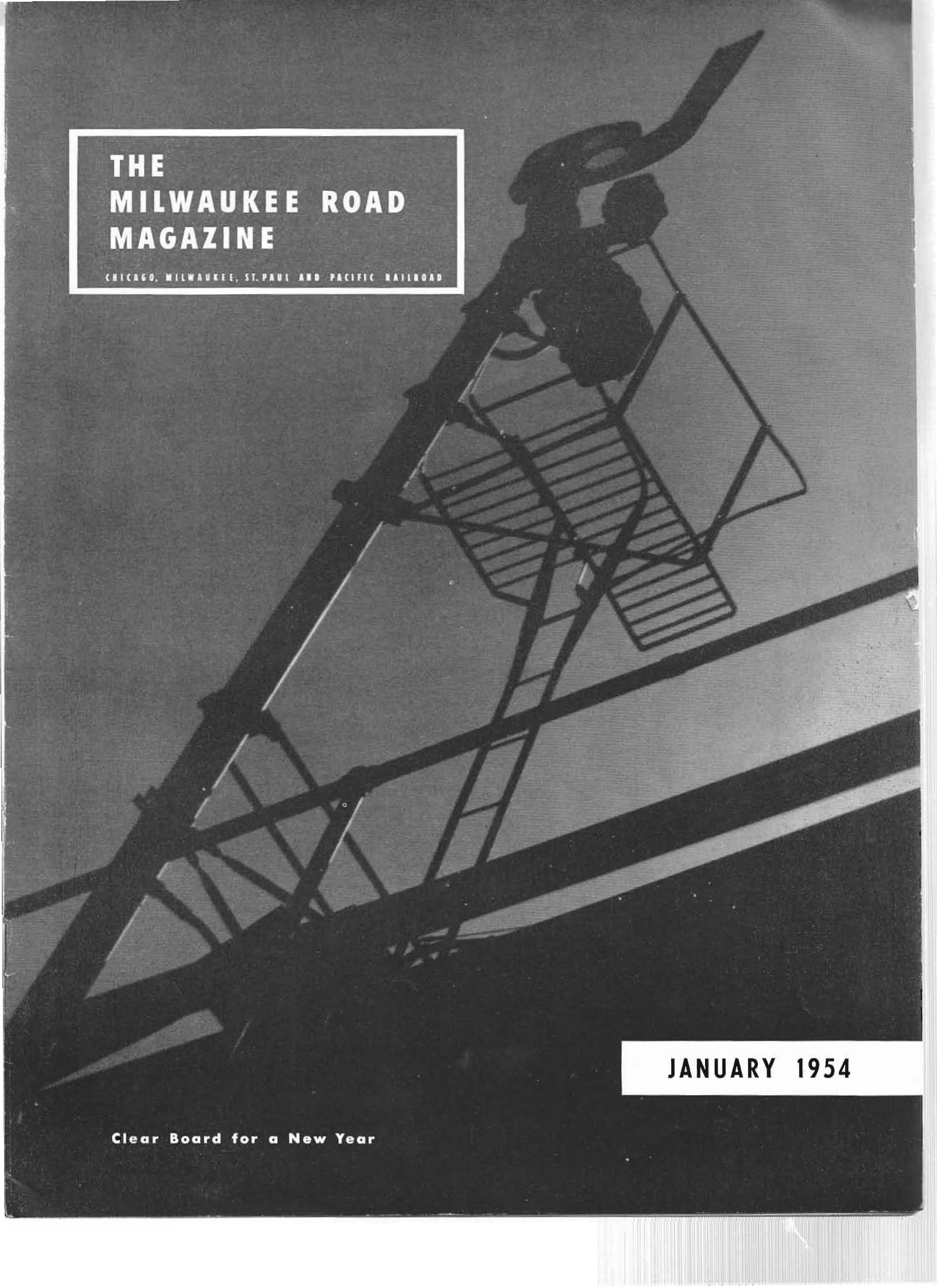


A black and white photograph of a worker on a scissor lift. The worker is silhouetted against a dark sky, and the lift's structure is visible. The lift is positioned diagonally across the frame, with the worker at the top. The background is a dark, textured sky.

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

JANUARY 1954

Clear Board for a New Year

JANUARY 1954

THE MILWAUKEE ROAD MAGAZINE

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A Safer New Year

I CAN THINK of no better way to start the new year than by saying to the men and women of The Milwaukee Road that our safety record for 1953 is a thing to be proud of. I learned shortly before the end of the year what our safety performance for the twelve months would probably be, and it seemed to me that I could not have received a better Christmas present.

Here are three major safety victories we scored the past year:

- We experienced fewer employe fatalities than in any previous year.
- Fewer reportable injuries were suffered by employes than in any year since 1940.
- From Nov. 25 to the end of 1953 (and even through the first week of January this year) not a single employe on Lines West received a reportable injury.

I realize, of course, that our improved safety performance is not the kind of thing for which men should be thanked, since no one avoids accidents for the sake of the record. Safety is a highly personal thing, involving principally an individual and his family. It is, then, more to the point to voice the pride which I am certain all of us feel in this accomplishment.

Studying our record for 1953 encourages me to hope that we are beginning not only a safer new year but a long period of greater personal happiness through our understanding of the real meaning of safety and the more secure individual earning power that goes with it.

J. P. Kiley



The new Missouri River bridge as it looked shortly before completion. The concrete and steel structure is almost 4,890 feet long.

Dedicate New Chamberlain Bridge

THE LONG-RANGE program for harnessing the water and land resources of the Missouri Basin moved a step nearer completion on Dec. 7 when two bridges at Chamberlain, S. D.—railroad and highway—were opened to public use. In the presence of numerous representatives of the state and city government, Army Engineers and officials of The Milwaukee Road, Governor Sigurd Anderson dedicated both of the structures.

The occasion also included the dedication of the new Milwaukee Road depot in the industrial area which is sprouting on the east edge of the city due to the relocation program. Driving home the spike, Governor Anderson was assisted by J. H. Stewart, assistant general manager, one of several Milwaukee Road officers on hand for the ceremony.

Because of the widespread nature of the Missouri River Basin development, its major undertakings are being financed primarily by federal funds. The construction of the Fort Randall Dam near Lake Andes made it necessary to relocate about eight miles of Milwaukee Road property. The lake formed by the dam will cover the area where the tracks are presently located and on both sides of Oacoma, the station four miles west of Chamberlain.

The Army Corps of Engineers estimates the cost of the rail facilities at about \$7 million. Surveys began in 1946 and actual work late in 1951. The

project included the construction of a new roadbed for approximately a mile on each side of the Missouri; also trackage on the west side of the river to connect with the main line and a roadway graded on the east side to facilitate building the bridge.

The new bridge replaces the one about a mile up the river which the Road built in 1905 when the line was extended westward.

New station facilities include sewer and water distribution systems, depot, stock yards, locomotive water treatment and storage and servicing facilities, and other structures. The station, about three-quarters of a mile southeast of the former location, is of concrete construction, equipped with complete office, waiting room and shipping facilities.

The Milwaukee Road has been a part of Chamberlain since 1881, eight years before South Dakota was admitted to the Union. Speaking at the dedication ceremonies, J. H. Stewart referred to the great strides which the community has made during that 72-year partnership. The Milwaukee operates more than 1,700 miles of railroad in South Dakota and is the state's largest taxpayer.

