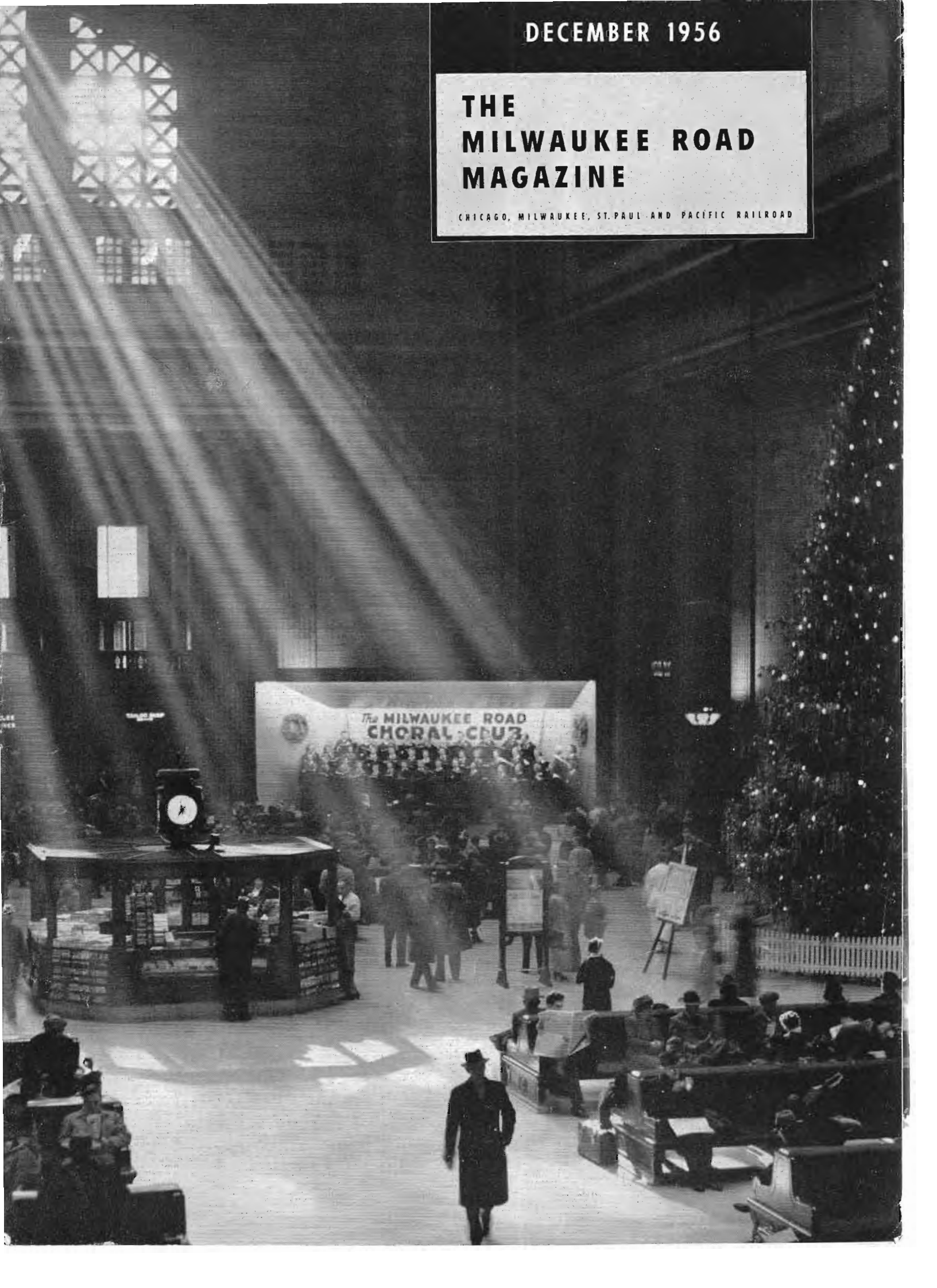


DECEMBER 1956

**THE  
MILWAUKEE ROAD  
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



DECEMBER 1956

# THE MILWAUKEE ROAD MAGAZINE

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## The Most Important Gift

**S**HORTLY before I began setting down these paragraphs of Christmas greeting, our railroad carried a large group of Hungarian refugees from Chicago to Milwaukee. It was for them the last leg of a long journey out of war and oppression into the clear air of freedom and a new life which all of us pray will be a happier one.

At that time the Holiday spirit was in evidence on every hand, and I could not help thinking of the light-heartedness with which Americans say "Merry Christmas" to one another.

Except for those with personal sorrows, every one of us—if we only realized it—could look forward to a truly merry Christmas even if we were to receive no gift except the solemn reminder that each individual among us has inherited as a valued personal possession the blessings of political and religious freedom and a standard of living which is the envy of the whole world.

For Americans, and particularly for those of us who enjoy the security and peace of mind that go with long years of railroad employment, there is a great deal to think about as the Christmas season approaches. This year, I think, all of us on the railroad have a new appreciation of our importance to our country's economic and military strength. And, in the light of world unrest and the widespread oppression of human beings, we look to Christmas with renewed reverence and humility, with a new will to be useful members of society.

It is in this spirit that I would like, once more, to wish all of the families in our great Milwaukee Road Family a very Merry Christmas and a Happy New Year.

*J. P. Kiley*

## Three-Year Agreement Provides Wage Increase for Firemen

APPROXIMATELY 1,570 Milwaukee Road firemen, hostlers and hostler helpers are now receiving a wage increase in accordance with a long-term "package" agreement reached on Nov. 21 between the nation's railroads and the Brotherhood of Locomotive Firemen and Enginemen. Effective Nov. 1, 1956, the agreement provides for increases in wage rates over a period of three years.

Under the terms of this settlement, the first-year increase amounts to 10 cents an hour for road firemen, and for yard firemen not on a five-day work week basis, while yard firemen now on a five-day work week basis will receive a 16 cent an hour increase.

Second and third-year wage increases of 7 cents an hour each will be made effective Nov. 1, 1957 and Nov. 1, 1958. The agreement also provides that, at the option of the B.L.F.&E., all or any portion of the second-year increase may be deducted and used for purchase of hospital, medical and related health service benefits.

For the railroads as a whole the increase amounts to the equivalent of 26½

cents an hour over the three-year period. On The Milwaukee Road, however, the affected employes will receive the higher basic rate, or a total of 30 cents an hour over the three-year period, as they elected last year to go on a five-day work week.

The total increased cost to this railroad during the first year of the agreement will be approximately \$490,000.

The new agreement also calls for a cost-of-living escalator clause under which wage rates will be geared to fluctuations in the Bureau of Labor Statistics consumer price index. Rates of pay will increase or decrease 1 cent an hour for each one-half point change in the price index, with the September index of 117.1 serving as a base. Adjustments which may be necessary under this part of the agreement will be made every six months, beginning May 1, 1957.

The agreement establishes a moratorium until Nov. 1, 1959 on wage increases or decreases or other rules applicable to compensation.

### No Reportable Injuries On St. Paul Yard Project

IN A report issued on Nov. 7, K. L. Clark, Milwaukee Road principal assistant engineer, who was in charge of construction of St. Paul Yard, stated that no Milwaukee Road employe had suffered a reportable injury in the course of completing that project. Work on the yard, which was practically complete at the time the statement was made, had included approximately 660,000 man-hours of work by the Road's track, bridge and building, signal, work equipment and welding, communication, and other engineering department forces.

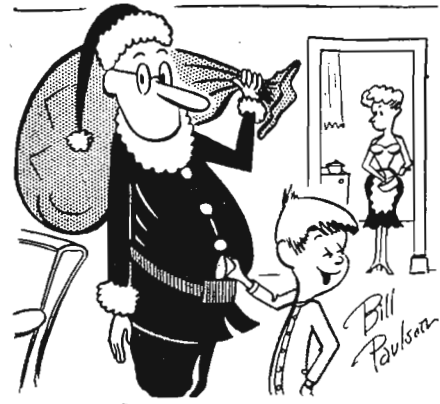
The record indicates that there were two lost time injuries reported among all the company men involved in building the Road's newest automatic freight classification yard, but that neither of these involved a disability exceeding three days duration. They consequently were not classed as "reportable" injuries, according to rules set down by the Interstate Commerce Commission.

### Allis-Chalmers Proposes Cedar Rapids Expansion

ALLIS-CHALMERS MANUFACTURING COMPANY has acquired 127 acres of land on 50th Street N.E. at Cedar Rapids, Ia., from the Milwaukee Land Company. This property is adjacent to land sold to the Downing Box Company, whose plant was recently completed. Announcement of the Downing plant was carried in the March issue of the Milwaukee Road Magazine.

Allis-Chalmers, now in its 110th year, acquired the LaPlant-Choate Manufacturing Company at Cedar Rapids only three years ago but has outgrown those facilities. Actual development plans for the new site have not been announced. Present facilities at Cedar Rapids are used for the production of motor scrapers and earth moving equipment.

Allis-Chalmers, with principal offices at West Allis, near Milwaukee, has plants in 10 states, as well as in Canada and England.



"Hey, Mom! You remember that pillow that was missing?"

### The Cover

OUR COVER this month pictures a favorite December scene in the Chicago Union Station—a concert being given by The Milwaukee Road Choral Club before an audience of holiday travelers. The picture is unusual in that it captures the choristers at a moment when the station is bathed in shafts of sunlight which penetrate the vast reaches of the main waiting room.

The holiday concerts given by the choral club for people using the facilities of the station during the days immediately preceding Christmas have been staged annually since 1937. Performances are usually given twice daily in an acoustical shell erected for the occasion. This year's schedule calls for concerts on Dec. 20 at 12:30 and again at 4:00 P.M.; on Dec. 21 at 11:30 A.M. and 3:00 P.M.; and on Dec. 24 a one-hour performance starting at 11:30 A.M. The choral singers of the Burlington Railroad will be featured in concerts on Dec. 20, 21 and 22.

Through the friendship of Harold Matthies, a member of the bass section and husband of Mrs. Alma Matthies, the club's accompanist, the Chicago music firm of Lyon-Healy is donating the use of a Steinway concert grand for all of the performances. "It is an opportunity", they said, "to compliment both The Milwaukee Road and the Burlington road choirs for furnishing some Christmas spirit among the many thousands who daily pass through the Union Station. It is indeed a magnificent gesture."

# THE IM&D DIVISION

THE consolidation of Milwaukee Road divisions which became effective on Oct. 28 marked an important milestone in the progress of modernization on this railroad. The principal result was to reduce the total number of road and terminal divisions from 16 to 15 through the merging of the Iowa and Dakota Division with the Iowa and Southern Minnesota, the Iowa, the Dubuque and Illinois and the Hastings and Dakota Divisions. In the process the name of the Iowa and Southern Minnesota Division was changed to the Iowa, Minnesota and Dakota.

The new division is by all odds the longest on the railroad, with 1,646 miles of railroad in operation, a fact which in itself indicates the forward strides made possible in recent years by improved motive power, communications and other devices.

The changes wrought by diesel power and its tremendous improvement in availability, as compared with the old steam engine, have been manifesting themselves on this and other railroads over a period of several years. Longer and faster trains with less need for servicing mean longer divisions and faster, more direct, more centralized dispatching.

Some of the more recent results of this fundamental change in the pattern of railroading have been the consolidation of the Kansas City Division with the Dubuque and Illinois, and the Su-

perior Division with the Milwaukee Division. Other improvements in operating efficiency, dating from earlier in the company's history, but still within the memory of Milwaukee Road people still

## Text of Bulletin Announcing Division Consolidation

Effective Oct. 28, 1956

That part of the Iowa and Dakota Division, Manilla, Ia. to Sioux City, Ia., will be merged with, and become part of, the Iowa Division.

That part of the Iowa and Dakota Division, Mitchell, S. D. to East Wye Switch, S. D.; Napa, S. D. to Platte, S. D.; Tyndall, S. D. to Springfield, S. D.; and Tripp, S. D. to Stickney, S. D., will be merged with, and become a part of the Hastings and Dakota Division.

That part of the Iowa and Dakota Division, Marquette, Ia. to Mason City, Ia.; and Beulah, Ia., to Elkader, Ia., will be merged with, and become part of the Dubuque and Illinois Division, Second District.

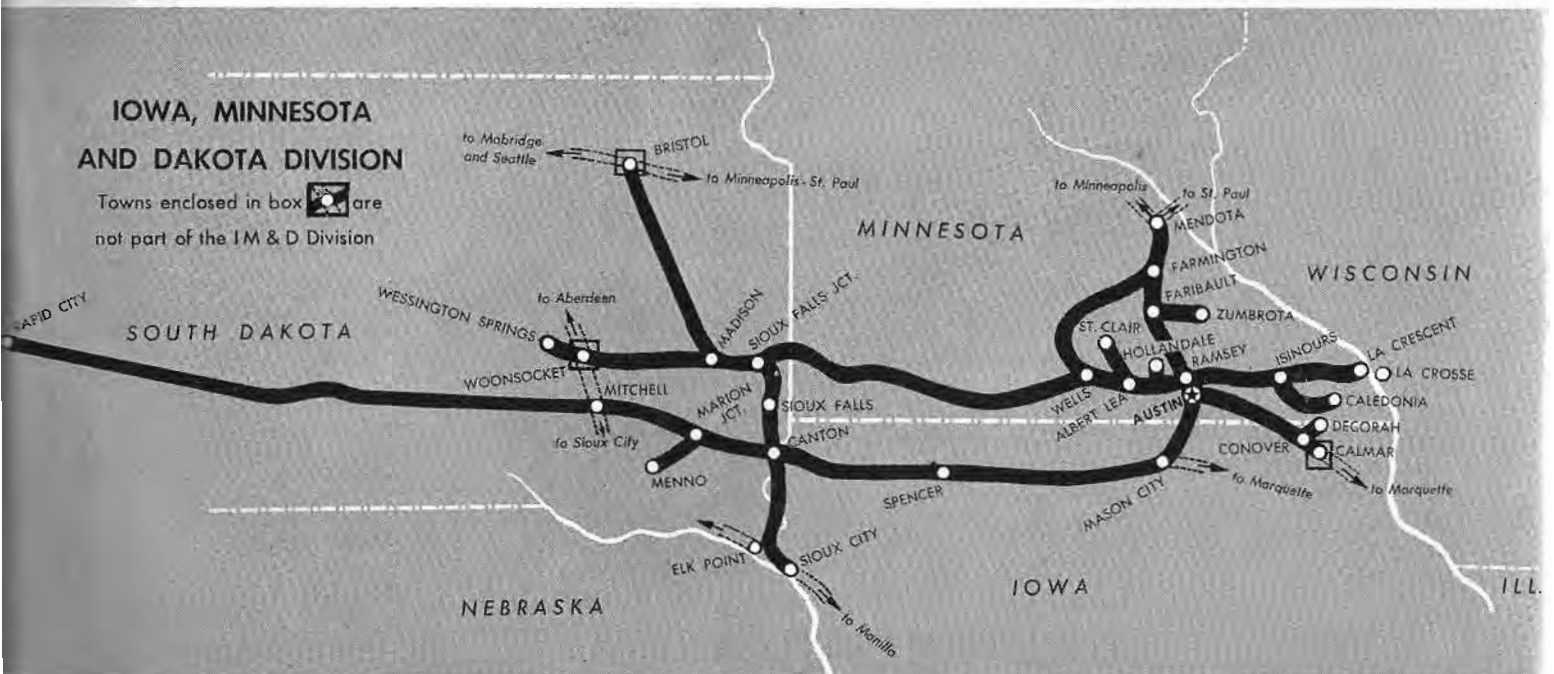
That part of the Iowa and Dakota Division, Mason City, Ia. to Rapid City, S. D.; Sioux City, Ia. to Sioux Falls Junction, S. D.; and Marion Junction, S. D. to Menno, S. D., will be merged with and become part of the former Iowa and Southern Minnesota Division under the supervision of Superintendent W. J. Hotchkiss at Austin, Minn. Effective same date the territory under the supervision of Superintendent Hotchkiss will be known as the Iowa, Minnesota and Dakota Division instead of the Iowa and Southern Minnesota Division.

living, brought about the consolidation of the old River and LaCrosse Divisions, and later the absorption of the Wisconsin Valley into that division. The Racine and Southwestern Division became part of the Madison, and the Des Moines Division was encompassed by the Iowa.

The diesel locomotive alone cannot take all of the credit for streamlining the divisional structure of today's railroads. Technological improvements in a great many areas have stretched the horizon and lengthened the supervisory "reach" in much the same way the airplane has shrunk the circumference of the globe. Small innovations such as the rail-highway inspection car have vastly increased the territory which superintendents and other operating officers can reach.

One of the chief scientific advances underlying the creation of the IM&D Division is a new type of electronic amplifier which, in effect, lengthens physical (telephone) circuits for dispatching purposes. As explained by the Road's communications engineers, the principle of electrical amplification is relatively old, but it has been only within the last year or two that devices have been available for overcoming certain interference difficulties which the railroad had previously encountered in attempting to send voice messages for considerable distances. Installation of these new amplifiers, or "repeaters," as they are called, enables dispatchers in IM&D headquarter-

*(Continued on next page)*





E. F. Conway (center), Milwaukee Road superintendent of police, and president of the Chicago Railway Special Agents and Police Association, shown prior to the association's annual banquet in the Hotel Sherman on Nov. 15, with Robert C. Hendon (left), vice president-operations, of the Railway Express Agency, who was principal speaker of the evening, and Wilbert F. Crowley, chief justice of the Criminal Court of Cook County, who served as toastmaster.

## Speaker Praises Work of Railway Special Agents

THE work done by railroad policemen and special agents was closely scrutinized and heartily praised in an address before an audience of 500 Chicago area law enforcement officers, judges of various courts, and officials of related agencies, as well as railroad police officers in the Chicago switching district, on the night of Nov. 15.

"Theirs is not an easy profession", the audience was reminded. "Long hours, missed holidays, nights away from their families and homes, the misery of rain, snow and cold, and hazards of the unexpected are a regular part of their lives. It takes a brave and dedicated man to achieve success in this career of choice."

The speaker was Robert C. Hendon, vice president-operations, of the Railway Express Agency. The occasion was the 36th annual banquet of the Chicago Railway Special Agents and Police Association, of which E. F. Conway, Milwaukee Road superintendent of police, is president.

Mr. Hendon commented early in his address that it had been quite a jaunt to that podium from his first railroad job as a teen-age section hand on the Milwaukee Road line between Harlowton and Lewistown, Mont., where he worked during the summer of 1927 prior to entering the University of Montana.

Mr. Hendon's address was a colorful, stimulating appraisal of the service rendered both the railroad industry and

society in general by a group of railroad employes whose work is not thoroughly understood even by their fellow railroaders.

"Those who have any part in the administration of justice are charged with a responsibility that is immeasurable", he said. "The more than 8,000 commissioned police officers in the railroad industry have a fair-sized segment of that responsibility.

"With nearly 400,000 miles of railroad track, over 2,000,000 freight cars and 36,000 passenger cars; with a total investment in road and equipment to protect which amounts to more than \$34 billion dollars; with passengers in their care traveling last year 233¼ billion miles; and with more than 1,000,000 employes on a payroll exceeding \$5 billion, these special agents and railroad police must keep an eye on a big part of our national economy."

Law enforcement work at all levels requires men of decision and good judgment, Mr. Hendon observed. "I know that the layman does not have an appreciation of the grave responsibilities and problems of the average officer engaged in the performance of his duties," he said.

