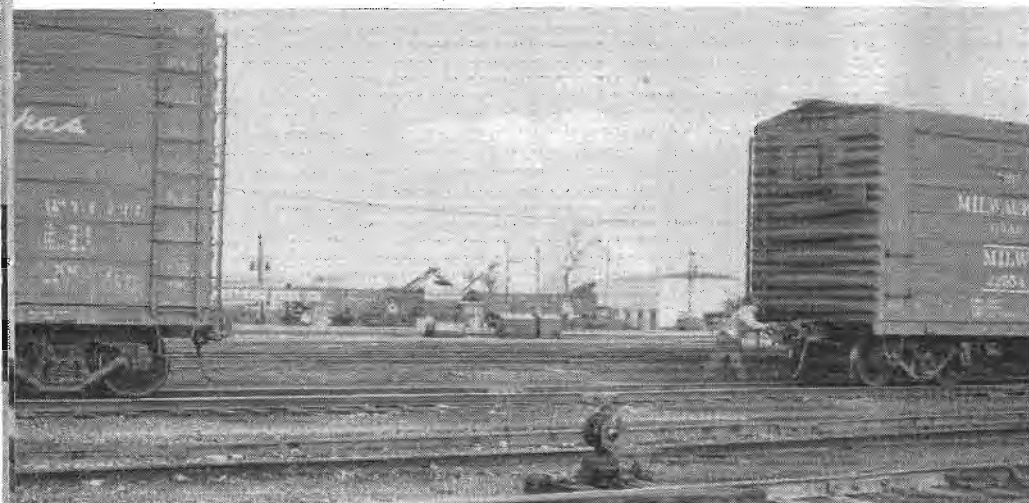


With feet properly placed, and facing in the right direction, Johnny throws a ball lever type switch. He makes it a point to keep his feet clear of the

ball, knowing that failure to do so could result in a painful foot injury. Like all safe yardmen, he watches what he's doing.



In order to be sure of safe footing, Johnny always looks over the ground conditions before getting off a car or before attempting to board one. He makes certain his hand grip is secure because he knows that is also important to his safety. Good teamwork among the crew members assures the moves being made at a speed considered safe for boarding or alighting from cars or engines.



▲ Observing a rule based on years of study by the railroad industry's safety experts, Johnny always sees to it that cars are separated by 20 feet or more before going between them for any purpose. He knows that this is one of the most important safety rules for yardmen. These particular cars are more than 20 feet apart.

Ending another day, John McCluskey looks out over the yard and a job of railroading well done as he leaves the so-called "Water Tank Shanty" yard office at the east end of Galewood yard. ►

▼ Home again, Johnny has time to relax and rest a while before dinner. The day's work is behind him, but Terry and Tommy always look to him for expert advice as they play with their model train on the living room floor.



## *The Hiawatha*

**Ross H. Spencer,**  
Fireman, Chicago Terminals

*See that brilliant streak of orange  
Racing westward with the sun?  
That's the royalty of raildom  
On the way to Washington.*

*Hear the whistle's warning bellow  
And the engine's throaty boast?  
That's the westbound from Chicago  
Splitting darkness to the Coast.*

*In the dim half-light of morning,  
As the shadows melt away,  
That's the matchless Hiawatha  
Flashing westward with the day.*



# Ten Ways to Be Unhappy

"Take a little time from the day's struggles and count your blessings. This is a good thinking habit."

*The following article, written by Dr. C. H. Baylor, assistant medical director of The Texas Company, appeared originally in Texaco Topics, and is reprinted here through the courtesy of that publication.*

MOST of us recognize that there are such things as poor physical habits—late hours, too much food, inadequate fluids, delayed visits to the dentist, and many others. What many people do not realize is that poor thinking habits are probably even more serious. They can lead to moods of depression, to inefficiency, to anxiety among the people around one, and finally to a nervous breakdown.

The most sinister aspect of poor thinking habits is the slow, unconscious way they are acquired. Suddenly a particular event produces emotional stress or upset. On investigating the patient's background, the doctor can usually uncover one or more unhealthy thinking habits. Some may even be delusions or false beliefs. Often their origin is obscure, complex, or even completely impossible to explain. Many are rooted in past experience, some in false pride, others in jealousy and antagonisms, indulgence by parents in early years, or failure in one or more pursuits.

To be a little more specific, here are 10 of the most common unhealthy thinking habits.

1. *To forget the many good things in life you have and overemphasize the few things you lack.* Most Americans forget they live in the most prosperous country in the world. A sure cure for this is to live abroad for a few months. Most of us have basically healthy families, a steady job, adequate food and shelter, an automobile, recreation, and reasonable security. In spite of all these blessings people complain about the cost of steaks, vacation trips, and other items that are not essential to our well-being. It is a serious disease to lose one's sense of proportion to the point of being unable to separate the wheat from the chaff, the mountains from the molehills, and the permanent values from the temporary ones. The cure for this is not so easy, but it would help to write down in two columns on a sheet of paper a list of the things you have and the things you

don't have. You will probably find the former greatly outnumber the latter.

2. *To think that money is more important than it actually is.* To be sure, we should have enough for good food and shelter, reasonable security, simple recreation. But some people will spend \$55 a week if they make \$50, \$125 if they make \$100, \$1200 if they make \$1000, while others save money on small incomes. (On the other hand, to have everything money can buy is the quickest way to sheer boredom.) There is definitely an ideal income for each individual and, in most cases, it is not in the top bracket.

3. *To think you are indispensable.* Only a few people would probably admit that they consider themselves all-important, yet doctors see patients every day who think themselves so busy they can't take time for a vacation, for a thorough medical examination, or even for a decent meal. This is very hard on one's associates and especially one's family. It is also a likely path to a premature grave.

4. *To think you have too much to do.* It is healthy to be busy, and if you have a choice between too much or too little to do by all means choose the former. Having time on your hands leads to introspection, magnification of your troubles, poor sleep, and nervous exhaustion. Any practicing doctor will tell you that he rarely, if ever, sees a patient suffering from overwork. What is commonly called overwork is anxiety, frustration, or discontent.

5. *To think you are exceptional or entitled to special privilege.* Actually few people are superior, but many are different. Certain types of training are now in particular demand. This situation aggravates the bad thinking habit of self-importance.

6. *To forget that a sense of responsibility is essential to a democratic society.* If the U. S. is to remain great every citizen must have a feeling of loyalty and responsibility to his country, his community, his church, his family, and his employer. A society depends upon the strength of each member, who should consider himself an integral and necessary part of the social structure. Likewise, the individual's own satisfaction

is based on the knowledge that he is contributing something important to his community.

7. *To think that you can control your automatic nervous system by reason or will.* As many people realize, a multitude of the body's vital functions—temperature regulation, water balance, maintenance of proper blood pressure, the digestive processes—are carried out automatically. The individual can no more control these functions at will than he can change the weather. This system is under the control of one's emotions. If a man is suffering from disappointment, frustration, family problems, debts or any other causes of anxiety, he can develop many symptoms such as headache, palpitation, diffuse pains, and insomnia—symptoms that are due to imbalance of the automatic nervous system. The answer is to solve the emotional problem in some way. Then the emotional state returns to normal, and the symptoms subside.

8. *To forget others.* For happiness in a community, a family, or an office nothing is more important than consideration for others. Cardinal Newman says, "It is almost enough to say that a gentleman is one who never inflicts pain." To think a moment before an action may save another person untold anguish. A good rule: Before you speak, stop and think, "Will this remark help anybody?" If not, don't say it. Sympathy and understanding for those less fortunate than yourself is a sign of good breeding and gentle manners.

9. *To cultivate a pessimistic outlook.* In any doubtful situation it seems almost natural to some people to pick the gloomy prospect even though the odds are 100-to-1 against it. Crossing bridges one may never reach is a habit with these people. They should keep statistics of their experiences for a few years and see that, by and large, optimism pays off. But, probably, they still wouldn't like it.

10. *Finally, the last and probably the worst of thinking habits is to feel sorry for yourself.* If this feeling increases to any degree, it isn't long until others are feeling sorry for you, too. To thus become an object of pity is fatal to one's self-respect, and it means that you are well on the way to an unhappy life. To climb back up this path is a most arduous task. The answer is simple. Never take the turn in the road that leads this way. It is not so difficult to avoid.

Take a little time from the day's struggles and count your blessings. This is a good thinking habit. Cling to it and give up any of the 10 bad ones you may have.



Scene from "Timberjack", showing the old Shay engine and log flats crossing The Milwaukee Road's Belmont Creek bridge about 20 miles west of Bonner, Mont.

## We Helped Film **TIMBERJACK**

by **Walter C. Miller**

Conductor, Alberton, Mont.

"ROLL-L-L 'em . . . cut! Try it again . . . quiet in the audience, please! Roll-l-l 'em . . . that's good enough. Attention, please! Vera Ralston, Sterling Hayden, Howard Petrie, Chill Wills, Hoagie Carmichael, Adolphe Menjou, David Brian, Tex Terry on deck for next scene. Will Conductor Miller report to Director Kane for train movements?"

For five days this was a familiar sound heard through Blackfoot Canyon during the filming of Republic's new picture, "Timberjack". The picture is built around a colorful story of the old West adapted from the novel, "Fabulous

Finn", by Dan Cushman of Great Falls, Mont.

For months the Republic Pictures scouts from Hollywood had been exploring western Montana for locations suitable for this great story of the forest and the men and women who harvest its product, lumber.

At length announcement came to Missoula, Mont., that much of the filming would be done near there and the town of Polson. Bonner, Mont., the site of a large lumber mill belonging to the Anaconda Copper Mining Co., was chosen as the "Talka River Lumber Company" for the movie scenes.

Bonner is located on The Milwaukee Road's Big Blackfoot branch which serves a vast country of timber that they say will be in cutting for another 50 years. Great herds of cattle graze on the bunch grass, which is plentiful and nutritious. The line extends from Bonner Junction to Cottonwood, a distance of 40 miles. A logging train brings the logs daily from that point to the mill. A place in Blackfoot Canyon known as McNamara's Landing, and a point called Belmont Creek, were the scenes of the railroad logging train episodes.

On Sept. 7, I was called to handle

The Milwaukee Road Magazine



the train for Republic Pictures. Our Missoula passenger and ticket agent, George Baker, introduced the crew to Herbert Yates and Joe Kane, president and director, respectively, of Republic.

We were dispatched by auto to a siding called Bailey where our crew assisted the officials of the Anaconda Lumber Company in making ready an old-time steam Shay engine which had been in storage for seven years. At length we moved off spot and late in the evening arrived at McNamara's Landing, where we tied up for the night.

Next morning, Sept. 8, the sun was bright, skies were clear and the day became warm and pleasant. We immediately left for Belmont Creek with a train of logs. On our arrival at that



Above: Milwaukee Road employees and Republic players pose with the old locomotive. Left to right, on the ground: Brakeman Milton Bennett, Fireman Magnus Higholt (Anaconda employee), Fireman Arthur Dubois, Engineer Marvin Pierce, Conductor Walter Miller and George Baker, passenger and ticket agent, Missoula. In the cab, Dan Ryan, retired engineer for Anaconda. Standing on the locomotive, left to right: Chill Wills, Adolphe Menjou, Sterling Hayden, Vera Ralston, Hoagie Carmichael, David Brian and Howard Petrie.

## About the Author

WALTER MILLER, conductor-turned-movie-maker for five days last fall, has been in train service on The Milwaukee Road for 39 years. His present assignment is on the Missoula-Bonner-Cottonwood log run, which means that he was on home ground during the shooting of "Timberjack".

None of the members of the Milwaukee train and engine crew which worked in connection with the filming of the picture actually appear in it but were there principally to cover schedule agreements, according to Mr. Miller.

In explaining his part in the location work, Mr. Miller answered the Magazine's questions with this additional information:

"All movements were under my supervision on instructions from Director Kane. He insisted that I stay with him constantly in order to avoid confusion. He would tell me what was wanted—something like this:

"I want you to bring your train of logs over the trestle and pick up what speed you think is safe for our star, Miss Ralston, who must cross immediately in front of the on-coming log train. I want lots of white smoke coming from the stack."

"On receiving instructions, Engineer Dan Ryan and I would get together on our plans. The matter of how to create a real-looking situation without actually endangering Miss Ralston was one of our most serious problems. The smoke from the stack in all scenes was another difficult thing. The weather was warm, which made steam hard to see. So, green pine boughs were heaped into the fire box to give the desired effect."

Mr. Miller is the author of "Railroader's Pilgrimage", an account of a visit with the widow of Casey Jones and a review of the famous Casey Jones story, which appeared in The Milwaukee Road Magazine in August, 1951.

point the movie company, with equipment and actors, was all ready setting up camp for the day's work. It looked like a carnival. Belmont is located where the Blackfoot Canyon widens out spaciouly. There is bench land high above the railroad which is reached by rugged forest service roads winding through the hills.

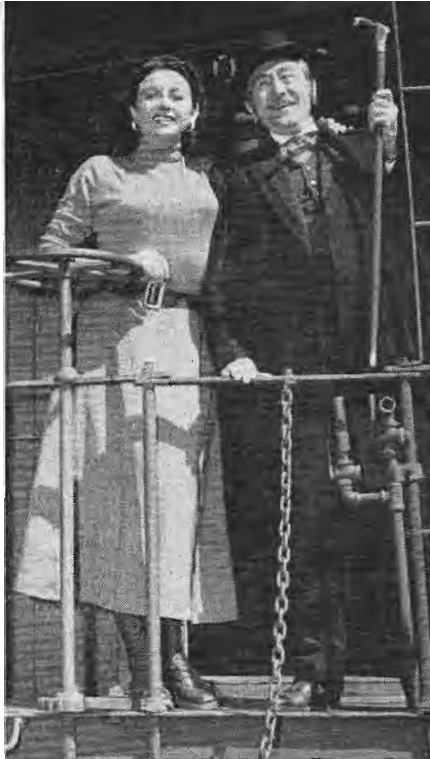
It was here Republic made camp. This spectacular spot was chosen because of its solitude, there being no roads or other signs of modern life anywhere.

After several hours of preparation, we went into action. Our little train of logs pulled by the Shay engine, with Engineer Dan Ryan at the throttle, played important parts throughout the entire day. Engineer Ryan, like the Shay engine he ran, came out of retirement to handle this unusual piece of mechanism. He was her master for many years before modern methods displaced her.

We all worked hard. At noon a lunch was served to the entire company. We mingled freely, chatting with the stars, directors, and Mr. Yates. The food, served by the Florence Hotel Company of Missoula, was hot, plentiful and delicious. The lunch hour was



Conductor Walter Miller (second from left), author of the accompanying article, checks watches with Director Joe Kane, Herbert Yates, president of Republic Pictures, Fireman Arthur Dubois and Engineer Marvin Pierce.



Vera Ralston and Adolphe Menjou, who plays the role of her father in "Timberjack", strike a pose at the rear of a Milwaukee Road caboose.

a regular picnic for all of us.

I was making plans with our crew for the afternoon episodes to be filmed when my attention was called to a large group of visitors surrounding Chill Wills. Chill, unshaven, was dressed in the costume of a timberjack—a bright red wool shirt, dark wool stag trousers with caulked boots. A black Scotch cap with a large tassel was tilted back from his forehead. He and the surrounding woods seemed to melt together. I heard a woman's voice asking him how he liked Montana.

"I love Montana and her people",

he said. "I envy you who can live here the year around, breathing air that is pure, with the opportunity of looking up often at the blue sky, the mountains and their evergreen trees". His sincerity was obvious when he said, "I call it God's drive-in theater".

Next day, Sept. 9, we were on location at McNamara's Landing. The weather was beautiful and everyone was in good spirits. It was here where the Shay engine was to run through the barricade set up on the track by rival logging crews. There was a great deal of shooting, and then a free-for-all fight between the Brunner and Chippman crews broke out. The fighting scene took an entire day to film. It was a bloody affair and at the end men lay around exhausted and bleeding.

The scene recalls the early history of McNamara's Landing. At or about the turn of the century on this very spot occurred a tussel between rival factions seeking supremacy in the area. A man named Cunningham challenged the right and abilities of Old Man McNamara to remain as master of the log landing. It is said they fought like beasts, asking no quarter and giving none. Mr. McNamara must have been the victor, for the place retains his name. The old two-story building which was the scene of much revelry under McNamara's supervision is still standing. Its paint is faded into a dirty gray and windows are gone, leaving large gaps that stare. What was once a refuge for timberjacks now looms up like a ghost.

Late in the day Director Kane released our train and ordered us to steam away to Bonner, Mont., where

we tied up for the night.

Next morning at Bonner the stars were all present at 8:00 A.M. and spectacular scenes were made of the "Talka River Lumber Company". It is here also that Vermillion Landing is located. In the story Sterling Hayden steals the train from Engineer Tex Terry. It is here also that Adolphe Menjou, depicting a lawyer of that time, staggers from the platform of caboose No. 0772, calling it his private Pullman car.

At noon Mr. Yates entertained theater operators of surrounding cities at lunch under the open skies near the scene of action. The stars were there with their doubles. Afternoon was taken up with scenes of the station agent at Vermillion Landing, then night scenes of the round-



On location, a Milwaukee Road flatcar becomes a dressing room as an assistant arranges Miss Ralston's hair for the next scene.



Strong floodlights were added to Montana sunshine for this tense scene between David Brian and Sterling Hayden. Note the cameraman at left, with a padded cover over his camera. "Timberjack" was filmed in Trucolor, and like all motion pictures in color, required intense lighting.

## HOW TO SAVE MONEY ON YOUR INCOME TAX

(Continued)

couple, if both have dividends of \$50.

This tax reduction is to offset in part the effect of "double taxation"—which occurs because a corporation pays taxes on profits and then, when the shareholder receives those profits in the form of dividends, they are taxed again.

As another means of reducing "double taxation" 4 per cent of the dividends after the first \$50 may now be deducted from the total tax bill, within certain limits.

### Annuities and "Retirement Income"

James Hunt received during 1954 the first \$1,200 annual benefit on an endowment policy with an insurance company. The new rules permit him to recover his entire investment, tax free, during the life expectancy upon which the payments will be made—this is 10 years in Mr. Hunt's case. Since his policy cost \$10,900, Mr. Hunt will exclude \$1,090 of his benefits this year. He will pay taxes on only \$110. And no matter how long he may live beyond the 10-year expectancy, he will still report only \$110 of the \$1,200 each year.

If you have this sort of annuity, your insurance company will let you know what part of your benefits is taxable. Special rules apply to certain annuities to which both you and your employer may be contributing.