Governor Sigurd Anderson of South Dakota driving the "golden" spike to open the Road's relocated line officially. Holding the spike is J. H. Stewart, assistant general manager, Chicago, with C. P. Cassidy, DF&PA, Mason City, at his left and Col. T. J. Hayes, Omaha District engineer, at the right.



The new station in Chamberlain is opened to service. The crew of the first train to cross the bridge, carrying participants in the dedication, consisted of Engineer Ben Holt, Fireman C. F. Hubert, Conductor H. W. Hopkins and Brakeman George Soper, all of Mitchell.





Bensenville Yard Completed

BY MID-NOVEMBER, less than 10 months after work began at Bensenville, Ill., The Milwaukee Road's giant classification yard was complete and had already begun to deliver to shippers and consignees of freight the "plus" service that had been built into it on the drafting boards of the engineering department.

Reviewing the performance of the new yard, General Manager J. J. O'Toole stated at the beginning of the year that, with the westbound yard's 33 tracks in service, to complete the total 70-track operation, the improvements had definitely shown themselves in three major respects:

1. More cars were being segregated not only by train but by *final* destination, thus avoiding delays that had occurred at Milwaukee and Savanna, where such cars formerly had to be set out and re-classified.
2. As a result of much faster switching, time consumed in classification at Bensenville has been greatly reduced. Formerly, with the flat switching yard, cars arriving from the industrial districts and connecting lines had to be at Bensenville from six to twelve hours to allow for switching into new trains. Now, cars arriving here from connecting lines within two hours of the departure of time freights are in their proper train and in their proper destination block on time.
3. The new facilities have made a substantial improvement in the on-time performance of time freights. In some instances schedules have been changed, so that trains depart earlier.

As outlined in an article appearing in the September issue of the Magazine, similar advantages had already proved themselves in the eastbound yard, with many hours being saved in the delivery of cars to switching lines and trunk lines serving the East and South and connecting with The Milwaukee Road through its Terre Haute Division line.

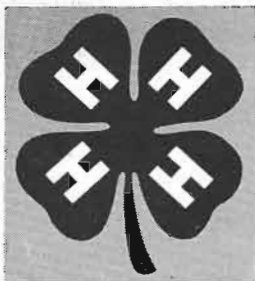
In addition, the entire yard reflects the great advantages resulting from the lessened chance of human error; savings in per diem charges through faster handling of equipment; and reductions in loss and damage.

Bensenville classification yard is a \$5½ million expression of The Milwaukee Road's confidence in its ability, through aggressive modernization, to meet the exacting requirements of the shipping public.

(SEE PICTURES ON BACK COVER)

Aerial view of the new classification yard and other facilities at Bensenville. Taken in an easterly direction, it shows a string of cars passing the tower at the crest of the incline, with others moving through retarders to the 70 classification tracks. Retarder Tower A (right center) controls the retardation of cars for the eastbound yard (37 tracks at right), while Retarder Tower B controls those for westbound yard (33 tracks to the north, or left). At the lower left corner the caboose and rear

cars of a train are shown leaving Bensenville, while a train from the Terre Haute Division curves out of the receiving yard, to be placed in position for backing over the incline and immediate classification. The two tracks at the extreme left of the picture are the main line. Note that there are relatively few cars in the receiving and departure yard (left center) and in the classification yard itself. This indicates a fluid condition throughout the entire operation.



Head, Heart, Hands and Health—four words around which farm youth has built a great force in American life, known simply as ...

4-H



To Chicago they come each fall, the farm youth of America; from every state and from abroad to hold their annual congress. Their destination is a logical one for reasons given by Carl Sandburg in this characterization of Chicago ...

"Hog Butcher for the World,
Tool Maker, Stacker of Wheat,
Player with Railroads and the Na-
tion's Freight Handler."

Meat packer, tool maker, wheat merchant,
railroads ... all America has a vital inter-
est in American agriculture and in the
young people who represent its future.

A highlight of the International Live Stock Exposition, with which the 4-H Congress is concurrently held each year, is the parade of 4-H boys and girls in the arena of the International Amphitheatre. Shown here in the traditional ceremony are 1,200 boys and girls and 200 adult leaders and representatives of 17 foreign countries. Also shown are the Thos. E. Wilson wagon and eight-horse hitch carrying national winners in achievement, leadership and citizenship.

As it is every year, come late November, the boys and girls from Washington and Montana farms were seeing a dream come true.

It had been a long year filled with school work, farm work and club activities. It had also been a year of looking forward and waiting ... waiting for the day when they could board the

Olympian Hiawatha for Chicago and the National 4-H Club Congress to be held there for the 32nd consecutive year.

The 59 young 4-H Club delegates from those two states who arrived in Chicago on Nov. 27, and the 12 who arrived from Idaho the following day, were typical of more than 2,005,000 young men and women between the

ages of 10 to 21 years who belong to 4-H Clubs throughout the United States. It is the hope of each of them that someday he will be privileged to make the trip to Chicago.

And what must these youngsters from the farmlands of America do to rate as one of the 1,200 delegates to the congress? A look in Touralux Cars B-16 and C-16 as the Olympian Hiawatha pulled into Chicago provided a thrilling understanding, an accurate cross-section of the entire 4-H Club movement, its purposes and its accomplishments.

There, for example, were "Jo" Le-Grant and Clarke Axling, the pair of teen-agers from Opportunity, Wash., casually munching apples back in B-16. "Washington apples", they explained with enthusiasm as they took more from the bushel basket and passed them around. "Best apples in the world!"

Clarke, at 16, had earned his trip in sheep production projects, gardening, farm electrical work and junior leadership. He had, for example, shown the reserve champion 4-H lamb at the Spokane Junior Live Stock Show in 1953, and was 1952 meat animal champion in his county, as well as winner of the Spokane Junior Live Stock Show's Improvement Award in the 4-H sheep division. In his spare time he had earned his football, basketball and baseball letters, served in several class offices and played in the high school band.

"Jo", who hails from a cattle and hay-raising farm about 12 miles from Spokane, had been in club work for

Typical of the 4-H Club movement is its appeal to individuals of rank in national affairs. Here Secretary of Agriculture Ezra Taft Benson greets William A. Davis, Jr., of Valdosta, Ga., 4-H leadership winner in 1952, who served as toastmaster at this year's annual Thos. E. Wilson dinner. Secretary Benson was a featured speaker on the program.



January, 1954



Outside the Union Station in Chicago, the Washington and Montana 4-H delegates, leaders and chaperones were greeted by a television newsreel cameraman. Like so many things to happen in the big week ahead, it was fun and something new.

L. B. Horton (center), commissioner of the Milwaukee Road agricultural and mineral development department, discusses the record of individual achievements with P. J. Moore, state 4-H Club leader for Montana, and Mrs. Ruth Radir, Washington Extension 4-H Club specialist.



eight years and was making her first trip to Chicago. She had won the Westinghouse farm home electrical award, and apparently with flying colors, as she had already built and wired her father's chick water warmer and lamp and was looking forward to helping wire the family's new home.

"I live on a farm and I hope to have one of my own some day where I can teach my children the use of electricity", she declared with conviction.

And there was 17-year-old Curtis Anderson, a husky lad from near Sequim, Wash., 1953 graduate of the Sequim High School, who had won his trip through general 4-H achievement. Like Steve McCowan of Montesano, and Dean Powell, of Chehalis, Curtis had specialized in studies and practical experiments leading to greater dairy and beef production. All three boys had been active in school affairs.