"I sometimes wonder if even the able men of the judiciary have a full appreciation of his problems. He often finds himself in a situation requiring a decision with the speed of light. It may be to shoot or not to shoot. If he hesitates, it may mean his life or the life of

a bystander. He doesn't have time to consult the penal codes, the district attorney, or the company counsel. He must act, one way or the other, and right now! If he errs, he may be held accountable in a civil suit or even in a criminal action. He must be right in the action he takes or suffer the consequences. While he must decide on a split second basis as to the action he will take to protect life or property, that action may be reviewed in leisure, far removed from the emergency in which it was taken."

Commenting that to save avoidable mistakes in any field of endeavor, knowledge is a necessity, Mr. Hendon pointed out that the twin sources of knowledge are experience and training. He then praised the work of the Protective Section of the Association of American Railroads and the National Railroad Police Academy conducted under the Section's auspices in Chicago.

Mr. Hendon expressed, in conclusion, the appreciation of the various railroad police organizations for the cooperation which exists between them and the agencies of law enforcement on the local, county, state and federal levels.

Mr. Conway was elected to the presidency of the Chicago Railway Special Agents and Police Association in December, 1955, and will relinquish the post next month.

### THE IM&D DIVISION

*(Continued from preceding page)*

ters at Austin, Minn., to talk by telephone with operators throughout the division.

Thanks to similar repeaters, the many 100 to 200-mile lengths of telegraph line which heretofore were operated individually, have now been consolidated into one virtually continuous "Morse message wire." This system has established direct telegraph communication between Austin and Rapid City, and between Madison (S. D.) and Sioux City, with the hub at Canton.

Generally speaking, the voice circuits are used for dispatching purposes, while the telegraph lines carry manifest information, requests for cars, and similar communications.

The consolidation of divisions has involved the transfer of a number of employes in the superintendent's and chief dispatcher's force. The division engineers' offices in Minneapolis and Sioux City will be consolidated at Austin as soon as facilities have been provided for them there.

"Just who is kidding who about cheap water transportation?"

## Is Big Business Encouraging

# SOCIALISM?

The following article is reprinted through the courtesy of Railway Progress Magazine, which published it in November. Deletions and minor changes have been made in the interest of conserving space. Copies of the complete article, written by Luther Miller, assistant editor of that publication, may be had by addressing The Milwaukee Road Magazine, Room 356 Union Station, Chicago.

A "tow" of barges as long as the Queen Mary gliding ponderously through the locks and channels of the nation's inland waterways behind a straining diesel tug makes a pretty picture for some Americans.

In a hastily improvised Congressional hearing room in Chicago's plush Conrad Hilton Hotel a few months ago, a Midwestern industrialist took the floor to tell why he emphatically is not among those who go into rhapsodies over "cheap" water transportation.

He fired some pointed facts at the House Government Operations Subcommittee: American taxpayers have already shelled out more than \$1.6 billion to make 20,000 odd miles of inland waterways navigable for "a favored few," are pumping another \$40,000,000 a year into these costly streams for maintenance and operation.

Neither shippers nor carriers pay one cent in tolls.

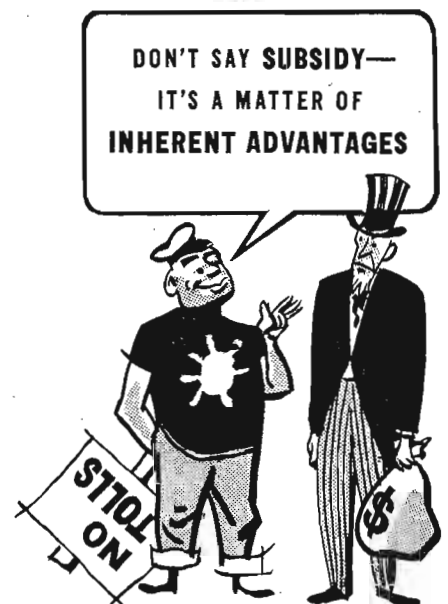
"Pure and unadulterated subsidies," snapped the executive. And for the taxpayer who believes that the money he sinks into the shipping lanes comes back into his own pocket in the form of cheaper consumer goods, he had even harsher news: the shippers who this

year are getting 120 billion ton-miles of "free" transportation on tax-supported waterways have a habit, he said, of basing their own prices on rail freight rates, then pocketing the difference between the rail rates and the subsidized water rates.

"Please notice," he added, pointing to a study made by the Senate Committee on Interstate and Foreign Commerce, "that from Minneapolis to the south of the Missouri River the subsidy amounts to \$5.77 a net ton. The barge rate from Minneapolis to St. Louis is \$2.05 a net ton. Just who is kidding who about cheap water transportation? We respectfully ask this subcommittee," he concluded, "vigorously to support the recommendation of the Hoover Commission that a fair system of user charges be established for operation on inland waterways."

This businessman was not the first to gape in wonderment at the spectacle of big business seemingly coddling the very kind of galloping socialism that it professes to despise. Nor was the Hoover Commission the first to propose a system of tolls to make the waterways at least pay their own housekeeping bills.

Presidents Roosevelt, Truman and



Eisenhower have all urged user charges on inland waterways. In recent years a mounting pile of evidence has been lopsided in favor of user charges in the form of tolls, has consistently damned the die-hard myth of "cheap" water transportation.

The Bricker Report that came out of the Senate Interstate and Foreign Commerce Committee's exhaustive hearings on domestic land and water transportation five years ago stated flatly:

"The facile assumption that government-provided waterway facilities provide low-cost transportation service and that the general public is thereby bene-

Subsidy, Minneapolis to St. Louis, \$5.77 a net ton Barge



fitted completely ignores the fact that the 'general public' is also the 'general taxpayer.'" Recommended corrective: "fair user charges."

Along the Gulf Intracoastal Waterway—a multimillion-dollar artery that meanders 1,116 miles from Brownsville, Tex., to St. Marks, Fla.—the scramble of big business to take advantage of tax-built and tax-supported shipping lanes has reached stampede proportions. At least 500 companies have built plants and warehouses along a shoreline already thickly dotted with tank farms and refineries.

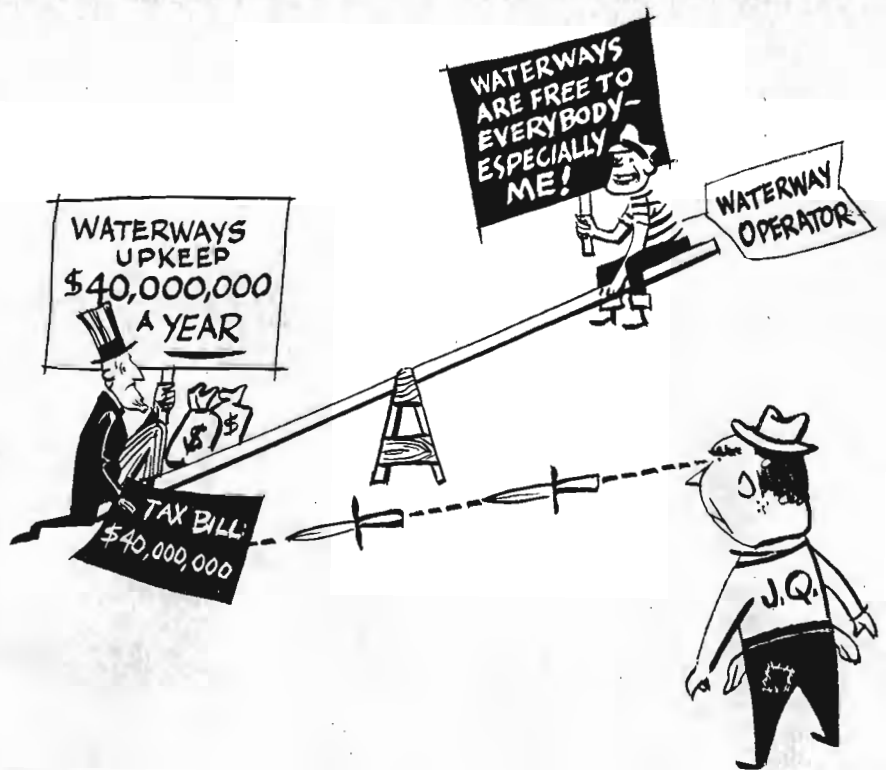
The U. S. Corps of Engineers estimates that this waterway alone is saving shippers \$83,000,000 a year. Not all of them opposed tolls; none can realistically be blamed for taking advantage of the taxpayers' gift as long as the taxpayers don't seem to mind.

And this is comparatively paltry stuff. The junction of the Gulf waterway with the great Mississippi drainage system—the heart of the nation's federally-improved inland waterways, connecting Pittsburgh and Omaha on a 1,500-mile east-west axis and Minneapolis and New Orleans on a 1,500-mile north-south line—opens limitless possibilities to corporations seeking a federal shipping subsidy.

The currently popular picture of American raw materials and finished products moving cheaply to market over the broad ageless highways of nature would indeed be a pretty one for most people—if it were any true mirror of reality. The Hoover Commission decided that it was not.

The commission found that the public purse by 1954 had already leaked \$1.6 billion into 22,531 miles of inland waterways to make them safe for commerce, had poured out another \$652 million to maintain and operate them. And the commission uncovered a backlog of \$1 billion worth of new improvements authorized for still another 6,000 miles of waterways. These expenditures did not include improvements to the St. Lawrence-Great Lakes system.

This spending spree had started modestly enough in 1820 with a Congressional appropriation for a survey of the Ohio and Mississippi Rivers. It became a habit in the century that followed—



for one thing, it was an easy way for congressmen to send great chunks of federal money home in the form of rivers and harbors appropriations—and two decades ago it had reached such proportions that Washington began uneasily to take a second look at the "inherent" advantages of "cheap" water transportation. As a result President Roosevelt asked Congress in January, 1940, to impose tolls on "users of our lakes, channels, harbors and coasts."

There have been several legislative proposals designed to get the collective hand of the waterway interests out of the taxpayers' pockets. But, to date, the efforts of a powerful block of waterway operators and shippers have been successful. The taxpayers are still stuck with the bill.

Far from content with the multi-billion-dollar handout that has already come their way, the waterway operators are crying for more. "Longer locks, fewer and higher dams, wider and deeper navigation channels—all these things are necessary," Federal Barge Lines President A. C. Ingersoll told the Transportation Association of America, "if barge transportation is to keep pace with the increasingly large tonnage that shipper demand be moved at low barge rates."

Last year, in four fat volumes on

water resources and power, the Hoover Commission presented the most impressive mass of evidence to date in favor of slapping tolls on waterways.

The task force report upon which the commission's final recommendations were based made some telling points that must have caused a reddening of faces among certain highly-placed disciples of free enterprise and capitalism.

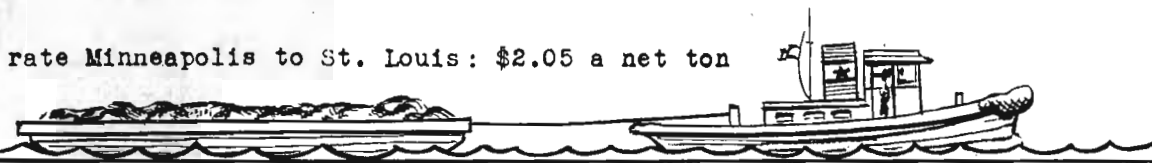
*"The federal navigation program is a direct subsidy to a comparatively limited number of shippers who are in position to take advantage of the facilities provided at the expense of the taxpayers. . . ."*

"Is it reasonable," the Hoover task force asked, "to expect the American public to continue to put out vast sums every year to provide free improved inland waterways to be used by a limited number of shippers and carriers for their own profit—and without reimbursement to the government therefor?"

Out of this came recommendation No. 8, in the commission's Report on Water Resources and Power: "That Congress authorize a user charge on inland waterways except for smaller pleasure craft, sufficient to cover maintenance and operation, and authorize the Interstate Commerce Commission to fix such charges."

(Continued on page 9)

rate Minneapolis to St. Louis: \$2.05 a net ton





Trackmen step aside as The Milwaukee Road's eastbound transcontinental freight, No. 264, rounds the easy curve at the east end of the new Loweth line on Oct. 3. This was the first train to operate over it. The old line can be seen at right. View is in a westerly direction.

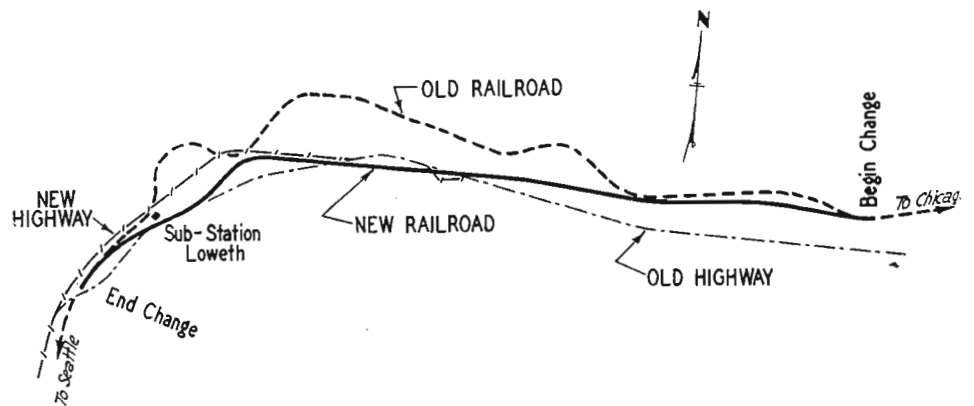
## THE LOWETH LINE CHANGE

THE team of "Little Joe" electricians sounded their horn as No. 264 rounded the gentle curve, and the track forces stepped aside to let the long Seattle-to-Chicago freight roll by. With Traveling Engineer Howard Maguin at the controls, No. 264 was the first train to cross the stretch of 3.6 miles of new mountain railroad near Loweth, Mont., about 70 miles east of Three Forks, at the summit of the Belt Mountains.

The date was Oct. 3. Rocky Mountain Division Engineer R. W. Middleton and his assistant, P. C. White, who served as project engineer, had completed the first major line relocation in the Milwaukee's mountain territory in a number of years. Working with them was a large force of supervisors and skilled workmen in the bridge, electrification, signal, communication, and track departments.

While not a major change in number of miles involved, the Loweth line project was a major undertaking with respect to the engineering problems involved and the operating improvements which are expected to result from it.

The project consisted of constructing



Map of the Loweth line change project, showing the new main in dark line and illustrating the extent to which curvature and overall length were reduced. The grade was also reduced. The county highway was relocated at Milwaukee Road expense, as were a stockyard and rural school.

3.6 miles of new railroad with a maximum grade of 1.40 per cent, to replace 3.9 miles of old line with a maximum grade of 2.05 per cent. The new line also resulted in a total reduction of 454 degrees of curvature. Considering that this is 94 degrees in excess of the 360 which comprise a complete circle, it be-

comes apparent that this was no insignificant accomplishment from an engineering point of view. In terms of "drag" and wheel friction encountered by a long freight train negotiating curves on a mountain grade, it offers some important advantages in operating efficiency.



View in an easterly direction at Loweth, Mont., near the west end of the line change, showing the new track. The old line passed the town on the other side.

The greater part of the over-all grade reduction on the project involved cutting through the "hill" at the summit of the Belt Mountains, just east of Loweth for a distance of approximately three-quarters of a mile and to an average depth of 22 feet.

The grade of 2.05 per cent at Loweth was one of the steepest anywhere on Milwaukee Road main line, the other three "ruling grades" on Lines West being at Donald, Mont. (2 per cent), St. Paul Pass Tunnel, east of Avery, Idaho (1.7 per cent), and at Beverly, Wash. (2.2 per cent). The latter three, however, are classed as "helper grades," requiring the use of helper engines for long trains. The hill at Loweth, which the old line crossed at an altitude of about 5800 feet, was classed as a "doubling grade". It limited trains to approximately 2800 gross tons during

the greater part of the winter, and to about 3200 tons in summer. As a result, it was often necessary to break a heavy westbound train east of this grade and take it over as two separate trains, or to limit the daily tonnage on Train No. 263. In either case, delay resulted and the operation was generally less efficient than that resulting from the line change and grade reduction. It is now possible to take approximately 4350 tons over this hill with the customary two-unit electric locomotive, with no stops for breaking and re-making the train.

There was a time when an engineering project such as the Loweth line change would have been considered a major undertaking. Today it is taken in stride as but one more in a long series of improvements as the Milwaukee Road drives toward its goal of complete modernization and still better service to its patrons.

Extra gang forces under General Foreman G. W. (Duke) Hawkins shown laying 115-lb. rail on the new line as Train No. 16 passes on the old main.



December, 1956

## Is Big Business Encouraging SOCIALISM?

(Continued from page 7)

Last fall the House Committee on Government Operations named a subcommittee to conduct hearings on the Hoover Commission report. But no user charge proposal appeared on this year's legislative calendar.

Who remains unconvinced? "Just who is kidding who?"

The best guess is that it's the public that's kidding itself. Despite urgent reminders to the contrary from Presidents, Cabinet members and such outspoken legislators as Ohio's Senator Bricker, the taxpayers have been slow to learn that they are getting nothing for something.

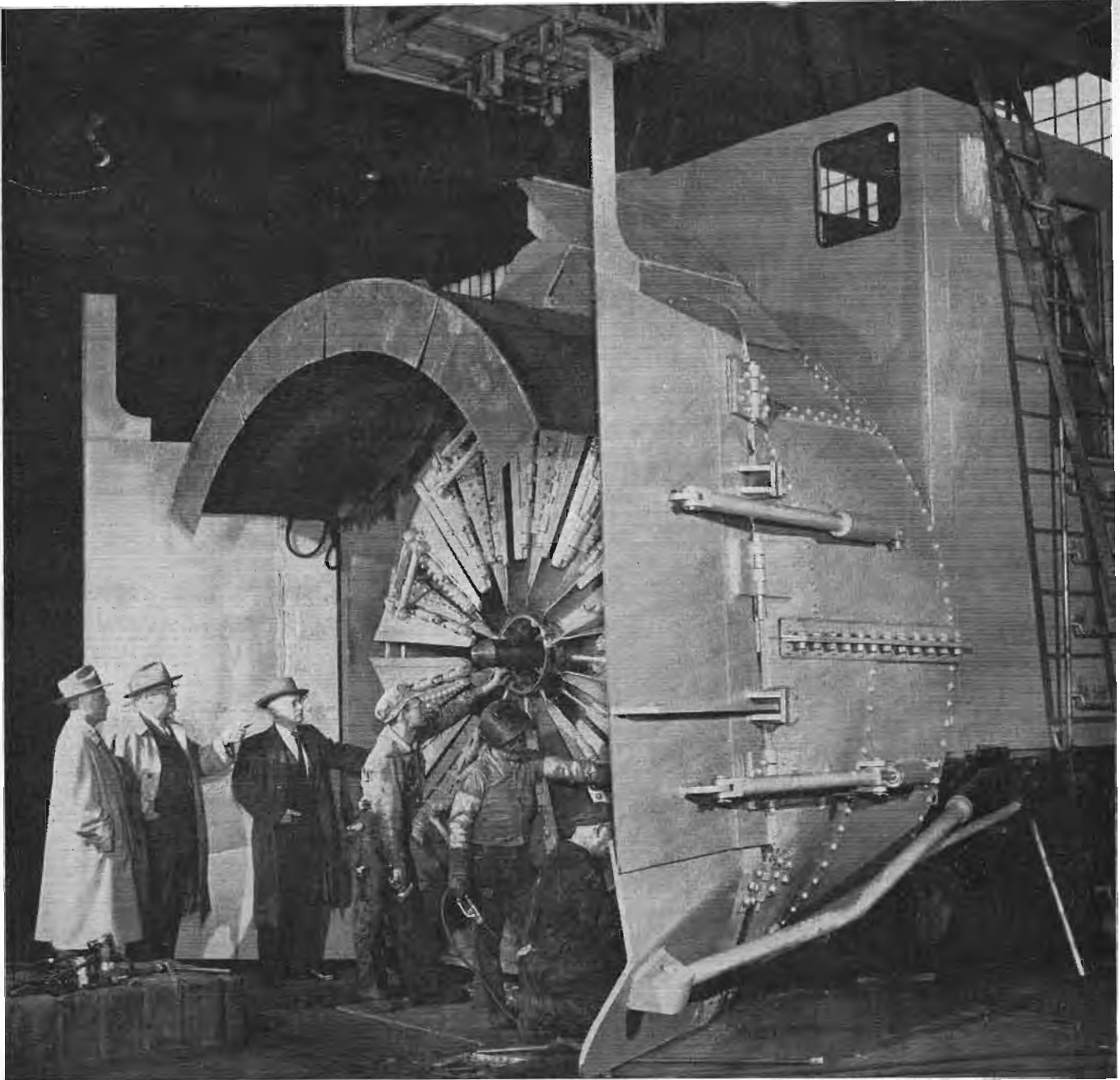
And Congressmen, jealously guarding their "pork barrel" prerogatives, are leery of anything that might cut down rivers and harbors appropriations. Tolls would probably do just that since, as former Secretary of Commerce Sawyer pointed out, "Failure of the users to utilize facilities for which some charge was made would suggest that such facilities are not economically justified."