The "retirement income credit"—new this year—can benefit retired persons as much as \$240. It is intended to give *all* retired persons tax relief similar to that enjoyed by those who receive tax-free social security payments.

### If You Need Help

The instructions that come with your tax blanks will describe all these changes and others. Read them carefully and you should have little trouble filling out the forms.

If you have questions, consult your nearest Internal Revenue office. *But get there early.* The place may be jammed with other puzzled people this year when your neighbors are getting acquainted with the first general revision in the entire history of the federal income tax.

If your problems are complicated, you may need professional help. The Internal Revenue Service has repeatedly urged taxpayers to make sure their advisers are fully qualified.

Scene at Bonner, Mont., as the old locomotive formerly used by the lumber department of the Anaconda Copper Mining Company, and brought out of retirement for the filming of "Timberjack", crossed a Milwaukee Road bridge.

house, and the stealing of the train by Sterling Hayden.

It was late now—the sun was very low. Mr. Kenny Holmes informed me that the services of the train equipment and crew were completed, and we were released. We shook hands with Director Kane and his entire staff, who assured us that we did a good job. The stars and entire company said good-bye to us and waved as we steamed away.

Just as the sun went down in a blaze of glory, Engineer Ryan put his old No. 7 on a dead-end track in the Anaconda Lumber Company yard, which will be her resting place for a while. It is rumored that soon it will be cleaned and painted in preparation to being mounted on a platform in a park fronting the Anaconda Lumber Company main office at Bonner, Mont. Here visitors may view a great relic of a colorful past.

"Timberjack" will have its premiere showing at Missoula on Feb. 4. The stars will be present, and we will be there too, viewing a good show.

An old two-man handcar of unknown origin plays a prominent part in this fight scene staged on the Milwaukee's Big Blackfoot branch line north of Missoula.

A Republic sound crew sets up aboard one of the logging flatcars which served a variety of uses during the filming of "Timberjack".



## R. J. Middleton

ROBERT J. MIDDLETON, former chief engineer who retired in 1950, died at his home in Seattle on Dec. 21. His death resulted from a coronary attack.

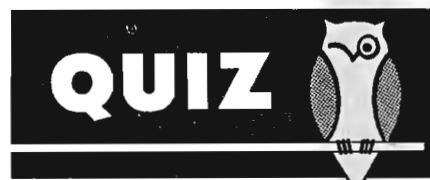
Mr. Middleton was born near Greenwood, Ark., on Sept. 29, 1881 and received his engineering degree from the University of Arkansas in 1903. His career with the Milwaukee dated from 1906 when he started as a draftsman in the bridge and building department. Promoted to assistant engineer, he was assigned to B&B work at Ottumwa and later to track elevation at Evanston, Ill. Early in his career he also worked on the construction of yard and engine terminals at Savanna and Bensenville, and was engineer of track elevation in Chicago.

In 1915 Mr. Middleton became valuation engineer and in 1918 was advanced to assistant chief engineer Lines West with headquarters in Seattle. He was appointed assistant chief engineer in 1933 and chief engineer-system in November, 1945. On Jan. 1, 1950 he was relieved of that position at his own request, and was serving as consulting engineer when he retired in July, 1950.

Upon retirement Mr. Middleton returned to Seattle. He was a member of the American Society of Civil Engineers, active in the Seattle Engineers Club and prominently identified with the Univer-

sity Baptist Church in Seattle. For years he was a member of the Seattle Planning Commission.

Funeral services for Mr. Middleton were held in Seattle on Dec. 27 and graveside and burial rites in Fayetteville, Ark., on Dec. 31. Surviving are his widow, Bertha; a son, Robert A. who is assistant superintendent of the D&I Division; two daughters, Mrs. Maurine Kelley of Seattle and Mrs. Roberta Waterbury, Evanston, Ill.; six grandchildren and two great-grandchildren; and a half-brother, J. C. Blaylock of Chicago.



### test your knowledge of railroads and railroading

(Answers on page 15)

- Which of these is a mixed train—a train consisting of (1) different types of freight cars, (2) different types of passenger train cars, or (3) both freight and passenger train cars?
- Which is negotiable—the straight bill of lading or the order bill of lading?
- Does a railroad number its freight cars consecutively as acquired, regardless of types, or does it apply a different series of numbers to each type of car?
- What is the width between rails of the narrow gauge common carrier railroads now in operation in the United States—3 feet; 3 feet 6 inches; or 3 feet 9 inches?
- Is the period allowed the shipper or consignee before demurrage or storage charges begin to accrue called “accrual time,” “off time,” or “free time”?
- Is the fund created to extinguish a railroad bond issue called a contingency fund, a sinking fund, or a reparations fund?
- If a train is traveling at a speed of 100 feet per second, what is its approximate speed per hour—49, 69 or 80 miles?
- How many revolutions does a 33-inch car wheel make in traveling one mile—411, 511 or 611?
- What is the weight of a gallon of fuel oil—about 7 pounds, 9 pounds or 11 pounds?
- What do the initials D.D. stand for in a bill of lading—don't disturb, don't detach, or double-deck?

## how are we doing?

	NOVEMBER		ELEVEN MONTHS	
	1954	1953	1954	1953
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc.....	\$20,996,307	\$21,134,073	\$218,837,910	\$240,818,860
<b>PAID OUT IN WAGES.....</b>				
PER DOLLAR RECEIVED (CENTS).....	9,622,407 (45.8)	10,192,121 (48.2)	109,403,041 (50.0)	119,613,355 (49.7)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	635,094	606,329	6,443,762	6,863,526
PER DOLLAR RECEIVED (CENTS).....	(3.0)	(2.9)	(2.9)	(2.9)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest.....	8,399,397	9,733,463	98,214,554	107,931,656
PER DOLLAR RECEIVED (CENTS).....	(40.0)	(46.1)	(44.9)	(44.8)
<b>NET INCOME.....</b>	<b>2,339,409</b>	<b>602,160</b>	<b>4,776,553</b>	<b>6,410,323</b>
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars.....	118,833	114,698	1,245,497	1,378,666
Increase 1954 over 1953.....		4,135		
Decrease 1954 under 1953.....			133,169	

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

## Traffic Department

Effective Dec. 16, 1954:

I. A. MacPhail is appointed city freight and passenger agent at Vancouver, B. C., succeeding W. J. Landry.

Effective Jan. 1, 1955:

S. E. Pilson is appointed general agent, passenger department, Chicago, following the retirement of V. L. Hitzfeld. Mr. Pilson, who had some prior service with other lines, started with the Milwaukee in the passenger department in Milwaukee in 1940. Following military leave during World War II, he became city passenger agent at Detroit in 1946 and in 1948 traveling passenger agent with headquarters in Minneapolis. Since October, 1952 he has been district passenger agent in La Crosse.



S. E. Pilson

E. A. Freund is appointed district passenger agent, La Crosse, succeeding S. E. Pilson. Mr. Freund started with the Road in the city ticket office at Milwaukee in 1941, and has been city passenger agent there since 1948.

E. J. Murphy is appointed export and import agent in New York City, following the retirement of W. A. Gilmartin. Mr. Murphy has been employed in the New York traffic office since 1928. He was formerly city freight agent and perishable freight agent there, and since 1947 has been traveling freight agent with headquarters in New York.

A. M. Masterson is appointed traveling freight agent, New York, succeeding E. J. Murphy. Mr. Masterson has been with the Road since 1947, most recently as city freight agent in New York.

H. P. Murphy is appointed city freight agent at New York City, succeeding A. M. Masterson. Mr. Murphy has been employed in the traffic department in New York City since 1950.

L. E. Overland is appointed traveling freight and passenger agent with headquarters in Denver, succeeding J. D. Hotchkiss who resigned. Mr. Overland started with the railroad in the Denver traffic office in 1945 and has been city

freight and passenger agent there since January, 1952.

P. J. Malo is appointed city ticket agent at Seattle, following the retirement of E. M. Marx. Mr. Malo has been city freight and passenger agent at Bellingham and since May, 1953 traveling passenger agent at Everett.

Effective Jan. 8, 1955:

A. L. Stuckrad is appointed city passenger agent, Milwaukee, succeeding E. A. Freund. Mr. Stuckrad has been an employe of the Road in Milwaukee since 1920, most recently as ticket clerk.

Effective Feb. 1, 1955:

R. W. Keenan is appointed traveling freight and passenger agent at New Orleans, following the retirement of P. R. Bein. An employe of the Road since 1939, Mr. Keenan has been city freight agent in Chicago since April, 1953.

H. W. Parent is appointed traveling freight agent at Milwaukee, following the retirement of J. J. Casey. Mr. Parent has been with the traffic department in Milwaukee since 1949 and was formerly city freight agent and chief clerk to assistant general freight agent.

## Operating Department

Effective Jan. 1, 1955:

W. M. Freund is appointed train-

master of the Chicago terminals with headquarters at Bensenville, succeeding R. C. Lewin, transferred. Mr. Freund, who entered service at Kansas City in 1941, has been trainmaster at Terre Haute, Sioux City and since September, 1953 at Savanna.

R. C. Lewin is appointed trainmaster of the Dubuque & Illinois Division with headquarters at Savanna, succeeding W. M. Freund, transferred. Starting with the Road in 1945, Mr. Lewin was appointed trainmaster of the Chicago Terminals at Bensenville in September, 1953.

## Reduced Furlough Fares Extended

REDUCED furlough fares on the railroads of the United States for military personnel traveling in uniform at their own expense have been extended to Jan. 31, 1956. The reduced furlough fares for members of the armed forces otherwise would have expired Jan. 31, 1955.

This action will continue the tax-exempt round-trip fares, good in coaches only, for military personnel on furlough, at the rate of 2.025 cents a mile or less, and includes regular stopover and baggage privileges. It results in a saving to the passenger of up to 1 cent a mile.

## Notice to Employe Holders of Restricted Milwaukee Road Annual or Trip Passes

WITH the discontinuance of through Chicago — Seattle — Tacoma service on Trains No. 17 and 18, restricted passes will be honored on Trains No. 15 and 16 *between Minneapolis, Minn., and Seattle—Tacoma, Wash., and intermediate stations*, under the following conditions:

**IN COACHES** — Without charge. Coach seat reservation coupon Form C.R. 2 must be obtained by pass holder before boarding train.

**IN SLEEPING CARS** — Up-on payment to conductors of 30 per cent of the one-way first-class or intermediate-class fare, plus tax, in addition to regular sleeping car charges. Advance reser-

vations will not be made for either Touralux or Standard sleeping car space. Such space must be applied for on train.

In addition to the foregoing, holders of restricted passes not good on Trains No. 5, 6, 100, 101, 102 and 103, may purchase one-way tickets at half of the one-way coach or first class fare for adults, and one-fourth fare for children of 5 and under 12 years, plus tax, which will be honored on these trains.

This arrangement will also apply to Trains No. 15 and 16 in coaches and parlor cars, *between Chicago, Ill., and Minneapolis, Minn., and intermediate stations*, provided seat space reservation is obtained before boarding train.

# How Employment Affects Benefits to Survivors Under Railroad Retirement Act

BENEFICIARIES drawing monthly survivor benefits under the Railroad Retirement Act are reminded that employment and self-employment may affect the payment of these benefits. This reminder is important at this time because new provisions governing employment of survivor beneficiaries become effective Jan. 1, 1955. The Railroad Retirement Board summarizes the conditions under which employment or self-employment affect the payment of survivor benefits, with emphasis on the new provisions.

There is no change in the provision that a survivor annuity cannot be paid for any month in which the beneficiary works for a railroad, regardless of how much he earns. However, the effect of employment outside the railroad industry is different than in the past. The law now provides that beginning Jan. 1, 1955, a survivor beneficiary under age 72 may earn as much as \$1,200 in a taxable year (usually the calendar year) in employment for hire outside the railroad industry or in self-employment without losing any benefits. If a person earns more than that amount, his annuity will be suspended for one or more months, depending upon the amount of the earnings and the extent of the work. Beneficiaries are required to report such earnings to the board.

More specifically, an annuity must be suspended for one month for every \$80, or part of \$80, the beneficiary earns over \$1,200 in a taxable year. For example, a beneficiary who earns \$1,200.01 in a year loses one month's

benefits; if he earns \$1,280.01, he loses two month's benefits; and so on. However, a benefit cannot be suspended for any month in which the earnings do not go above \$80 or, if the beneficiary is engaged in self-employment, for any month in which he did not perform substantial service.

The following schedule shows how earnings of more than \$1,200 in a taxable year will affect a survivor's annuity for that year (assuming that the survivor earned more than \$80 in every month or, if engaged in self-employment, did substantial work in every month in the year):

Earnings of	Number of payments withheld
\$1,200.01—\$1,280	1
\$1,280.01—\$1,360	2
\$1,360.01—\$1,440	3
\$1,440.01—\$1,520	4
\$1,520.01—\$1,600	5
\$1,600.01—\$1,680	6
\$1,680.01—\$1,760	7
\$1,760.01—\$1,840	8
\$1,840.01—\$1,920	9
\$1,920.01—\$2,000	10
\$2,000.01—\$2,080	11
\$2,080.01 and over	12

If, however, the survivor did not earn more than \$80 in every month, fewer payments would be withheld than is indicated by the table. For example, say a widow earned \$1,950 in 1955, but earned \$80 or less in each of four months, only 8 payments would be with-

held instead of 10.

The rules are somewhat different for survivor beneficiaries outside the United States. Although such a beneficiary may not receive his annuity for any month in which he works for an American railroad, the \$1,200-rule does not apply. Instead, his annuity is not payable for any month in which he works on seven or more days in any employment—other than for an American railroad—as long as he is under age 72.

## V. L. Hitzfeld Retires



V. L. Hitzfeld

VICTOR L. HITZFELD, general agent passenger department in Chicago, concluded 45 years of service—44 in the Chicago passenger department—with his retirement on Dec. 31.

Mr. Hitzfeld, a well known figure in Chicago traffic circles, is a native Tacoman who spent his boyhood in the ranch country around San Diego, Calif. In 1897 the family moved to Chicago where he finished his education and started as a steno-clerk in the office of the general superintendent in 1909. Transferring to the passenger department the following year, he served on various positions until 1920 when he was appointed chief clerk to general agent passenger department. In 1922 he was promoted to passenger agent, then to city passenger agent and in 1927 to assistant general agent passenger department. He had been general agent since June 1, 1944.

For many years Mr. Hitzfeld has been active in civic and fraternal organizations, serving on various committees in the Chicago Traffic Club, the Association of Commerce, the General Agents' Association of Chicago, the Shrine, the Legion, and the Veterans of Foreign Wars. On Dec. 29 his Milwaukee Road associates honored him at a get-together in the Union Station and on Jan. 10 he was the guest of honor at a luncheon given by several hundred representatives of Chicago traffic agencies.

Although he is not a hobbyist, Mr. Hitzfeld is very handy at fixing anything around his homes in suburban Oak Park, Ill., and in Grand Junction, Mich. He and Mrs. Hitzfeld plan to divide their future time between the two places.



"Hey! Can't you read?"



## H. W. Frazee Wins FRP Award

Mr. Frazee receives the FRP lapel emblem and U. S. Savings Bond from H. H. Jacobs, DFGPA at Mason City, as Agent K. P. Thompson looks on. (Mason City Globe-Gazette photo)



The following article about H. W. Frazee, Milwaukee Road passenger and ticket agent at Mason City, Ia., was written for the January issue of *Railway Progress*, monthly publication of the Federation for Railway Progress, by Irving Wallace, a well-known writer whose home is also in Mason City. The occasion was Mr. Frazee's having been named December winner of the FRP monthly courtesy award, consisting of a \$25 U. S. Savings Bond and the federation's lapel emblem. The article also appeared in the *Mason City Globe-Gazette* on Dec. 17.

MY WORK as a writer takes me to all sections of the country. When in the Corn Belt I always marvel at the courteous service extended to the traveling public by a ticket agent in the Milwaukee depot at Mason City, Ia.

Herman Frazee's cordial and obliging

manner has spread his fame to distant places. People apparently don't forget such favors, for many have asked me to nominate Frazee for a FRP Employee Award.

"This Milwaukee ticket agent has probably done more than any other one person in past years to spread the name of Mason City over the nation by the courteous manner in which he handles the traveling public", Lester Milligan, secretary of the Mason City Chamber of Commerce said. "We're proud of him. He is a wonderful asset to our community. In these days of hustle-bustle his gracious manner makes us aware we shouldn't be too busy to be kind to others".

Mrs. Dan Conan of Olympia, Wash.,

was one of the many asking recognition for the ticket agent. She traveled to Mason City to spend the Christmas holidays with relatives and somehow in the holiday rush her luggage was lost. She was particularly perturbed because the luggage contained the gifts she planned to place under the tree for the Christmas Eve celebration which was not far off.

After telling her troubles to Mr. Frazee he told her not to worry and assured her that he'd do everything possible to locate the lost luggage and have it sent to Mason City in time for Christmas.

Just before it was time to distribute the packages a rap came at the door. Santa Claus never looked any better to Mrs. Conan than did Agent Frazee standing there with the lost luggage. It had arrived in town and he personally delivered it so she'd have it in time for the celebration.

Kenneth P. Thompson, Milwaukee agent, says that Frazee's polite and courteous way in handling the public not only has played an important role in promoting passenger travel over the road, but his many favors to people in the city have brought additional freight business.

Mr. Frazee was born at Rockford, Ia., Nov. 22, 1894. At the age of 19 he started his railroad career for the Milwaukee in the superintendent's office at Mason City as a clerk and stenographer. It wasn't long before he was promoted and transferred to the ticket office and he has held that job for 37 years.

His hobbies are fishing and traveling by train. Does he like railroading? Let him answer: "I wouldn't trade my job as ticket agent with anyone!" Frazee said. "Not even with the president of the Road!"