Forward, in the "Montana car", Paul J. Moore, state 4-H leader pointed out many outstanding boys and girls with similar records. Among them was Ruth Brown of Beaverhead County, whose 4-H Club work dates back 10 years. Specializing not only in clothing and foods, but in junior leadership, she had earned an enviable reputation for her work in community affairs.

Traveling through the rich farmlands which The Milwaukee Road serves, it is apparent to even the most casual observer that the railroad and the land are neighbors who understand each other and live well together. Naturally, the interests of any agrarian railroad extend to the boys and girls living in the vast agricultural areas served by it, for these youngsters are the farmers of tomorrow, the future citizens. They are the future producers of food crops and livestock, the users of farm machinery, the farmer-businessmen of tomorrow, and The Milwaukee Road has encouraged their efforts in every way possible.

To understand the origin and meaning of the 4-H Club program, it is necessary to know something of the National Committee on Boys and Girls Club Work, and to explain the function of this group one must turn back to the early 1900's, when a new concept of education was springing up in rural areas.

Progressive educators were stressing "head, heart and hand" training for farm boys and girls . . . training that would enable them to "learn by doing." So worthwhile was this movement—later known as 4-H when "health" was added as the fourth watchword—that it



Above: Everything about the trip aboard the Olympian Hiawatha was a thrill for the 4-H boys and girls, particularly Thanksgiving dinner in the diner and the fabulous scenery. Shown here (foreground) enjoying both are Ernest Leach of Toppenish, Wash., (back to camera); Clarke Axling of Opportunity, Wash. (nearest window), and Vernet Eliason of Carnation, Wash.

Above, right: Dorothy Turnley of Union Gap, Wash., who made a 4-H project of photography, and who took pictures for the Magazine on her trip to Chicago, stepped into this group of Washington 4-H delegates (right, front). The others, front row, left to right: Mrs. Jessie Jackson, Extension Service agent, Soap Lake; Ernest Leach, Toppenish; Sylvia Stevenson, Naches; and Elaine Van Wyk, Granger. Second row: Albert Newhouse, Mabton; Jim Losey, Yakima; and Leslie Schuller, Selah.



Right: A group of 4-H Club delegates from Montana farms in Milwaukee Road territory, shown as they arrived with their state leader in Chicago Union Station. Left to right: Kerin Johnson,

Elsie Johnson and Ramona Denton, all from near Missoula; Helen Anderson and Norma Kay Jenni, from near Lewistown; Mack Cole, from Forsyth; and P. J. Moore, state 4-H Club leader for Montana.

soon won government support and was placed under the Extension Services of the state agricultural colleges and the U.S. Department of Agriculture.

Invariably, there were offers of assistance . . . perhaps a gold watch for the best corn grown in the area, or a

Agricultural Commissioner L. B. Horton points out some of Chicago's skyscrapers to the three Alaskans who traveled with the Washington delegation aboard the Olympian Hiawatha. The others, left to right: Mrs. Margaret Goodfellow, chaperone; Neola Sandvik of Palmer, Alaska, and Dick Bugby, of Fairbanks.



special award at the county fair. Today, the mainstays of 4-H Club work include a great variety of awards offered by industrial organizations, educational foundations and private citizens.

The Milwaukee Road has for several years been included in this honor roll of organizations making contributions to the various state Extension Service leaders for the work of the 4-H Clubs. Slightly more than a year ago a plaque was awarded The Milwaukee Road in recognition of its 28 years of regional sponsorship of awards for general advancement of 4-H Club work in the states it serves.

Eventually it became apparent that a liaison agency was needed for the coordination of assistance offered by individuals and agencies, and the National Committee on Boys and Girls Club Work was established in 1921. It has served the very useful purpose of joining agriculture, the Extension Service and rural youth with American industry, civic groups and private citizens for the benefit of the 4-H program nationally.

Although all 1,200 4-H Club boys

and girls who attended the 32nd Congress in Chicago between Nov. 29 and Dec. 3, 1953 were being recognized for outstanding 4-H accomplishments over a period of at least three years, 198 of them were revealed during their stay in Chicago to be national winners in 30 award programs.

The Congress formally ran from Sunday through Thursday, but delegates began arriving the day after Thanksgiving and by Saturday noon enough boys and girls were on hand for a special showing of the WLS Barn Dance at the Eighth Street Theatre and a "pops" concert by the Chicago Symphony Orchestra at Orchestra Hall. From then until their final dance on the evening of the last day, the youngsters were on the go from 6:45 in the morning until late evening.

On Dec. 4 the 71 boys and girls from Montana, Idaho and Washington, still with stars in their eyes, returned to Chicago Union Station and once more settled themselves comfortably in their Touralux cars on the Olympian Hiawatha for a restful climax to the biggest and busiest week of their lives.

Hundreds Receive Certificates in Freight Rate Course



Arthur U. Gardner, clerk in the coal traffic department, Chicago, and the completion certificate he received. Mr. Gardner made the highest grade of the 928 "graduates", having missed only one question in 800.

At the conclusion of the course the sponsors and "faculty" met in the office of Vice President J. W. Severs to discuss the benefits of the course and the books containing all of the lessons, which had been bound for distribution among agents. Left to right: Mr. Severs; J. L. Riplinger, chief clerk to freight auditor; L. F. Donald, vice president—operation; J. J. Jacobson, transit accountant; P. H. Draver, vice president—traffic; and W. H. Nickels, freight auditor. Before them are copies of the books containing the lessons.

training, but that all of the enrollees, whether they completed the course or not, derived benefit from it", Comptroller R. S. Stephenson declared.

"I was particularly glad to see", he added, "that of the 928 who completed the course, 647 were freight agents and station employees—the very individuals who must have a well-rounded knowledge of freight rates in order to be of maximum service in their local communities."

The course was set up in the form of 40 lessons and 10 questionnaires, or tests, for a total of 50 weekly mailings to all employee-students. On the average, one questionnaire form was sent out to cover the material contained in three lessons. All questionnaires were returned to J. L. Riplinger, chief clerk to freight auditor, and J. J. Jacobson, transit accountant, both located in Chicago, who had compiled the course and conducted all aspects of it under the immediate supervision of W. H. Nickels, freight auditor.

Although the railroad had never offered employees a course of this type before, Mr. Nickels had offered employees in his own department a similar course shortly before the system-wide one was begun, and which was conducted concurrently with the larger one. Many employees in the freight auditor's

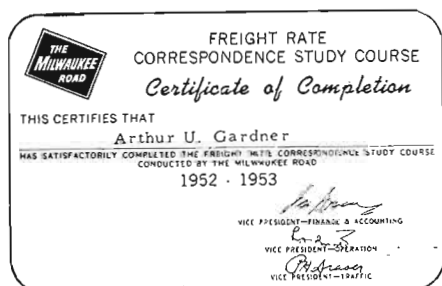
office took this course, as did Mr. Stephenson. Mr. Nickels, in turn, was among those who saw the system-wide course through to conclusion.

Enrollees in the course were located throughout the railroad system, the greatest concentration being in the Chicago area, where 114 office employees, 48 freight station employees, two from the Western Avenue coach yard, and one from the Bensenville ice house, completed the course. Of the total of 165 individuals, 117 are located in offices having contact with freight traffic and requiring a knowledge of rates.

At the conclusion of the course, all lessons and questionnaires were planographed and 1,500 copies were bound in attractive books with a detailed index. These were distributed to all freight agents on the railroad.

Present plans call for the issuance in the near future of a revised manual of general accounting instructions in loose-leaf form. While not directly related to the freight rate course, it is expected to be a valuable part of the new program of instruction.