The Hoover Commission found that freedom of navigation had been confused with freedom of the taxpayers' pocketbook . . . and added:

"The principle of tolls was established for inland canals early in our history. The government imposes a toll for the Panama Canal, and the legislation which authorized the improvement of the St. Lawrence (adopted by Congress in 1954) makes it mandatory that tolls be collected sufficient to fully reimburse the government for cost incurred in the construction, maintenance, and operation of the project. There is no distinguishing fact, theory or principle to support user charges for the Panama Canal and on the St. Lawrence Seaway which does not equally support user charges for inland waterways."

This leaves the anti-toll interests with little to fall back on except the lame summation of all their arguments—that, in the words of the American Waterways Operators, "Such waterways are public highways for the benefit of all who desire to utilize them."

In other words, any red-blooded, enterprising American taxpayer, who happens to have a tug and a barge, can benefit from America's toll-free waterways. It is not a thesis calculated to arouse enthusiasm in the breasts of taxpayers who don't have any tugs and barges, and who are stuck with the bill.



Shown examining the work on the plow shortly before its completion are, left to right: L. Wylie, former electrical engineer, Seattle; F. W. Bunce, chief mechanical officer, Milwaukee; and J. H. Miller, chief

mechanical officer of the Labrador line. The men at work on the plow are, left to right: Robert Pierzchalski, James Miklovich and Steve Mlner.

## Rotary Snowplow to Face Wilderness

A GIANT Milwaukee Road rotary snowplow which had been converted in the company's shops in Milwaukee, left Nov. 10 for a long trip to its new home on the Quebec, North Shore and Labrador Railway, the new railroad built to make Labrador's rich iron ore deposits available to the world.

This is the third rotary plow the Milwaukee has converted to electric drive. The first two are now in use on this company's own lines in the Rocky and Cascade Mountains. As pictured and described in *The Milwaukee Road Magazine* for April, 1955, these plows operate either from the overhead trolley or from electricity generated by the diesel-electric locomotive which pushes them. Rotary plows are not self-propelled, but utilize power only for driving their 11-foot "fans."

Laurence Wylie, recently retired electrical engineer who serves the Road in an advisory capacity from time to time,

devised the method of converting these huge machines to electric drive, an accomplishment which attracted the attention of engineers on the Labrador line and resulted in the conversion of the present one for that railroad.

Standing 16 feet 4 inches high, this plow followed a rail route to Montreal specially planned to provide safe clearances. From there it was to be taken by boat up the St. Lawrence River to Seven Islands, Que., southern terminus of the Labrador line. With "wings" fully extended, a plow of this type cuts a 16-foot swath through snow of any depth. In order to simplify the problem of clearances en route, the wings were removed and shipped separately.

Work in the Milwaukee Shops was rushed to ensure delivery of the plow in Seven Islands before Dec. 1, as navigation in the river is uncertain after that date.

## Doctor Gans Named Family Doctor of 1956

The American Medical Association last month announced that Dr. Edward M. Gans, the Milwaukee Hospital Association surgeon at Harlowton, Mont., had been selected as the nation's "General Practitioner of the Year." The 80-year-old doctor, as reported in last month's issue of this Magazine, had previously been named Montana's outstanding family doctor for 1956.



Dr. E. M. Gans

Doctor Gans was presented with a gold medal at the A.M.A. clinical session in Seattle Nov. 27. The medal, which has been given annually since 1948, is designed to honor a general practitioner who has rendered exceptional service to his community. Doctor Gans has practiced in the Harlowton area for 44 years of his 51-year medical career.

Doctor Gans, a graduate of the University of Minnesota medical school, was cited as being typical of the many doctors who have dedicated their lives to serving humanity without publicity or fanfare. Before going to Montana he practiced a year in Dickinson, N. D., and six years among immigrant miners in the Messabi Range region of Minnesota. Although he has driven an automobile for many years, his early career was that of a horse and buggy doctor. Many of the babies he has delivered were born in railroad box cars and isolated ranch homes.

Doctor Gans has been connected with the Milwaukee Road hospital association on Lines West since 1913, starting at Judith Gap, Mont. He moved to Harlowton in 1929. He and his wife have a daughter, two sons and 11 grandchildren. The sons have followed in their father's footsteps. Dr. Paul J. Gans practices at Lewistown, Mont., where he is also a district surgeon for the Milwaukee Hospital Association, and Dr. Edward W. Gans practices in Oakland, Calif.

### B. L. Hilliker

BELDIN L. HILLIKER, superintendent of the rail mill at Tomah, Wis., died suddenly in his home on Nov. 9. He had been with the Road 30 years.

Mr. Hilliker was born in Tunnel City, Wis., Oct. 31, 1897 and started railroading in Wisconsin as a brakeman for the North Western in 1922. After a brief period he transferred to the Milwaukee Road's train service and in 1927 joined the engineering department, in which he was shortly made foreman of a welding crew. In 1933 he was made supervisor of welding and held that position until 1946 when he became chief clerk to the superintendent of work equipment and welding. After three years in which he again served as welding supervisor he was promoted to superintendent of the Tomah rail mill on Jan. 1, 1951.

Mr. Hilliker was a member of the Lions Club at Tomah, the Masonic Lodge and a deacon of the Congregational Church. He is survived by his widow, Ruth, a daughter, Karen Lee, 12, a brother, Hugh of Sparta, Wis., and two sisters.

### H. A. Wicke

HENRY A. WICKE, retired chief supervisor of merchandise traffic for the claim prevention, refrigerator and merchandise service department in Chicago, passed away Oct. 13 in Lakewood, Calif., after a brief illness. He was 76 years of age.

Mr. Wicke, a veteran of 50 years of service, was widely acquainted throughout the Milwaukee and other railroads. He started as an agent-operator on the former R&SW Division in 1900 and joined the freight claim department in Chicago in 1907. In 1924 he was placed in charge of claim prevention work and in 1929 promoted to chief of the merchandise traffic. In that capacity he was active in securing authority to handle L.C.L. merchandise by truck. He retired on Apr. 28, 1950, his 70th birthday.

Mr. Wicke moved to California after he retired, and funeral services were held there. He is survived by his widow, the former Bertha Melcher who was employed at one time in the transportation department in Chicago, a daughter, a son, and several grandchildren.

## QUIZ



(Answers on page 22)

1. Is a carload of pulpwood shipped from a point in Maine to a point in Massachusetts an intrastate or an interstate shipment?
2. Railroads have used many types of rails during the last century, including edge rail, lock rail, "T" rail and "U" rail. Which of these types is now in general use in the United States?
3. In a train order, which abbreviation is permissible for "conductor and engineman"—C & E, CO. & EN., or COND. and ENGR.?
4. A carload of freight originates on Railroad A, moves over Railroad B and reaches its destination on Railroad C. Is one or more than one of the three railroads known as the Overhead Carrier?
5. In train operations, what is the difference between a positive block and a permissive block?
6. Is the gear seat on the axle body of a diesel-electric locomotive located inside or outside the wheel seats?
7. What do two long blasts of the locomotive whistle mean: "Release brakes, proceed" or "Apply brakes, stop"?
8. What is the section of a car wheel between the hub and the rim called—the web, the plate, or the flange?
9. What is the unit of electrical resistance—the watt, the ohm, or the ampere?
10. Does a railroad's capital structure include common and preferred stocks only or all stocks, bonds and other long-term debt obligations, including surplus?

### Mrs. M. L. Bluhm

Mrs. Clara Miller Bluhm of Winnetka, Ill., wife of Maurice L. Bluhm, retired vice president and general counsel of the Road, died Nov. 11 in the Evanston Hospital, Evanston, Ill., after a long illness. Funeral services were held from the William H. Scott Funeral Home, Wilmette, Ill. In addition to her husband she is survived by two daughters, Barbara Bluhm and Mrs. Harold Boese, and by three grandchildren. Mr. Bluhm retired on April 1, 1954 after 32 years of distinguished service to this company.



Scene in the studio of Station WISN-TV, Milwaukee, during the telecast. General Superintendent P. J. Weiland is at the left with

Patt Barnes, moderator. The high school students are Richard Galin, Kenneth Walters, Jerry Ziesmer, and Robert Sturtzen.

## P. J. Weiland Advises Students on

# CAREERS IN TRANSPORTATION

P. J. WEILAND, general superintendent at Milwaukee, was the industry authority on an interesting television program called "Careers in Transportation," sponsored by the Milwaukee Public School System and aired over Milwaukee's Station WISN-TV on the afternoon of Saturday, Nov. 24.

The program consisted of a panel discussion in which Mr. Weiland answered questions directed at him by four young men attending Rufus King, Riverside, and Solomon Juneau High Schools.

The discussion was of particular interest because of a growing awareness of the opportunities offered by the railroads to individuals with technical training in a number of fields, and the courses of study now being included in

college and university curriculums to meet this demand.

Following is a transcript of the questions asked by the students, and the answers (edited somewhat for brevity) provided by Mr. Weiland:

**Q. What does transportation have to offer us as a career?**

**A.** Transportation is our second largest industry and as such offers many opportunities. The various forms of transportation, namely railroads, waterways, air lines, buses, and truck lines, all provide a service important to our national economy. Because of the wide range of choice and the importance of each phase of transportation, I feel that a career in transportation offers a high degree of security

and job satisfaction. In addition, there are health and welfare benefits, paid vacations, and attractive retirement plans.

**Q. What are the educational requirements for a career in this field?**

**A.** Today things are becoming more competitive all the time. If at all possible, you should get a college education. In transportation the work is becoming highly scientific and specialized, although there are many opportunities for one with a high school education, and there are many desirable jobs where on-the-job training is provided. A certain amount of home study may be required, but the opportunities are there for the individual who has a little ambition and wants to apply himself.

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**Q.** What are the opportunities for advancement?

**A.** There are unlimited opportunities for advancement in transportation, although the individual himself is largely responsible for whether he receives recognition. It is necessary that you prove to your supervisors that you are capable of taking on additional responsibility. Too often young people become impatient and think that advancement does not come soon enough. You should remember that nothing comes easy, and that anything worth while requires considerable effort.

**Q.** What do you consider the most important personal qualities necessary?

**A.** There is one that is absolutely necessary, and that is the ability to get along with your fellow workmen. I say this is necessary because if you have the ability to get along with other people, you necessarily must have other desirable personal qualities such as a pleasing personality, neatness of appearance, sociability, dependability, and also adaptability. I am sure you boys realize that these things are very important because if you do not have them it is going to be difficult for you to compete with others who do.

**Q.** Are there types of work I could do part-time which would help me gain some experience in this field?

**A.** Yes, there are part-time jobs which would provide experience in transportation, such as seasonal work. Also, some branches of transportation have working arrangements with colleges which permit a student to attend school for a period of time, say three or four months, and then go to work for a similar length of time on a student co-op basis.

**Q.** Are opportunities in this field as profitable for women as for men?

**A.** Yes. However, the opportunities for women are limited. There are many more opportunities for men, although women fill many important positions in transportation. They are paid on an equal basis.

**Q.** How do salaries in this field compare with those in other fields?

**A.** Salaries in the transportation field compare very favorably and in many cases are above the average for similar jobs in other industries. When considering wages, you should not overlook the benefits which I mentioned, including health and welfare, paid vacations, and retirement plans. These things are becoming more im-

## Airlines Receive Five Times as Much as Railroads For Carrying the Mail

THIS month, as the railroads again shoulder the job of carrying the nation's Christmas mail, it is interesting to remember that the Post Office Department pays the airlines *more than five times as much*, on the average, for transporting a ton of regular domestic air mail one mile as it pays the railroads and other surface carriers for transporting a ton of first-class surface mail the same distance.

This striking fact was recently brought to light by a Post Office Department cost ascertainment report and a report made by the Civil Aeronautics Board on "service mail pay and subsidy for United

States certificated air carriers."

*In the year ended June 30, 1955, domestic intercity first-class mail—moved mainly by railroads—was paid for at the rate of 16 cents a ton-mile. During the same period, regular domestic air mail was paid for at the rate of 85 cents a ton-mile.*

Airlines, mainly those in local service, received during that time an additional \$28,348,000 in mail subsidy payments from the Civil Aeronautics Board.

The railroads received no subsidy whatever.

portant. Another inducement in choosing a career in transportation is the free transportation offered employees.

**Q.** Are there any special abilities needed for a career in this field?

**A.** No special abilities are needed, but the individual who possesses them surely has the advantage over others. For example, if you should develop an unusual memory, it would be very helpful, as would the ability to express yourself fluently. You also must possess the ability to adapt yourself to your surroundings.

**Q.** Will there be jobs available to us when we complete our education? How much present and future demand will there be?

**A.** Present indications are favorable and indicate that you will be able to find jobs when you complete your education, although the answer does depend to a great extent on the continued development and growth of our national economy. The outlook appears to be good. Our population is increasing very rapidly, and with the increase in population goes a greater demand for consumer goods. This means more transportation.

**Q.** What subjects should I take in high school if I want to go into transportation?

**A.** This depends largely on what phase of transportation you want to follow. If by chance you are interested in the maintenance phase, you would do well to choose railroading,

as other forms of transportation do not at present have the maintenance problems the railroads have. I refer to the maintenance of track, roadway, bridges, buildings, and such. However, if you are interested in the maintenance of equipment, you will find desirable opportunities in all phases of transportation.

**Q.** Are there fields related to this which might offer promising opportunities to one so trained?

**A.** Yes, especially for those trained as mechanics, electricians, experts in communications, electronics or traffic work, to mention a few. Any industry or organization of any size has a traffic officer or traffic department and many of these people were originally trained in the transportation field.

**Q.** Will a career in this field be any help in my personal life?

**A.** Yes, I think so. Because of the magnitude of the field, as well as its importance, one gets a feeling of "belonging," and has a sense of security which is not found in many other occupations. Because of the compensation received, one is able to establish himself in the community as a desirable citizen. For the most part, I think, people in the transportation business are respected in their community.

"After 40 years of railroad service," Mr. Weiland said at the conclusion of the interview, "if I had the opportunity of choosing a career again, I would make the same choice I made 40 years ago."

# retirements

The following employes' applications for retirement were recorded in November, 1956

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

BRYCZEK, STANLEY  
Crossing Watchman ..... Chicago, Ill.  
CRAWFORD, SR., COLUMBUS J.  
Waiter ..... Chicago, Ill.  
OBERLIN, GEORGE A.  
Telegrapher ..... Chicago, Ill.  
RITCHIE, IDA J.  
Secretary ..... Chicago, Ill.  
SCHOTTENFELS, CHARLES  
Crossing Watchman ..... Chicago, Ill.

## CHICAGO TERMINALS

ALCARAS, VICENTE  
Ex. Gang Laborer ..... Galewood, Ill.  
BREEN, CHARLES R.  
Helper ..... Chicago, Ill.  
GANSBERG, HENRY J.  
Laborer ..... Bensenville, Ill.  
HERMAN, JOHN  
Ex. Gang Laborer ..... Galewood, Ill.  
LACOFF, VASIL  
Ex. Gang Laborer ..... Chicago, Ill.  
MARUK, WILLIAM  
Ex. Gang Laborer ..... Galewood, Ill.

## New Retirement Benefit Pamphlets Published

THE RAILROAD RETIREMENT BOARD has completed the revision of its series of pamphlets on the benefits payable under the Railroad Retirement Act to include the changes brought about by the 1956 amendments.

These pamphlets are as follows:

*Benefits for Railroad Workers and Their Families* (Form No. IB-1).

*How to Compute Railroad Retirement Annuities* (Form No. RB-6).

*Benefits for Survivors of Railroad Workers* (Form No. RB-7).

*How to Compute Railroad Survivor Benefits* (Form No. RB-8).

The board also distributes a booklet (UB-4) which describes the benefits payable under the Railroad Unemployment Insurance Act.

This set of five leaflets covers the essential points railroad employes and members of their families need to know about the benefits available under the Railroad Retirement and Railroad Unemployment Insurance Acts.

Copies may be obtained free of charge from any of the board's field offices or by writing to the board's Information Service, Room 522, 844 North Rush Street, Chicago 11, Ill.

PASTERCYZYK, WALTER  
Carman ..... Bensenville, Ill.  
SANDERS, IRWIN A.  
Ex. Gang Laborer ..... Chicago, Ill.

## COAST DIVISION

CROSS, GERALD L.  
Switchman ..... Seattle, Wash.  
JAMES, CHARLOTTE W.  
Stenographer ..... Seattle, Wash.  
JOHNSON, ANDREW  
Car Repairer ..... Tacoma, Wash.  
KETTLESON, PETER G.  
Asst. Postmaster ..... Seattle, Wash.

## DUBUQUE & ILLINOIS DIVISION

GERNER, LAWRENCE B.  
Sec. Laborer ..... Guttenberg, Iowa  
GOLFO, JOE  
Sec. Laborer ..... Elgin, Ill.  
HEADLEY, WALTER H.  
Switchman ..... Ottumwa, Iowa  
KENNEDY, JAMES T.  
Switchman ..... Savanna, Ill.  
LANGE, STACY L.  
Conductor ..... Dubuque, Iowa  
SCHUSTER, LEROY A.  
Carman ..... Dubuque, Iowa

## HASTINGS & DAKOTA DIVISION

REEVE, FRANK  
Conductor ..... Milbank, S. D.

## IDAHO DIVISION

DONAHUE, JAMES F.  
Janitor ..... Spokane, Wash.  
JOINER, RILEY E.  
Chief Dispatcher ..... Spokane, Wash.  
McBRIDE, JAMES H.  
Loco. Engineer ..... Spokane, Wash.

## IOWA DIVISION

FITZGERALD, EDWARD R.  
Conductor ..... Perry, Iowa  
SHIPPEY, JOHN D.  
Agent ..... Granger, Iowa

## IOWA—MINNESOTA—DAKOTA DIVISION

GLANDER, ARTHUR M.  
Chief Carpenter ..... Austin, Minn.  
KOONTZ, ROY E.  
Roadmaster ..... Austin, Minn.  
STEPHENSON, CHARLES W.  
Agent-Operator ..... Fountain, Minn.