## our safety score

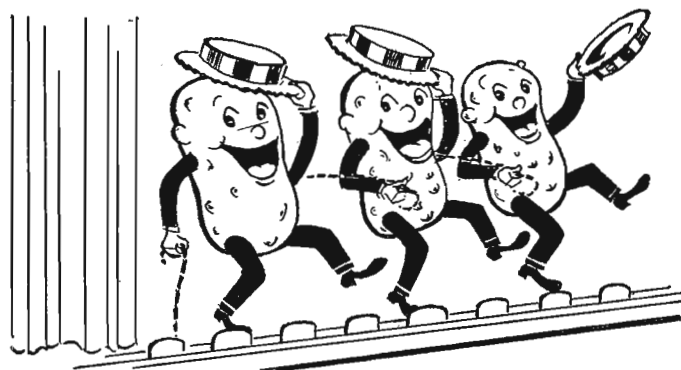
### reportable employee casualties on The Milwaukee Road through December, 1954, compared with 1953

Month	1954		1953		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January	.....	20	2	41	—100	—51
February	.....	16	.....	19	.....	—16
March	.....	12	1	29	—100	—59
April	.....	16	.....	26	.....	—38
May	.....	16	.....	23	.....	—43
June	.....	29	.....	31	.....	—6
July	.....	21	.....	31	.....	—32
August	.....	13	1	40	—100	—68
September	.....	22	.....	30	.....	—27
October	.....	22	.....	31	.....	—29
November	.....	25	.....	34	.....	—26
December	.....	15	.....	25	.....	—40
TOTALS	4	227	4	365	.....	—38
Casualty Rates	.07*	4.05*	.06	5.68	+ 17	—29

\*Estimated

### QUIZ answers

- Both freight and passenger train cars.
- Order bill of lading.
- Applies a different series of numbers to each type of car.
- 3 feet.
- Free time (2 days).
- A sinking fund.
- 69 miles per hour—1 mile per 52 seconds.
- 511.
- About 7 pounds (varies somewhat depending on composition).
- Double-deck.



## BRING ON THE POTATOES

BOILED, mashed, fried, or even roasted in the coals of a campfire, potatoes give us some of the finest eating in the world. For an epicurean thrill, however, no one can do better than the way they are served on Milwaukee Road diners. First there is the treat to the eye—one pound, no less, of mealy goodness, heat-sealed and baked in aluminum foil and served with generous dollops of fresh country butter. A gash in the top reveals nut-brown skin, and a light pinch releases the inner flaky sweetness. Oozing butter and eaten with a sprinkle of salt and pepper, such a potato is a meal in itself; with steak, stew or chicken, a dinner fit for a king.

The readers of this magazine may be interested in the fact that the potatoes purchased by The Milwaukee Road are of the variety grown in the Columbia Basin in central Washington. Last year the Columbia Basin, a desert reclaimed by one of the world's great irrigation projects and served by our line, stepped to the front as the heaviest potato-growing district in the state. About 60 per cent of the bumper crop was raised in the section adjacent to our station at Moses Lake, and large shipments were also handled at Othello.

The varieties grown were the Netted Gem and the White Rose, known for their large uniform size and rich mealy texture. These qualities which are so desirable for baked and mashed potatoes, also find a ready market among manufacturers of French fries and po-

tato chips. (About 7 per cent of the country's crop is used for potato chips.)

A man who knew his dollars and cents was the essayist who wrote, "Pray for peace and grace and spiritual food, for wisdom and guidance . . . but don't forget the potatoes". Indeed, potatoes hold first rank among vegetables grown in the United States as a cheap energy food. They are never off the market, they can be served for breakfast, lunch or dinner. When eaten every day they can supply as much as one fourth of our vitamin C quota, in addition to vitamin B, iron and other minerals, and starch.

Potatoes need not be fattening, either, and as good nutrition insurance they even belong on the diet list. A medium-sized potato has about 100 calories, about the same as an apple or banana, and only half the calorie count of a medium-sized piece of pie or a hamburger on roll. The secret of enjoying potatoes on a diet is watching what goes on them. It's the butter, gravy and cream that weight watchers should use sparingly.

### To Get the Good From Potatoes

There are hundreds of ways to cook potatoes, but to get real food value the year-round use this guide:

- Buy firm clean potatoes with shallow eyes, unmarked by cuts, decay or green spots.

The Milwaukee Road way of baking potatoes in aluminum foil is recommended to housewives as having been found best by test. Here one is served by Waiter George King on the Olympian Hiawatha. Mr. King has been in dining car service 15 years.



- For mashed and baked use mealy potatoes; for salads and creaming, the firm waxy variety.
- To conserve food value, boil them in their jackets.
- When raw potatoes are called for, keep the peelings thin.
- Peel just before cooking. If they must be peeled ahead of time, soak in salted water.
- Serve quick-cooked and hot—long exposure to air induces a loss of vitamin C.
- Store potatoes in a cool dark place. The late crop is best for storing.
- Sort before you store. Use the bruised ones first.
- Keep potatoes cool but not cold—between 40° and 60°F., but don't let

### THE COVER

ALL THIS and safety, comfort, pleasant company and freedom from the worries of the road, too! The picture on the cover this month not only shows one of the appetizing dinners awaiting travelers on the Olympian Hiawatha and other Milwaukee Road trains, but epitomizes the many pleasant advantages of train travel, particularly during the winter months. In this setting the potato, crusty and full of flavor, holds a dignified place as the perfect complement to a salad of asparagus tips, sweet green peas, and the main course of tender fried chicken.

them freeze. Stored below 40°, they may acquire a sweet taste because some of the starch turns to sugar. The flavor can sometimes be restored by putting them in a warm place for a week before using.

- Cover stored potatoes with cloth or paper to keep them dark—light gives them green spots. Although the green part can be cut off, it's wasteful.

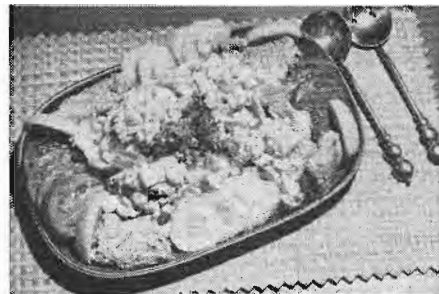
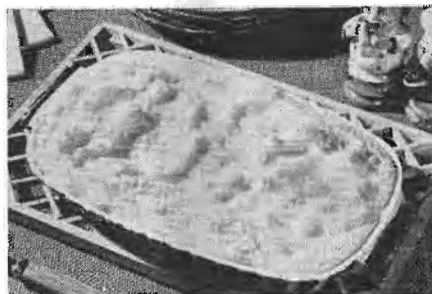
- Sprouted potatoes can be eaten if they are peeled, but don't eat the sprouts. They have the same harmful substance contained in green spots.

## Potatoes in Everyday Meals

Of the hundreds of ways to cook potatoes, baking is the easiest, and the method used in Milwaukee Road diners insures wonderful mealy spuds every time. Baked in their own brown skins, potatoes take a 400-450°F. oven, but for the foil-wrapped way, the temperature should be slightly higher. Set them right on the rack in the oven and then forget them for an hour. Unopened, they will keep hot for another 45 minutes.

For special, scoop out the inside, add butter, seasonings and hot milk and beat until fluffy. Stuff back into the shells and brown in the oven. For a main dish, add chopped left-over meat or let a piece of cheese melt in the open top. Or send them to the table with mushroom sauce, creamed dried beef, salmon, ham or tuna. Or before baking, cut a hole from end to end with an apple corer and insert a browned pork sausage link. Yummy!

Just plain boiled potatoes can be a gustatory treat. The Swiss, for instance, add a handful of herbs like parsley or



Potatoes whipped into a golden fluff with Good Luck margarine, eggs, cheese and milk make a delicious casserole. Right: Potato salad (recipe below) is hard to beat when served with mounds of chilled canned salmon and a garnish of lettuce, tomato and cucumber slices, parsley and lemon. Below: Make scalloped potatoes the Milwaukee Road way: sliced raw potatoes sprinkled with flour, diced American cheese, salt, pepper and milk, and baked until tender and crusted; delicious for lunch on a cool day.

chives, or a few green onions, lace them with a blob of butter and eat them with a wedge of cheese. With a glass of milk or wine, and fruit for dessert, this is a Swiss supper. Here is a good recipe for a boiled potato dish:

### Potatoes Gourmet

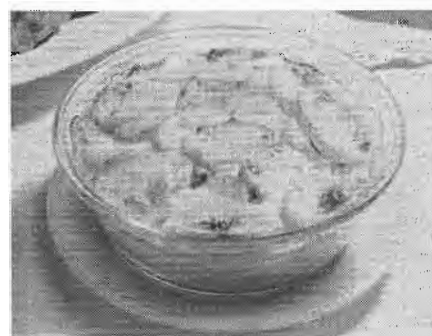
5 medium potatoes  
butter  
1 cup warm consomme  
salt and pepper  
2 small onions, chopped  
nutmeg (optional)

Peel potatoes, cut in cubes and boil in lightly salted water. Mash while warm and add 1/8 lb. butter, consomme and salt and pepper to taste, beating until fluffy. Brown onions lightly in a little butter, and add to potatoes with a little nutmeg, if desired. Place in casserole, dot with butter and bake in a 400°F. oven to form a golden crust.

Any lover of good food can wring a dozen changes on this. For other fine everyday meals try these:

### Potato Salad

Hot:—Cook 3/4 cup diced salt pork until



crisp. Add 1/4 cup vinegar, 1/4 cup water, 1 medium sized chopped onion, 1 tsp. dry mustard, and 1 quart cubed cooked potatoes. Season with salt and pepper. Heat well. Cold:—Slice or dice cold cooked potatoes. Season with salt, chopped onion, diced celery and green pepper and salad dressing. If desired, add sliced hard-cooked eggs.

### Potato Dumplings

6 medium potatoes  
2 cups potato flour  
2 eggs  
salt



Typical scene near Moses Lake, Wash., during the potato growing season. Last year the Columbia Basin, with 8,350 acres, lead the state's five potato growing districts. About 60 per cent of the potatoes raised in the fertile basin were grown in the area adjacent to Moses Lake on The Milwaukee Road.



small cubes of white bread toasted in butter

Peel and boil potatoes, mash and let cool. Add flour, mix well, then the eggs, one at a time, and the salt. Form into balls the size of an orange, inserting a bread cube in each, and boil in strongly salted water. The dumplings will rise to the top when done.

#### Potato Hot Pot

3 cups sliced or diced potatoes  
1 medium onion, sliced  
2 tbsps. fat  
3½ cups tomatoes  
1½ tpsps. salt  
pepper

Cook potatoes and onion in fat for 10 minutes. Add the tomatoes, salt and pepper. Cover and simmer 25-30 minutes or until potatoes are soft. For variety add a cup of cooked green beans during the last 10 minutes of cooking, or a dash of chili powder, or sprinkle with grated cheese just before serving.

#### Potato Pancakes

Peel and grate 4 large potatoes. Add the yolks of 2 eggs, ½ tsp. salt, ¼ tsp. pepper, and if the potatoes happen to be watery, 1 tbsp. flour; if the potatoes have little water, omit the flour. Add the stiffly beaten whites of the eggs and fry in hot fat until golden brown. For a more solid pancake, add the egg whites unbeaten, along with the yolks.

#### Quick Potato Soup

3 cups cubed potatoes  
2 tbsps. chopped onion  
2 tbsps. fat  
1½ cups boiling water  
4 cups milk  
1½ tpsps. salt  
pepper

Cook potatoes, onion and fat in the water until potatoes are tender. Add the milk, salt and pepper. Heat and serve.

### Tips for Left-Overs

Grate a little onion or cheese into creamed potatoes, or stir in cooked peas and carrots or chopped parsley just before serving.

Line a baking dish with cold mashed potatoes, fill with left-over stew or bits of meat, and bake in a hot oven until heated through.

For a new taste, add a dash of Worcestershire sauce to left-over creamed potatoes.

Reheat scalloped potatoes with a layer of thin-cut onion rings.

Slice left-over dumplings into ½-inch rings and fry in a little butter.

Form cold mashed potatoes into sausage-like shapes, roll in flour, then in egg, then in bread crumbs and fry in hot oil until golden brown. Drain on heavy paper.

Dice cold potatoes into 1-inch cubes, simmer in meat sauce or gravy, drain and serve with a sprinkle of parsley.

## On the Home Front

Now is the time, while it's still too early to break ground, to catch up on garden reading in magazines and catalogues. Place your seed and plant orders while dealers' lines are complete, repair tools and take inventory of plant food, lime and the like.

Something worth looking into when next you buy shoes are Pacifate-protected shoe linings, approved by the National Foot Health Council. This lining, chemically treated to resist fungi and bacteria, including athlete's foot, also helps preserve leather and prevents holes forming in the lining.

Lose one of your favorite earrings? The Dorsay Earring Exchange has been successful in mating thousands of single earrings; address, 2 Columbus Circle, New York 19, N. Y.

All-nylon carpeting has been in use now for six years and has demonstrated remarkable durability. Because the fibers have a smooth surface, it is easy to vacuum and spot-clean. It is not attractive to moths, nor will it weaken with mildew, so it poses no storage problem.

Any knitter who has ever struggled with tangled bobbins will appreciate knowing about the new type of bobbin, Yarn-Apart. A free color folder describing it is available from the manufacturer; Yarn-Apart Co. Inc., 46 Cottage Street, Manchester, Conn.

Never toss loose vacuum cleaner dust into the stove, heater or incinerator—it may cause an explosion. Shaking mops



A new bobbin for knitting multi-colored patterns

or dust cloths from windows will soil the sides of the house.

Make a hot pan holder from a section of rubber garden hose, says *Enterprise* magazine. Split the hose lengthwise with a sharp knife. The hose will grip the handle securely, yet is easily pulled off.

You can prevent snow from clinging to the scoop when you clear your walks and drive if you apply wax to it. Waxed surfaces create little friction, and snow is less likely to cling. *Better Homes & Gardens* recommends ski wax or paste floor wax.

An empty nose drop bottle is an excellent light oil dispenser. Wash the bottle first, use whenever lubrication instructions call for "a drop or two".

The handyman can protect his drill-installed chuck from damage when drilling under pressure by wrapping four or five turns of friction tape around the drill. If the tape is wound close to the chuck, it absorbs the shock.



**FOR MOTHER AND BABY.** Lucky the mother whose baby starts out with this wardrobe. The set shown here was worked in pink and blue, although any other pastel combination may be used. The matching sacque, bonnet, carriage cover, mittens and booties are crocheted in an interesting shell pattern. The shell stitch is also



featured in the matching mother and baby set. Directions for making CROCHETED PINK AND BLUE SET and MOTHER AND BABY SHELL STITCH SET may be had free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

The Milwaukee Road Magazine

# r e t i r e m e n t s

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

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

ALLEN, NOBLE J.  
Porter ..... Chicago, Ill.  
BROWN, LEONARD  
Waiter ..... Chicago, Ill.  
CARTELLI, MARY R.  
Laundry Folder ..... Chicago, Ill.  
HYETT, EARL J.  
Frt. Traffic Mgr. .... Chicago, Ill.  
LESTER, SARAH A.  
Steno. .... Chicago, Ill.  
LONG, ROBERT B.  
Ind. Engr. .... Seattle, Wash.  
McCALL, JOHN  
Cook ..... Chicago, Ill.  
SCHILLING, BERNARD J.  
Pass Repr. .... Chicago, Ill.  
WEBER, ROBERT W.  
Chief Clerk ..... Chicago, Ill.

## CHICAGO TERMINALS

BETZEL, EDWARD C.  
Yardmaster ..... Chicago, Ill.  
BROGAN, PATRICK  
Trucker ..... Chicago, Ill.  
HAUSER, WILLIAM  
Carpenter ..... Bensenville, Ill.  
HOGAN, ROBERT E.  
Loco. Engr. .... Chicago, Ill.  
KEIDEL, HARRY C.  
Machine Oper. .... Chicago, Ill.  
ROSSI, CHRIST  
Sec. Laborer ..... Chicago, Ill.  
STODD, HAROLD L.  
Loco. Engr. .... Chicago, Ill.  
TEALL, WILLIAM D.  
Switchman ..... Chicago, Ill.

## COAST DIVISION

ATKINSON, JESS  
Sec. Laborer ..... Kent, Wash.  
BECKER, ANTHONY E.  
Conductor ..... Tacoma, Wash.  
COX, THOMAS Y.  
Clerk ..... Auburn, Wash.  
MARTIN, DANIEL A.  
Switchman ..... Tacoma, Wash.  
MORRISON, MELVIN J.  
Machinist ..... Tacoma, Wash.  
MORROW, HORACE E.  
Inspector ..... Seattle, Wash.  
RICHTER, FRANK J.  
Boilermaker ..... Tacoma, Wash.  
THOMPSON, WILLIAM J.  
Frt. Agent ..... Bellingham, Wash.  
VANDEVANTER, CHARLES D.  
Machinist ..... Tacoma, Wash.

## DUBUQUE & ILLINOIS DIVISION

KELLEY, JOHN A.  
Brakeman ..... Dubuque, Iowa  
LLOYD, THOMAS P.  
Sec. Laborer ..... Ottumwa, Iowa

SOWDER, JOSEPH C.  
Train Baggage-man ..... Kansas City, Mo.  
ZAHN, CARL F.  
Hostler Helper ..... Marquette, Iowa

## HASTINGS & DAKOTA DIVISION

CARR, WILLIAM H.  
Brakeman ..... Aberdeen, S. D.  
HANSEN, MAX A.  
Clerk ..... Aberdeen, S. D.

## IDAHO DIVISION

LYON, HAROLD I.  
Sec. Laborer ..... Rathdrum, Idaho  
SHOOK, EARL H.  
Foreman ..... Avery, Idaho  
WINSTON, EDWARD W.  
Sec. Laborer ..... Spokane, Wash.

## IOWA DIVISION

LARKIN, GLEN A.  
Brakeman ..... Marion, Iowa  
MARSHALL, SAMUEL R.  
Loco. Engr. .... Des Moines, Iowa

## IOWA & DAKOTA DIVISION

BENZING, GUST J.  
B&B Carpenter ..... Calmar, Iowa

COUTURE, AMOS C.  
Sec. Laborer ..... Sioux City, Iowa  
JENNINGS, BERNARD E.  
Agent ..... Cylinder, Iowa

## IOWA & SOUTHERN MINNESOTA DIVISION

GREEAR, JEROME  
Telegrapher ..... Mendota, Minn.

## LA CROSSE & RIVER DIVISION

HEINTZ, CLARENCE E.  
Laborer ..... Tomah, Wis.  
KRUEGER, AUGUST G.  
Loco. Engr. .... Wausau, Wis.  
MADDEN, DANIEL E.  
Crossingman ..... Wausau, Wis.  
McMAHON, HARRY G.  
Yardmaster ..... Portage, Wis.  
PETROSIK, FRANK A.  
Machinist ..... Tomah, Wis.  
TIERNEY, OWEN F.  
Signalman ..... Camp Douglas, Wis.  
TIMM, WALTER G.  
Sec. Laborer ..... Weaver, Minn.