In all human affairs there are efforts and there are results, and the strength of the effort is the measure of the result.—James Lane Allen



THE freight rate correspondence course which was sponsored jointly by the accounting, operating and traffic departments and offered free to all employees beginning in October of 1952, was concluded and "certificates of completion" were presented to 928 employees late in 1953. Although 1,908 individuals had enrolled for the course, the percentage of those who were "graduated" was high, considering the complexity of the course and the fact that the project was conducted on an entirely voluntary basis. It is conservatively estimated that enrollees had to devote from two to three hours a week to study.

"I feel that we have not only gained a great deal by providing this intensive

Your Voice Is YOU

IN face-to-face conversation, your smile, your facial expression, the way you dress, all help to create an agreeable impression. But when you talk over the telephone, everything depends on your voice—your voice is *you*.

How to develop the "personal interest tone" of your voice—how to have telephone callers *hear* your personality—was the subject of an educational program offered recently to Fullerton Avenue Chapter of The Milwaukee Road Women's Club. Following a dinner meeting, representatives of the Illinois Bell Telephone Company demonstrated for the Chicago unit some of our more faulty telephone habits.

A feature of the program was a recording of the types of voices which most people have trouble understanding over the telephone. Typical examples were provided by conversations between a fictional Miss Mousy and her equally shy friend, Miss Breathless. Miss Shrill ("Hold your hats for this one," cautioned the demonstrator) had a worthy adversary in Miss Fullcharge, while Miss Dreary was paired off in a weary verbal exchange with Miss Mumble. Other personalities easy to recognize were the fast-talking Miss Garble, the bored and mechanical Miss Affected,

A playback of their own voices is a new experience for two of the Road's telephone operators, Frances Mason, Galewood district (left), and Tillie Verdak, Chicago Union Station.



and the exaggerated effusiveness of Miss Too Helpful.

At the conclusion of the demonstration, members of the audience were invited to make tape recordings and thus get an idea of how their voices sound to others.

A good telephone voice, explained the utility company representatives, is a combination of speaking unhurriedly and distinctly. Fast talking produces jumbled words, slow spoken words sound disconnected and lose meaning for the listener. In face-to-face conversation, lip-reading makes up for slipshod speech, but that is lost on the telephone conversationalist.

Ordinarily, the very effort of trying

to speak clearly helps in becoming speech conscious. For best results it is necessary, also, to speak directly into the transmitter. Try this simple test: Pass your first two fingers sideways through the space between your lips and the transmitter of the telephone. If the fingers just squeeze through, the voice is being transmitted as close to the natural tone as possible.

Every sound used in speech requires a special placement of the jaws, lips and tongue, and sometimes the teeth. To give each sound its proper value, the telephone company suggests speaking aloud before a mirror and watching your mouth positions as you enunciate. Sentences like the following have a



Even without the poster, there is no mistaking the voice as that of Miss Dreary; Miss Adeline Wiegand, service representative of the Illinois Bell Telephone Company, and J. H. Wendt, branch commercial manager, conducted the educational program.



Mrs. Norma Gunderson, retiring president of Fullerton Avenue Chapter of the Women's Club (right), uses the tape recorder as a means of congratulating her successor, Mrs. Ernest Buchholtz, wife of district general car foreman.

good mixture of vowels and consonants:

1. For distinct enunciation, every word, every syllable, every sound, must be given its proper form and value.
2. Think of the mouth chamber as a mold, in which the correct form must be given to every sound.
3. Will you please move your lips more noticeably?
4. The teeth should never be kept closed in speech.
5. As your voice is the most direct expression of your inmost self, you should be careful, through it, to do yourself full justice.
6. You may know what you are saying, but others will not, unless you make it clear to them.
7. Through practice, we can learn to speak more rapidly but still with perfect distinctness.
8. Good speech is within the reach of everyone, through conscientious practice.
9. The courtesy of face-to-face conversation, where the smile plays such an important part, can be expressed over the telephone only through the tone of voice and a careful choice of words.

It's a good plan, too, they say, to ask yourself frequently how you sound, or ask the opinion of someone whose judgment you value. The telephone is a precision instrument designed to carry your voice accurately, around the world, if need be. You want to be sure that the voice it carries is *you*.

Improvement Budget for 1954 Announced

THE Milwaukee Road improvement budget for 1954 involves an expenditure of \$10,534,915 for road property and \$12,630,155 for new equipment and existing equipment, President J. P. Kiley announced last month. The total is \$23,165,070.

This amount is in addition to other expenditures for operating and maintaining the railroad, which expenditures amounted in 1953 to approximately \$218,000,000, exclusive of \$18,060,000 for taxes of all kinds.

Among the major improvements proposed are the laying of 26,500 net tons

of new rail; the replacement, renewal or strengthening of bridges; the construction of a new freight office building at Galewood, Ill., and the installation of a three-channel carrier communication system between Miles City, Mont., and Seattle, Wash.

The purchase of 65 new diesel-electric locomotives, 100 all-steel covered hopper cars of 70-ton capacity, and two room sleeping cars involves an expenditure of \$10,830,000.

Rail, track fastenings and ballast will cost the railroad approximately \$1,677,000.

J. F. Etter

JOHN FRANK ETTER, 85, who retired as traveling passenger agent with headquarters in Chicago on Jan. 1, 1948, passed away in Milwaukee Dec. 9. His death resulted from a fall several months ago. Interment was at McPherson, Kans., his boyhood home. He is survived by a daughter, Mrs. John E. Guy of Milwaukee.

Mr. Etter, generally known as Frank or "Pop," held one of the longest service records in the passenger department—66 years. He was born near Chambersburg, Pa., and went west in 1879 when his family moved to McPherson. He started railroading there on Oct. 1, 1881 as a messenger for the Santa Fe. In 1894 he went with the Missouri Pacific and for several years around the turn of the century he worked for the Western Passenger Association in the Middle West and South.

Coming to the Milwaukee in 1903 as passenger agent at Kansas City, Mr. Etter remained there for 28 years. He convoyed many of the Road's first tours, including the early tours of the West. In 1932 he transferred to Chicago on special assignment.

Anxious to See Bensenville Yard, GI Writes

PFC. WILLIAM R. STANDARD, who explains that it's "Junior" to the gang at Bensenville yard, writes from Korea that he hopes to be back working at the yard this summer. A furloughed Bensenville switchman, he was prompted to write, he said, after reading about the \$5,500,000 modernization program just completed there in the September,

1953 Milwaukee Road Magazine.

"I sure do enjoy getting the Magazine," the letter continued, "as I can keep up on all the news from back home. It helps out a lot here to read about some of the gang I used to work with."

Private Standard expressed a wish to hear from his old railroad buddies. "Now that the truce has been signed, we've got a little more time to think about the people back home."

Clear Board for a New Year

THE COVER

Semaphore arms move day and night, silently speeding Milwaukee Road trains on their way, and when the one shown on the cover of this issue went into "clear board" position, Yard Clerk Carl A. Smaida was on hand to photograph it. Arriving in the Magazine office just as the old year expired, the picture practically titled itself.

Mr. Smaida, an extra yard clerk assigned to relief work in the Milwaukee terminals, studied photography at Milwaukee's Layton School of Art for two and a half years and worked during summer vacations as an extra clerk. He has been a full-time employe since last June, and took this excellent picture of the semaphore near Watertown, Wis.

Can the Railroads and Trucks Live Together?