## LA CROSSE & RIVER DIVISION

BLOCK, OTTO A.  
Sec. Laborer ..... Schofield, Wis.  
HANNIFAN, JAMES B.  
Brakeman ..... Portage, Wis.  
MULLENBACH, LOUIS E.  
Loco. Engineer ..... Portage, Wis.  
NORTHCOTT, ROBERT J.  
Messenger ..... New Lisbon, Wis.  
PETERSON, PETER  
Loco. Engineer ..... Minneapolis, Minn.  
SCHROEDER, EDNA L.  
Clerk ..... LaCrosse, Wis.

## MILWAUKEE TERMINALS & SHOPS

BURGER, JACK  
Welder ..... Milwaukee, Wis.

CASTORENA, MANUEL  
Mach. Helper ..... Milwaukee, Wis.  
GONZALES, JOSEPH  
Ex. Gang Laborer ..... Milwaukee, Wis.  
KEHOSS, MAX  
Machine Hand ..... Milwaukee, Wis.  
KENNEDY, JOHN M.  
Helper ..... Milwaukee, Wis.  
PIMISKERN, ALOIS  
Blacksmith Helper ..... Milwaukee, Wis.  
SCHUMACHER, LOUIS  
Air Man ..... Milwaukee, Wis.  
WOLK, JOHN  
Mach. Helper ..... Milwaukee, Wis.

## ROCKY MOUNTAIN DIVISION

CASEY, THOMAS H.  
Brakeman ..... Spokane, Wash.  
GARLOFF, NICKOLAS V.  
Sec. Foreman ..... Butte, Mont.  
JONES, JASPER A.  
Loco. Engineer ..... Deer Lodge, Mont.  
SNIDER, ROSS R.  
Brakeman ..... Spokane, Wash.

## TERRE HAUTE DIVISION

FODDRILL, BRACHIE H.  
Switchman ..... Bedford, Ind.  
MEARA, GEORGE H.  
Clerk ..... Terre Haute, Ind.  
PRICE, CHARLES F.  
Loco. Engineer ..... Terre Haute, Ind.

## TRANS-MISSOURI DIVISION

CLARK, GEORGE T.  
Brakeman ..... Mobridge, S. D.  
HOOK, IRWIN T.  
W. H. Foreman ..... Roundup, Mont.  
KIRK, WILLIAM H.  
Train Baggage Man ..... Miles City, Mont.  
MADSEN, LOUIS G.  
Loco. Engineer ..... Mobridge, S. D.

## TWIN CITY TERMINALS

COLLIN, HARRY C.  
Boilermaker ..... Minneapolis, Minn.  
EHLE, HARLEY B.  
Crossing Flagman ..... Minneapolis, Minn.  
TWOROSKI, JOHN J.  
Laborer ..... St. Paul, Minn.



"Wilbur, I want you to come home—this very minute!"

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Miss Hazel E. Whitty shown as she was being presented with a gift certificate in behalf of her fellow employes by Trainmaster Paul Bridenstine of Horicon, Wis., at a gathering in the Horicon Community House Nov. 10. Those standing by are, from left: H. C. Minter, division engineer at Milwaukee, Agent C. B. Brunner and Roadmaster D. L. Cutler of Horicon, and Superintendent Martin Garelick, Milwaukee. (Beaver Dam Citizen photo)

## Hazel Whitty Retires on the "Old Line"

HAZEL E. WHITTY, roadmaster-trainmaster's clerk at Horicon, Wis., and one of the best known woman railroaders in Wisconsin was guest of honor at a retirement dinner in the Horicon Community House on Nov. 10. In honor of her 37 years of service, her associates presented her with a gift certificate, and the track department force gave her a jeweled watch. The certificate, Hazel said, would be used to purchase "a lifelong remembrance of my friends".

Hazel is one of the few women members of a family of railroad men which has been remarkable for its steadfast adherence to the interests of The Milwaukee Road. The tradition was pioneered by her grandfather, who started as an engine wiper at the Horicon shops shortly after they were built, and continued by her father, the late Roadmaster Bob Whitty. Six of Roadmaster Whitty's 10 children have followed where he led. When Hazel, a young school teacher, gave up that profession to take a clerical job at Horicon in 1919 she joined a number of brothers, uncles and cousins then working on the Milwaukee Division. And what was true then is still true today. At the time Hazel retired, the name of Whitty was still well represented on

the company payroll—after more than 80 years!

The Old Line—that stretch of the Milwaukee Division from Milwaukee to Portage by way of Horicon—has a sincere appreciation for Miss Whitty's energy and Irish wit. Both were very evident during the earlier years of her service when she was a division editor for *The Milwaukee Road Magazine*, and later in her activities for the Old Line Service Club. Hazel has made friends easily and retained them permanently. Because of the interest with which her retirement would be regarded by employes throughout the system, the Magazine asked her if she would like to take a backward glance at her career as she left the railroad. Her reply, part of which is quoted here, provides a keen survey of the progress in railroading which her generation has witnessed:

"As you know, railroading is not

made up of one year, but of many, and each is different. In the track department, for instance, especially in the early years of my service, the winters had a lot to do with the work. A winter of thaws and freezes caused lots of shimming, and I remember when almost the entire month of April was spent taking out shims. Another year might see us with nearly all of the switch ties and some cross ties in by the end of April.

"When seasons were dry, fires were more prevalent, and stock claims rose, due to animals breaking down fences to get on the right of way for feed. There is no prediction of what a year will bring, as any track man knows, and the men who are the guardians of this feature on the Old Line guard it well. Incidentally, this is a department no one could but derive pleasure from working with, and so it was with me. Friends all.

"On the Old Line we have not had a bad winter since 1947, but in the early days of my service we often had three or four snow plows on the division at one time. Let us hope the ghost of bad winters is laid forever.

"Also, in the early years of my service, engines were all hand fired. Mallet engines handled the coke runs. Now that trains get over the road faster with diesel power, I do believe the public is served better.

"Telephones are also answered more promptly and the public in general is treated more courteously.

"Safety was always being stressed in the early years. Right at the start it was necessary for safety inspectors to go to some length to make their point. They convinced conductors that they should give their highballs from the ground, where they could see better, and they got engineers to do their visiting before leaving the roundhouse. All those things have been righted, and nowhere will more careful enginemen and trainmen be found now than on the Old Line. Cooperation is our watchword.

"As for my future plans, they are many, but I think this little slogan in the Pennsylvania Dutch vernacular suits me—'Don't stand me still!'"

### HIGHWAY CARRIERS SKIM OFF THE CREAM

The fact that the average ton-mile revenue of highway carriers is approximately four times that of the railroads indicates the extent to which these carriers seek the higher rate type of traffic between important terminal points. Most motor carriers pick and choose high-rated traffic, while railroads must take all traffic offered, regardless of the freight rate it carries.



Chicken, Bacon-Olive Stuffing

## For an Old Fashioned Holiday Dinner



Bringing in the pudding, from 1858 woodcut.

WHEREVER families gather during the holidays, the menu for the big family dinner seldom varies from traditional custom. Here are some new recipes for that festive meal—the familiar roast fowl with dressing, a cranberry and mince pie that's distinctly American, and a steamed pudding fragrant with spice to serve with whipped cream or hard sauce. Try one or try them all for "festive feasting."

For something different in roast fowl, serve plump little chickens with this delicious bacon and olive stuffing. The base, of pre-cooked rice, eliminates precious cooking time in this busy season.

### Bacon and Olive Stuffing

4 to 6 slices bacon, diced  
 1/2 cup chopped onions  
 1 1/8 cups (5 oz. pkg.) pre-cooked rice  
 1 1/2 cups water  
 1/2 tsp. salt  
 1 cup diced celery  
 1/4 cup chopped parsley  
 1/4 cup sliced stuffed olives  
 1/2 tsp. poultry seasoning  
 dash of pepper

Fry diced bacon in saucepan until crisp. Remove bacon. Reserve 2 to 3 tbsps. drippings in the pan, add onions, and sauté until tender but not brown. Add pre-cooked rice, water, salt and celery. Mix just to moisten. Bring quickly to a boil over high heat. Cover, remove from heat, and let stand 13 minutes. Then add bacon and remaining ingredients; mix lightly. Spoon into birds (do not pack) and roast at once. Makes about 4 cups. For turkey, double or triple the recipe. (*Minute Rice recipe*)

When cranberries combine with mincemeat in a pie, the result is both unusual and delicious. Holly leaves cut from pastry and a few bright red cranberries complete the decorative motif for this special occasion dessert.

### Cranberry-Mince Pie

3 tbsps. quick-cooking tapioca  
 1 cup sugar  
 1/2 tsp. salt

### Cranberry-Mince Pie

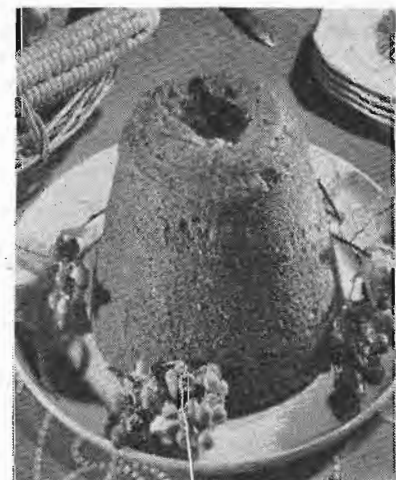


2 cups fresh cranberries  
 3/4 cup water  
 1 1/2 cups moist mincemeat  
 pastry for two-crust 9-inch pie  
 pastry holly leaves  
 few whole uncooked cranberries

Combine tapioca, sugar, salt, 2 cups cranberries, water and mincemeat in saucepan. Cook and stir over medium heat until mixture comes to a boil. Cool, stirring occasionally. Roll half the pastry 1/8 inch thick and line a 9-inch piepan. Roll remaining pastry 1/8 inch thick and cut several 2-inch slits or a design near center (well-opened slits allow steam to escape during baking). Fill pie shell with fruit mixture, adjust top crust and seal with tines of fork. Bake in hot oven (425°F) 45 minutes, or until syrup boils with heavy bubbles that do not burst.

Holly Leaves: Use pastry recipe for one-crust pie. Roll 1/8 inch thick. Make leaf pattern from paper and with a sharp knife cut from pastry 15 to 20 leaves about 1 1/2 inches long. Brush lightly with cream and

### Steamed Fig Pudding



The Milwaukee Road Magazine

bake on a cookie sheet in a hot oven (425°F) 8 to 10 minutes, or until very lightly browned. Arrange on pie with whole cranberries to resemble sprigs of holly. (*Minute Tapioca recipe*)

This plump steamed pudding, fragrant with figs, citron and aromatic spice, has a rich nutty flavor and interesting texture. It's to be served either warm or cold with cream or hard sauce.

#### Steamed Fig Pudding

- 1/2 cup whole bran cereal
- 1 cup finely cut figs
- 2 tbsps. finely cut citron
- 1 cup finely chopped suet
- 1 tbsp. molasses
- 1 tsp. baking soda
- 1 tsp. salt
- 1/2 tsp. cinnamon
- 1/2 tsp. nutmeg
- 1 1/2 cups coarse dry bread crumbs
- 3/4 cup sugar
- 2 eggs slightly beaten

Crush bran cereal slightly. Combine with remaining ingredients, mixing thoroughly. Spread in a greased 1-quart mold. Cover tightly. Steam about 2 hours. Yield, 8 servings. (*All-Bran recipe*)

## How to Keep Christmas Plants Happy . . .

THE Christmas plant you receive as a gift can be kept fresh and flowering by duplicating as far as possible in your home the environment of the greenhouse in which it was grown.

What keeps a Christmas plant happy? In the December issue of the *American Home* magazine, the garden editor lists the main things the plant needs as: plenty of light, an even temperature, and good watering when necessary.

First and foremost, the plant must be given as much light as possible. Keep it in the brightest window during the day, but on cold nights move it into the middle of the room. Test the soil with your fingers daily. If it's damp, don't water. If it's dry, soak the soil with lukewarm water until the water runs out of the drainage hole in the pot; then empty the saucer or jardiniere in which the pot stands. Be careful, though. Water-logged soil will kill plants just as surely as bone-dry soil will.

Most plants like less heat and more humidity than we do, and appreciate fresh air even in winter. A sunny window which stays between 60 and 70 degrees all day is about ideal. Keeping another window open just a little during the day will provide fresh air and maintain humidity. Radiator humidifiers also will help keep plants fresh.

# DECEMBER IN THE KITCHEN



EGGNOG and spiced cider call for something good to eat with them. This recipe makes a tasty topping for thin slices of

buttered white bread with lettuce: Blend Gorgonzola or Roquefort cheese with butter and a drop or two of cream. Add finely chopped walnuts and pile on the bread . . . **For a delicious relish** to set off turkey, chicken or duck, force 4 cups of fresh cranberries and half a lemon (skin and all) through a food chopper. Stir in 2 cups of sugar and 2 cups of crushed pineapple, including liquid, and 1/2 tsp. mace. Chill before serving . . .

**On New Year's Day bring out Cranberry Sherbet:** Break up two cups of jellied cranberry sauce with an electric mixer or rotary beater. Dissolve 3 tbsps. sugar in 1/3 cup orange juice, add 2 tbsps. grated lemon peel and stir in the cranberry sauce. Pour into refrigerator tray, freeze firm, then break into chunks and

beat until smooth. Fold in two stiff-beaten egg whites, return to cold tray and freeze firm . . . **Winter Carnival Pudding** will give a gay accent to the holidays: Cut 2 slices bread into 1/2-inch cubes and saute in 3 tbsps. butter; place in a greased 2-quart baking dish. Combine 1/2 cup candied fruits, 1/3 cup currants, 1/2 cup chopped pecans, 3 tbsps. candied cherries. Beat 3 eggs slightly and combine with 1/2 cup sugar, 1/2 tsp. cinnamon and 1/4 tsp. allspice, stir in 3 cups scalded milk, and pour over bread and fruit. Set in a pan of hot water and bake in a 350°F. oven about 35 minutes, until firm. Serve warm with cream . . . **Scallop Chowder** is hearty for a winter evening; Melt 2 tbsps. butter in a large saucepan, add 2 tbsps. diced salt pork or bacon; cook until browned. Add 1/3 cup chopped onion, sauté until soft. Add 1 cup diced raw potatoes, 1/2 tsp. salt, dash pepper, 1/2 bay leaf (crushed), 1/8 tsp. celery seed and 2 1/2 cups water. Cover and simmer 10 to 15 minutes until potatoes are tender. Add 1 cup light cream, 1 1/2 cups milk and 1 lb. scallops, chopped. Bring to a boil and serve with a sprinkle of paprika.

## POINSETTIAS—from greenhouse to you



THE CRIMSON poinsettia, most widely used Yuletide flower in America, is a pampered cargo for the railroads. A native of Mexico, the plant thrives best in sunny climes, or where temperature and moisture can be regulated. The great majority of plants are grown in hothouses, and railroads play an important role in transporting dormant stock, cuttings and potted plants from producers to greenhouses in all parts of the country.

From spring to early fall, dormant stock plants move by railway express or by railway freight in refrigerator cars. They are packed in veneer boxes. Other plants are shipped in the pots in which they start growth. Temperatures of 60°F. or above are maintained in the cars to protect against heat or freezing. Because of the need for maintaining high temperatures, the poin-

settia is sometimes called a "stove plant."

Most of the plants reach maturity shortly before Christmas with leaves of a rich crimson color. Most of the blooming plants are marketed within a few hundred miles of where they are grown. In some parts of the country, notably in southern California and Florida, the plants grow outdoors to form spectacular red carpets acres in extent.

The flowering shrub was named for Joel Roberts Poinsett, a distinguished statesman and scientist of Charleston, S. C., who introduced it to this country upon his return from service as minister to Mexico in 1829. The plant was first produced commercially in 1906, and its widespread use as a Christmas flower dates from about 1918. Today the flaming star is almost as much a symbol of Christmas as the evergreen tree, and its popularity as a decoration surpasses even that of the traditional holly.



**FASHION FIRSTS.** These sweaters were designed to use the new high-speed yarns that fairly fly through your fingers. The unbuttoned cardigan has the smooth good looks that make it right for both town and country. It's knitted in a simple basic ribbing of knit one, purl one. The attractive high-fashion bat-wing style, which is aptly named "The Cavalier", is knitted in an interesting pattern that gives it a bulky raised texture. Direction leaflets for the TOWN AND COUNTRY CARDIGAN and the bat-wing CAVALIER SWEATER are available free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

## Toppings for Holiday Desserts



HOMEMAKERS who find that the rush of holiday meal planning is lessened by having a fruit cake or a baker's mince pie ready to serve for dessert can give them a new holiday air with these interesting toppings. The dark-type fruit cake is at its best served with smooth vanilla ice cream and this tangy sauce: **Sherry Butter Sauce:** Combine  $\frac{1}{4}$  cup melted butter, 1 cup sugar, and 2 tbsps. water in a saucepan. Cook until thick, stirring constantly. Add 1 tbsp. lemon juice, 1 tbsp. grated lemon rind, a dash of nutmeg and  $\frac{1}{4}$  cup Sherry wine (or fruit juice).

Each of these toppings makes a special contribution to mince pie, tartness by the orange whip, smoothness by the maple cream, and a delightful bouquet by the brandied sauce. Warm the pie before serving.

**Orange Whip Topping:** Whip  $\frac{1}{8}$  cup heavy cream until stiff. Add 1 tbsp. sugar and 1 tsp. grated orange rind, and blend.

**Maple Cream Cheese Topping:** Cream one 3 oz. package cream cheese. Add 2 tbsps. maple syrup and beat well.

**Brandied Hard Sauce:** Blend  $\frac{1}{4}$  cup butter or margarine and  $\frac{3}{4}$  cup sifted confectioners' sugar. When creamy add  $\frac{1}{2}$  tsp. vanilla extract,  $\frac{1}{8}$  tsp. nutmeg and 2 tps. brandy extract. Mix well and chill until cold but not hard.

## handy uses for aluminum foil

THE MANY varieties of aluminum foil now available are useful in almost all phases of homemaking.

In the kitchen, use a foil lining for your brown-sugar cannister—it will keep the brown sugar soft and moist says Better Homes & Gardens magazine. To keep portions of the holiday turkey from getting too dark, wrap foil strips around the end of each leg and cover the breast loosely with a square of foil.

Foil is a handy aid to the garden enthusiast, too. Wrap your tender bulbs in foil to keep them plump. Tests show that wrapped this way they will last the winter in fine shape. The foil-wrapped bulbs should be stored where the temperature is around 40 to 45 degrees, the magazine says.

Plastic bags made airtight with aluminum foil provide safe keeping for silver, or for wool clothes. Tear a two-inch strip of household foil and fit the

folded strip over the open end of a plastic bag holding the item to be stored. Set the iron on "wool" (medium heat), and quickly run the tip of the iron across the strip of foil. Let it cool, lift off the foil, and you have an airtight bag.