## MADISON DIVISION

BUTT, AUGUST W.  
Caller-Frt. .... Janesville, Wis.

## Free Assistance Always Available to Applicants Under Railroad Retirement Act

THE BEGINNING of a new year finds many railroad employees retiring after years of service in the industry. Undoubtedly, the thought uppermost in their minds at retirement is to apply immediately for benefits under the Railroad Retirement Act, since benefit payments are not made automatically.

Railroad employees who need help in applying for benefits under the Railroad Retirement Act are reminded that they can get all the assistance they need, free of charge, at any one of the field offices maintained by the Railroad Retirement Board or from field representatives on their regular visits to other communities. It is therefore unnecessary for employees to pay fees to other persons for help in completing applications and other required forms.

The members of a deceased railroad employee's family are also urged to go to a board field office for whatever assistance they need in claiming benefits

or getting information about them.

Here are the reasons why an applicant for a railroad retirement or survivor benefit can get the best assistance from the board's field service:

1. The field representatives of the board are thoroughly trained in the requirements for benefits and are well qualified to aid an applicant in filing a claim.
2. The field representatives will assist an applicant in completing the necessary forms and assembling the required supporting evidence.
3. When you file a claim directly in a board field office, you will not only get quicker service, but you will have the added protection of an earlier filing date, which is often very important.

The board points out that some railroads and railway labor organizations also offer free and competent assistance to employees and their families in filing applications.

# Honor Retiring Master Mechanics



At a safety meeting in Milwaukee on Dec. 13 at which he was the principal speaker, Mr. Bates (left) was congratulated by some 70 well wishers. Those shown here are (from left) Engineers Orestes Qualey, Mike Patulski, William Hoffman (front) C. D. James and Conductor Chester Holden.

AN OCCASION which brought approximately 150 well wishers together at the Ambassador Hotel in Milwaukee on Dec. 1 was the retirement of two well known mechanical department men, Master Mechanics W. W. Bates and F. L. King.

Mr. Bates, senior member of the team in point of service, had been with the Milwaukee since 1903. He started at 13 as a messenger in the Milwaukee shops, became an engineer, and in 1918 was made roundhouse foreman at Beloit. Returning to train service in 1922, he was

traveling engineer on the Milwaukee, Kansas City and Terre Haute Divisions for 10 years, when he again transferred to the mechanical department. He had served as assistant master mechanic and assistant to superintendent motive power before being appointed master mechanic.

Mr. King started his service at Savanna in 1913 as a machinist apprentice and later was air brake foreman and assistant general foreman in Dubuque. In 1932 he was appointed roundhouse foreman at Ottumwa, and later to the same position in Milwaukee. While master mechanic at La Crosse he entered the Army in which he attained the rank of lieutenant colonel. When his military service terminated he returned to the railroad, serving as master mechanic at Marion and shop superintendent in Minneapolis before becoming mechanical superintendent in Milwaukee.

Following their retirement on Jan. 1, both men planned to do some traveling. Mr. Bates' plans include a lot of fishing and swimming. Mr. King will divide his time between Florida and his home in Iowa.



F. L. King

HARTMAN, BERT B.  
Laborer .....Terre Haute, Ind.  
HUNNICUTT, FRANK J.  
Helper .....Terre Haute, Ind.  
MARTIN, MALEN M.  
Switchman .....Terre Haute, Ind.  
McGLYNN, EDWARD F.  
Brakeman .....Joliet, Ill.  
WEBSTER, JESSE P.  
Laborer .....Terre Haute, Ind.

## TRANS-MISSOURI DIVISION

HERZOG, JEROME F.  
Machinist .....Mobridge, S. D.  
WILLIAMS, GEORGE A.  
Hostler .....Marmarth, N. D.

## TWIN CITY TERMINALS

BENOLKIN, JOHN A.  
Clerk .....Minneapolis, Minn.  
LAKE, FRANK O.  
Switchman .....St. Paul, Minn.  
RISSMAN, WYZEE A.  
Ex. Gang Laborer .....St. Paul, Minn.  
SPAFFORD, WILLIAM C.  
Roundhouse Foreman .....Minneapolis, Minn.  
THORN, EMIL O.  
Switchman .....Minneapolis, Minn.  
TRETHERWEY, WILLIAM J.  
Clerk .....Minneapolis, Minn.

## C. S. Crouse, Industry's Oldest Pensioner, Dies

CHARLES H. CROUSE, the Milwaukee Road's oldest veteran, and the oldest pensioner under the Railroad Retirement Act, died at Minneapolis on Dec. 3. The retired Minneapolis freight agent, who was 104 last Sept. 13, was two months older than the railroad, which came into being on Nov. 20, 1850.

Mr. Crouse was a native of Detroit who started railroading as a clerk on the Illinois Central in 1871. In December of that year he came to the Milwaukee as agent at Buena Vista on the old Dubuque Division, and in 1873 went to Reed's Landing as agent. Early in his service he was also agent at Lake City and Red Wing, Minn., before being appointed freight agent at Minneapolis, where he spent most of his life. When he retired from that position in 1937 he had been on the payroll without interruption for 66 years.

Mr. Crouse was a charter member of the Veteran Employees' Association. Until he became ill shortly before his death, he was active, spending much of his time reading and working around his home. He always enjoyed traveling, and was known unofficially as the oldest regular cross-country rail traveler. Surviving are his son, Charles S. Crouse, head of the mining and metallurgy department of the University of Kentucky, a granddaughter and two great granddaughters.

STEELE, FRANK L.  
Laborer & Sta.  
Baggageman .....Madison, Wis.  
WALTERS, ROBERT  
Sec. Laborer .....Madison, Wis.

## MILWAUKEE DIVISION

CONERY, EMMET E.  
Carman .....Channing, Mich.  
DELANTY, THOMAS L.  
Telegrapher .....Hilbert, Wis.  
FILLION, DENNIS J.  
Sec. Foreman .....Green Bay, Wis.  
KOVALASKE, JULIUS  
Sec. Laborer .....Waupun, Wis.  
SMITH, JOSEPH  
Sec. Laborer .....Milwaukee, Wis.  
WYENT, JOSEPH P.  
Carman .....Green Bay, Wis.

## MILWAUKEE TERMINALS & SHOPS

ABUJA, ANTON  
Carman .....Milwaukee, Wis.  
KEMPCZYNSKI, ALEX  
Car Repairer .....Milwaukee, Wis.

LORINO, THOMAS  
Sec. Laborer .....Milwaukee, Wis.  
McADAMS, SYLVESTER  
Loco. Engr. .....Milwaukee, Wis.  
McGUIRE, CHARLES H.  
Switchman .....Milwaukee, Wis.  
SAMENFINK, CHARLES  
Painter .....Milwaukee, Wis.  
SCHOENEICH, FRANK P.  
Carpenter .....Milwaukee, Wis.  
SCHULZ, HUGO H.  
Loco. Engr. .....Milwaukee, Wis.  
VUCICEVICH, PETER E.  
Sec. Laborer .....Milwaukee, Wis.  
ZUEHLKE, PAUL J.  
Chief Clerk .....Milwaukee, Wis.

## ROCKY MOUNTAIN DIVISION

RASMUSSEN, GUNNAR  
Clerk .....Harlowton, Mont.  
REIGH, JAMES G.  
Carman .....Harlowton, Mont.

## TERRE HAUTE DIVISION

BUSH, BURT A.  
Conductor .....Terre Haute, Ind.





1954 Studebakers coming off production line

## Suppose an auto maker had to ask the government's permission to raise or lower the price of his cars...

Over the past 50 years, the automobile industry has grown to mammoth size—giving employment, directly and indirectly, to millions of people.

Its accomplishments have been the accomplishments of private management, free to make decisions in the best interests of customers, employees and stockholders—and to put those decisions into effect immediately.

For example, if a competitive situation makes advisable a reduction in price, an automobile manufacturer can announce that reduction over-night. Conversely, should material costs rise or a

general wage increase be granted, added operating expense can be offset by an immediate price rise.

Most businesses are able to operate with this freedom—with management assuming full responsibility for its decisions.

A notable exception is the railroad industry, where a decision to reduce or increase rates must be submitted to a regulatory commission. The railroads agree that reasonable regulation of railroad prices is in the public interest but, in recent years, decisions on general freight rate increases at the national level have taken an average of 350 days—a time lag that

has cost the railroads more than a billion dollars in lost revenues.

The railroads perform an important service for American business and industry. To do their job, they need and ask the basic freedom other businesses enjoy in our competitive economy. They ask that regulations be modernized to fit present day conditions.

The railroads are especially burdened by the restrictions placed upon them by outmoded and unrealistic regulations.

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

# about people of the railroad

## Off Line Offices

### NEW YORK CITY



W. A. Gilmartin

W. A. Gilmartin, who has been export and import agent in New York since 1926, retired on Dec. 31. He had been with the Road since 1911, but included in his railroad service three prior years with the C&NW and a year with the NYC. Mr. Gilmartin makes his home in Teaneck,

N. J., and admits to two hobbies—collecting foreign stamps and grandchildren. Of the latter there are five—the three children of his son in New York City and his daughter's two at Crystal Lake, Ill.

At the 33rd annual meeting of the General Eastern Passenger Agents Association of New York at the Waldorf-Astoria on Jan. 6, C. C. Burns, general agent passenger department in New York, was elected secretary for 1955. Mr. Burns, formerly district passenger agent in Washington, D. C., and later assistant general agent passenger department in New York, has been general agent since Jan. 1, 1948.

## Rocky Mountain Division

### NORTHERN MONTANA

Pat Yates, Correspondent  
Car Foreman, Lewistown

The work on the new Milwaukee depot at Lewistown is complete and all departments are moved in and doing business in the regular manner. The old depot was given to the city, and the freight house was converted into a depot and freight house. All the uptown departments are in one place now, which makes it a lot handier; no stairs to climb, everything on one floor. A luncheon was held at the Elks Club at which Vice President Larry Dugan gave the key to the old depot to Mayor Pete Peterson. Other officers of the Milwaukee present included C. E. Crippen, general manager Lines West; S. E. Herzog, superintendent; V. E. Straus, AGF&PA, Butte; L. F. Walsh, DF&PA, Great Falls; J. O'Dore, assistant superintendent, Harlowton; and M. J. Boyd, agent at Lewistown.

Born, to Fireman and Mrs. A. C. Keeler Jr., a baby girl on Dec. 11. The young lady was named Laurie Jo.

Some of the old timers will be saddened to learn of the death on Dec. 10 of an early day resident of Harlowton, Car Foreman Earl H. Shook, who came to the Milwaukee during the construction days when the railroad was moving west. Car Foreman Shook

attended high school at Waucoma and graduated from the Oliver College of Commerce at New Hampton, Ia. He was first deputy sheriff of Wheatland County under Retired Yardmaster Dom Grivetti. He was car foreman at Harlowton for many years before going to Avery as car foreman, which job he held until his retirement Dec. 1. He was a member of the Masonic Lodge of Harlowton and the Shrine at Lewiston, Idaho. Interment was at St. Maries.

Operator R. L. Short of Three Forks has bid in third trick operator at Harlowton and will make his home there permanently with his wife and daughter.

Vern Jenks, retired conductor, has decided to give up living in trailer houses and is making his home in Harlowton where his son lives.

The old familiar sound of the steam whistle is gone—the Northern Montana is now completely dieselized. In December Roundhouse Foreman Rollo Smith of Great Falls sent in his last steamer from the Agawam line, and Roundhouse Foreman Ed Mielke sent in the last one from Lewistown. I guess these two engines resented being taken for their last ride. They made a lot of racket, threw tires, and caused some delay getting out of here. So I suppose they were ready for the bonnyard.

Yard Clerk Bob Rasmussen was married to Myrna McLaughlin of Lewistown Dec. 20. They took a short wedding trip and will make their home at 204 8th Avenue N. Also recently married were Brakeman Ronnie Osterholm and Valorie Gilman of Missoula. They will make their home in Lewistown.

### EAST END

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

After nearly 45 years of service for the Road, John Elby Ettien has stepped down from his position of passenger engineer to enjoy his retirement. Mr. Ettien started as a call boy at Albion on Oct. 14, 1909, and six months later became a machinist helper in the roundhouse. He hired as a locomotive fireman in October, 1910 on the old Missoula Division, now the Rocky Mountain, and on May 3, 1916 was promoted to engineer, in which capacity he remained to the date of his recent retirement. Mr. Ettien was born in Fergus County, Mont., in the Pig Eyes Basin, named by the famous cowboy artist, Charles Russell of Montana. He will make his home in Florida where he has a beautiful farm. He plans on raising fruits and vegetables.

Engineer L. A. Gibbs spent Christmas with his daughter and son-in-law, Mr. and Mrs. Walter McGaugh, in Spokane. Agent and Mrs. D. V. Phare went to Erie, Pa., to spend Christmas with their daughter, Mrs. Fred Parker, and family. They plan to visit relatives in Florida before returning home. Engineer and Mrs. Walter Smith and family spent the holidays with Mrs. Smith's mother in North Hollywood, Calif.

At this writing Engineer Fred Coombs is in Providence Hospital in Seattle, having an operation and medical care.

Chester Markel, retired engineer, has been in St. James Hospital for some time for medical care.

Mrs. William J. Reinhart of Louisville, Ky., spent the holidays with her parents, Mr. and Mrs. L. C. McKinnon. Her husband, Corporal Reinhart of the Air Force, is stationed in Guam.

Engineer and Mrs. Thomas Lefever are leaving at this writing to spend an extended vacation in Arizona, Mexico and other points of interest in the South.

## H & D Division

### MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Traveling Engineer and Mrs. G. C. Groves became grandparents recently when their daughter, Mrs. James Labesky, presented them with a grandson. Also, Traveling Auditor and Mrs. Leo Dewalt became grandma and grandpa for the second time.

Al Japs is convalescing in St. Luke's Hospital at this writing, as is Bill Kane.

Frank Springer retired recently after 55 years in engine service. A party was held for him by the engineers and firemen, with all his friends on hand to bid him farewell and present him with a token of their esteem.

Phil Derian, stower at the Aberdeen freight house, retired last month after more than 30 years of Milwaukee service.

Stan Winn is among the first of our west end agents to take his vacation under the three-week agreement. Stan and wife are sunning in California at this writing.

Mrs. P. H. Hopp, superintendent's clerk at Aberdeen, is recuperating in California after an operation. Her position is being filled by Pat Vale.

Ticket Agent J. S. Nilan made a quick trip to Alabama and back to spend Christmas with his family. It was the first time in 10 years for the Nilan family to get together.

The Women's Club has elected Mrs. "Bud" Wertz as president for the present year. Our thanks to Mrs. A. W. Hass for keeping me informed for the Magazine.

### EAST END

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

Otto Heckert, retired engineer, who lives in Phoenix, Ariz., advises that his hunting and fishing partner passed away recently. The two men have lived together since their retirement.

A few days before Christmas a fat jovial Santa Claus visited at the Walray Super Market on the outskirts of Montevideo. All afternoon he listened to the wishes and confidences of little folks. People who saw him remarked

The Milwaukee Road Magazine



**HARLOWTON HEADLINERS.** Fireman Jack Dorsey and Miss Joan Pemberton, who were recently married in Harlowton, Mont. They will make their home in Three Forks, Mr. Dorsey's headquarters.



**MILWAUKEE SERVICE CLUB BULLETIN.** Taking over the reins of the Hiawatha Service Club for 1955, the newly elected general officers of the Milwaukee, Wis., unit are shown with the retiring general officers. From left: Ed Fuller, general secretary-treasurer; Earl Vollendorf, general vice chairman; Elmer Liebnow, general chairman; and Edward Blatt, Henry Ondrejka and Oliver Weissenborn, former general vice chairman, general chairman and general secretary-treasurer.

Below: Ballroom scene at the club's annual fall festival, held recently at the Collins Meyer Hall in Milwaukee.



**RETIREES FROM STOREKEEPING.** A happy farewell for Mary Frances Dwyer, clerk in the office of the general storekeeper in Milwaukee, who is shown here receiving the good wishes of A. A. Koester, chief clerk to general storekeeper. A veteran of 37 years of service, she was honored with a retirement party on Dec. 14 and presented with a set of luggage to use on her winter vacation trip to Florida.



**FOR THE 744TH.** Army experiences of World War II were the topic of conversation at this get-together in the Elks City Club in Terre Haute on Dec. 18 to honor five former members of the 744th Railway Operating Battalion. Three are Milwaukee Road men—J. D. Shea, superintendent of the Terre Haute Division, D. F. Wile, yardmaster at Latta, and E. Congaware, now general chairman of the ORC. The guests

of honor seated left to right with their wives are Mr. and Mrs. Paul Sexton, Mr. and Mrs. Congaware, Mr. and Mrs. Shea and Mr. and Mrs. Robert Cole. Standing from left are O. L. Clawson, Mrs. and Mr. L. C. Reichert, E. L. Kenney, Mrs. and Mr. C. C. Draper, Mr. and Mrs. Wile, Mrs. and Mr. J. E. Carpenter, F. P. Corr and Mr. and Mrs. A. J. Wright.



about his striking resemblance to Engineer Oscar Sorby.

Operator Cliff Birkholz wrote home from Korea: "Don't send any more letters to this address as I'm expecting to be home for Christmas." It indicated a wonderful holiday for his wife and little daughter.

Sympathy was extended to Clarence and Joe Eliason of the section forces and Jesse Eliason, brakeman, in the recent death of their father; also to Crossing Flagman Charley Hadrath, whose wife died two days before Christmas.

Conductor George Daniels is the grandfather of a little girl born to his daughter Arlene at Fergus Falls.

Engineer Fred Happy and wife are prowling around in California for several weeks. Eventually they plan to locate there.

Conductor Tim Warner and his wife are enjoying a visit with their daughter in Phoenix, Ariz. Their son Gale and his wife, who had been visiting them the past few months have returned to Bombay, India, where Gale is assistant manager in the Firestone offices.

## Milwaukee Shops

### STORE DEPARTMENT

Virginia Schori, Correspondent

The Rathskeller of the Fox Head Brewery in Waukesha was the meeting place of unit 8 of the Hiawatha Service Club at which the following officers were elected: E. H. Fuller, chairman, T. Taugher, vice chairman, and S. Lemke, secretary and treasurer.

Among those taking winter vacations were Counterman William D. Hawthorn who made a pre-Christmas trip to New York and vicinity to visit relatives, and the E. A. Hausers who were beckoned by the Florida sunshine to visit friends, including former Stockman J. Sazama. Still vacationing at this writing is W. J. Beckel, district storekeeper, who chose the wide open spaces of Texas to visit with his son and grandchildren.