IN AN address which was unusual for its frankness, B. E. Lutterman, general attorney at Seattle, recently spoke before the Automotive Transport Association of British Columbia at Vancouver, B. C., on the subject, "Can the Railroads and Trucks Live Together?"



B. E. Lutterman

Mr. Lutterman's presentation was built around the central theme that the question, actually, is not so much *can* they live together, as *how can it be done*. The problem, he pointed out, is one of determining how to fit the various forms of transportation into a proper pattern in which each may serve its proper economic function and do so without sounding the death knell of the other.

"While in a sense I am speaking in the enemy camp and probably should be more guarded in my remarks," he said, "I would be less than frank if I did not state that in my opinion this problem cannot be solved until the unfair competitive position of the railroad industry has been remedied. As our economics require the services of not only the railways but of carriers on the highways, waterways and airways, it is clearly in the public interests that the present competitive inequalities should be eliminated as soon as possible. Equality of treatment and opportunity is all that the railroads need or ask for, and given such equality it would be up to each form of transportation to demonstrate its ability to survive under our system of free enterprise."

Subsidies and Unequal Taxation

Although the railroads have built and own their own right-of-way, Mr. Lutterman reminded the group, they are required to pay a type of property tax which is not demanded of their competitors. These taxes amount annually to more than \$300 million in the United States and are an important source of revenue in maintaining public schools, institutions and other public services. In many instances, particularly in sparsely settled areas through which the railroads operate, they account for the majority of tax revenue.

"The other forms of transportation pay no such taxes," he pointed out.

"The so-called taxes paid by them are, for the most part, income and excise taxes, and at best represent only partial payments for the use of publicly provided and maintained highways or airports, and represent virtually no contribution to the general expenses of the government for the services of the public welfare."

As examples he mentioned that the United States air carriers pay only about four cents per dollar of revenue and the highway carriers about six cents, as compared with more than 12 cents paid by the railroads. "I wish to emphasize," he said, "that these taxes for the competing forms of transportation include all license fees and excise taxes, which amount to very substantially less than the cost to the public for furnishing and maintaining the facilities used by such agencies."

Inequality in Regulation

To the unjust tax burden suffered by the railroads, Mr. Lutterman added the inequalities in regulation by public authority. As an outstanding instance, he cited in the United States the so-called "exempt trucker" who hauls agricultural commodities and fish. Free to make any rates he pleases, he may even vary them as between one shipper and another, whereas the railroads must abide by the publicly published rate. Regulated carriers also indulge to a certain extent

in exempt trucking, he said, since a trucker may operate as a regulated carrier in one direction and as an unregulated carrier hauling agricultural commodities or fish in the opposite direction.

Hitting at the so-called contract highway carrier who is not required to publish his actual rates, is free to make secret rates, and may discriminate as he pleases, Mr. Lutterman stated that these practices create the very evils, insofar as the exempt trucker is concerned, which originally led to the passage of the Interstate Commerce Act and other regulations directed against the railroads.

The "Long and Short Haul" Clause

As an outmoded restriction to which the railroads are subjected he cited the "long and short haul" clause, reminding the group that the truckers are not regulated by any such rule. "The trucker," he pointed out, "makes the rates that will get him the business and may pick and choose his kind of business, as well as the communities which he desires to service. In this connection I should like to point out that . . . the average ton-mile revenue received by the highway carriers reporting to our Interstate Commerce Commission is about four times the average ton-mile revenue of the railroads, thereby indicating the extent to which highway freight carriers are

our safety score

reportable employe casualties on The Milwaukee Road for the year 1953, compared with 1952

Month	1953		1952		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.		
January	2	41	1	50	+100	-18
February		19	1	43	-100	-56
March	1	29		47		-38
April		26	2	33	-100	-21
May		28	1	32	-100	-13
June		31		36		-14
July		31	2	35	-100	-11
August	1	40	1	43		-7
September		29	2	47	-100	-38
October		31		48		-35
November		35		34		+3
December		27*		43		-37
TOTALS	4#	367*	10	491	-60	-25
Casualty Rates	.06*	5.69*	.15	7.19	-60	-21
*Estimated						

#An all-time low record on employe fatalities. Previous low was five for the year 1933.

selective in the traffic which they haul.

"I should also like to point out that the railroads in the United States have not been permitted to acquire motor carrier operations to any great extent. It is my belief that this policy . . . should be revised so that railroads would be permitted to operate motor carrier service whenever it could be shown to be in the interest of the economical and efficient transportation service, subject to the same conditions and restrictions which are applicable to other operators of motor carrier service."

Rates Trail Wages and Other Costs

On the subject of carrier rates, Mr. Lutterman directed attention to the fact that in the United States railroad wages are up more than 140 per cent over 1939, the cost of materials more than 131 per cent, and taxes have more than doubled, yet average revenue for hauling a ton of freight one mile has gone up only 45 per cent in the same period. In almost all instances where the carriers have sought relief there has been a time lag between authorization for increases and the rise in the cost factors. Railroads and similarly regulated carriers must be given greater leeway, he said, to meet rapidly changing economic conditions.

Again, there should be some modification of the authority of our regulatory body to suspend any proposed new rate, so that rate adjustments can be made as the need arises. The policy of all regulatory bodies is demonstrated, in this respect, he said, by the small rate of return which the railroads have been permitted to earn even during the most prosperous years. In the five postwar years the average was only $3\frac{1}{2}$ per cent. Such earnings, Mr. Lutterman reminded the group, are inadequate to provide for plant expansion or improvements, or to attract investment capital.

Mr. Lutterman said that in his opinion the situation calls for a new policy which will eliminate inequalities and antiquated and unnecessary regulation. As a progressive step in this direction, he cited the work in the United States of the Transportation Association of America, an organization of transportation and transport-promoting agencies, shippers, investment houses and so on. Seeking the adoption of sound national policies for the regulation and conduct of transportation in the public interests, the board of directors of this group has just submitted a report to the Congress of the United States. Their recommendations, he said, should eventually lead to remedial legislation.

Compartmentizer Cars Enter Service



Standing alongside one of the compartmentizer gates, Stanley Nelson, Pullman Standard sales representative, discusses the operation of the equipment with J. P. Kiley, president; F. W. Bunce, chief mechanical officer; V. E. McCoy, chief purchasing officer; and J. O. McIllyar, freight traffic manager (left to right).

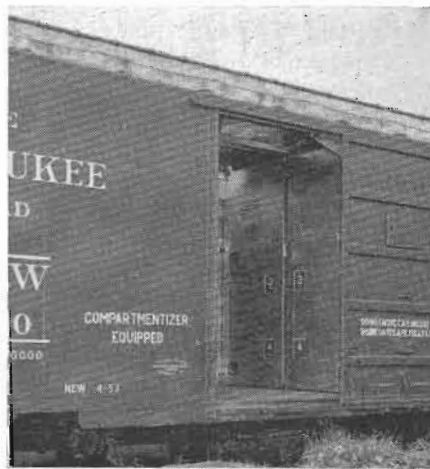
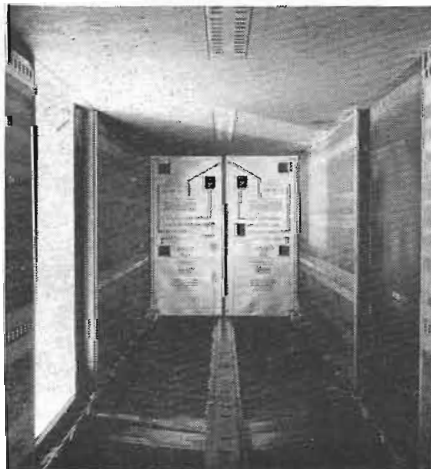
A NUMBER of officers and employees were present to study the first "compartmentizer" car put into service by The Milwaukee Road when it was on display in Chicago Union Station Nov. 30. On hand to explain the operation of the car was a representative of the Pullman Standard Car Manufacturing Company, which had converted the recently-built car, Milwaukee 8700. It was the first of a dozen such cars which were expected to be delivered by the end of January.