A pie pan epergne made of foil-covered pie pans and cardboard tubing is a bright idea for a holiday centerpiece. Cut the tube from a roll of aluminum foil into one 4-inch and one 5-inch piece and force the pieces into 3-inch squares of plastic foam. Glue the base of the 5-inch tube to a large pie pan, glue a 2-inch square of cardboard to the tube, glue a medium size pan to the cardboard, and repeat with the 4-inch tube and a small pan. Wrap fruit or Christmas goodies in foil, cut leaves from foil, and arrange on the epergne. (Photo courtesy of Aluminum Company of America)



The Milwaukee Road Magazine

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

	OCTOBER		TEN MONTHS	
	1956	1955	1956	1955
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passenger, mail, etc. ....	\$23,790,352	\$23,631,571	\$213,839,145	\$207,903,299
<b>PAID OUT IN WAGES</b> .....	10,980,847	11,010,235	104,648,706	99,235,904
PER DOLLAR RECEIVED (cents) .....	(46.2)	(46.6)	(48.9)	(47.7)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	739,950	641,370	7,201,416	6,044,565
PER DOLLAR RECEIVED (cents) .....	(3.1)	(2.7)	(3.4)	(2.9)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest	10,602,219	10,929,442	97,247,687	95,490,535
PER DOLLAR RECEIVED (cents) .....	(44.6)	(46.2)	(45.5)	(45.9)
<b>NET INCOME</b> .....	\$1,467,336	\$1,050,524	\$4,741,336	\$7,132,295
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	132,696	135,901	1,160,673	1,188,580
Decrease 1956 under 1955 .....		-3,205		-27,907

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

COMMODITIES	% of Total Revenue	Carloads			
		1956	1955	1956 + or - to 1955	
				Number	%
<b>INCREASES:</b>					
Forest Prod. (Excl. Logs & Pulpwood) .....	10.7%	8,648	8,292	+ 356	+ 4.3%
Iron and Steel .....	5.5	6,879	5,849	+1,030	+ 17.6
Oil and Gasoline .....	3.1	4,688	4,118	+ 570	+ 13.8
Forwarder Traffic .....	2.5	2,732	2,106	+ 626	+ 29.7
Grain Products .....	2.0	4,959	4,883	+ 76	+ 1.6
Gravel, Sand & Stone .....	2.0	3,765	3,228	+ 537	+ 16.6
Agri. Impl., Machinery & Parts .....	1.6	1,754	813	+ 941	+115.7
Liquors, Malt .....	1.2	1,875	1,594	+ 281	+ 17.6
Total Increases .....	28.6%	35,300	30,883	+4,417	+ 14.3%
<b>DECREASES:</b>					
Grain and Soy Beans .....	13.5%	7,756	7,930	- 174	- 2.2%
Coal and Coke .....	8.1	12,323	13,783	-1,460	- 10.6
Automobiles and Parts .....	4.0	3,106	3,308	- 202	- 6.1
Livestock .....	3.9	4,302	5,894	-1,592	- 27.0
Meat & Packing House Prod. ....	3.4	4,881	5,275	- 394	- 7.5
All Other Prod. of Agri. ....	2.2	2,705	2,948	- 243	- 8.2
Merchandise .....	2.1	7,007	7,891	- 884	- 11.2
Logs and Pulpwood .....	1.9	5,547	5,818	- 271	- 4.7
Fruits & Vegetables (Fresh) .....	1.8	2,529	3,465	- 936	- 27.0
All Other Prod. of Mines .....	1.8	1,377	1,638	- 261	- 15.9
All Other Animals & Prod. ....	1.6	977	1,450	- 473	- 32.6
Cement, Lime, Plaster & Stucco .....	1.6	1,517	1,684	- 167	- 9.9
All Other Mfgs. & Miscellaneous .....	25.5	23,459	23,768	- 309	- 1.3
Total Decreases .....	71.4%	77,486	84,852	-7,366	- 8.7%
Total .....	100.0%	112,786	115,735	-2,949	- 2.5%

December, 1956



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

**“Don't worry,  
I'm not going to sing”**



**T**HE OLD LADY had lost her voice. That rich, vibrant contralto which had rung through opera's golden age was long gone. And she made no bones about it.

Standing at the network microphones, she'd loudly promise her audience: “Don't worry, I'm not going to sing.”

Yet, every Christmas Eve, she did sing. And millions of homes hushed to listen. For *Stille Nacht, Heilige Nacht* does not demand a big voice. Rather, a big heart.

And Ernestine Schumann-Heink had always had that. From the beginning, when she threw away her budding career for love, only to wind up deserted with her four children. Through World War I, when she sang to sell Liberty Bonds while she had sons fighting—on both sides. Right up to the end of her turbulent life, she stayed warm, generous and brave.

Naturally, her adopted country loved her. Because Americans admire heart, and as the little stories in every daily paper show, they have plenty of it. That's one of the vital reasons why America is strong and why her Savings Bonds are a tremendous guarantee of security.

The heart and strength of 165 million Americans stand behind these Bonds.

There could be no better guarantee. So, for yourself, and for your country, invest in U.S. Savings Bonds regularly. And hold on to them.

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

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about people  
of the railroad

**THE  
MILWAUKEE  
ROAD**

## Chicago General Offices

### PURCHASING DEPARTMENT

R. M. Nordin, Correspondent

As your new correspondent, it is a pleasure to join the staff of the Magazine, and I hope I will be able to bring the purchasing department closer to all of you along the entire 11,000 miles plus of Milwaukee railroad.

Herb Koegel, our return material clerk, dissuaded some friends from using air travel on a trip to San Francisco, which resulted in their riding our City of San Francisco to the tune of four round trip tickets.

November 26 saw the return of Pete Hayden after two years of service with the Army in Germany. Pete rejoins the Milwaukee Road family in the position of price clerk.

Since the Magazine's objective is to bring us closer together, we in the purchasing department would like to introduce ourselves with a short profile of one of the purchasing department employees each month. Here we go:

"MEET YOUR PURCHASING DEPARTMENT": If it's steel, track fastenings, rail, or signal material you are after, Carl Skjoldager is your man. Carl started with the Road on Sept. 1, 1928, and has worked all of the clerical positions in the department, becoming a buyer on Nov. 1, 1951. At present Carl makes his home in Elgin, Ill., where he and Mrs. Skjoldager look forward to the week ends and holidays that bring home their two sons, Allen, a law student at Northwestern University, and Don, a Cornell college junior.

With all materials, whether raw or fabricated, in short supply, Carl has his problems. We all know that our security and the railroad's security, financial and safetywise, depends on having material available when we need it, whether it be steel for car repair programs, rail and track fastenings for renewal by rail gangs and section forces, or the many parts that go into our intricate signal systems. The next time anyone connected with this type of work handles any of these materials he might give Carl a thought, for he has put in a lot of hard work to furnish the very best material available as close to the time it is required as is humanly possible.

### AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

The population is increasing. Stanley Skutek's (bill and voucher bureau) fourth child was born Oct. 24, a girl named JoAnn. Hilary Wisniewski of the accounts receivable bureau announced the arrival of a baby girl Nov. 15. John Ritter announced the birth of a boy to his daughter Jean, formerly of the A.F.E. bureau. Two former key-punch operators visited the office last month, Rosemary Salivich with her daughter, and Helen Lyons with her family. Congratulations were in order for John Flickenger, machine room, on the arrival of his first grandson, and for Louise Pamella, keypunch bureau, on her granddaughter.

The vacation trend now seems to be toward winter. Florida sunshine was enjoyed by Stanley Johnson, supervisor of machine accounting, Sue and Hank Zimpelman, George Kuper, Pearl Kinney, Emily McDyer, Victoria Mackreth and Marie Kulton. Five girls in the chief disbursement accounting office spent a week enjoying the sights of New York—Gretchen Yoder, Mildred Kissinger,

Myrel Robertson, Cornelia Moe and Erna Hahnsch. Hortense Germain and Hulda Fritz planned on Seattle.

John Kissel, bureau head of machine accounting, recently celebrated 25 years of service. Besides many gifts, he was presented with a 25-year pin.

Esther Prather and Shirley Kutie are still absent at this writing, due to injuries received in that tragic "L" crash. Trudy Restis is convalescing at home after an operation.

Sympathy was extended to Annette Richards whose mother passed away. Also to Gertrude Dombrow who lost her husband Nov. 3.

### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

We welcomed Norman Wagner and James Caldwell into the Milwaukee family.

We understand that Mildred Hollingsworth is still convalescing at home, and that Vincent Hunt remains hospitalized. A note to either would be appreciated, I am sure.

Mal Spurling, who expected to return to work soon, may be back in "harness"



**W. M. VAN BUREN HEADS CHICAGO PASSENGER GROUP.** The installation of officers of the City Passenger Agents Association of Chicago on Nov. 13 shows W. M. Van Buren of The Milwaukee Road (center), newly elected president, being congratulated by the former president, E. E. Hooper of the Canadian Pacific. Looking on are, from left: E. J. Heroux of the NYC, secretary-treasurer; R. L. Schwarz, CB&Q, first vice president; and H. G. Johnson, GM&O, second vice president. Mr. Van Buren has been with the Road in Chicago since 1927, starting in the advertising department from which he was advanced through various positions in the reservation bureau, information bureau and city ticket office. He was depot passenger agent before being promoted to his present position.

before this is printed. We are happy to report this, for his struggle to recovery has been long and difficult. His wife Fran is also getting stronger daily.

Ed Jensen resigned to accept the position of assistant general claim agent, with the International Forwarding Company. His friends remembered him with a traveling case.

Leonard Palla has transferred from the revising bureau to the loss and damage bureau to fill Ed Jensen's position.

Sympathy was extended to Clarence Johnson on the death of his infant grandson, and to Gladys Hehl on the death of her mother.

We are happy to report that J. H. Andrews is well on the way to complete recovery at this writing.

Mary Powitz vacationed recently in the East and Florida.

Louis Arnone is currently stationed at Camp Carson, Colo.

#### GENERAL

Bailey McFall, business car attendant, died Nov. 11 after a lengthy illness. He had been with the Road 58 years. Mr. McFall was born in Cincinnati Oct. 21, 1878 and entered service in 1898 as a waiter in the sleeping and dining car department. At one time he was employed in Dan Healy's car on the Pioneer Limited. Transferring to private car work in 1921, Mr. McFall was an attendant in J. T. Gillick's car for many years and in recent years in the car of the president and the chairman of the board. Funeral services were held at the Metropolitan mortuary in Chicago and interment was in Lincoln cemetery. F. C. Lowry, file clerk in the president's office and a minister of the gospel, officiated at both services. Mr. McFall is survived by his widow Minnie, a daughter and a son.

#### OFFICE OF FREIGHT AUDITOR

Betty Chiolak, Correspondent

With deep regret we report the death of William Bodecker, assistant head of the revising bureau, on Nov. 21. Bill was an employe of the Road for 43 years. Naturally, we will miss him.

At this writing Amelia Schadt is recuperating at home after a three-week stay in Illinois Masonic Hospital. Henry Rothman, special accountant, was injured on Nov. 5 in that terrible "L" accident at Wilson Avenue. Hank received a back injury but was able to assist some who seemed to be more seriously hurt. Tony Natz is back to work after an automobile accident, and Pat Guza after a three-week stay in Columbus Memorial Hospital.

It's a baby girl "Loretta Jean" for Frank Voldan and his wife Lillian. The newcomer arrived on Nov. 14.

Jean Ritzinger is leaving Dec. 14 to

await the arrival of a "blessed event" due in February.

Mary Wilson, keypunch operator, received an engagement ring on Nov. 24 from her one and only, Tom Moser.

New employes in this office are Ken Gutchman, Arlene Hollech, Ed Johnson, Dolores Kutz, Catherine Joyce, Florence Stechman, Agnes Mulhern, Betty Neely, Eugene Sheim, Lieselotte Jurgens and Jack Corley.

Recent vacationists included Charlie Becker, who went to his favorite spot, Miami Beach, Fla. Ed Haidys, chief clerk, who also visited Florida; and Ann Allen who visited her brother in California.

#### PASSENGER TRAFFIC DEPARTMENT

W. V. Peterson, Correspondent

Belated congratulations are in order for Bob Chermak, chief clerk to GAPD, on the arrival of Karen Ann Sept. 19. Also, Helen Hush, reservation clerk, became the proud mother of a boy on Nov. 27.

While still in the congratulations department (different section), we might mention that Doris Healy Martin, accountant in advertising, has been elected recording secretary of The Milwaukee Road Women's Club, and J. D. Hotchkiss, district passenger agent in Denver, has been elected first vice president of the Passenger Traffic Association in that city.

John Black, assistant manager of the reservation bureau, moved into his new

#### QUIZ answers

1. An interstate shipment.
2. "T" rail.
3. C&E.
4. One. Railroad B.
5. Only one train is allowed in a positive block; more than one train is allowed in a permissive block.
6. Inside.
7. Release brakes, proceed.
8. The plate.
9. The ohm.
10. All stocks, bonds and other long-term debt obligations, including surplus.

house in Riverside last month.

Bob and Dick Abel visited the office recently while home on furlough, and informed us that they would be leaving the country soon. Bob was slated to travel to Germany with the Army, while Dick was contemplating a Mediterranean cruise with the Navy.

Word has reached us that Ida Grimm, retired secretary to general passenger agent, is building a home in Sarasota, Fla., which she hopes to occupy shortly after the first of the year.

Mary Jane Heron is now secretary to District Passenger Agent Anderson, replacing Joe Wylder who has transferred to the engineering department. Emil Johnson has been promoted to ticket stock clerk in the passenger rate department.

Best wishes were extended to Tony Rodakowski, advertising department, as he entered military service Dec. 5.

At a recent dinner of the City Passenger Agents Association of Chicago, turkeys went to Glen Hyett, assistant GAPD, and Heinz Reupert, CPA. Door prizes went to the same gentlemen, in addition to Doug Keller, CPA, and Bob Johnson, GPA.

Bill Clemens, secretary to advertising manager, and Jim Corcoran, ticket seller in the city office, have returned from an extensive tour of Mexico.

The welcome mat for newcomers goes out this month to Nick Geosalitis, clerk in the GAPD office, and L. A. Vukovick, clerk in Passenger Rate.

#### CHORAL CLUB NEWS

Theresa Glasl, Correspondent

It was a thrilling experience for the club to present a concert the afternoon of Nov. 25 to a full house in the new auditorium of Bethesda Home for the Aged. After the concert a delicious luncheon was served, followed by a tour of the building. We were also pleased to hear from the Rev. Mr. Johnson that



**GOLDEN WEDDING CELEBRANTS** Mr. and Mrs. E. A. Farr of Miles City, Mont., pictured recently at their anniversary reception in the parlors of the Miles City Presbyterian Church. More than 300 were present, including relatives and friends from distant places. Mr. Farr, retired Trans-Missouri Division train dispatcher, and his wife are inveterate travelers. Last year they toured Europe and the British Isles, and this winter they plan to visit Hawaii.

*The Milwaukee Road Magazine*

T. W. Burtness, retired secretary of the Road, is one of the home's staunch supporters.

With all the hurrying and scurrying about during the pre-holiday season, the club doubled its efforts to prepare an appropriate Christmas program for presentation in the Union Station. Our intention was to make everyone's holiday just a little happier while waiting for trains or just passing through the station, which reminds me of the song "Silver Bells": "City sidewalks, busy sidewalks, dressed in holiday style—In the air there's a feeling of Christmas—Children laughing, people passing, meeting smile after smile—And on every street corner you hear: Silver bells, silver bells—It's Christmas time in the city—Ring-a-ling, hear them ring—Soon it will be Christmas day."

Invitations have been accepted to give programs on Jan. 18 at 8:15 P.M. for the Elston Avenue Methodist Church, Jan. 25 at 8:15 P.M. for Logan Square Methodist Church, and Feb. 12 at 8:00 P.M. for Bethlehem Evangelical Church.

#### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Aaron Mellick and his wife took a vacation trip to New York City. Elmeare Martell visited her sister in Providence, R.I., Jo Smith went to Hot Springs, Ark., and Jo Goetz went to Miamisburg and Dayton, Ohio.

Yvonne Erkenswick became engaged recently to Richard Golden.

Dolores Specht, Marie Rostan, Mary Heath, Noricenne Quinn, and Ruth Rinaldi are on furlough at this writing, due to ill health. Clem Barber is improving. Art Freitag is also getting along nicely.

Phyllis and Bob Ziemann are the proud parents of a boy; name, "Mark Anthony."

#### OPERATING DEPARTMENT

G. C. Harder, Correspondent  
Office of Vice President-Operation

Andrew D. Abraham, accountant in the C.P.R.&M.S. office, is the father of a daughter, Sonia Marie, born Oct. 9.

Shirley Harder, secretary in Mr. Downing's office, and her husband have moved into a new ranch home in Niles.

Marge Gregg, file clerk in the vice president-operations office, is a very happy grandmother. Her daughter, Mrs. Thomas Ridell, is the proud mother of Kim Susan, born Nov. 11.

G. A. Oberlin, operator in the communications office, retired Nov. 1.

Jaqueline J. Pease of Fairmont, Neb., who has been with the C.P.R.&M.S. department since August, recently became Mrs. Stanley Nichols.

Barbara A. Ford, stenographer in the



**RETIRE AT MONTEVIDEO.** Two veteran HGD employes, Engineer Ed Nemitz (left) and Kenneth "Casey" Conright, roundhouse foreman at Montevideo, bidding each other good-bye as they retired last month. Engineer Nemitz retired Nov. 29 and Mr. Conright on Nov. 30. Waiting his turn is Traveling Engineer Phil Anderson. For details read the column of Correspondent Martha Moehring.

C.P.R.&M.S. office, was married Nov. 24 to Harry Tadda at St. Hedwig's Mission Church in Chicago.

Newcomers to the C.P.R.&M.S. department are Ralph A. Fuscone as assistant file clerk, Karl Fennig as mail clerk, and Dona Hegge as secretary.

John J. Wosinski, traveling car agent in the transportation department, left for New York Nov. 30 to be with his son John Jr., furloughed train clerk, who is scheduled to leave shortly for duty overseas.

## Trans-Missouri Division

### WEST

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

Mr. and Mrs. A. S. Halvorsen have gone to Pasadena, Calif., to make their home.

Harry B. Smith, retired engineman, passed away recently in Miles City. He was born in Center Junction, Ia., on Dec. 3, 1890 and retired in 1952 because of ill health. He is survived by his mother, a son, a daughter and two grandsons. Burial was in Custer County Cemetery, Miles City.

Alfred F. Maile, retired chief operator, 68, died in a Miles City hospital recently, after a brief illness. He was

born in Galeton, Colo., and after working as a telegrapher on various railroads, came to Miles City in 1909. He retired as chief operator in 1949. He is survived by his wife, mother, a sister and three nephews. Burial was in Custer County Cemetery.

Chris C. McGee, retired conductor, passed away recently in a Miles City hospital after a long illness. He was born in Mt. Arry, N. C., on Dec. 1, 1878 and resided there until 1900. After brief ventures in Nebraska and North Dakota he entered the employ of the railroad at Aberdeen and worked west in train service with the laying of the extension. In March, 1908 he was the conductor of the first Milwaukee Road passenger train leaving Miles City. He retired in 1954. He is survived by his wife, two sons, two brothers and three grandchildren. Burial was at Miles City.

Fire of an undetermined origin destroyed the interior of the home of Clay Lynch, car department clerk at Miles City, on Oct. 17. The house and furnishings were a complete loss.

Arlene L. Birchell and Victor D. Boyle, son of Mr. and Mrs. W. C. Boyle were married recently in the Seventh Day Adventist Church in Spokane. The couple are at home in Loma Linda, Calif., where Mr. Boyle plans to continue his education at the College of Medical Evangelists.

#### FOR CRIPPLED CHILDREN.

At the Shrine ceremonial held recently in Aberdeen, S. D., Conductor Leonard W. Clark of Moberge, S. D., (right) is shown with J. J. Warkentin, potentate of Yelduz Temple in Aberdeen (left) and Imperial Potentate G. D. Cray of Deadwood, S. D., after presenting them with a check for \$500. The money, which had been raised by the Shrine circus at Moberge last summer, was earmarked for the Shrine's hospital for crippled children in Minneapolis.



Joyce H. Hashisaki, daughter of Mr. and Mrs. Cassio Hashisaki, and Robert Tober were married recently in Miles City.