A welcome back was extended to Mrs. Helen Carver after an extended leave of absence; also to Marlin Race, typist, recently discharged from the Army and a former stores division employe in Green Bay and Wausau.

Besides many co-workers, guests at the retirement party for Mary Frances Dwyer, GSK clerk, included retired associates D. H. Phebus, former general storekeeper, Louise McEvoy, Louise Schmidt, J. Kozurek, the John Waldmans and Mr. and Mrs. W. O. Wallschlaeger.

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

H. J. Montgomery, Correspondent

Mr. and Mrs. John A. Schnell have returned from the usual vacation in California and report a wonderful trip. John's kinfolk reside in Los Angeles.

Lost! A light blue wheel and tire—Ford 1947—on the Milwaukee Road parking lot Dec. 22. No good to anyone but owner of the '47 Ford (I hope). Return to correspondent at mechanical engineer's office. Thank you. (Hope my other tires hold out 'til it's returned.)

While chopping wood recently, Rollo Erdman nicked his thumb with an ax. He

now has his Christmas gift from Mrs. Erdman—a saw.

Norbert J. Eberhardy has accepted a position as design draftsman with the Atlantic Coast Line Railroad in Rocky Mount, N. C. He had been with the Road since August, 1941.

H. H. Zunker, clerk-steno, is the test department's newest celebrity, having made his TV debut a short time ago. Another clerk-steno in the same department also appeared on TV, but on a rival network. She is Rita Bednar. Start of a trend?

The test department extended sympathy to Carl Heinold, metallurgist, on the death of his father.

Jack (Monty) Armstrong is coming into his own again—624 team event start in the city tourney. Holds a 193 average in Kuglitsch Classic. The Milwaukee Road is well represented in the craftsmen's league. All four bowlers—Art Schultz, Carl Jaeger, Ode Odegaard and Harvey Klind—are striving to stay in the 160-170 class.

## Coast Division

### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

The Women's Club had a Christmas dinner and party Dec. 20. Music, singing and other talent made it a very enjoyable evening.

Tacoma's Christmas caroling boat, the Thea Foss, owned and operated by Henry Foss of the Foss Launch & Tug Company, was a Christmas Eve scene on Commencement Bay with traditional music presented by students from the College of Puget Sound and Pacific Lutheran College. A Kosmos Timber Company man cut two 30-foot Christmas trees and the people at the Milwaukee Boom Company saw to it that they reached the Foss company's docks intact. The blinking of hundreds of lights on the trees and the singing up and down Commencement Bay shores spread a bit of Christmas cheer that



**SILVER SERVICE.** A Milwaukee shops veteran, Walter E. Stark, being congratulated by C. E. Barrett, superintendent of the car department, upon receiving his Silver Pass. Starting his 45 years of silver service as a clerk in the old freight shop, Mr. Stark is now A.A.R. clerk in the superintendent of car department office. A bachelor, one of his hobbies is being the doting uncle of a swarm of nieces and nephews.

will long be remembered.

Holiday vacations were enjoyed by Chief Yard Clerk R. D. Shipley, Ralph Moyles of the cashier's department, and Helen Ivory, outbound revising clerk in the freight office. Mrs. Hazel Gottlieb of the chief carpenter's office is spending a month's vacation in California with her sister.

George J. Ellis, who retired Oct. 16, 1953, passed away Dec. 12. Mr. Ellis started working for the Milwaukee as a clerk in the store department in Minneapolis on Oct. 1, 1907 and held various positions at that point up to June 1925, when he was appointed local storekeeper at Othello. In February, 1929 he was appointed storekeeper at Harlowton, and in March, 1936, he accepted the general foreman's position in Tacoma, in which capacity he worked until his retirement. He is survived by his wife and three sons.

Karl W. Weingarten, erecting foreman in the Tacoma shops for many years, passed away Dec. 9 at the age of 55. He was a well known amateur radio operator in Tacoma for nearly 40 years, licensed in November, 1916, and belonged to several radio clubs. His call letters were W7BG. He was born in Maryland, Wis., and came to Tacoma in 1903. He is survived by his wife and a brother.

Engineer C. K. Clover and family spent their holidays in San Antonio, Tex., visiting his wife's family.

Leon G. Pravitz, retired Renton agent, died at his home there on Dec. 22. Surviving are his widow, Olive; three sons, Kenneth L. of San Francisco, Donald H. of Los Angeles, and Douglas, Orting; a daughter, Mrs. Betty Steadman, Los Angeles; a brother, Roy, Seattle; nine grandchildren and four great-grandchildren. Mr. Pravitz had been agent at Renton from 1934 until his retirement in 1953.

## Milwaukee Division

### SECOND DISTRICT

Contributed by J. B. Philips  
Asst. Superintendent's Office, Green Bay

Correspondent Myrtle B. Herman has been ill since last Sept. 8 and in the hospital until Dec. 4. She is now recovering at home but will be confined for some time yet.

Engineer William M. Aylward passed away on Nov. 22. He was employed as a fireman on Mar. 6, 1888 and promoted to engineer on Sept. 18, 1912. He served with the armed forces during World War I and held a Silver Pass for 45 years of service.

Engineer Earl H. Dahnke died on Nov. 23. He was employed as a fireman on Feb. 25, 1923 and was promoted to engineer on Apr. 16, 1929. He had visited the remains of Engineer Aylward on Nov. 23 and passed away that same night.

Conductor James M. Hanahan passed away on Dec. 13 at Milwaukee. He was employed on Feb. 10, 1901, and promoted to conductor on Feb. 27, 1905. Jim held a Gold Pass for 50 or more years of service.

Florence G. Gotto, former cashier in the freight office at Green Bay, has been holding the position of assistant superintendent's secretary on account of Mrs. Herman's illness. Rita Molitor has been appointed cashier in the freight office and LaVern Ferron has been assigned the position of general clerk.

We definitely have the sweetest roadmaster on the system at Green Bay. Some time ago

The Milwaukee Road Magazine



# TOTAL SERVICE...239 YEARS

Five Milwaukee shops employees who retired on Dec. 31 could point to a prideful total of 239 years of service.

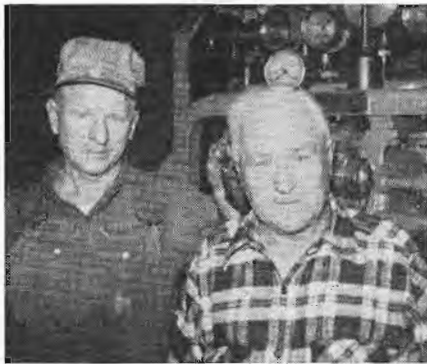
Top man was *Boilermaker Gus Henke*, who had been employed in the locomotive department since December, 1901. One of the first men to be trained in welding (in 1912), he was formerly a leadman. With relatives all over the country, he plans to travel considerably in the future.

*Machinist Harry Henke*, a brother of Gus, has served continuously at Milwaukee since March, 1910. He was employed in the air brake and locomotive departments for many years before transferring to the car department force. A sports follower, he expects to do a lot of hunting and fishing.

*Henry Knuth*, a machinist in the air brake department, has the second oldest service date—Feb. 14, 1902. All of his service was in Milwaukee. He also intends to travel; hobby, working in his garden.

*Emil Robel*, carpenter in the car department, had 46 years of service. For many years Mr. Robel has been interested in the teaching of religion. He is an active member of the Full Gospel Church and will devote his retirement to preaching and to social service work.

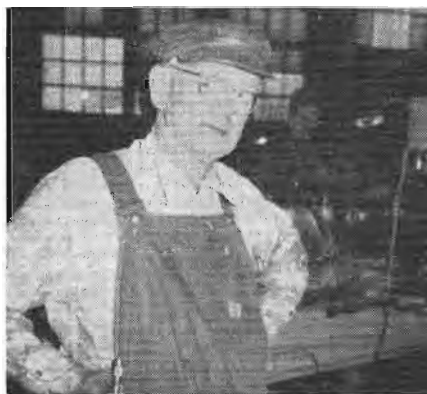
The fifth member of the group, *Locomotive Machinist Eugene Matthes*, has been at Milwaukee since Sept. 5, 1911. A trip to Florida is his first concern, but he will make his permanent home in Milwaukee.



Harry and Gus Henke (left to right)



Henry Knuth



Eugene Matthes



Emil Robel

Roadmaster W. F. Weiland was at Forest Jct. when a small swarm of bees collected on his necktie and just would not leave. Bill said it was the gold spots on the necktie that attracted them.

Traveling Engineer W. A. Hisman has been assigned the Third District of the Milwaukee Division, so he will be covering a good part of the state of Wisconsin in addition to some territory in Michigan.

Car Foreman James E. Palmer has been transferred to Minneapolis as general car foreman. J. J. O'Connor has been assigned the duties of car foreman in addition to those of roundhouse foreman at Green Bay.

## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Agent, Spokane

Malden Chapter of the Milwaukee Women's Club gave a card party on Dec. 3. Lunch followed. The annual election of officers was held at the regular meeting, and chosen were Mrs. Howard Barrill, president; Mrs. Bud Sands, first vice president; Mrs. Jack Felton, second vice president; Mrs. Walter Krause, secretary; and Mrs. Burrill Trowbridge, treasurer.

Brakeman Wayne A. Moreland, now in the Navy, was home for visit with his family.

Conductor M. C. Peterson of Malden is working passenger trains out of Spokane.

Earl Shook of Avery passed away sud-

denly. He had retired as car foreman in November. Mrs. Shook survives at the Avery home, and C. L. Shaw, traveling engineer, Spokane.

Conductor E. J. Reilly reported for work Jan. 1, following his illness since November, 1953.

Passenger Conductors N. B. Jones and J. P. Downey are on leave. The Joneses plan a California trip to visit children and grandchildren, and Mr. Downey is just taking it easy.

J. Z. Ramsey's address for the next few months will be Box 177, Escalante Place, Guaymas, Sonora, Mexico. The Ramseys are enjoying their first visit south of the border, and from recent cards, "it's a great life." The E. D. Jeffersons are also there for their fourth season of living and traveling in a trailer.

Mary Smith, steno in the superintendent's office, had a December vacation which included a trip to California points.

Alice Herle came over to spend Christmas with Jan (Martin) Mittlestadt and to say hello around the Union Station. She is working in the Tacoma mechanical department.

Joseph Dede, Jr., who has been a research chemist with the Monsanto Chemical Company in Seattle, has been appointed technician advisor of glue plastics for that company at Springfield, Mass. He is the son of Traveling Auditor J. B. Dede, Spokane, and with his wife and five children will make his home in the East. Grandpa says he is going to miss the kiddies.

A. L. Boyd, retired, spent the holidays and several weeks with his son Art and family in Sherman, Tex.

Mrs. Maxine (Paul) Castoldi of Spokane, grand-daughter of Fred O. Putnam, retired engineer, has written a popular song, "Just Wishin'", which has been accepted by a New York publishing firm. Maxine is active in music circles, having singing and ballet parts in the Spokane Opera Association productions of "New Moon" and "Blossom Time." She is employed by a nursery company.

Trainman F. J. Russett was fatally injured on the CDA run Dec. 24 at Atlas, Idaho. Funeral services were held in Spokane where he made his home with his mother. Also surviving are a daughter, Candace Lynne, and four sisters, including Mrs. Mary Anderson of St. Maries. Mr. Russett was a veteran of World War II. Following an auto accident in 1951, he was hospitalized for several months and returned to railroad service in February, 1953.

Had a call from Santa Claus, and now I know how the youngsters feel when they talk to him. Remember our December, 1953 Magazine cover? It was the same Santa—Jerry Gump, who retired from railroad service several years back. He was asked to take the role of Santa for the Crescent Department Store in Spokane this year, following several seasons in Portland. Many of his Milwaukee friends took advantage of his Spokane stay to visit with him (I understand some have pictures taken with Santa) and local newspapers carried stories on his ca-

reer. Mr. Gump has turned "pro" in his hobby, and informs me that his next season will be spent in San Francisco. This summer will find the Gumps at Seaside, Ore., engaged in a small business. Any of the Milwaukee family vacationing in that vicinity will be welcome to drop in at "Santa's workshop."

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

A. L. Piper, chief clerk to general manager, and Mrs. Piper spent the Christmas holidays visiting relatives in Miami, Fla.

Miss Ethel Burris, secretary in the freight claim department, is recuperating in Providence Hospital at this writing with a broken ankle received in a fall the early part of December.

Recent changes in the traffic department: Earl Pidgeon, payroll clerk to western traffic manager, promoted to chief clerk to general agent; Clark Jones, division clerk, to payroll clerk; Walter Zahren, revising clerk in the local freight office, appointed division clerk.

B. E. Lutterman's Linzer Boy's "Little Heide", German short-haired pointer, did it again by capturing first honors in the open all-age stake of the all-breed hunting dog trials held Dec. 11 and 12.

Miss Jessie Hutchings, secretary to general freight agent, is on a leave of absence on account of illness. Her position is being filled temporarily by Betty Thomas.

Vernon Petermeyer, general clerk in the general agent's office, has been appointed chief clerk to assistant general agent. James Jones has taken over the position of general clerk.

Tyler Coplen, rate clerk in the traffic department, is the father of a baby girl named Virginia Ray. The Coplens have two boys, who welcomed their new sister.

Word received from R. D. Abernathy, telegraph operator in the Seattle relay office, advised that he was enjoying his winter vacation in Havana, Cuba.

Raymond F. Weeks, former division freight and passenger agent, passed away Dec. 28

after an illness of two weeks. Mr. Weeks was born in Clarendon, Ia., in 1863 and had a total of 45 years of railroad service. He opened the first traffic department office in Butte, Mont., in 1908, transferring to Seattle in 1909, and was the Road's first agent at Seattle. He left the railroad in 1926 to go with the Nelson Steamship Company, opening their office at Portland, and retired from that position when the steamship company sold out. During his service with the Milwaukee he was sent to China to execute a traffic agreement with the Chinese Eastern Railroad. He was the father of Mrs. Mildred Nelson, clerk in the traffic department. Another daughter and a son also survive him. Masonic burial services were held.

## Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

The biggest surprise of 1954 was the marriage of Guy E. "Kickapoo" Sampson, retired Chicago terminals train director, and Mrs. Elnora Grace Kiehl of Long Beach, Calif., who said their vows before the pastor of the Church of God in Long Beach on Nov. 14. The former Mrs. Kiehl had a brother who at one time worked on our Wisconsin Valley Division. Readers of the Magazine may remember Mr. Sampson's picture in the September issue with his son, Yardmaster Lyall Sampson, and your correspondent, which was taken when he was here for the Veterans reunion. The distinguished looking fellow then told your correspondent that he was 78 years young.

"It's a boy" the note was headed—also, it's a grandson! Ruth Vannella, the happy grandmother, wrote that little Thomas Ralph, son of Patricia and Bernard Helgesen (D&I Division brakeman), arrived recently at the Elmhurst Memorial Hospital. After four granddaughters, a grandson is a special thrill.

Sympathy was extended to Rose Ulrich, wife of Oscar "Minnie" Ulrich, clerk, who passed away suddenly Thanksgiving eve. He had worked during the day and taken the



**BEST WISHES.** Smiling over a shower of gifts in honor of her retirement is Catherine Gillespie, comptometer operator in the Chicago central computing bureau. Mrs. Gillespie, who had more than 30 years of service in the Fullerton Avenue accounting department, will divide her time between a sister in Tucson, Ariz., and a son and his family in Park Forest, Ill.

train home to Franklin Park. His body was shipped to Stone Lake, Wis., for burial.

A letter from Bainbridge, Md., informed us that Yard Clerk Sam Perpich is now cruising with the Navy. Sam has been to Washington, D. C., and is otherwise having a fine time during his liberty periods.

Swichtender Ralph Riemer brought back a four-point buck from a recent shooting trip in northern Wisconsin. Out of a party of 28, he was one of 12 who got their deer.

After several years in the Galewood caller's office, Bill Halbey is back at Bensenville.

John Steinmetz, retired engineer, passed away early in December. He will long be remembered for his good nature and dry sense of humor.

GALEWOOD

Norma Gunderson, Correspondent

Leonard Volker, check clerk, retired Dec. 4, having been with the company since February, 1916.

Monday, Dec. 6, was the Red Letter Day when we moved into our new modern office building. The offices were decorated with bouquets of mums and the stenographers wore orchids, with the compliments of Walter W. Jacobsen, florist at 5426 West Chicago Avenue. Agent A. E. Ward treated to a spread of coffee and doughnuts for the grand opening. Many visitors were shown through the building, including B. G. Pobloske, retired assistant agent, and Bob Blohm, platform timekeeper at the freight house.

Joan Sullivan, car record department, is taking a 90-day leave of absence.

Robert McCutcheon, auto mail clerk, and wife had a call from their son Bob who is stationed in Tokyo. Bob expects to be released from service in about three months.

Employees in the office and freight house appreciated their treat of cake and coffee from the Fullerton Avenue Chapter of the Women's Club on Dec. 22.



**HOLIDAY HOUSE.** Seattle Chapter of the Women's Club held its traditional Christmas open house for employees in the general offices on Dec. 16. The coffee table group shown here includes from left: Frank Findley, Reggie Morris, Al Nance, Wayne Lawson, Mrs. Harry Fordyce, Mrs. C. S. Finlayson, Mrs. H. O. Engel, Miss Ruth Fowler, Mrs. J. E. Marshall, Mrs. C. W. Reynolds, Mrs. L. V. Anderson (chairman), Mrs. Phyllis Gestner and Mrs. Lillian Moody.

## Madison Division

### FIRST DISTRICT

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

Assistant Trainmaster Franklin J. Love is confined to St. Mary's Hospital in Madison at this writing.

Section Foreman John Thornton and Mrs. Thornton of Albany, Wis., observed their 50th wedding anniversary at a family dinner on Dec. 26 at the Thornton home. Open house was also held from 2 to 6 P.M. at the home of their son Stanley, who also lives in Albany. Mr. Thornton has been section foreman in the Albany area since December, 1909.

Section Foreman Norm Adler and Mrs. Adler announce the arrival of a baby girl on Nov. 9. The little miss arrived on the birth-day of her oldest sister.

Mrs. Charles Doran has received news of the appointment of her son Gerald to the Navy School of Music in Washington, D. C.