Compartmentizer equipment is designed with movable inside gates which can be locked securely into any desired

position to separate loads. It can be loaded or unloaded at two or more points en route without mix-up, and the consignee has no dunnage to replace.

The cars are expected to prove useful in the handling of a great variety of loads, although they will be operated on an experimental basis for a while in order to determine the uses to which they are best adapted, according to a statement made by J. O. McIllyar, freight traffic manager. "Special equipment of various types seems to be the trend in railroading today, even though it is more expensive", he said.

Two views of the first Milwaukee Road compartmentizer car, showing gates secured in different positions.



did you know?

Looking back on the year then almost past, Railway Age observed in its issue of Dec. 28 that it would take 37 trains, each consisting of 20 cars, with each car loaded with 50 tons of silver dollars, to carry the \$1,262,000,000 which the railroads paid last year in federal, state and local taxes.

The University of Montana recently conferred upon A. N. Whitlock, the Road's retired vice president and general counsel, the honorary degree of Doctor of Law. Mr. Whitlock, a graduate of the University of Kentucky and holder of an LL.B. from the Harvard Law School, was a professor at the university's law school while he was engaged in general practice at Missoula between 1911 and 1935. He served as dean from 1915 to 1919. Joining the Road's law staff in 1935, Mr. Whitlock was head of the law department in Chicago from 1939 until his retirement in May, 1951. Since then he has made his home in Lexington, Ky.

The railroads of the United States in 1952 performed the equivalent of transporting a ton of freight 3,916 miles for every person in the country, compared with 3,880 in 1950 and 2,851 in 1940.

While it is generally allowed that the first railroad to cross the continent was the Union Pacific and Central Pacific lines which met at Promontory Point, Utah, in 1869, another transcontinental line was in service almost a decade and a half earlier. This little publicized fact is the subject of an article in the January issue of *Trains & Travel* magazine by Lucius Beebe, who has delved into the history of the Panama Railroad. This 48 mile line between Aspinwall (now Colon) and Panama across the Central American isthmus went into service in 1855, following the California gold rush. Its rails made it possible for the frenzied gold seekers to reach the gold fields only 23 days out of New York, compared to five times that long by way of Cape Horn in clipper ship.

Pioneer Magazine, published by the St. Paul Sunday Pioneer Press, made mouths water late in December with an excellent article entitled "First Call for Dinner! Dining Car Ahead!" which included descriptions of a few Milwaukee Road special dishes. In a nostalgic vein, the author added: "And the late Dan Healy, of the Milwaukee's Pioneer Limited, called the best-known dining car steward in America, served a repast around 1900 that included anchovies on toast, sweetbread patties, boiled salmon with egg sauce, roast beef, plum pudding in brandy sauce and benedictine. Total price was a dollar and Dan offered 'seconds' free." Referring to the stewards, cooks and waiters as being in the forefront of the railroads' chief emissaries of good will, the article stated that J. F. Stein, steward on the Morning Hiawatha, remem-

bers Eddie Cantor likes French toast, that Sophie Tucker's favorite is ham and eggs, and that the Crown Prince of Sweden once ate sweetbreads and special pastry.

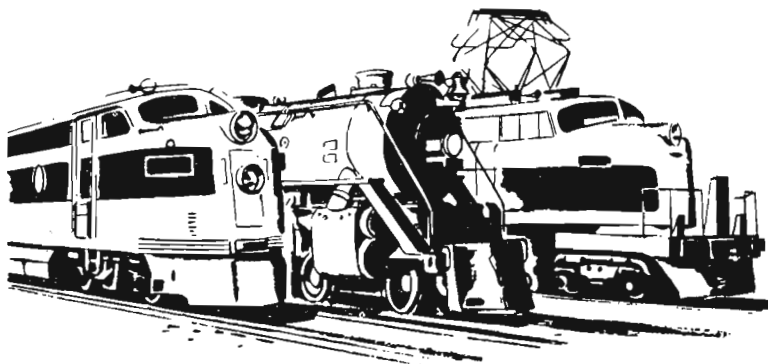
Few people, it seems, know how the word "ham" originated, although a Mr. Maurice Murray of Wilkes Barre, Pa., says to ask any telegrapher who is over 70 and he will tell you it was used to designate a beginner on the Morse code for longer than he can remember. From his own experience he relates that one day when he had just started to practice the code he overheard the chief operator remark to the office manager, "What, another ham?" Later the manager explained that several years before he had interviewed an applicant who had unusually large hands. Regretfully he had informed the young man, "You can't be a telegrapher because your hand is too big and heavy—it looks like a ham." Nothing daunted, the fellow answered, "Then I'll be a ham operator."

... AND DID YOU KNOW that the efficiency of diesel locomotives shows up clearly in the change taking place in Milwaukee Road locomotive ownership?

The Road's ownership dropped from 1130 on Jan. 1, 1951 to 860 on Dec. 31, 1953. On Jan. 1, 1951 there were 838 steam locomotives, 232 diesels and 60 electrics. Since that date 156 diesels have been purchased, while 6 electrics and 420 steam locomotives have been retired. Delivery of the 65 additional diesels now on order will be completed in February of this year, and 100 additional steam locomotives are scheduled for retirement later in the year. Milwaukee locomotive ownership then will comprise 318 steam locomotives, 453 diesels and 54 electrics, a total of 825. Meanwhile, there has been a marked increase in the railroad's showing in *gross ton miles per train hour*, one of the barometers of railroad operating efficiency. Here are the figures for the three years:

Gross Ton Miles Per Train Hour

1951	43,015
1952	46,186
1953	50,521 (at the end of 11 months)



With the Compliments of Friends

BOB COLEMAN, agent at Sheldon, Ia., has had more than one man's share of bad luck the past year. On Aug. 17 he was stricken with what was described as triple polio and for almost four months was confined to a hospital in Sioux City. After being released he was obliged to give up his home and move the family, which consists of his wife Pat and the children, Nicky, Maureen and baby Mark, to Sioux City, since he must continue to take daily physiotherapy for at least another six months. Then, too, there were medical bills for Maureen and Mark who are victims of chronic asthma, and for Nicky who wears a brace for a spinal curvature.



Although Bob has shown a great improvement, being now able to walk and speak and have partial use of his hands and arms, it may be some time before he can return to work at Sheldon. The holiday season might have been less bright, therefore, had it not been for the warm-hearted concern of fellow employees and friends on the Iowa & Dakota Division. With their compliments, the Colemans were surprised with a Christmas check for \$490. As shown in the picture, Superintendent P. J. Weil-

and made the presentation.

Bob Coleman represents the fourth generation of his family to work for The Milwaukee Road. His father was R. J. Coleman, agent at Letcher, S. D., for many years before his retirement. The Magazine's correspondent at Sioux City, Mrs. Fay Ness, reports that he and his wife were very happy with the gift and deeply grateful to their benefactors. "Those who know Bob and Pat are continually amazed by their steadfast cheerfulness," Mrs. Ness said. "They are

facing the situation with courage, and this, together with a deep religious faith, is helping Bob fight his way back to taking his place in the business world again."