Chester R. (King) Cole, retired switchman, died in a Miles City hospital Nov. 21 after a long illness. He was born in Carbondale, Pa., on Apr. 18, 1879 and came to Montana in 1909. He was employed as a switchman until his retirement in 1948. He is survived by his wife, three daughters, two sons, a sister, ten grandchildren and eight great grandchildren. Burial was in Custer County cemetery.

Personnel changes in the store department at Miles City include: Joe Weiss, appointed chief clerk; Alvin Arnold, assigned to price clerk; and Mrs. Harriet Nelson, stenographer.

Approximately 150 Milwaukee Service Club members and their wives, including many retired couples, attended a business meeting and get-together in the Eagles dining room on Nov. 24. After the business session Sam Leo and his kitchen committee served venison and ham sandwiches. The venison was secured by Chairman Martin Kelm, who handled general arrangements for the party.

Engineer R. A. Kimpton of Miles City has received his Silver Pass.

#### EAST END

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

Miss Delsia Staph, daughter of Retired Carman Jake Staph, was married recently to Milton Jacobson of Bruce, S. D. She is a technician at the community hospital in Brookings, and he is a contractor there.

Mary Catherine Leary, daughter of Water Service Foreman H. J. Leary, was married recently to Henry Clay Hollenbeck Jr. of Trail City. They will make their home at his ranch there.

Car Foreman J. M. Shanahan has

resigned and taken a position in the car department at Tacoma.

Conductor William Rapp of Aberdeen suffered a heart seizure on Nov. 26 and at this writing is in the Moberge Hospital. His wife and his daughter and her family have come from Minneapolis to be with him.

Operator Schmidt is now agent at Bucyrus and Operator Bertsch is agent at Dupree.

Roadmaster O. A. Timberman is taking a leave of absence and has moved with his family to Aberdeen. Leo Miller, roadmaster on the branch lines, is taking his place, and the latter's position is now filled by L. A. Timberman.

A Gold Pass was presented last month to Conductor J. B. Linda of Moberge.

Retired Engineer A. R. Phillips passed away Nov. 5 from a heart attack. He is survived by his daughter, Mrs. G. W. Dixon (Evelyn) of Chancellor, S. D., and son Gerald of Minneapolis. Masonic services were held at Moberge and he was laid to rest beside his wife, who passed away in 1953.

Mrs. Theodore S. Johnson, wife of ticket agent, passed away at the Douglas Rest Home in Pierre, on Nov. 14 after a two-year illness. Funeral services were held in the Episcopal church at Moberge. Besides her husband, she is survived by three brothers and three nephews.

Operator Harold Weil of Thunder Hawk has resigned and is now employed in the relay office in Seattle.

Trainmaster Norman Soergel and wife welcomed a new daughter, Heidi Helen, on Nov. 9.

Mr. and Mrs. H. J. Leary attended Parents Day at State College, Brookings, where their son Pat is a junior. He is also employed on the Brookings Register. All of the parents attended the Morningside-State football game and the military ball.

Operator J. L. Anderson was married on Nov. 9 to Miss Margaret Job of Java.

## Milwaukee Shops

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

H. J. Montgomery, Correspondent

The Lee Voltzes went places and saw things on their three-week vacation to the warm parts of the U.S.A. Fort Lauderdale was the main stopping off place in the South, and they also made the west coast.

Bob Towne, an apprentice electrician, is "serving time" over a drafting board, learning about wiring diagrams and other electrical drafting.

It's back to the shop for Bill Schmidt after several months in the drafting room. His next stop in his machinist apprenticeship is the air brake shop. He finishes in March.

Marty Makutz has made his semi-annual trip to Hot Springs, Ark.

The mother of Martin J. Biller, assistant chief clerk of S.C.D., passed away recently. She was also grandmother to Martin Jr., test department inspector. Walter Stark of S.C.D. received condolences on the death of his sister. Walter is one of our Silver Pass men.

The Milwaukee Braves "Thank You" Club held a banquet for the ushers and ticket takers at Serb Hall Nov. 27. Many of our employes are in this group.

The Milwaukee Road was host at the Wisconsin Hotel on Nov. 13, 14 and 15 to representatives of the Pullman Company and various western railroads



**CANDLELIGHT CEREMONY.** Janice Larson, daughter of Conductor L. H. Larson of Moberge, S. D., shown at her marriage to Jack R. Deiglemeier at St. Mark's Lutheran Church in Seattle the evening of Nov. 2. The Larson family was present. Janice, a graduate of the Moberge High School and of Northwest Institute of Medical Technology in Minneapolis, works at the Seattle Medical Center. The groom is an industrial engineer for Boeing.

*The Milwaukee Road Magazine*

and supply companies. Discussed were various problems, as well as new ideas in design, maintenance and shopping of electrical, heating and air conditioning equipment. Russ Harrington, our train lighting and A.C. engineer, handled the meeting. F. W. Bunce, chief mechanical officer, stressed the importance of this meeting to the work of reducing failures and maintenance costs. Several of our A.C. supervisors from Milwaukee and Western Avenue in Chicago attended the various sessions.

S/Sgt. Ken Schultz made a week end trip from Houston, Tex., Nov. 16 and visited his folks in Milwaukee. He is chief flight engineer on a T-29 A.F. transport plane. His enlistment will be finished Jan. 18, after which he will be back on the job as a fireman in the Milwaukee Terminals.

A Gold Pass was presented last month to Machinist George T. Moore and Carpenter John Seale. Silver Passes to Machinists Henry Doran and Fred Power, Painter Ben Katzlinger, Electrician Lorenz Baumann, Pipefitter Walter E. Koester, Carpenter Joseph Waszak and Boilermaker Helper Ciro Lakich.



**TO THE STAMPS!** H. L. Stamp, division storekeeper at Miles City, Mont., pictured (right) as the guest of honor at a retirement party held in the Crossroads Inn at Miles City Nov. 3. Others at the table are, from left: M. A. Walsh, retired master mechanic, Miles City, who "emceed" the affair, Mrs. Stamp and G. V. Ireland, general storekeeper, Milwaukee. Approximately 100 friends and co-workers were present to honor Mr. Stamp who retired after 43 years of service. Both he and Mrs. Stamp were presented with gifts on behalf of Milwaukee Road friends from Chicago to the coast.

## I M & D Division

### SIoux CITY AREA

Fay Ness, Correspondent

**EDITOR'S NOTE:** *The following news contribution by Correspondent Fay Ness was submitted for publication in the November issue but was omitted by error.*

The I&D Division is no more after Oct. 28, and this will be my swan song as correspondent for the Second District, or actually the old SC&D Division.

The superintendent's office at Sioux City has been abolished as such as a result of the recent consolidation of divisions and will henceforth be an assistant superintendent's office, with the personnel located at various points. Chief Clerk D. W. Woodhouse goes to Milwaukee as chief clerk to Milwaukee Division superintendent; Time Revisor Jay Bailey to Austin in the same capacity; Secretary W. B. Braheny to Austin as secretary to Superintendent Hotchkiss; Time Revisor Paul Weisz becomes caller at the Sioux City roundhouse; and your correspondent goes on the furloughed list. Alice Butcher remains as clerk in this office.

[The chief dispatcher's office has been moved to Austin with assignments being made as reported by Mr. Jorgenson in Austin in the November issue.]

Switchman C. B. Overcash at Sioux Falls retired Oct. 1 with no fanfare. He simply said his railroad days were over when he completed his duties Sept. 28, and departed for Spokane, where he

will make his home. Everyone wishes him happiness.

To my many friends on the division may I express thanks for the many kindnesses extended to me and the very pleasant relationships I have had through the many years I have been in this office. I hope this column has been the means of informing the Milwaukee Road family of the vital statistics concerning employees in this territory.

### SANBORN-RAPID CITY

Florence Paullin, Correspondent  
Roundhouse Clerk, Mitchell

With the merger of the I&D Division with the I&SM, many changes have been made in personnel. We are glad to welcome W. J. Hotchkiss as our superintendent and it is with regret that we lose A. C. Novak.

M. M. Martinson is the new section foreman, coming from Madison, S.D. He will headquarter in Mitchell.

Mrs. Frank Livingston, wife of retired engineer and mother of Engineer Orlo Livingston, passed away at a local hospital Nov. 22. Another son, Howard, machinist at Tomah, Wis., was home for the funeral.

Joseph Maier, for many years employed in the car department at Mitchell and retired by ill health, passed away at St. Joe Hospital in Mitchell Nov. 21. Robert H. Montgomery, retired engine man, also passed away at the hospital Nov. 21.

Perry Paullin, machinist at Mitchell, who underwent surgery is recuperating

at his home after nearly four weeks in the hospital.

A/3e Donald Binderup, son of Storekeeper Harry Binderup, was home on leave from Keesler Air Force Base, Miss.

Haven't had any news from the west line or Sanborn area in quite a spell. Guess since all the celebrations are over, they have settled down. Would appreciate items for the magazine.

Silver Passes were presented last month to Agent W. A. Peterson of Park-er and R. H. Betts, agent at Murdo.

## H & D Division

### MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Sympathy was extended to Mrs. Summer and Dale in the recent loss of their husband and father, Carl, agent at Andover for many years who was the victim of a fatal auto accident Nov. 19. Funeral services were at Andover.

Yardmaster Gene Palmer and wife have returned from a California trip.

At this writing, Conductor Bill Rapp is convalescing in a Moberge hospital from a heart seizure on Nov. 26.

One last hunting story for the season: Fireman Charlie Dempsey was driving along in his 1955 Oldsmobile when a rooster came in the front windshield and took over the back seat. The damage was the price of a wrap-around windshield and a sore arm.

Engineer Bob Kegley's advice to any-

one buying a TV set is to bolt it to the spot. It seems he was looking at some cars with Fireman Dick Phillips and Kenny Klebsch recently, and when he arrived home he discovered his set was AWOL.

Retired Conductor Bill Carr passed away suddenly Nov. 29. Sympathy was extended to his wife and family. Also to Section Laborer Louis Horst of Java in the loss of his wife Nov. 3, and to Custodian John Pierson and Engineer Clyde Pierson in the recent loss of their father.

Gold Passes were presented last month to Section Foreman Steve Sopoci of Tripp and Section Foreman R. J. Tomic of Lakes Andes; a Silver Pass to J. S. Nilan, passenger and ticket agent in Aberdeen.

#### EAST END

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

Kenneth "Casey" Conright decided that 45 years of service ought to earn a man a rest and retired at the end of November as roundhouse foreman at Montevideo. At a dinner in his honor at Rosy's Supper Club he was presented with a camera and projector by his friends on the division. He also received his Silver Pass recently.

Gold Passes were issued last month to Engineers James Johnson, Merle Hammell and Fred Snowden.

Fireman Ralph Boss and his wife, Kay, advise that a little "boss" has arrived at their home.

Frank Reeve, conductor on the Sisseton patrol, has retired.

Agent Carl Summers of Andover died Nov. 18 as the result of an auto accident the week before. He and his wife celebrated their golden wedding anniversary the past summer.

Joe Eliason is the new section foreman

at Milan, replacing Ed Baun who bid in the Twin Brooks foreman job.

Otto Kietzman, retired section foreman at Stewart, died recently after surgery. His two sons, Ernie and Paul, are on the section crew at Stewart.

The Olaf Nyvolds celebrated their golden wedding Nov. 11. Olaf was formerly a member of the B&B crew.

Our new assistant superintendent, R. A. Middleton, has moved his family (including their collie, Lady) to Montevideo.

## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Kenneth V. Zimmerman, who served as chief clerk at Milwaukee, has been appointed chief clerk for the superintendent of terminals at Muskego. Don Woodhouse of Sioux City has been made chief clerk for Superintendent Garelick of the Milwaukee Division in Milwaukee.

The wife of Trainman Dick Langacker passed away Nov. 23.

Retired Engineer Roy West of Milwaukee recently met with an unfortunate fall that caused his death several days later. He was laid to rest at Sycamore, Ill. The day before the fall he had celebrated his 80th birthday with an open house which was attended by many old friends and fellow employes, including Engineer Bill Stuebner who came up from Chicago for the occasion.

Silver Passes were presented last month to Locomotive Engineers E. J. Burg, J. Kiefer and R. O'Gar; Conductors Edward Riley and R. W. Forrestal; Brakeman E. P. Mueller, Baggageman Louis Nash, and Warehouse Foreman C. J. Weber of Racine.



**MAKING IT OFFICIAL**, Engineer James H. "Jimmie" McBride is shown signing his resignation notice in the office of the superintendent of the Idaho Division in Spokane Nov. 6. He retired with one of the longer service records on Lines West, having started on the old Columbia Division 47 years ago.

#### SECOND DISTRICT

F. F. Gotto, Correspondent

Sympathy was extended to Miss Dorothy Ekert, only survivor of Engineer Frank J. Ekert, who passed away at the Veteran's Administration Center, Wood, Wis., on Nov. 17. He had worked for the Road for 39 years and will be missed by all who knew him.

Agent Connie Brossel of Menasha is retired this month after completing 46 years of good work for the Road. We wish him a lot of luck.

The week of Nov. 19 through 25 saw most of the men who could carry a gun out in the cold North trying to catch the wily deer. However, we had reports from some that the deer are now chasing the men, and that the only thing they are unable to do is shoot.

Most of the hunters reported deep snow, which made it difficult to hunt, but we hear that W. F. Weiland is a very good cook, and after all, a good meal makes everyone feel better.

The week of Nov. 19 saw the closing of the ore season for this year, and our diesel engines are being returned by the C.&N.W.

Carpenter P. Matykowski of Crivitz was presented last month with a Gold Pass. Silver Passes were presented to Engineers James W. McGuire of Channing, Anthony Ambrosie of Iron Mountain and Arthur W. Lynn, William F. Smith and Henry C. Paeske of Green Bay; Bridgetender E. M. Soboda, Green Bay; and Section Foreman Arthur Otte of Hartford.

*Middle Age: The time of life when a man looks back and discovers that the mountain he's been climbing is only a molehill.*

*The Milwaukee Road Magazine*

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influence  shippers by running

faster schedules  on time.

Electro-Motive Division  
GENERAL MOTORS

GENERAL MOTORS  
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## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Superintendent, Spokane

Operator M. B. Williamson has returned to Malden from the agency at Warden.

Mrs. A. A. Blond of Malden visited a new grandson, her daughter Thelma's baby, in California, stopping off to see her son Joe, who is in the Air Force near Las Vegas.

C. E. Stites is now working part time in the Spokane dispatcher's office as well as at Malden, so has moved into the Spokane Valley and sold his Malden home to Trainman Wally Savitz.

A one-time resident of Malden, Mrs. Waters, formerly Mrs. Fred Rader, widow of deceased engineer, passed away in Spokane recently.

P. L. Hays, retired chief dispatcher, passed away in November at his home. He was chief from 1915 until he retired in 1943. His first service on Lines West was at Malden in 1910, but he worked for other roads in the East as well as for the Milwaukee there before coming west. He will be missed by many friends.

Eric Matson bid in the second trick operator job at Spokane left vacant by the retirement of J. C. Maddox.

William Theiss, freight conductor out of Spokane, and Mrs. Theiss have returned from an auto trip which took them to Mexico City and the surrounding country. They report a very interesting and exciting time.

## Rocky Mountain Division

### NORTHERN MONTANA

E. H. Mielke, Correspondent  
Roundhouse Foreman, Lewistown

Charles J. Barclay, recently retired Railway Express agent of Lewistown, passed away Nov. 20 at St. Joseph's Hospital where he had been taken a day previous. He was 67 years of age.

A new teletype and carrier phone system is being installed at Lewistown. This will make communications up to date and hurry along messages with other and distant points on our railroad. Operator Peterson has taken the new equipment in stride and is having very little trouble with it. Surely looks complicated, though.

The local Women's Club's annual Thanksgiving turkey supper was held Nov. 3, with a large attendance. Mrs. Vinge, president, managed the affair, with all women contributing to the work or the food supply. Piano music was furnished throughout the dinner by Nancy Mielke.

Your correspondent has been transferred to Deer Lodge as assistant foreman, and Gus Waldo, foreman at Miles City, has been transferred to Lewistown.

December, 1956

Christmas tip from Hamilton:



Find out what's new in watches  
when you shop for family gifts



New exclusive **Five-Feature** watches have 22 jewels, lifetime Dynavar mainspring; are shock-resistant, anti-magnetic, fully adjusted. Men's models, too!

**HEATHER.** With cord, \$59.50.  
With bracelet, \$65.



New **Time Zone** watches tell you the time anywhere in the U. S. at a glance. Self-winding and women's models also available.

**CROSS COUNTRY II.** With strap, \$85.  
With expansion band, \$89.50.



New **self-winding** watches are shock-resistant, anti-magnetic.

**K-405.** With strap, \$95.  
With expansion band, \$100.



New **water-proof\*** watches with handsome cases, sweep second hands, luminous dials.

**STORMING IV.** With strap, \$79.50.  
With expansion band, \$89.50.

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

Your Hamilton jeweler or time inspector will be glad to show you these and many others. See them, and *know* what's new before you buy. Hamilton Watch Company, Lancaster, Pennsylvania.

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THE WATCH OF RAILROAD ACCURACY



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## Coast Division

### TACOMA

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

O. H. Guttormson, retired chief yard clerk, and Mrs. Guttormson are again wintering in the warmth of Mesa, Ariz., their hideaway the last four winters.

Retired Agent Ray Grummel's two beautiful cocker spaniels were recently awarded blue ribbons and medals on the California show dog circuit. He and Mrs. Grummel have just returned from another bench show trip. Both are experts, a hobby of theirs for years.

Caroline Jenson is doing very well after recent surgery. Ruby Baker, who was absent several months on account of illness, is back on her position in the chief dispatcher's office. Walter Raedisch, retired locomotive engineer who was also ill for some time, is convalescing at home.

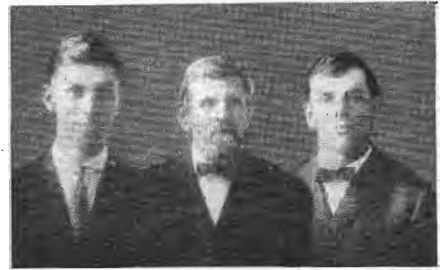
Mrs. Russell Robinson, wife of general yardmaster, had an interesting writeup and picture concerning the Stadium Bowl in the Oct. 28 Tacoma News Tribune. Rummaging through an old family trunk, she had found a pamphlet printed for Tacoma's public school Stadium Day on May 29, 1916 and a picture showing some 14,000 school children forming a huge Red Cross Flag. Governor Lister was shown leading them in a prayer for universal peace. Tacoma has been campaigning to rebuild the 39-year-old bowl.

Car Inspector John R. Crider of Othello has received his Silver Pass.

Mrs. Sarah A. Norwood, grandmother of Tommy Norwood of the timekeeper's office and mother of Andrew Norwood, retired car distributor, died Nov. 12 at the age of 97. She was born in Oswego, N.Y., and formerly lived in Algona, Ia.

Harry W. King of Seattle, 71, a retired Milwaukee engineer died Oct. 25 in a Seattle hospital. He was born in Dora, Ind., and lived in Tacoma 25 years before moving to Seattle in 1943. Survivors include his wife Grace, a daughter, sister and two grandchildren.