J. A. Houston, retired agent, and Mrs. Houston are spending the winter in Palm Springs, Calif.

Bill Kline, assistant to roundhouse foreman at Madison, has returned to work after being confined to the Methodist Hospital for some weeks. He wishes to thank all of his friends for their many kindnesses while he was ill.

Rae Scherneck, clerk in the B&B department, visited recently in Tulsa, Okla.

At this writing Traveling Auditor McGrew and Conductor Oldenburg are confined to the Methodist Hospital. Both are reported to be "on the mend".

Ticket Clerk E. P. "Bud" Kingston died at a Madison Hospital recently, following a short illness.

Ed McCann, retired switchman, passed away at the home of his daughter on Dec. 14. He had been retired since Dec. 1, 1937.

Roy F. Cooley, retired section foreman, died at his home on Dec. 5. Mr. Cooley retired July 1, 1952 because of ill health.

A. M. Thompson, retired engineer, died at a Madison hospital on Dec. 29. Mr. Thompson retired on Nov. 2, 1948.

Leslie Hazen, B&B carpenter, passed away on Dec. 14 following a short illness.

On Dec. 14 Section Foreman A. W. Reppin reported to the agent at Mendota that a car of coal for Merrimac, Wis., delivered to us by another line, had a broken wheel and indications that another wheel might break. The car was returned for repairs, and there is no doubt that Mr. Reppin's alertness averted what might have been a serious accident.

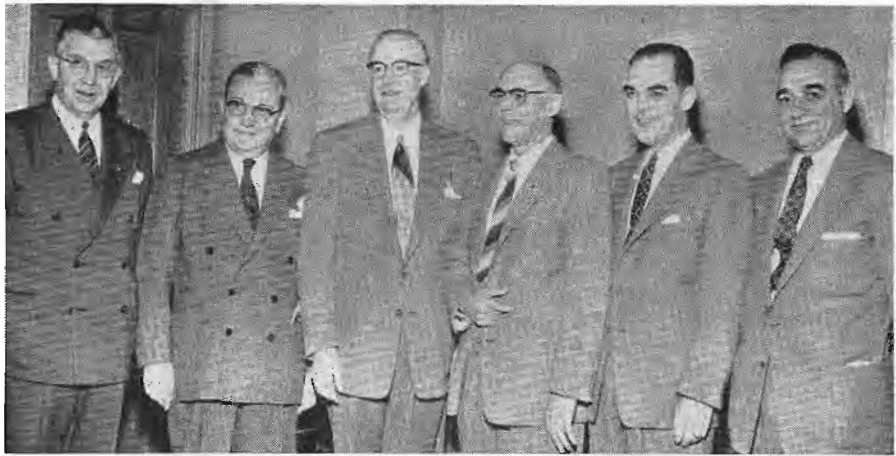
## Chicago General Offices

### AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Best wishes go to the following girls on their recent engagements: Lois Ritter of the timekeeping bureau, and Trudy Kohls and Peggy Rozers of the keypunch bureau.

Claire Stalk, formerly of the tax bureau, became the mother of Jo Ann on Dec. 2. Ray Litka of the assistant comptroller's office had a big announcement on Nov. 19—the arrival of a baby boy named Warren.



**SILVER PASS TO C. R. LANPHEAR.** Traffic department associates offering their congratulations to C. R. Lanphear, retired division freight and passenger agent at Bellingham, Wash., when he was presented with his Silver Pass on Dec. 14. From left: J. C. Paige, who succeeded Mr. Lanphear as DF&PA; J. M. Cunningham, freight traffic manager, sales and service, Chicago; Mr. Lanphear; Paul Wilson, western traffic manager, Seattle; E. W. Chesterman, assistant general freight agent, Chicago; and J. E. Marshall, general freight agent, Seattle. Mr. Lanphear who started his 45 years of silver service in the general freight department in Chicago and transferred to Lines West following World War I, retired last Nov. 30.

Sorry to report Florence Almen met with another accident. She fell and broke her right arm.

Rose Prince enjoyed a recent vacation in Florida.

The machine accounting office had their annual Christmas party Dec. 17 at the Natural Knights Club. The committee did a wonderful job, as all reports say it was one of the best. Employees who never attended these parties before say they will never miss another.

On Dec. 16 Mr. and Mrs. Stanley Johnson announced the engagement of their daughter Doris, a senior at Lawrence College. During the summer vacation Doris worked here in the auditor of passenger accounts office. Their son Robert who also worked for the Road during vacations is now with the Army in Germany. He is a graduate of Monmarth College, and was teaching at Ohio State before going into service.

### ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

We were saddened by the death of Retired Assistant Engineer Harold Pitner which occurred on Dec. 2 at his home in Chicago, and also by the death of former Chief Engineer R. J. Middleton which occurred on Dec. 21 at his home in Seattle. Details of Mr. Pitner's service are shown below and similar information on Mr. Middleton is elsewhere in this issue.

Mr. Pitner was born in Parkman, Ohio, on Sept. 20, 1889 and graduated from Cornell University in 1913. Starting with the New York State Railways, he also had 12 years of experience with several western railroads before coming to the Milwaukee as a draftsman at Spokane in 1926. Subsequently he served as assistant engineer at Miles City and Savanna before transferring in 1938 to the Chicago engineering department where he was stationed when he retired last Aug. 31. His

death occurred suddenly at home. The immediate survivors are his wife, daughter Marjorie and son Dick. Funeral and burial services were held in Palmyra, N. Y.

We welcome Miss Alva Yttri, secretary to architect, and also Mrs. Marguerite Coyne, steno-clerk in our general office.

Mr. and Mrs. B. J. Worley are kept busy these days and nights but their daughter Susan doesn't mind—because she has a baby brother, Robert James.

All relished the oranges from Lindsay, Calif., which Mr. Penfield so kindly sent us. We also enjoyed the greetings we received from our associates who are now enjoying the easy life. We hope they will continue to remember us.

### OPERATING DEPARTMENT

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

Sympathy is extended to Helen Heinberg of Mr. Downing's office and to Dorothy Heinberg of Mr. Ennis' office on the loss of their mother who passed away Dec. 5.

Wilbert Snyder of the mail, express, baggage and milk department bought a spanking new two-tone Buick.

### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Pat Germain and Ed Krywka were married Dec. 4. They spent their honeymoon in the Ozarks.

We welcomed back Jean Koehler and Shirley Pondel who had been on furlough due to ill health.

Marion Rieter spent the Christmas holidays with her folks in Marinette, while Bessie White visited in Pittsburgh and Edna Anderson in Boone, Ia.

Rita Sullivan, who is studying to become a nurse, and Agnes McGrath who is recuperating from illness, visited us recently.

## OFFICE OF VICE PRESIDENT-COMPTROLLER

Miss Julia Sach-  
en, head of the cen-  
tral typing bureau  
in the Union Station  
and a popular gen-  
eral office employe,  
recently applied for  
retirement. In ill  
health for some  
time, she is current-  
ly staying with a  
sister in Washing-  
ton, D. C., while she  
undergoes medical  
treatment. Miss



Julia Sach- en

Sachen has been with the Road since 1926, starting as a stenographer in the accounting department, and has been bureau head since July, 1949. In announcing her retirement plans she remarked that she intends to keep in touch with the Milwaukee Road family, "and let me say that 'The Milwaukee Family' is not a misnomer," she stated. "Since I have been ill my associates and friends have been as thoughtful and loving to me as any members of a family could be to each other. My thoughts will be constantly with the Road." As an active member of the Women's Club for many years, Miss Sach- en will be missed by that organization. She is a former librarian of Union Station Chapter and was most recently assistant corresponding secretary.

A recent change of address served to call attention to a new development in the retirement career of Mrs. Emma De Long, former stenographer in the central typing bureau. Upon leaving the railroad in 1952, Mrs. De Long moved to Harrison, Ark., where with her married daughter she took over the management of the local credit bureau. We hear now that she has just become the manager of a much larger bureau in Arkadelphia, Ark., and will dispose of her Harrison business to devote all of her time to the new venture. Arkadelphia, 70 miles south of Little Rock and 30 miles from Hot Springs, is on the main line of the Missouri Pacific and the main highway to Dallas.

## OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Laura Wojciechowski who has been on furlough since Nov. 19 on account of ill health is expected to return in February.

A baby shower was given for Helen Knowles on Dec. 17, when she resigned for the event.

Everett Hopke resigned on Dec. 31, and was presented with a cash purse.

## FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

We are glad to have Leonard Palla and Joe Robinson back after being confined to hospitals.

Fred and Grace Ellis (formerly Grace Williams) happily announce the arrival of Julie Lynn, born on Dec. 22.

It is with deep regret that we report the death on Dec. 30 of John Korbellas, father of Mrs. Julia Mavrogianis.

Walter Walsh spent a week in Arizona enjoying the dry weather which seems to agree with him more than the Chicago cli-

mate.

Clarence Johnson visited his son in Boston over the holidays.

Dorothy Zaddack spent Christmas in Wisconsin with her family.

## CHORAL CLUB NEWS

Theresa Glasl, Correspondent

Our evening Christmas program last year met with such popularity that it was decided to do likewise this year, so on the evening of Dec. 22 the group assembled on the Adams Street side of the Union Station and to the strains of music walked in a processional to the acoustical shell singing "O Come All Ye Faithful" and "Angels From the Realms of Glory." Some of the older outstanding numbers were revived for this program, including "And the Glory of the Lord", "Glory to God in the Highest", the "Battle Hymn of the Republic", "Onward Christian Soldiers" and others. Director Jorian invited the audience to take part in singing Christmas carols and the response was very enthusiastic.

After the noon program on Dec. 23 the group enjoyed a luncheon in Harvey's lunch room. Later the little mascots were presented with dolls in appreciation of the duties they performed.

We were happy to have Marge Thiede, George Dempsey, George Schwandt and Harold Matthies take part in several of the Christmas performances, and are hopeful they will be with us regularly.

Welcome to Virginia Seay, a soprano, from the machine room at Fullerton Avenue.

The following concerts are scheduled for early February: Feb. 6 at 3:45 P.M.—Chicago Methodist Temple—Chicago Club of Women Organists, Clark and Washington Streets; Feb. 9 at 8:15 P.M., at Hope Epiphany Church, 855 North Monticello.

President Ed Stoll expresses thanks to all who helped in the music salvage and cleanup program. One hundred and forty numbers out of a total of 235 were restored.

## Twin City Terminals

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Mike Gutenberg, Aberdeen carman apprentice, has transferred to Minneapolis to finish his course . . . Edward F. Conley completed his four-year apprenticeship on Dec. 21 and is now a welder in the schedule car shop.

Willard S. Thompson, steamfitter helper in the coach yard, retired on Dec. 10.

A baby girl arrived on Dec. 15 at the home of Johnnie Olson, former welder in the shops who now manages a service station in South Minneapolis. Lawrence Olson, triple valve repairer, is the grandfather.

Selwyn J. Hollingsworth, 61, died on Dec. 9. "Holly" had worked the day before and entered the hospital in the evening. He started with the Road in March, 1916 at Kirkland, Ill., and was promoted to foreman in 1918. He was stationed at Bensenville, Galewood and Atkins before being transferred to Minneapolis in 1929 as foreman of the light repair track.

Gust Tonn, air brake man, 66, died suddenly Dec. 6 on his way home from work.

Mr. Tonn had been with the Road since March, 1913.

William F. Siegler, aged 79, died Dec. 2 at the Veterans Hospital. Mr. Siegler retired in 1940 as foreman of the tank shop in the locomotive department. He had entered Milwaukee Road service in 1900.

Mrs. Anna Rollins, 63, died on Dec. 24. She was the mother of Mike Rollins, wrecker-carman in the light repair yard.

Clerk LeRoy Samuelson recently enjoyed a vacation trip to Chicago, Detroit, Columbus, Norfolk, Richmond and Washington, D. C.

Roy Melquist, assistant foreman, has been appointed car foreman in the light repair yard, following the death of Foreman Hollingsworth.

Mrs. Beth (Red) Brzezinski, formerly stenographer in the car department office, and hubby Ernest have adopted a tiny baby girl. The little lassie has red hair and has been named "Ann Elizabeth".

Hjalmer Burude, retired lumber handler in the store department, has returned from a visit with relatives in Norway and Sweden.

## ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent  
c/o General Agent

George Metzger, coach cleaner and a veteran of many years of service, retired Jan. 1. With him went the good wishes of all for many years of well-deserved leisure.

Francis Kees, car inspector, underwent an operation in December. He is doing fine, although at this writing he is not yet back on the job.

Car Inspector Adolph Dressel was also hospitalized for treatment recently, and he, too, is doing well.

## ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

Claim Clerk Joel Andean and wife have adopted a baby girl.

Ray and Gladys Sheehan report that their parakeet does not talk.

I too have a gangster parakeet. He does not talk.

I have just learned that Jo and Elsie Monheim lost a member of their family. Their cat killed their parakeet.

Clara McKenna is substituting for Marion Cashill at the switchboard at this writing.

This office held a Christmas party Dec. 22. Guests were employes of the ABC Corporation.

## I & S M Division

Erle Jorgensen, Division Editor  
Office of Agent, Austin

J. F. Frana has been appointed agent-telegrapher at Ridgeway. Agent-Telegrapher W. L. Baker has resigned his assignment as agent at Grand Meadow and at this writing is on vacation in Florida before returning to work off the extra board.

Among weddings at Austin during the Christmas season was that of Otto Volkert, electrician apprentice at Minneapolis, and Miss Betty Armstrong of Austin.

Telegrapher P. E. Berg of the AX office in Austin was confined to St. Olaf Hospital in Austin most of December. At this writing he

The Milwaukee Road Magazine





**I&SM CONDUCTOR RETIRES.** J. D. Lawler, retiring in December after 48 years of service, gets a farewell handshake from John Casey, who succeeds him as conductor on the switch engine at Madison, S. D. The crew includes Harry Gimple, John Hudak, Ben Long and Verald Westby (left to right). Mr. Lawler, who has been at Madison since 1938, is the third generation of his family in railroad work, his father being with the Milwaukee 56 years. His plans include spending more time with his two children and six grandchildren. He was chairman of the B. of R. T. for seven years. (Madison Daily Leader photo)

has been released but has not returned to work.

A. E. Thompson, switching foreman on leave of absence on account of ill health, is at St. Mary's Hospital in Rochester for treatment.

We thought we had covered the hunting season at Austin in the last issue. However, Yardmaster M. D. Darr reported for work one morning with his finger bandaged on account of a four-legged animal accident. The report is that a squirrel had come down the ventilation part of the chimney and got in the basement of the house and he was trying to catch the intruder when it bit him.

## I & D Division

### FIRST DISTRICT

Darlene Ries, Correspondent  
Trainmaster's Clerk, Mitchell

Among those who enjoyed third-week vacations were Roadmaster M. B. Kirschbaum, who was with his family in Algona, Ia. for the holidays; Agent L. L. Long, Mitchell, who traveled to California; Agent K. L. Lambert, Mt. Vernon, who spent Christmas in Colorado Springs with his son; and C. J. Cook, car foreman at Mitchell, who with his family spent Christmas in Davenport.

Agent D. F. Moran, Pukwana, is spending his vacation in Hot Springs, Ark., for his health at this writing, being relieved by G. J. Albertz.

H. O. Davis, west I&D conductor, retired last month. He is now operating a sporting goods store in Rapid City.

The Women's Club held its annual Christmas party Dec. 21 at the Y.W.C.A. The club also sponsored Santa Claus who came to Mitchell by train on Dec. 18 to visit employees' children.

Sympathy was extended to Florence Paullin, roundhouse clerk, and to P. E. Paullin, roundhouse laborer, on the recent death of their mother.

A. G. Enright, retired conductor, passed away recently at his home in Tracy, Minn.

### SECOND DISTRICT

Fay Ness, Correspondent  
Superintendent's Office, Sioux City

Walter J. Cole, retired engineer, 76, passed away at his home in Sioux City Dec. 9. He was born in Prophetstown, Ill., moved to Superior, Neb., with his parents in 1884 and to Sioux City in 1906. In that year he started with the Road as a laborer in the mechanical department at Sioux City and was subsequently a fireman and an oiler at the roundhouse. He had retired in 1937 on account of his health. Mr. Cole was a member of the B. of L.E., the Methodist Church of Sioux City and the AF&AM at Hudson, S. D. On Apr. 2, 1951 he was presented with a 50-year Masonic pin. He is survived by three daughters and a son in Sioux City, 13 grandchildren and 14 great-grandchildren.

George W. Wean, 70, retired roadmaster and a resident of Sioux City for 35 years, died Dec. 26 at a Sioux City hospital. He was born in Pittstown, N. J., and had been an employee of the Road for 45 years when he retired in 1950. Mrs. Wean preceded him in death by only six weeks. He is survived by a daughter, Mrs. Margaret Rickert of Sioux City, a son, Laurence G. who is assistant division engineer at Butte, a sister, four brothers and six grandchildren. Funeral services were conducted at Sacred Heart Catholic Church and burial was in Mount Calvary cemetery in Sioux City.

A group of 65 turned out for the Nov. 18 meeting of the Women's Club which was a

luncheon in the Scandinavian Club. The wives of retired employees were honored guests and were presented with corsages of mums. The committee was in charge of Mrs. Oscar Larson and Mrs. Melvin Montang. After the meeting a group of members presented a style revue depicting the trials of a young lady of a bygone era shopping for a trousseau. The annual Turkey Day dinner was on Dec. 4 and the children's Christmas party at the depot on Dec. 19.

Harry Hopkinson, retired engineer, has bought a new home in Sioux City.

Trainman Alvin S. Wheeler is confined to St. Joseph's Hospital in Sioux City at this writing.

Harold Mahoney and his bride are settled in their new home, and we understand Harold has been busy wielding a paint brush and otherwise getting things in apple pie order.

### EAST END

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

The Women's Club held a Christmas party for the children at the YWCA Dec. 16, with a potluck dinner preceding the program. There were 70 present for the program which opened with community singing led by Walter Hendrickson accompanied by Mrs. Harry Larson. Virginia Moore sang, accompanied by Barbara Moore, and there was a vocal selection by the trio of Ernest Barton, Otto Werner and Walter Hendrickson. A quartet, consisting of the trio and Mrs. Arthur Moore, sang; also Ernest Barton who played his own accompaniment. Gifts were presented to the children by Santa Claus, assisted by Mrs. Ralph Joynt and Mrs. Elton Claussen. Hostesses were Mmes. Walter Hendrickson, O. T. Anderson and W. H. Colloton, and Fern Tortel.