Neither Cloud Nor Breeze . . .

A DETROITER, George W. Moore, who owns a ranch near Brooks, Mont., to which he makes frequent and hurried trips, was moved recently to write why he prefers to make them by rail, and on the Milwaukee specifically.

"These trips are taken at various seasons," the letter read, "and I have used the services of your system between Chicago and Lewistown exclusively for many years. I prefer the accommodations on your streamliners, so complete and beautiful, because they leave me fresh and rested when I arrive at the ranch, and again when I reach home after the 3,000-mile trip to the Judith Basin.

"My experiments with other forms of transportation have wasted my time, upset my plans and increased expenses. A cloud or breeze do not alter your schedule, and your summertime passengers enjoy steady and continued air conditioning—so different from the heat a plane passenger endures during a stop-over on a landing field."

how are we doing?

	NOVEMBER		ELEVEN MONTHS	
	1953	1952	1953	1952
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$ 21,134,073	\$ 21,862,425	\$240,818,860	\$247,513,831
PAID OUT IN WAGES				
10,192,121	10,471,165	119,613,355	124,145,592	
PER DOLLAR RECEIVED (CENTS)	(48.2)	(47.9)	(49.7)	(50.2)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	606,329	615,689	6,863,526	7,085,627
PER DOLLAR RECEIVED (CENTS)	(2.9)	(2.8)	(2.9)	(2.9)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest....	9,733,463	9,746,946	107,931,656	108,571,858
PER DOLLAR RECEIVED (CENTS)	(46.1)	(44.6)	(44.8)	(43.9)
NET INCOME				
602,160	1,028,625	6,410,323	7,710,754	
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	114,698	128,473	1,378,666	1,424,341
Decrease 1953 and 1952	13,775		45,675	

Mechanical Department

Effective Jan. 1, 1954:



C. E. Barrett

C. E. Barrett is appointed assistant superintendent of the car department with headquarters at Milwaukee. Entering service at Manilla, Ia., in 1912, Mr. Barrett served an early apprentice-

ship as car foreman at various Iowa points. Starting in 1942, he was general car foreman at Minneapolis until 1945, district general car foreman there to June, 1947 and since then district general car foreman at Tacoma.

W. J. Weatherall is appointed district general car foreman with headquarters at Tacoma, succeeding C. E. Barrett. Mr. Weatherall, who came to the Road in 1934, has been carpenter foreman and car foreman in Milwaukee, general car foreman and assistant district general car foreman in Minneapolis, and most recently held the latter position with headquarters at Savanna.

D. D. Fisher is appointed assistant district general car foreman with headquarters at Western Avenue, Chicago, succeeding W. J. Weatherall. His jurisdiction will include Austin, Mason City, Mitchell, Sioux City and Sioux Falls, and also points in the Southern District except Ottumwa and Kansas City. Mr. Fisher began service in 1943, and for the past year has been car foreman at Council Bluffs.

Operating Department

Effective Jan. 1, 1954:

W. E. Swingle is appointed superin-

tendent of the Trans-Missouri Division with headquarters at Miles City, succeeding J. D. Shea, transferred. Since starting with the Road at Marquette, Ia., Mr. Swingle has been trainmaster and assistant superintendent at various points, superintendent of the Twin City Terminals, and since July, 1951, superintendent at Terre Haute.

J. D. Shea is appointed superintendent of the Terre Haute Division with headquarters at Terre Haute, succeeding W. E. Swingle, transferred. Starting with the Road during school vacations in 1923, Mr. Shea served in the engineering department and as roadmaster and trainmaster prior to World War II. Since being released from the Army transportation corps in 1946, he has been assistant superintendent at Sioux City and Perry, and superintendent at Miles City since October, 1952.

J. J. Nentl is appointed assistant superintendent of the Trans-Missouri Division with headquarters at Miles City, succeeding W. A. Horn, deceased. Mr. Nentl has been with the Road since 1935, as trainmaster at Austin, St. Maries and Aberdeen, S. D., and most recently as assistant superintendent of the H&D Division, Aberdeen.

N. H. McKegney is appointed trainmaster of the Hastings & Dakota Division with headquarters at Aberdeen, S. D. Starting in track service at New Lisbon, Wis., in 1938, Mr. McKegney has been yardmaster and trainmaster at the Milwaukee terminals and since August, 1949, trainmaster of the Twin City Terminals Division.

W. O. Harnish is appointed trainmaster of the Twin City Terminals with headquarters at Minneapolis, succeeding N. H. McKegney. Mr. Harnish was

special assistant to general manager at Chicago from August to December, 1952, since when he has been trainmaster of the Chicago Terminals Division.

F. G. Benner is appointed trainmaster of the Chicago Terminals with headquarters at Bensenville, succeeding W. O. Harnish. Starting as an instrumentman at engineering department headquarters in Chicago in 1950, Mr. Benner has been an assistant engineer and most recently a special representative to general manager, Lines East.

J. O. Willard is appointed train rules examiner with headquarters at Beloit, Wis., following the death of M. L. Fromm. Mr. Willard, who started with the Road as a telegraph operator in 1937, was formerly trainmaster at Butte, Mo-bridge and Austin. He was assistant superintendent at Dubuque from August, 1950 to May, 1953 when he was appointed assistant superintendent with headquarters in Beloit.

I. G. Wallace is appointed agent at Fowler Street, Milwaukee, succeeding C. R. Dummier, retired. Mr. Wallace, who has been with the Road since 1927 was employed on various clerical positions prior to 1940 when he was appointed agent at Chicago Heights. He was assistant agent at Fowler Street station in Milwaukee from 1941 to 1949 and most recently agent at Milwaukee's Chestnut Street.



I. G. Wallace



H. A. Hoeft

H. A. Hoeft is appointed agent at Chestnut Street, Milwaukee, succeeding I. G. Wallace. Since starting at Milwaukee in 1917, Mr. Hoeft has been chief clerk at Chestnut Street and assistant agent at Racine. He was also agent at Chicago Heights before being appointed assistant agent at Fowler Street in May, 1952.

E. J. Hoerl is appointed assistant agent at Fowler Street, Milwaukee, succeeding

Railroad Hour Forecast

IN THEIR 277th Railroad Hour program on Jan. 18, the American railroads will present Jerome Kern's famous musical comedy, "The Girl From Utah," with Gordon MacRae and his guest, singing star Ann Ayars. A charming musical romance, the show features the ever-popular "They Didn't Believe Me." The next five shows are:

- Jan. 25—Music in the Air, with Mimi Benzell
- Feb. 1—Maytime, with Nadine Conner
- Feb. 8—The Schumann Story, with Dorothy Warenskjold
- Feb. 15—Through the Years, with Nadine Conner
- Feb. 22—Martha, with Gladys Swarthout

H. A. Hoeft. Mr. Hoerl, who has been with the Road since 1923, has served as chief clerk at Chestnut Street, special representative of the public relations department with headquarters in both Milwaukee and Chicago, and assistant agent at Rockford. He has been agent at Chicago Heights since May, 1952.

F. E. Daley is appointed agent at Chicago Heights, Ill., succeeding E. J. Hoerl. Mr. Daley was employed in the track department and as a stenographer at Savanna prior to World War II. Since being released from the Army in 1945, he has held various positions in the Savanna yards and freight house and has served as assistant agent at Rockford.