William Monroe Kelso, retired passenger agent, died Nov. 3 in his home in Auburn following a long illness. Mr. Kelso was station agent here from 1926 until his retirement in 1946 after 40 years of service. He was born Aug. 24,



YEARS AGO. John Cathersal, retired Tacoma machinist, has provided this interesting picture of himself (right) and his brother Joseph with their father, a Milwaukee Road pioneer. Starting in 1873, Frank Cathersal helped lay the foundation for the shops at Green Bay, Wis., then known as Fort Howard, and worked there as a machinist for many years. Joseph was also a veteran machinist at Green Bay before his death in 1920. John learned the trade at the Milwaukee Shops, starting in 1906, then went west and was employed at the Tacoma Shops from 1913 until he retired in 1939. Now 80, he keeps occupied with his lifetime interest in church music and singing.

1885 in Mexico, Mo., and lived in Cedar Falls before moving to Auburn. He is survived by his wife and three sisters.

W. C. "Cody" Smith, retired freight agent of Centralia has returned from a trip east.

## Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
 Agent's Office

Donald Anderson left the Local Freight Nov. 23 to become an engineer for the Minneapolis school system.

Art Lindquist has returned from a long leave of absence because of a broken arm which stubbornly refused to heal.

New employes in the Local Freight are Tom Haben and Joel Flaherty, both former yard clerks at South Minneapolis.

Al Wareham, chief clerk in the Local Freight, and his wife had their Thanksgiving turkey in Dubuque with their daughter, son-in-law and six granddaughters.

Leda Mars attended the annual dinner of Kansas City Chapter of the R.B.W.A.

Youngstown Steel Sides for Freight and Refrigerator Cars  
 Youngstown Corrugated Steel Freight Car Doors  
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## \$1,000.00 insurance policy

(payable in case of death from any cause.)

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

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

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**EMPLOYEES MUTUAL BENEFIT ASS'N.  
1457 GRAND AVE.  
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Please have the C.M.St.P. & P.R.R.Co. make the following premium deductions each month: Please print.

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

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

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

Address .....

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

Date of Birth.....

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

★ ★ ★ ★ ★

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

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

★ ★ ★ ★ ★

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

First Name Age Date of Birth

.....

.....

.....

(If additional children add attachment)

Signature

Date

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

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

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

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 Make regular deposits at any First  
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**RAIL JOINTS**

Reformed and heat treated  
 to meet specifications for  
 new bars.

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

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

Silver Passes were presented in November to Electrician Carl Frank, Machinists Fred Schech and Clarence Bustruch and Machinist Helper Walter Savage.

Sympathy was extended to the family of Georga Pribula, former machine operator in the wood mill, whose death on Nov. 12 followed a fall and injury on Nov. 10. He had worked for the Road for 44 years. Also to the survivors of William A. Hinckley, carman in the shops for six years, who passed away Nov. 27 following heart attack. He had been ill about a week and hospitalized on Nov. 24.

Carman Ole Holden is recovering from pneumonia at Deaconess Hospital at this writing and hopes to be home soon.

Mrs. Jule Kassin, stenographer, has been temporarily employed in the store department office.

**Terre Haute Division**

Christine Reichert, Correspondent  
 Superintendent's Office, Terre Haute

Effective Dec. 1, Oscar L. Clawson was appointed assistant superintendent of the Terre Haute Division. Mr. Clawson began his railroad service as trainman on this division in 1918, served as yardmaster at West Clinton for a number of years and as assistant trainmaster and trainmaster since 1942.

J. C. Davis of St. Bernice passed away on Oct. 30 at the age of 68, following a long illness. Mr. Davis, formerly car foreman at West Clinton and an employee for 24 years, had been retired since 1951.

Everett Smith, file clerk in the superintendent's office the past three years, has returned to the Terre Haute freight house as claim clerk. William G. Hewitt of the Terre Haute freight house has taken the chief clerk's position at Faithorn.

At this writing, Carman Elmer Robbins of Bedford is seriously ill.

J. H. Powell, retired signal maintainer, is recuperating from an operation at Terre Haute last month.

Switchman Morris W. Rigdon, retired since 1951 because of disability, has returned to work at Faithorn.

Brachie H. Foddrill, with 39 years of service as switchman in Bedford Yard, retired on Nov. 1.

Train Dispatcher E. W. Bevington has been ill for several weeks at this writing.

Following the recent retirement of Agent L. R. Sims of Crane, the agency there has been taken over by C. C. Sims Sr. A. G. Matthews, formerly at Spring Hill, is the new agent at Odon, and

C. C. Fish is agent at Elnora.

Telegrapher Donald E. Pearson is on leave of absence while serving in the armed forces.

William E. Cook, retired switchman of Hulman Street Yard, died in Terre Haute on Nov. 10.

Doctor S. I. Green, company physician at St. Bernice, is critically ill in a Clinton hospital at this writing.

Locomotive Engineer James Mullen and wife had a fine vacation trip last month visiting in Salt Lake City, Utah, and Seattle. Assistant Division Engineer Harry Paton and Mrs. Paton vacationed recently in Iowa and New York.

Silver Passes were presented last month to Engineer Forest L. Hasty of Crete and Otto O. Reed, operator at Cheneyville.

**Chicago Terminals**

UNION STREET

Florence LaMonica, Correspondent

Mrs. Otto Paske, wife of check clerk in House 2, passed away recently. Funeral was held in Chicago. Mrs. John McKee, wife of retired check clerk at House 2, also passed away last month.

Funeral services for George Thomas, probably our oldest active clerk, were held Nov. 29 in Chicago. Burial was in Sandwich, Ill. George had been ill for several months, and his many friends will miss him.

Fred Konopka, checker-stower in House 5, passed away Thanksgiving Day.

Dona Hegge was congratulated on her transfer to the office of assistant to vice president CPR&MS as secretary.



'T'WAS THE NIGHT BEFORE CHRISTMAS when the man with the long white whiskers paid this call last year at the home of Eugene Youngberg, switchman at the Bensenville Yard, and his wife Verda in suburban North Lake Village. Baby Dennis apparently felt right at home with the visitor, which isn't surprising since he happened to be Joe Camp, second shift train director at Bensenville and a family friend.

The Milwaukee Road Magazine

**WESTERN AVENUE**

Frank L. Kent, most recently a caller at Western Avenue, retired on Oct. 30 after 53 years of service. Mr. Kent started as a caller on Oct. 13, 1905, became a fireman the same year, and was promoted to engineer in 1908. From 1944 to 1949 he was on a special detail for the Road's police department, serving as labor agent in the Chicago terminals. When that assignment was concluded he resumed his services at Western Avenue, taking the available position of crew caller. He and Mrs. Kent make their home in Chicago.



F. L. Kent

A Gold Pass was presented last month to Locomotive Engineer J. J. Hansen, Silver Passes to Engineer Edward Lipscomb and Waiter James E. Rile.

**GALEWOOD**

Norma Gunderson, Correspondent

Neva Singerling of the car record department passed away Nov. 2. The wife of Pat Foley, communication checker, passed away suddenly Nov. 6.

Floyd Hall, incomplete record clerk, retired Nov. 9. All employes here gathered around while Agent A. E. Ward presented him with a purse and best wishes for his retirement. The billfold which contained the gift was handmade by our own Fred LaRue of the cashiers' department.

Checker Edward Knaeck and Stower Herman C. Hanson are out of the hospital and recuperating at home at this writing.

Chief Clerk Walter J. Hamann became a grandpa when his daughter, Luwana, also a clerk of the Galewood force, gave birth to a boy Nov. 25.

November 13 will long be remembered by Checker John Graney, who met his wife Mae, report clerk, with the car after a meeting of the Women's

Club and also gave a lift to Galewood employes Grace Proctor, Loretta Anderson and Ann Oldorff. Near Central and Fullerton Avenues they collided with another car, and all were taken to a hospital for a check-up. John and Ann came out of it with just bruises and scratches, but Grace and Loretta both had black eyes and Mae suffered broken bones in her foot and at this writing has the foot and leg in a cast. Grace is also home as a result of the accident.

The Penny Social of Fullerton Avenue Chapter of the Women's Club on Nov. 13 was a big success, making a profit of \$300. Seventy five members were present. The meeting of Jan. 8 will feature the installation of officers and entertainment by Allen E. Thompson, a ventriloquist. Please circle this date and start the New Year right by attending this meeting. The dues for 1957 are now due.

**BENSENVILLE**

Dorothy Lee Camp, Correspondent

Orval Windgate, Bensenville state policeman and radio ham, again earned our thanks for relaying radio messages from Jim Kaminski, former yard clerk now stationed in Japan with the Army. Jim is well and said to wish everyone a happy holiday season for him.

Friends of the Robert Heltons of Sturtevant, Wis. (retired night operator), will be glad to hear that Bob and his wife Nellie visited your correspondent recently and looked wonderful. Bob was able to go squirrel hunting recently, and with his old eagle eye and trusty gun bagged more than any of the young "sports" he was hunting with.

Switchman Hal Hagensee sent a card from Mexico to say that he was enjoying the bull fights on his vacation, as well as many beautiful sights.

Mr. and Mrs. Joseph Broker of Franklin Park recently celebrated their 60th wedding anniversary with rites at St. Gertrude's Catholic Church and an open house. Joseph, retired machinist helper of the Bensenville roundhouse, is really enjoying life. He and Mrs. Broker have seven living children, of



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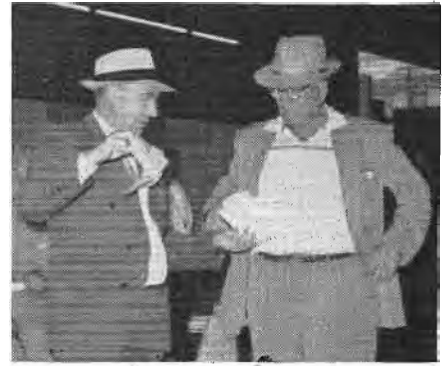
whom Arthur, Sylvester, Joseph, Frances and Mrs. Edward J. Smith live with their parents. Another daughter, Mrs. Francis B. Swift, lives in Davenport, and daughter Mrs. John Stuffers in Chicago. Arthur has been with the Road for 39 years, in the office, and Joseph, an engineer, for 34 years. A picture of the Brokers appeared in the Chicago Sunday Tribune of Nov. 11 as they celebrated this very special day.

A "hurry and get well" wish goes to Ruth Lawrence, wife of Howard of the general car superintendent's office, who is still in Elmhurst Hospital at this writing. Ruth has had a long stay in the hospital, but never loses her quick and pleasant smile.

Sleeping Car Conductor Bill Snip and wife Elsie who are in St. Petersburg, Fla., at this writing, visited Bill Fredericks, retired IHB conductor, who has just had his fine trailer home moved from Schiller Park to St. Petersburg.

Best wishes for a quick recovery were sent to an old friend and fellow employe, Conductor Moffett, after his recent mishap. We're all pulling for him.

A letter from Long Beach, Calif., brought the heartening news that Guy E. Sampson, retired Chicago Terminals train director, who was recently laid low with a severe foot infection, is recovering. On Election Day, with the help of his wife and pastor, he was able to cast his vote at the polls. His effort to perform his duty as a citizen brought comments from many points in the country, even Washington, D. C. Since his improvement, Mr. Sampson has also resumed his work for the promotion of safety measures, a cause to which he has devoted considerable time. He was a member of the Road's safety committee from 1912 until his retirement in 1937.



"WITH BEST WISHES from your fellow employes", read the card attached to the retirement gift being presented here to Rudy Meyers of the Morgan Street team track force in Chicago (right) by Agent B. M. Smith of Union Street. He was also honored at a retirement party. Mr. Meyers had 19 years of service in the Union-Kinzie Street district. Having recently built a new home, he plans to make a hobby of gardening.

The Long Beach Independent recently published one of his suggestions for improving stop signs for motor traffic.

## Milwaukee Terminals

FWLER STREET STATION

Pearl Freund, Correspondent

John Peterman, C&O clerk, was out bright and early to get his deer on the opening day of the hunting season. Hunting with a party of four, he shot an eight-point 160-pound buck in Vilas County.

Geraldine Forchette, car messenger, was honored recently with a nuptial shower, at which she was presented with a set of kitchen ware. The lucky man is Robert Neumann, former yard clerk at Reed Street, who is now on leave to learn the tinsmith trade at Allis-Chalmers under the GI Bill of Rights.

A baby boy is the main attraction at the home of Mr. and Mrs. Edward Falkner. Named "James Edward," he is the first boy in a family of girls. The other children are Sandra Lee, Rosaline Ann and Linda Louise.

"Mark Raymond" is the newcomer at the Gene Summerfields. He was born Dec. 1 at St. Joseph's Hospital and has a brother, Gene, and a sister, Cheryl. Dad is a car messenger.

Mrs. I. G. Wallace, wife of our former agent, who makes a hobby of entering contests, is again enjoying a winning streak. This time she won a most interesting prize—an expense-paid trip to New York for two, with four top Broadway plays thrown in, and for one week! If we could only learn her system!

Ann Kowalski has been assisting at Muskego Yard in the absence of Hattie Mickelson who has been hospitalized.

*The Milwaukee Road Magazine*

## THE IMPROVED FAIR RAIL ANCHOR



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Dec. 1, 1891—A new fast game called "basketball" demonstrated at Y.M.C.A. in Springfield, Mass.

Dec. 1, 1906—First issue of the Santa Fe Magazine.

Dec. 2, 1856—First sleeping car patent issued. T. T. Woodruff was the patentee.

Dec. 7, 1928—Railway Express Agency organized to handle nation-wide express business.

Dec. 9, 1907—The first Christmas seals, designed and printed by a Delaware woman, went on sale.

Dec. 17, 1903—Ohioans Orville and Wilbur Wright soared three miles in their "flying machine" at Kitty Hawk, N. C.

Dec. 21, 1620—Pilgrims arrived from England on the ship Mayflower, landing at Plymouth Rock.

Dec. 24, 1873—First through passenger train between Chicago and New Orleans, using ferry across Ohio River; car trucks changed at Cairo on account of break in gauge.

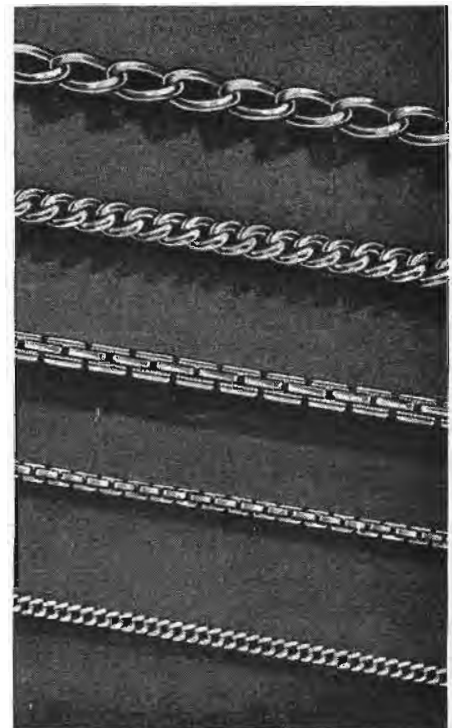
Dec. 25—Born, "in the city of David," one thousand nine hundred and fifty-six years ago, "a Saviour, which is Christ the Lord."

Dec. 25, 1830—Railroad at Charleston, S. C., began scheduled passenger service, using American-built locomotive "Best Friend of Charleston"; the first railroad in America to use steam power in regular service; completed to Hamburg, S. C., 136 miles, on Oct. 3, 1833.

Dec. 28, 1917—Federal government took control of railroads of the United States as a wartime emergency measure; fiscal control became effective Jan. 1, 1918; returned to owners by federal government Mar. 1, 1920.



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#### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

#### UNION STATION

The welcome mat was out in great style to greet Fred J. Ladwig, former chief clerk, who was appointed safety engineer for this district; M. E. Stewart transferred to Chicago Terminals.

Our good wishes go with Maurie Stewart as he leaves for the Chicago Terminals. A group of his friends around the depot held a get-together supper party for him at the Holiday House Nov. 12.

A lovely stork shower and dinner party was held for Mrs. Marion Steckbauer at Fazio's on Fifth Street Nov. 8, with about 10 of her friends attending. Marion is taking a three months' leave of absence.

Ann H. Morrissey, telephone operator at the depot, passed away Nov. 8 after a sudden illness. Miss Morrissey was for a number of years an information clerk at the city ticket office. She was recently presented with her Silver Pass. She was a charter member of the Railway Business Woman's Association and active in all its functions.

Miss Cele Abrahm, chief clerk, city ticket office, has returned from a vacation in Phoenix, Ariz.

#### MUSKEGO YARD

Retired Switchman Christ Miller, who was local chairman for the B.R.T. at one time, has applied for transportation

to Long Beach, Calif., where he and Mrs. Miller will visit their daughter. Christ has been managing an apartment building for some years, but now intends to see whether he and Mrs. Miller would like California for a permanent home.

Switchman Louis Mane, with assistance from Assistant Superintendent R. A. Hummer, conducted a tour for 46 Cub Scouts of St. Michael's School Pack 38 to show them the operations of our retarder yard.

The following men want to go on record for their success during the deer season: H. Riemer, Southwestern brakeman, with an 8-point buck, Switchman Gregory Schueller, who came back with a 6-point buck, and Switchman John Khoury, who got a spike horn buck.

Congratulations were extended to Mr. and Mrs. Matthew Krimpelbein who were married Nov. 24. Mrs. Krimpelbein is the former Darlene Mashock.

We have a champion bowler in Switchman John Groszkiewicz who scored 702 for three games in a "turkey bowl" at the KP Hall on Nov. 9. He received both a turkey and a goose.

Mr. and Mrs. Vincent Quinn are the parents of a girl, Ann Marie, born on Nov. 16. Trainmaster S. O. Jones and Mrs. Jones welcomed a son, Mark Evan, on Nov. 8. Bruce MacDonald, afternoon caller, is a new father also: a boy born Nov. 26. The family of Switchman Earl Prasnick is proud of the new baby girl, Cindy Ann, born Nov. 21.

Switchman Frank Bubb entered Army

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service Nov. 17.

Ann Kowalski is on the clerical position temporarily vacated by Mrs. Hattie Mickelson.

Kenneth Zimmerman has been appointed chief clerk to the superintendent at Muskego.

Effective Nov. 12, Fred J. Ladwig, former chief clerk at Muskego, was appointed district safety engineer with headquarters at the Union Station in Milwaukee, having all of the Milwaukee Terminals and the Shops as his territory.

Switchman Art Analla was married Oct. 29 to Miss Audrey Frank. Harold Arndt and Lillian House were married Nov. 3. They spent their honeymoon in northern Wisconsin.

General Yardmaster Carl Baumkirchner's son, Carl Jr., is in Army Air Force service, stationed at present at San Antonio, Tex.

C&M Division Brakeman C. C. Stronks is ill at Wood, Wis. His friends at Muskego and on the Milwaukee Division are endeavoring to enlist blood donors for him. We have also been advised of members of other employes' families who are in need of blood donors. Employes interested may contribute at the Milwaukee Road Blood Center Inc., 763 N. 18th St., phone West 3-5000, for information, or contact Mrs. Frank T. Ross at Hilltop 4-6258.

Sympathy was extended to the following employes: Switchman Ray Shay whose mother passed away on Nov. 1; Switchman Charles Schultz Jr. in the loss of his wife on Nov. 1; Switchman Bill Hughes whose father died on Nov. 2; and Switchman Frank Girtler in the loss of his wife on Nov. 12.

Switchman Steve Chybowsky passed away on Nov. 13. He had a service date of October, 1943 and was promoted from switchtender to switchman in July, 1954.

Correction: By some mischance it was reported last month that Switchman Al Getschel was hospitalized by a stroke. We have since learned that this was in error; that Mrs. Getschel was hospitalized.

### DAVIES YARD

Charles Pikalek, Correspondent

Blacksmith Helper Alois Pimiskern retired Oct. 31 after 39 years of service.