Arthur W. Arnold, retired yard conductor, passed away at his home in Mason City Dec. 13. Mr. Arnold started in the Mason City yard in 1912 and worked as yard conductor until his retirement in 1945.

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CHICAGO, ILL.**

Engineer Thomas E. Rafferty died Dec. 18 at Mason City. He was hired as a fireman in 1915 and promoted to an engineer in 1923, in which capacity he was working at the time of his death.

Your correspondent would like to make a New Year's resolution to get more news items in the Magazine in 1955, but in order to do so someone is going to have to tell her these things. There are many interesting things to report about our employees, and we would all like to hear about them.

## **Milwaukee Terminals**

### **FOWLER STREET STATION**

Pearl Freund, Correspondent

Kathleen Nowak, on leave from the mail desk, is busy with formulas since the arrival of baby Laura at St. Luke's Hospital Dec. 3.

The Eddie Scholz' report the third addition to their family circle.

Willard Kinast drove with friends on Dec. 10 to Mexico for a two-week vacation. The main points of interest on the trip were Vera Cruz, Mexico City and Acapulco.

Fred Gebhardt, check clerk in house 7, saw the Rose Bowl game on New Year's Day as a highlight of his vacation, as well as the Parade of Roses.

Barney Nowicki acquainted himself with the scenery around Las Vegas and Reno, extending his trip to points in California. In spite of a wonderful time there, he is still more impressed with Phoenix, Ariz. He kept the force posted on his wanderings with many interesting post cards.

Bruno Kowalski, rate clerk, covered Miami, St. Petersburg and Tampa in a short vacation trip to Florida.

Sympathy was extended to Betty Whitford on the death of her father, Agent, Nels Olson of Sherwood, Wis.; a great loss, we all know.

Clarence Gaulke, yard clerk, broke his ankle Dec. 14 and was taken to the Milwaukee Hospital.

On Christmas Day Mrs. Helen Roelke, auto messenger at Fowler Street, and son Richard, 18, were victims in a two-car collision at South 27th Street and West Morgan. Richard suffered face lacerations and a slight concussion, but at this writing is out of danger. However Mrs. Roelke's right leg was crushed, and her condition is still critical. At this writing she is confined to Mt. Sinai Hospital.

Catherine Conzolatione, who has been ill for the past month, is now confined at Muirdale Sanitarium.

The R.B.W.A. of Milwaukee held its annual Christmas party at the China Cupboard

in the Cudahy Tower. Following an excellent dinner, a program was presented by several members. Pantomime to musical recordings was the principal entertainment, the numbers including "The Littlest Angel," "All I Want for Christmas Is My Two Front Teeth" and "I Saw Mama Do the Mambo With You Know Who." In the latter, Ollie Yerman proved to be a fine chanteuse in the modern manner. Carol Keller as Santa presented gifts to all, and a gala spirit prevailed.

### **MUSKEGO YARD & UNION STATION**

Grace M. Johnson, Correspondent  
Office of General Superintendent

### **UNION STATION**

William J. Cavenagh, formerly general agent at Milwaukee, passed away at Misericordia Hospital on Dec. 11. He was 86 years old. Mr. Cavenagh began his railroad service at Watertown, Wis., where he was born, in 1892 and served in various capacities on the LaCrosse Division until 1896 when he came to Milwaukee. Here he was employed in the local freight office until 1909 when he became chief clerk in the traffic department. He was commercial agent from March, 1920 to June, 1925, division freight agent from July, 1925 to May, 1926, and became general agent in June, 1926, serving in that position until his retirement on Dec. 31, 1947. Funeral services were held at St. Rose's Church in Milwaukee and burial was in Holy Cross cemetery. Mr. Cavenagh is survived by a sister, Mary, of Watertown, Wis., a daughter-in-law, and five grandchildren all of Chicago, Ill.

The marriage of Miss Eleanor Ann Posus to Robert F. Feeley took place recently at St. Mary's Church in St. Paul. Mr. Feeley, now a tracing clerk in the freight traffic department in Milwaukee, was formerly in the freight agent's office at Prairie du Chien.

Miss Patricia Daly, secretary to the general agent, Milwaukee traffic department, was married on New Year's Eve to John Westberg, the ceremony taking place in the rectory of Mother of Good Counsel Church, Milwaukee. The couple will take a two-week vacation trip after which Miss Daly will return to our ranks for a time.

Miss Norma Sommer, rate desk clerk in our traffic department, has been on leave of absence for some time due to the illness of her father.

T. G. (Tom) Austin, well known to employees and the traveling public as the Road's general agent passenger department in Milwaukee, resigned on Dec. 31. He had been with the railroad since 1927, starting in the

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Henry Sterba, Jr.



Ronald Sterba

**AGP.** Stationed on the Atlantic and Pacific seaboards are the two sons of H. G. Sterba, traveling freight agent with headquarters in Indianapolis. Yeoman Henry Sterba Jr. is currently with the Coast Guard at Norfolk, Va., and Pvt. Ronald Sterba is at the Marine base at 29 Palms, Calif.

Madison, Wis., ticket office. Transferring to Milwaukee as city passenger agent, he was appointed assistant general agent in 1939 and promoted to general agent in 1946. His many friends had an opportunity to wish him success in his new endeavors at a farewell party held in the Crystal Ballroom of the Schroeder Hotel on Dec. 30.

#### MUSKEGO YARD

Yard Conductor Sherman Hirschman and wife have returned from a trip to New York and Washington where they visited with their son, and Sherman entertained the new grandchild. Sherman's son is stationed in the East with the Intelligence Corps.

Clerk Kenneth Zimmerman had the pleasure of having his son at home with the family for the Christmas holidays. He is enrolled in the Navy Electronics School in Washington.

Milwaukee Terminal people extended their sympathy to the family of Walter L. Hilbert, veteran yardmaster, who passed away on Dec. 8 at St. Anthony's Hospital. His years of service with the railroad numbered 35, many being spent as yardmaster in the Gibson district where he made many friends among the industrial firms we serve in that area. He is survived by his wife, a daughter who lives in Dundee, Wis., and two brothers.

A frequent visitor is our good friend Christ Miller, retired switchman and former local chairman for the B.R.T. Christ is always busy about something and enjoying his retirement. In recent years his hobby is making children's toys.

James McHugh, veteran retired switchman from Milwaukee, was also in for a visit. He is now 82, looks hale and hearty, and lives in the town of his birth, Mauch Chunk, Pa.

#### Terre Haute Division

Christine Reichert, Correspondent  
Superintendent's Office, Terre Haute

Terre Haute Chapter of the Women's Club held its annual Christmas party the evening of Dec. 10 in the new Public Service Company building at Terre Haute, which was beautifully decorated for the season. About 100 enjoyed a very fine party, and much credit is due

the committee in charge, consisting of Mrs. O. L. Bond, chairman, Mrs. Clarence Graf and Mrs. Lowell Chandler. Santa Claus, played by Carman Wayne Lawew, was on hand with treats and gifts for the children, and entertainment was furnished by two members of our local car department—Esker Keller and James F. Wilbur, who played their guitars. The guests were further delighted with the Multikord and Spanish guitar playing of two young WTHI musicians, Ronald and Darrell Leslie of North Terre Haute. All in all, it was a party to be remembered.

Tim Colwell, retired from the superintendent's office, and Mrs. Colwell spent the Christmas holidays with their son Robert and family in Neodesha, Kans.

Engineer J. L. Warrick of Terre Haute is the proud grandfather of twin boys. Papa is Gene Warrick, a former locomotive fireman on this division.

December also brought a baby grand-daughter to Engineer Ed Baker.

Fireman R. H. Pipes and wife have returned from a month's visit in Phoenix, Ariz., with their daughter who has been ill.

Fireman W. E. Scott has entered the Veterans hospital in Indianapolis for examination and treatment.

Assistant Chief Carpenter F. E. Galvin and Mrs. Galvin made a visit to Houston, Tex., before Christmas.

Conductor A. Petroski of Faithorn yard enjoyed a three-week vacation in California in the vicinity of Pomona.

Operator F. C. Hanna is back on his job at North Harvey after an absence of about two months due to illness.

Elmer F. McGlynn, TH-CM&G brakeman, retired on Dec. 1.

#### D & I Division

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

August F. Lange, First District engineer and one of the oldest active locomotive engineers in service, died at his home in Chicago, Dec. 1. Mr. Lange started his service

as a fireman Oct. 7, 1899 and was promoted to an engineer in 1905. He had been handling the Midwest Hiawatha trains between Chicago and Savanna until last February when he went on a leave because of ill health. Surviving are three daughters.

Mrs. William J. Kane, mother of Eileen Kane of the division master mechanic's office at Savanna and of Machinist John Kane of Harlowton, Mont., passed away in the family home at Savanna Dec. 3. Burial was in Calvary Hill cemetery, Fulton.

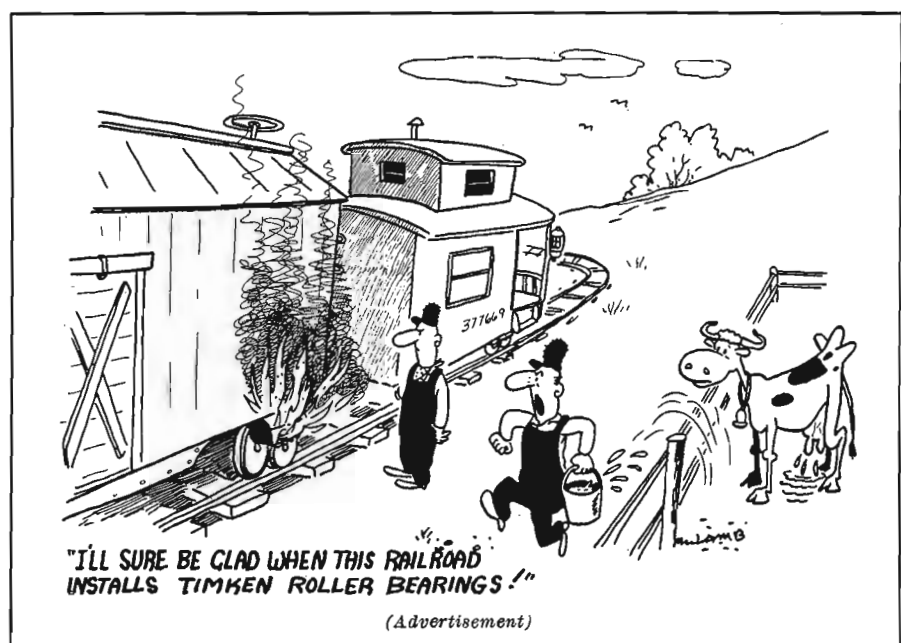
Mrs. M. Barrett, wife of Iowa Division Engineer Mike Barrett, Savanna, passed away in St. Luke's Hospital in Davenport Dec. 3, following an illness of many months. Funeral services were held in St. John's Catholic Church, with burial at Savanna. Surviving are her husband, two brothers and three sisters.

John Gondek, husband of Clerk Virginia Gondek of the superintendent's office, Savanna, passed away in Veterans Hospital, Iowa City, on Dec. 22. Funeral services and burial were at Savanna. Surviving are his widow, daughter and stepson, two sisters and two brothers.

Mrs. Edward Simon, sister of William E. Smith of Mr. Downing's office, Chicago, and Switchman Hal Smith, Savanna, passed away at her home in Savanna on Dec. 25, following an illness of many months. Surviving are her husband, two daughters and a son, four sisters and three brothers.

Assistant Superintendent and Mrs. R. A. Middleton and family were called to Seattle due to the death of R. J. Middleton, father of Assistant Superintendent Middleton, which occurred Dec. 21.

Conductor C. E. VandeVanter of Elgin passed around cigars the early part of December, announcing the arrival of a new baby girl in the VandeVanter home. . . Traveling Engineer and Mrs. W. J. Brossard, Savanna, welcomed their second child and first son in December. . . Operator and Mrs. William Clifton of Savanna welcomed a daughter, Krista Maria, on Dec. 11. . . Dispatcher and Mrs. William Ott announce the arrival of



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a son in their family at Savanna on Dec. 13. . . . Switchman and Mrs. Philip DeSpain of Savanna have another son, their second boy, who arrived on Dec. 10—auntie, assistant superintendent's clerk Esther Nast . . . Switchman and Mrs. Jack Cottral of Savanna are the proud parents of twin daughters born Dec. 13—and now there are four.

A very enjoyable Christmas party was held in the Women's Club house at Savanna on Dec. 13, beginning with a potluck supper. After the dinner group singing was enjoyed to the accompaniment of organ music by Marcia Newell and piano music by Mrs. Jud Law. Program Chairman Mrs. William Young announced the vocal solos and duet by Dick Morse and Miss Helle and a piano duet by Mrs. Jud Law and Mrs. Mellem. Gifts were then exchanged and the evening finished with card games.

Miss Jean Wood, only daughter of Storekeeper France Wood of Savanna, became the bride of Bill D. Werner, son of the Fred Werners of Perry, Ia., in a candlelight service at the First Presbyterian Church at Savanna on Dec. 28. Jean was attended by Miss Carol Sundeen of Dubuque as maid of honor, and Jack Werner of St. Paul served his brother as best man, with Donald L. Wood of Milwaukee and David A. Wood of Savanna acting as ushers. A reception was held later in the Hotel Radke. Jean and Bill will live in Iowa City where he is a junior at the university.

A heart-warming example of the way fellow employees rise to the occasion when needed was the generosity shown Extra Operator L. R. Versteeg and his wife recently when one of their children became seriously ill and had to be sent to Chicago Research Hospital. The parents asked that their appreciation be expressed to all who helped.

### THIRD DISTRICT

Mrs. L. Davidson, widow of the retired Kansas City switchman, died in Washington, D. C., on Nov. 7 while visiting her daughter, Mrs. E. L. Malicoat. Burial was in Kansas City. Mr. Davidson, who entered service at Coburg yard on July 13, 1892, retired on June 24, 1937.

At the monthly meeting of the Superintendents' Association of Kansas City on Dec. 13, A. C. Novak, superintendent of the Milwaukee-Kansas City Southern Joint Agency, was re-elected president of the organization for his second consecutive term.

## Trans-Missouri Division

### EAST END

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

Mrs. Robert Wolfram, wife of Switchman Wolfram, passed away Dec. 1 after a long illness. Funeral services were held at the Zion Lutheran Church, with burial at Greenwood cemetery. She is survived by her husband and a daughter, Mrs. William J. Burns of Cleveland, Ohio.

Roland Staph, son of Retired Carman Jake Staph, passed away suddenly at Pierre, S. D., on Dec. 20 from a heart attack. He was employed as an engineer in the state health department at Pierre. He is survived by his wife and two daughters, his parents, two sisters and two brothers.

Wilbur and Hirschel Lowdermilk, sons of Conductor W. Lowdermilk, are here at this writing to be with their mother who is seriously ill at the Lowe Hospital.

Conductor John Linda and wife attended the wedding of their son, John Curtis, to Miss Eunice Allyne Watson at Waco, Tex., on Dec. 10. Mr. and Mrs. Joe Linda also attended the wedding, going from there to Wisconsin and points east for a visit.

The Women's Club held its annual Christmas party on the evening of Dec. 13 at the Oddfellows Hall, preceded by a children's party at which Santa Claus appeared and distributed gifts. The adult meeting opened with the singing of carols, after which President Mrs. Claude Preston gave a review of the history of the Mobridge chapter which was organized in 1924 with Mrs. John Rothman as the first president. Mrs. Dora Anderson, a charter member, was commended for her faithful service, having served in various offices for 30 years. Mrs. H. J. Leary installed the following officers for 1955: president, Mrs. Walter Klucas; first vice president, Mrs. Lawrence Knoll; second vice president,

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**PARTY AT MILES CITY.** Scene in Eagles Hall, Miles City, on Dec. 11 during the Miles City Milwaukee Service Club's big Christmas party. More than 600 attended, among them being 40 retired employees who were presented with agate tie clasps and necklaces. The main entertainment feature was a pair of one-act plays staged by the Miles City Barn Players. The variety acts which followed included square dances by Mr. and Mrs. John Scott, Hawaiian hulas by Kay Gibson, a pantomime by Tommy Halsey, rag pictures by Mrs. Connie Griffin, songs by the Lucas Trio and a magic act by Mr. and Mrs. Ken Griffin. Dancing followed, and lunch was served. A great many employees and members of their families served on committees which made the big party a success. Martin Kelm, chairman of this active club during 1954, has been succeeded for 1955 by Harry Stamp, division storekeeper.

ident, Mrs. C. K. Todd; secretary, Mrs. Dwight Owens; treasurer, Mrs. Dick Andrews; recording secretary and historian, Mrs. Dora Anderson.

A musical program was given by a quartette consisting of Mrs. A. W. Spiry, Mrs. H. L. Hauck, Norbert Beckman and Nils Carlson, accompanied at the piano by Mrs. Larry Knott. Lunch was served to 46 from a lovely table decorated with candles and Christmas motifs. Hostesses were Mmes. Hewitt Patten, Lloyd Walleen, James Morris and George Morris.

Frank Scherr Jr., agent at LaPlant, S. D., bid in the third trick operator's position in the Mobridge relay office. Mrs. Dixie Koegel is the new agent at LaPlant.

Operator H. G. Teske and wife attended the 35th wedding anniversary of Mrs. Teske's parents at Java, S. D., on Dec. 16.

Agent Clyde Phelps at Raleigh, N. D., is taking a three-month leave of absence. His position is being filled by Leslie Imbery.

George Rankin, third trick operator at Marmarth, bid in the swing job. His position will be filled by Dick Morris, presently working in the relay office at Miles City.

#### WEST

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

John Schoessler, 63, B&B carpenter, passed away in a Miles City hospital Nov. 25 after a long illness. He was born at Aspinwall, Ia., Dec. 6, 1890, and the family moved to Seattle when he was eight years old, later going to Spokane. He served in the Army in World War I and entered the employ of the railroad after his return from service. Funeral services were held in Beal's Chapel in Forsyth, Mont., with the American Legion post of Forsyth in charge of the graveside rites. Survivors include three sisters and three brothers.

Lloyd Arden Silloway, 61, died in his sleep Nov. 27 at his home in the Flanze

January, 1955

Hotel in Miles City. Mr. Silloway was born in Brimfield, Ill., Sept. 16, 1893. His family moved to North Dakota in 1906 and three years later homesteaded at Bascom, Mont. He attended the Melstone schools and started work for the Milwaukee in the roundhouse there. He transferred to the operating department as a fireman and engineer with Miles City his terminal the last few years. Funeral services were held in the Graves Funeral Home chapel, and interment was in the family plot at Forsyth, with Dola Wilson, W. L. Almquist, A. L. Cox, L. G. McDonald, A. R. Tonn and R. D. Glover as pallbearers. Mr. Silloway is survived by three aunts.