Steve Engl is the proud grandfather of a baby girl born Nov. 9.

Mr. and Mrs. John Brunner announce the arrival of a son (third one) on Nov. 19.

Sympathy was extended to Felix Marshall, whose wife passed away Nov. 19.

### D & I Division

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

J. F. Gossard, retired maintenance of way employe, passed away in Mercy Hospital, Clinton, Ia., Nov. 20. Funeral services were held in Fulton, with burial at Lanark, Ill. Mr. Gossard had 30 years of service with the Road at the time of his retirement about 10 years ago. Surviving are three sons, two daughters, three brothers and two sisters.

George Becker, Iowa Division engineer living in Savanna, passed away Nov. 6 in the Savanna City Hospital following a heart attack. Mr. Becker started railroading as a fireman on June 17, 1911 and was promoted to engineer on June 31, 1944. At the time of his death he was on one of the City trains between Savanna and Perry. He had served in the Navy during World War I and was twice mayor of Savanna. He is survived by his widow.

We sort of overlooked mentioning in the last month's Magazine the arrival of a son in the home of Ticket Clerk Robert L. Shrake in Savanna. The young man arrived on Oct. 16, Bob's day off, so he didn't get any extra time on account of it. We all enjoyed the candy and cigars. Proud grandparents are the (Conductor) Irvin Shraikes, of Savanna.

Gold Passes were presented last month to C. H. Gaulke, retired locomotive engineer of Marquette, and Roy Hill, sectionman at Farmersburg. James Cimino, retired coal shed foreman of Savanna, received a Silver Pass.

It has just been brought to our attention that Leonard V. Oots, retired roundhouse foreman of Ottumwa, died late this summer in an Ottumwa hospital. He had suffered from a heart ailment for about a year. Mr. Oots was born in Slater, Mo., Feb. 29, 1896 and started with the Road at Coburg, Mo., in 1923. He was with the company 33 years. He is survived by his widow, the former Kathryn Dooley of Clinton, Mo., and two brothers, John of Kansas City and William of Rich Hill, Mo. Funeral services were held in Kansas City.

Ottumwa Chapter of the Women's Club honored retired veterans and their

*The Milwaukee Road Magazine*



**"OUR GIFT TO YOU".** A farewell party held at the VFW Center in Mason City, Ia., on Nov. 9 to honor J. D. Simon, assistant superintendent there who was leaving to become assistant superintendent of the Iowa Division at Marion, was climaxed by the presentation to him of an automatic shotgun. Here he is shown (center) accepting it with the congratulations of Roadmaster P. M. Loftus. Interested onlookers are from left: R. R. Repogle, traveling engineer; F. J. Galvin, traveling freight and passenger agent; V. T. Lewis, signal maintainer; E. D. Barton, retired signals and communications supervisor; J. W. Brown, general agent, Union Refrigerator Transit Lines; C. D. Hixson, freight house foreman; C. M. Pack, retired chief train rules examiner; and J. C. Moloney, lieutenant of police.



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families at a dinner in the Y.W.C.A. on Oct. 27. This is an annual event and 123 were present. Mrs. William Reiner, president, and Mrs. Robert Boyd Sr. welcomed the guests, with C. W. Becker responding for the veterans.

For entertainment, the adults participated in a quiz contest, and children and grandchildren took part in a square dance. A number of prizes were awarded. Mrs. Phil Schorr, mother of Agent Max Schorr of Clinton, Ia., 91, was awarded a prize as the oldest woman present, and Frank Lundberg, retired machinist, 86, a prize as the oldest man. A special prize went to William F. Exceen, retired locomotive engineer of Lawton, Mich., for traveling the greatest distance to visit his former co-workers.

Among the highlights of the evening was the presentation of an engraved copy of the New Testament to officers and chairmen of the chapter's founding group. Those so honored were Mmes. W. H. Vosburg, H. Cogswell, H. J. Bowen and Miss C. Gohmann; also Mmes. A. L. Love, T. H. Kemp, A. C. Daacke, J. W. Sowders, E. J. Hagerty, E. J. Klahn, W. I. Wendell, J. LeBow,

F. Delaney and P. Grubbs. Past presidents living in Ottumwa also received a copy of the testament. The chapter was organized in November, 1924.

Mrs. D. E. Chambers was in charge of arrangements, assisted by Mrs. R. A. Middleton, Mrs. Kenneth Slater and Mrs. Howard Ayers. At the meeting of Nov. 2, Mrs. Middleton, who has been very active in the club, was honored with a handkerchief shower before leaving for Montevideo where Mr. Middleton has been transferred.

## Iowa Division

EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

Assistant Engineer Ralph R. Mills, who has been with the engineering department in Marion since 1945, has been appointed city engineer of Marion effective Jan. 1.

W. F. Bannon, trainmaster on the division since June 1, was promoted to special assistant to general manager Lines West at Seattle Nov. 1. He was succeeded by J. D. Simon who came to

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Marion as assistant superintendent from Mason City, where he had served in that capacity since March, 1955.

Section Foreman L. B. Overman of Delhi, who recently underwent surgery in Chicago, is still off duty at this writing. L. J. Linhart was appointed section foreman at Hedrick Nov. 8.

Signal Maintainer Harold L. Frizzell of Van Horne has a new daughter, born Nov. 3 in St. Luke's Hospital in Cedar Rapids.

The death of Frank A. Dvorak occurred Nov. 14 at his home in Elberon, following an illness of several years. He is survived by his sons Ben P. of Cedar Rapids, who is employed in the Marion telegraph office, Ernest and Lester of Elberon and Glen J. of Coon Rapids, and a daughter, Mrs. Rose Weise of Elberon. Burial was in the national cemetery at Elberon.

M. C. Culbertson has been appointed temporary section foreman at Greeley, in place of H. R. Kammerman who was hospitalized recently at Manchester and is on leave while recuperating at home.

Chief Dispatcher Ed McGuire and wife spent a three-week vacation in Miami Beach last month. Transit Clerk Agnes Edgar visited her daughter and son-in-law, Mr. and Mrs. W. T. Nelson, at Novato, Calif. Messenger Sherman Fontaine and wife visited Mrs. Edna Lahiff of Chicago—the late Emmett Lahiff was formerly storekeeper at Western Avenue in Chicago and in 1930 worked in the Marion store department. Trainman E. E. Godwin and wife spent a three-week vacation in Illinois and points in Texas, returning through the Ozarks. Engineer Clarence Chism of Cedar Rapids and his daughter, Irene McWilliams of Ottumwa, vacationed in Phillipsburg, Kans., Mr. Chism's boyhood home, and also spent some time fishing in the Ozark country.



**RAILROAD FAMILY WEDDING.** The recent marriage of Marilyn Florence Mahaffey to Robert Dennis King in Westminster Presbyterian Church, Madison, Wis., drew attention to this well known Milwaukee Road family. The bride is a daughter of C. E. Mahaffey, freight service inspector at Madison, and Mrs. Mahaffey, steno-clerk in the freight office there, a niece of S. M. Yates, freight service inspector in Chicago, and a granddaughter of Mrs. R. C. Yates of Ottumwa, Ia., the widow of a veteran engineer on the old Kansas City Division. A reception for 350 was held in the church hall. Marilyn is employed by the U.S. armed forces institute in Madison and her husband is a student in the University of Wisconsin School of Commerce.

### COUNCIL BLUFFS TERMINAL

Ted E. Schmidt, Correspondent  
c/o Car Foreman, Council Bluffs

P.F.I. Clerk Frank Fisher is the father of a baby girl, Rhonda Sue, born Nov. 25.

The daughter of Trainmaster Earl Smith, Marjorie Louise, was married to Calvin Bolton of Underwood, Ia., Nov. 26. At this writing Earl is nursing a fractured leg, the result of an accident.

The wife of roundhouse Foreman Jack Alavie is home after an operation. The Alavies had just returned from California before her illness. Also home from the hospital is Yardmaster Loper.

Don Netherton is the new lineman between the Bluffs and Manilla.

Section Foreman Vern Sands and his gang have finished the new drainage system in the yards. The communication gang is now constructing the two-way intercom system.

In Omaha, the new rate clerk is Dwain J. Iwanske, and the city freight agent is J. M. Miller. The latter's position as chief clerk is now filled by R. R. Hardman.

W. S. Miller, former city freight agent, resigned and is now traffic manager at Standard Chemical.

N. P. Van Maren, general agent at Omaha, has a grandson, Timothy Paul. The new father is William Van Maren, chief clerk at Davenport.

#### MIDDLE AND WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

Keith Knight, extra switchman in the Perry Yard, has resigned to become a full time farmer.

Don Friedenbach of the Sioux City dispatcher's office has taken the swing dispatcher's job in Perry which was held by Everett Galiher. W. W. Faller of the Austin dispatcher's office has taken the second trick which was held by W. E. Kelley. F. H. Bradash, also from Austin, displaced John Galiher who was night chief dispatcher in Perry. Larry Harvey, who was displaced by John Galiher, went to Madrid as third trick operator, and W. E. Kelley took the day operator's job in Perry, displacing J. H. Berner. Mr. Berner went to Collins as second trick operator.

Engineer Robert Harrison is the father of a boy born Nov. 25 at the Perry hospital.

Floyd Reister, foreman of a signal crew, and one of his men returned to their bunk cars early one Monday and found a prowler. The man, who was placed in custody of the police, admitted that he had previously broken into the cars and also other break-ins, as well as setting a number of fires in Tama. The property which had been taken was found in the man's home.

Brakeman W. R. Lindell, who was in the Navy for four years, was discharged in October and returned to work at Perry last month.

Fireman W. L. Shilhanek is the father of a boy, Timothy, born Nov. 8 in a Des Moines hospital.

A son born to Attorney and Mrs. Keith Stapleton of Cedar Rapids is a new grandson for Mrs. Frank Stapleton, widow of deceased engineer, and a son born to Mr. and Mrs. Fred Rhoades of Waterloo is a great grandson for Mrs. Fred Bolender, widow of deceased conductor.

Harold Borg, a brother of Retired Engineer Arthur Borg and of Mrs. Joseph Kirkwood, widow of a deceased engineer, passed away at his home in Plant City, Fla. last month after a week's illness. He was the son of the late Alex Borg, for many years in the B&B department at Perry.

Retired Engineer Fred Peterson underwent treatment last month in Iowa Lutheran Hospital in Des Moines. His daughter, Mrs. Esther Pickens, is a supervisor there.

December, 1956

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(Advertisement)

Mrs. Mary Tucker, 90, mother of Retired Car Inspector Earl Tucker, Mrs. William Rogers of Perry and Brakeman Lee Tucker of Marion, died Nov. 16, two weeks after she had broken a hip in a fall at home. Her husband who preceded her in death was for many years a conductor on the Iowa Division. Mrs. Tucker is also survived by two other daughters and a son, and several grandchildren and great-grandchildren, including Engineer Robert Rogers, a grandson.

Frank J. Connors of Cedar Rapids passed away in the Perry hospital Nov.

20 after a short illness. He had been in Perry for a week with his son, Engineer Frank Connors. Funeral services were in Cedar Rapids. Beside his son's family, he is survived by a daughter in Elgin, Nebr.

Retired Conductor and Mrs. William Stevenson recently visited their son, William Jr., in La Crosse and attended the opening concert of the La Crosse Symphony Orchestra. William Jr. is in the violinist group.

Conductor Robert Kassel, on vacation in November, spent it in a Des Moines hospital following surgery.

Foreman William Myers of the Lohrville section who was off duty for several weeks on account of illness, underwent surgery and before returning to work went to California.

At this writing Mrs. Cecil Gibbons, wife of a Perry roundhouse man, is in Mercy Hospital in Des Moines as the result of breaking a hip in a fall at home Nov. 21.

Robert Meldrum, 73, who retired in 1949, passed away at his home in Perry Nov. 27. Mr. Meldrum had worked for the Road more than 40 years before his retirement. Burial was at Geneva, Minn. He is survived by his wife and three brothers. Active in Masonic work, he was a Past Master of Otley Lodge at Perry and served as Worthy Patron when his wife was Worthy Matron of the Eastern Star chapter.

Engineer Clarence Huffman was off duty during November on account of illness which required hospitalization. Retired Conductor Clyde Utterback was in a Des Moines hospital last month for treatment.

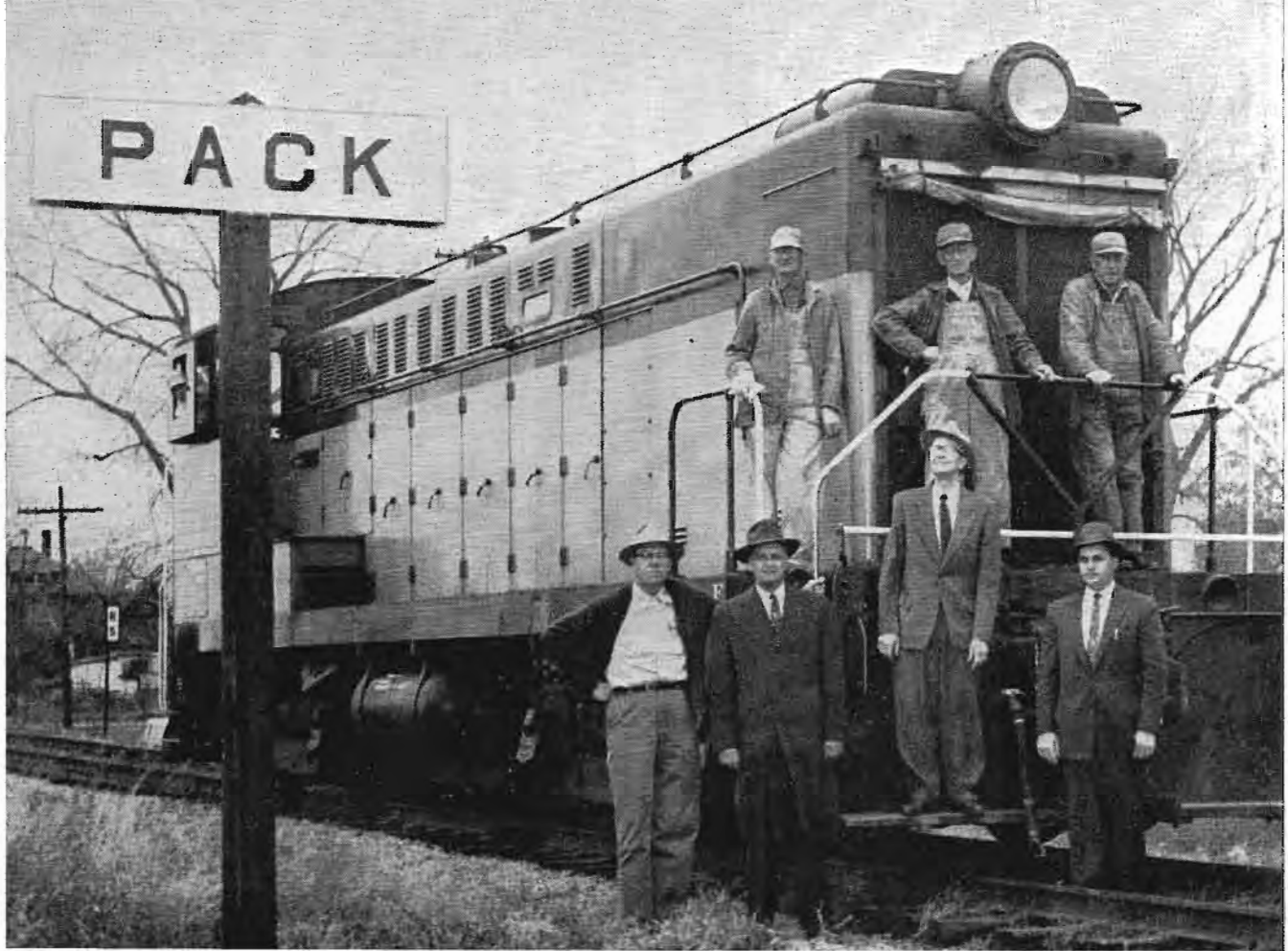
**THE AMERICAN WAY.** During a recent visit to Dubuque, Ia., under the auspices of the United States Information Agency, two Far Easterners are shown touring the Milwaukee Road facilities in connection with a study of various agencies of transportation. From left: Bob Hui Chan, Formosa; Whye Hong Chua, Malaya; Assistant Superintendent W. F. Plattenberger (top); R. E. Beauvais, division freight and passenger agent; and Paul Hellman, chief clerk to DFGPA who represented the Dubuque Junior Chamber of Commerce. Bob Hui Chan heads the film department of the Taipei branch of the U.S.I.A. library in Formosa, and Whye Hong Chua is in charge of the government library in Singapore. They were members of a group of foreign employees brought to the United States for intensive training in Washington and visits to representative cities.



**SHIPMENT EXTRAORDINARY.** Securely braced and protected from the elements, a precision tooling machine is shown ready to be shipped from the Rockford Machine Tool Co. in Rockford, Ill., in the custody of a Milwaukee Road train crew. Shown here with Yardmaster R. E. Hoogland (dark topcoat) and Harry Carlson, traffic manager for the Rockford company, are, from left: Switchman L. A. Whitney, Yard Conductor H. W. Cochran and Switchman J. E. Means. These machines, of the tool company's new "Hy-Draulic" line, require from one to four flat cars, depending on their size.

**DOUBLE PLAY.** Keeping the trains rolling between Parnell, Ia., and Ottumwa is a family proposition among the Henson brothers, Section Foremen Clyde, Waldo and Roger (left to right). Clyde is responsible for the first 16 miles of track between Parnell and Webster, there Waldo takes over, and Roger has charge of the last stretch from west of Hayesville to the main line connection near Rutledge. The brothers are sons of the late William Henson, a section foreman also, who worked on the former Kansas City Division more than 50 years. Clyde has 47 years of service—a total of 103 for the trio. (Ottumwa Daily Courier photo)





**A NEW STATION, "PACK, IA.,"** was recently named for Charles S. Pack, retired chief train rules examiner now living in Mason City, who is shown here getting his first look at the station sign. The bystanders are, from left: Yardmaster C. H. Thoma, Assistant Superintendent J. D. Simon and Trainmaster J. F. Elder. On the diesel, from left: Switchman H. M. Ervin, Switch Foreman A. H. Lunsman, Switchman Charles Whitney, and in the cab, Engineer W. T. Blackmarr. The name of "Pack" is well known over most of The Milwaukee Road. Its owner learned telegraphy while he was still in high school and had been in railroad service 49 years when he retired in 1952. The new station, listed in the Oct. 28 timetable No. 1 of the IM&D Division, is just west of the CGW crossing in Mason City, about half a mile west of the passenger station. It is to be used principally for manual block operations. (Mason City Globe-Gazette photo)



**WOMEN IN RAILROADING.** Miss Esther Paul, chief clerk in the office of General Agent R. B. Birchard in Milwaukee, shown (right) displaying a sketch of the new pin designed for the Woman's Traffic Club of Milwaukee. Helping her is Mrs. Willard J. Bykowski of the Chicago, South Shore and South Bend, the club's president. Miss Paul helped to organize the traffic club in 1941 and has served it in practically every office, including two terms as president. She is now on the board in an advisory capacity. The new pins were presented to members at the annual Bosses' Night last month. (Milwaukee Sentinel photo)

# THE MILWAUKEE ROAD MAGAZINE

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**IS THERE A SANTA CLAUS?** Surely anyone seeing these starry-eyed window shoppers must believe in the existence of the elusive man in the red flannel suit. Let's hope that sister gets her talking doll and that brother gets his truck, and the toddler gets both the teddy bear and the train.