On Dec. 9 Mr. and Mrs. Sivert Hole celebrated their 65th wedding anniversary. Mrs. Hole was born in Norway in 1862 and Sivert in 1865. They came to this country in the same year, 1884, and were married in Min-

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neapolis in 1889. In 1912 they came to Montana and homesteaded in the Rock Springs area. In 1924 Mr. Hole went to work for the car department at Miles City. He retired in 1937.

Mrs. Fred Johnson, 65, passed away after a long illness at a Miles City hospital on Dec. 2. This was just one month and a day after the death of her husband, a retired machinist.

The December meeting of the Women's Club at Miles City featured their annual Christmas party with an exchange of gifts and group singing. Mrs. L. H. Rabun and Mrs. E. Hubbs were in charge.

Harry W. Barker, 75, retired conductor, died suddenly Dec. 14 at Three Forks, Mont., where he and Mrs. Barker were visiting. He was born in Sparta, Wis., Jan. 10, 1870 and was married there to Freda Hein in 1908. That year they moved to Lewistown, and in 1911 came to Miles City which became their home. Mr. Barker was in train service as brakeman and conductor before his retirement. He is survived by his wife, a daughter, five brothers and a sister. Funeral services were held in Bray's Mortuary and interment services and burial were at Sparta.

Fred W. Schultz, 71, retired machinist, passed away Dec. 19 at a Miles City hospital. He was born Mar. 17, 1883 in Chicago and some years later engaged in the grocery business in Canada. In 1916 Mr. Schultz came to Miles City, engaging in the automobile business before entering the employ of the railroad as a machinist. He retired in 1952. Funeral services were held in the Graves Funeral Home. Mr. Schultz is survived by four daughters, two sons, a brother, three sisters and 13 grandchildren.

Funeral services were held Dec. 30 for Mrs. Fred Marx, 80, who passed away suddenly at her home in Miles City after a long illness. She was the mother of Mrs. Ann Anderson of Miles City and Mrs. E. H. Pearson of Mobridge.

Swan Nelson took himself off to the Rose Bowl game along with a host of other sports fans. He is now a regular at that event.

## Iowa Division

### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

Glenn A. Larkin, 44 years in the passenger service of the Milwaukee, retired in November. For a number of years he had been passenger baggageman between Marion and Omaha. He and Mrs. Larkin have moved to Fort Myers, Fla., where they recently purchased a home.

Engineer William Lutz and wife have gone to Florida for the winter months.

D. R. Davis, former roundhouse foreman, and wife now have a permanent address at 700 Harding Street, Long Beach, Calif.

Mrs. W. H. Robinson, Sr., wife of the agent at Collins, is convalescing at home following surgery in a Marshalltown hospital.

On Dec. 4 Wilbert Hughes, engineman, sustained a broken arm in an automobile accident while he was en route to Waubek to join Mrs. Hughes and their son who were closing their cabin. His car was demolished.

Roadmaster J. L. Vavra recently purchased a home in Marion at 876-15th Street.

Mrs. W. E. Cooper has re-entered the University hospital in Iowa City for surgery. Since Mr. Cooper's retirement as roundhouse foreman in Cedar Rapids they have made their home in Keokuk, Ia.

Because of ill health, John J. Gavin, former roundhouse foreman in Cedar Rapids who later worked in the same capacity at Savanna, has been inactive for several months. He was a surgical patient in a Cedar Rapids hospital last summer and is now confined to his home at 514 A Avenue N.E., Cedar Rapids, where he and his family have lived for about two years.

At the December meeting of unit 29 of the Retired and Veteran Railway Employees held in Marion, George F. Hennessey was elected president for the coming year; W. H. Herr, Cedar Rapids, first vice president; Charles Carington, Marion, second vice president; Walter N. Foster, secretary-treasurer; and Fred Liddle, chaplain. The last two are residents of Marion. Mr. Hennessey, now retired, served for many years as roundhouse foreman in Cedar Rapids.

Trainman W. R. Johnson resumed work in December after three months of ill health. He is on trains 102 and 103 between Marion and Chicago.

Oliver P. Mudgett, former switchman in the old Marion and Atkins yards, died Nov. 25 at the University Hospital in Iowa City, following a long illness. He had lived in Marion 50 years and entered the service of the Milwaukee in 1915 as a switchman in the Marion yards; later at Atkins, and with the discontinuance of the switch engines there he was given a leave, terminating his services on Apr. 2, 1934. A sister, Mrs. Henry Smith of Marion, survives him.

Word has been received of the death on Dec. 11 of Phillip S. Mozeney, 83, at his home in Corpus Christi, Tex. He was employed as an operator on May 3, 1893 and appointed agent at Louisa, Ia., in 1898. His last service with the company was in 1929, when he was granted an indefinite leave of absence because of ill health. His wife survives him, and his son Russell of Corpus Christi. Memorial services were conducted in the Murdoch chapel at Marion and burial was in the Shiloh cemetery west of Cedar Rapids.

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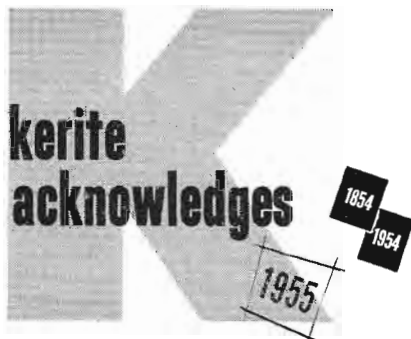
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#### MIDDLE & WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

Injuries sustained in an auto accident at Golden Dale, Wash., caused the death on Dec. 11 of Mrs. A. W. Lafferty whose husband was for many years an engineer on the Iowa Division. Her son William and his wife who live in Seattle were also injured in the accident but have since recovered.

P. S. Mozeney, for many years an agent and operator on the division, died in Corpus Christi where he and Mrs. Mozeney had been living with their son. They moved from Perry four years ago. Mr. Mozeney, who was 83, fell last fall and broke a leg. Burial was in Marion.

Engineer Orville Balsbaugh died Dec. 7 at the Veterans Hospital in Des Moines where he had been confined most of the time since July. He was a veteran of World War I, having served in Company D of the 13th Engineers which was organized on the Milwaukee and was the first engineering unit to reach France. His son Richard was trainmaster at Milwaukee for some time.

Engineer James M. Shirley died suddenly on Dec. 15, having become ill as he was due to leave Council Bluffs the day before. Returning to his home in Perry, he died the following morning of a heart attack. Burial was at Olin, Ia.

Jack Lientz, 32, a son of Conductor Harold Lientz, died Dec. 3 following several months' illness. He was a Navy veteran and senior warden of the Masonic lodge at Perry.

E. A. Needler, 87, retired clerk, died in a nursing home in Perry Dec. 19. Since his retirement he had devoted much of his time to the activities of the Presbyterian church.

John Heinzeleman, a retired engineer who was in engine service on the division for more than 40 years, passed away Nov. 25. He had been retired since 1940. His son Gerald has been a Milwaukee machinist for a long time.

Ralph Shaw, who has been in engine service on the division more than 45 years, retired Nov. 30 and with Mrs. Shaw left the following day for Burbank, Calif. The Shaws have

purchased a home in Burbank near their only son who has lived there several years.

Operator and Mrs. Robert Fouts are the parents of a son born Nov. 28 at the Dallas County Hospital in Perry. Robert is working first trick at the Perry yard at this writing.

Joe Polich, switchman on the Perry yard force, underwent an operation in Des Moines during December.

Yardmaster George McLellan was a surgery patient at Wesley Memorial Hospital in Chicago during December.

Conductor W. C. Hunt was off duty in December to attend services for his mother in Huntsville, Mo.

Clark Lewis, who was agent at Cambridge before that station was closed in December, has retired and will spend the winter in the South. He plans to make his future home in Dawson.

A sudden death last month was that of Murl Schroeder, laborer on the Sac City section, who suffered a heart attack on Dec. 14. He died the following day. He had worked as laborer and relief foreman for 35 years, starting at Panora. His wife and 15-year-old daughter survive him, and a son aged 23. Funeral services were held at Churdan, and burial was at Manning.

#### COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent  
Perishable Freight Inspector

Engineer Herman Jensen retired Dec. 21 after 42 years of service.

The new yard clerk at the east yard office is Robert L. Dressel.

T. P. (Ted) Schmidt, retired car foreman, was awarded first prize for his Christmas yard display again this year. The awards are made by the Junior Chamber of Commerce.

Mrs. Lottie Hefner, mother of Mrs. Art Brown, passed away Dec. 1. Art is a Milwaukee switchman.

News has been received here of the death of Julius Jensen of Aalborg, Denmark, the father of Carmen Nels and Henry Jensen. Nels was visiting his parents in Norway when his father died.

At this writing Switchman Art Brown is reported to be well on the way to recovery after a bout with pneumonia.

Capt. John E. Allavie, son of Roundhouse Foreman J. J. (Jack) Allavie, who is an instrument instructor and staff pilot at Offutt Air Force Base, is the first man in base history and possibly the first man in the Strategic Air Command to be selected as an exchange officer for the Empire Test Pilot School, an RAF station, in Hampshire, England. He will report to London in February for 10 months of

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schooling. After completing the training he will be qualified as an experimental test pilot and will be reassigned duty with the USAF's Air Research and Development Command.

Operator Herb Bode is back as operator at the east yard after spending several months at Marion, Ia.

The latest addition to Yard Clerk Kenneth Marshall's family is a girl.

## LaCrosse & River Division

### THIRD DISTRICT

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



Robert Cadden

One hundred Wausau fellow employees and other mechanical department associates honored Round-house Foreman Robert Cadden at a retirement party on Dec. 12. Mr. Cadden, who started his apprenticeship with the GN in 1916 and is a Navy veteran of World War I, came

to the Milwaukee as a machinist at Minneapolis in 1919. Promoted to foreman in 1922, he served at St. Paul, Wabasha and Minneapolis before transferring to Wausau in December, 1940. After his retirement on Dec. 31 he and Mrs. Cadden left for a vacation in the vicinity of St. Petersburg and Lake Worth, Fla. (Wausau Daily Record photo)

August Krueger retired as engineer on Nov. 28 after more than 47 years in engine service. He will be missed by his associates, who join in wishing him the best of everything.

Babies were welcomed last month by several railroad families: a baby girl by Round-house Laborer and Mrs. Del Engman—grandpa, Machinist Charley Streble, will now have two little shadows; a daughter born on Christmas Day to Brakeman and Mrs. Robert Shake—T.B.M. Ted Shrake is the grandpa; a boy born to Mr. and Mrs. William Fehl— and who puts Roadmaster Cecil Parkin in the "great" grandfather's club—Mrs. Fehland is the daughter of Section Foreman Parkin of Hilbert.

Chief Clerk and Mrs. Earl Hazelwood and children Ann and Billy were in Madison on Dec. 27 when their oldest son, Donald, claimed Miss Phyllis Gradham of Adams, Wis., as his bride in the rectory of the Blessed Sacrament Catholic Church. A dinner for 30 was served at the Hoffman House in Madison after the ceremony. The bridegroom, who was awarded a master's degree in science last June at the University of Wisconsin, was recently commissioned an ensign at the Navy Officers' Candidate School at Newport, R.I. He will enter flight training at Pensacola, Fla. The bride was also graduated from the University of Wisconsin and has completed her internship at the Staten Island Veterans Hospital in New York.

Ray Waush, retired engineer, died of a heart attack Dec. 16 at Minocqua, where he and Mrs. Waush had resided since his retirement.

Funeral services were held at Merrill for James Truax, 77, who passed away recently after a brief illness. Prior to retiring in 1943, Mr. Truax was yard conductor at Merrill for many years. He is survived by his widow.

H. F. Fredrickson, former section laborer, died at Star Lake on Dec. 25. Mr. Fredrickson retired in 1937.

### SECOND DISTRICT



J. K. Flanagan

John K. Flanagan, son of Car Distributor John E. Flanagan of La Crosse, recently opened a law office in the Hoeschler Building in La Crosse. He is well known to Milwaukee Road people in the district, having worked for several years as caller, baggageman, switchman and clerk while he was attending school. John was born and grew up in La Crosse, attended La Crosse State College and received his bachelor of law degree from the University of Wisconsin in 1952. He was admitted to the Wisconsin Bar in 1952 and is a member of the La Crosse County and Wisconsin State Bar Associations. After leaving the university he spent 16 months in the Far East with the 7th Cavalry Regiment as chief of the legal section in the judge advocate's office. He was released from the Army in October.

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**HOLIDAY TRADITION.** Gifts, greetings and good fellowship marked the Seattle Service Club's annual Christmas luncheon on Dec. 23 in the Transportation Club where Joshua Green, Milwaukee Road director (second from left), is shown receiving his gift from Harold Whatmore,

traveling freight claim agent. The lookers-on are (from left) B. E. Lutterman, general attorney, L. H. Dugan, vice president and western counsel, and C. E. Crippen, general manager Lines West. Mr. Green chose the occasion to present \$100 to the Retired Employees Club.

**4-H MERIT AWARD.** At the 33rd National 4-H Club Congress held recently in Chicago, the Milwaukee Road's contribution to the 4-H program over a period of 30 years was recognized with the presentation of a 4-H Donor Merit Award. The award was accepted for the Road by J. M. Cunningham, freight traffic manager, sales and service, who is shown here (right) with L. B. Horton, commissioner of agricultural and mineral development. The citation was made by the National Committee on Boys and Girls Club Work, through which arrangements are made for the annual 4-H Club Congress in Chicago.



**NOTHING COULD BE FINER** than to eat in a Milwaukee diner on your birthday, according to Shirley and Dick Van Pelt who observed their 17th and 21st birthdays on the same day, Dec. 22, with a party, cake and all, on the Olympian Hiawatha. The family party, including their parents, Dr. and Mrs. J. R. Van Pelt, was enroute from their home in Butte to the East for the holidays. Doctor Van Pelt is president of the School of Mines at Butte.



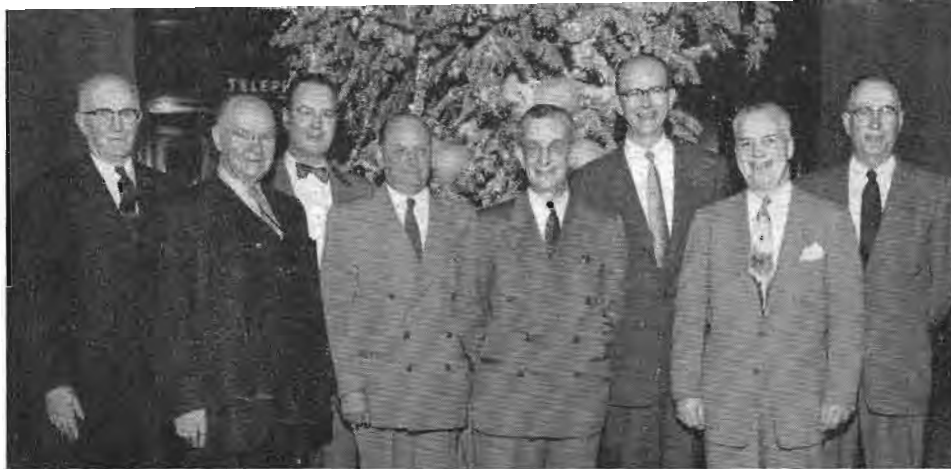
**INSIDE IOWA.** H. H. Jacobs, DFGPA at Mason City (right), reviews local affairs for Robert J. Casey, the well known Chicago author, newspaper reporter and war correspondent. Traveling round trip on the Milwaukee's Sioux, Mr. Casey visited Mason City last month to write a series of articles about Christmas preparations on an Iowa farm for the Chicago Tribune. The Midwest is familiar territory to Mr. Casey, native of South Dakota, who started his newspaper career in Iowa and at one time was sports editor of the Des Moines Register. (Mason City Globe-Gazette photo)





#### YOU ARE RIDING ON A GOOD RAILROAD.

the Rubenstein Lumber Company says to passengers aboard the westbound Midwest Hiawatha. The Rubenstein company, which has been doing business with the Milwaukee for many years, is located just to the north of Galewood yard, west of Chicago's loop. The unusual sign was first put up several years ago.



**RETIREES IN SEATTLE.** The beautiful Christmas tree in the concourse of the Seattle Union Station forms the backdrop for this picture of E. M. Marx, city ticket agent, and Lines West associates who offered their best wishes as he retired Dec. 31. From left: L. E. Gilbert, station ticket agent; W. Wheeler, assistant agent Union Station; O. R. Anderson, general passenger agent; Mr. Marx; R. E. Schaffert, general agent passenger department; W. J. Kohl, Jr., traveling passenger agent; M. P. Burns, district passenger agent; and R. E. Roberts, assistant superintendent Union Pacific in charge of the station. Mr. Marx started his railroad service in 1911 in the Union Station and was later depot master. He became a passenger agent for the Road in 1923.

**ALL-SERVICE STAR.** Jack Cahill, son of CGM Conductor F. W. Cahill of Deerfield, has been named guard on the 1954 All-Service football team, which is composed of the best Navy and Marine Corps players. He was selected in a world-wide poll of Navy and Marine coaches and sports writers, and was second only to Bobby Williams, former Notre Dame All-American quarterback, for the Most Valuable Player award. Cahill, who is presently a seaman with the Atlantic fleet amphibious force, earned a freshman numeral at Illinois in 1950 and captained the Great Lakes eleven in 1951 and '52.



**BOY SCOUT BEAVER.** A Silver Beaver for outstanding service to Scouting was presented recently to E. C. Chevalier, city freight agent in Duluth, who is shown here (center) receiving the award from I. K. Lewis, together with F. J. Voss, president of the Duluth, Missabe & Iron Range Railway at Duluth who was likewise honored. Mr. Chevalier, who has been in Scouting since 1940, holds the Scoutmaster's Key, the Silver Scout Award and the Arrowhead Award. He attended both national jamborees and at present is northeast district commissioner.

## THE MILWAUKEE ROAD MAGAZINE

Chicago Milwaukee, St. Paul and Pacific Railroad Co.  
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**END OF THE DAY**—another safe day—and Yard Foreman John McCluskey relaxes at home with son Tommy, aged two. See "A Safe Day in the Yard," page 4.