A. J. O'Rourke is appointed assistant agent at Rockford, Ill., succeeding F. E. Daley. Mr. O'Rourke has been a member of the force at Monticello, Ia., since 1943, most recently as freight office clerk.

Traffic Department

Effective Jan. 1, 1954:

H. L. Mostrom is appointed traveling freight and passenger agent with headquarters at Sioux City, succeeding Lloyd West who has transferred to the operating department at his own request. Since starting with the Road in the Sioux Falls freight office, Mr. Mostrom has been chief clerk in the traffic department at Indianapolis and, since June, 1952, city freight agent in Milwaukee. Mr. West has been appointed agent at Hawarden, Ia.

W. A. Zimmerman is appointed city freight agent at Milwaukee, succeeding H. J. Mostrom. Following service with another line, Mr. Zimmerman joined the Milwaukee Road force in 1949 as chief clerk in the traffic department in Philadelphia.

An Exchange of Gifts

The following poem, written by Mrs. Nora B. Decco, retired telegrapher and former Magazine correspondent at Three Forks, Mont., appeared on her Christmas cards this past year.—Ed.

*I fed the birds of Christmas Day
And oh, they had a lot to say;
And oh, but they were gay.*

*They called the clan from far and near,
"Come quickly, hasten, see what's here."*

*Of crumbs and suet, greens and seed."
There was plenty for their need.*

*And then they feasted, flew away,
But fed my heart, on Christmas Day.*

January, 1954

Veteran Fowler Street Agent Retires



Congratulating C. R. Dummler at the dinner party given in his honor at the Miller Inn by the Miller Brewing Company. From left: L. F. Donald, vice president—operation, Chicago; I. G. Wallace, Mr. Dummler's successor as agent at Fowler Street; R. P. Knoll, traffic manager of the Miller Brewing Company; Mr. Dummler; and P. H. Draver, vice president—traffic, Chicago.

C. R. DUMMLER, who had been agent at the Fowler Street freight station in Milwaukee since 1921 and an employee of the Road for 50 years, retired on Dec. 31. Tribute was paid to Mr. Dummler for his long and able record at a dinner party given on Dec. 15 by the Miller Brewing Company. About 90 were present, including several of the Road's operating, freight and passenger department officers.

Since he started railroading as a call boy in his native Ottumwa, Ia., Mr. Dummler had performed just about every duty common to railroad clerks. At 19 he was already cashier at Ottumwa, and shortly afterward he was appointed agent at Marion, Ia. He was agent at Sioux City for a while and at Ottumwa again as agent before 1921 when he was appointed freight agent at

Fowler Street, one of the most responsible positions in the Milwaukee shipping area.

Mr. Dummler's transfer to Milwaukee coincided with a peak period of freight handling, he recalled at his retirement. Docks were all busy with loading and receiving merchandise. In the office, 185 clerks worked elbow to elbow. Today, in a modern and efficiently equipped office, the Fowler Street clerical force handles the billing and accounting for the entire Milwaukee terminals, a consolidation made under Mr. Dummler's supervision.

Being interested in agriculture, Mr. Dummler will spend his retirement on his farm in Waukesha County. I. G. Wallace, formerly agent at the Chestnut Street freight house in Milwaukee, succeeds him at Fowler Street.

THE "KEEP 'EM OFF THE TRAINS" TAX

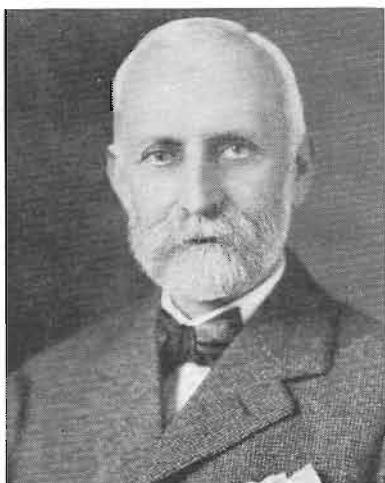
The truth of the old adage that the power to tax is the power to destroy is brought forcibly home in the case of railway passenger traffic. During World War II, partly in order to discourage civilian travel and clear the way for military movements, the United States Government imposed a tax of 15 per cent upon travel by railroad and other common carriers. This transportation excise tax—aptly called the "Keep 'Em Off the Trains" tax—produced the desired effect. After the war conditions changed... the railroads needed all the business they could get. However, the government failed to remove the tax when the war emergency was over, and today, more than eight years after the termination of the war, this wartime transportation tax is still in effect. By laying a tax of 15 per cent on common carrier travel with no corresponding tax on travel by private means, the government has discouraged the use of the former and encouraged the use of the latter. There is no doubt that the "Keep 'Em Off the Trains" tax is responsible in part for the heavy passenger deficits which the railroads have suffered in recent years.

—from Railway Digest

Personalities in Railroad History

WEBB C. BALL

Time Inspection Crusader



Webb C. Ball

THROUGHOUT the world, railway operations are safer today because of the long and continued efforts of one man to standardize and improve the timepieces carried by railroad men.

Webb C. Ball was born on an Ohio farm in 1847, when railroads were young, and his early life was spent as an apprentice to a watchmaker. Later he earned a wide reputation as a watchmaker and watch inspector.

His rise to prominence in the railroad world stemmed from a head-on collision near Tipton, Ohio, in 1891 which proved fatal to both engineers and several members of

the train crews. The wreck was found to be due to a watch carried by one of the engineers having stopped for five minutes, a fact which the engineer did not realize as he proceeded to carry out his orders.

Ball was called into the investigation as an expert on watches, and finished by being engaged to inaugurate a system of watch inspection on the railroad on which the wreck occurred. He proceeded to make an inventory of every timepiece on the system. Many were found to be unreliable, and it was disclosed that even alarm clocks were sometimes used in locomotive cabs.

Thenceforth Ball became a crusader for better and more accurate timepieces. He founded the Ball Railway Time Service, which became the official time inspection service for many railroads. In 1918 he organized and chartered the Official Bureau of Railway Time Service and, until his death in 1922, he served as general time inspector of the bureau.

Throughout his active career Mr. Ball stressed the need for good watches and for frequent and rigid inspections of all timepieces in the hands of railroad men. He insisted that watches be compared at least twice a month; that they be inspected at set intervals; that they be cleaned and oiled once a year; that they be adjusted to heat and cold; and that all watches used by men in railway service conform to certain specifications as to size and construction.

For a Convenience



P. M. Cline

IN SIOUX CITY, service for a patron such as the one described here would not be considered unusual by the force. This particular incident, however, which involves Ticket Clerk P. M. Cline, was the

subject of a letter received recently by William Wallace, assistant passenger traffic manager, Chicago. The writer was Chet Randolph, farm service director at Yankton, S. D.

"For the first time in my life," wrote Mr. Randolph, "I was late for a train out of Sioux City. While running to catch it, I handed my keys to the red cap and asked him to park my car — told him that I would be back the following Wednesday night.

"Using another form of transportation, I returned by plane, wondering meanwhile if I would find my car available to return to Yankton where I had to be on the air early the next morning. Uncertain as to what time I was returning, your Sioux City agent (Mr. Cline) had checked with the plane service to find out when my plane came in, and discovered that it was 45 minutes late. Even then, for my convenience, he remained at the station 30 minutes beyond closing time just to see that I got my car keys. This is to let you know that I deeply appreciated that extra service."

CAN YOU NAME THEM?

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

1. A T S F
2. C G
3. D M I R
4. G M & O
5. N & W
6. P & W V
7. S L S F
8. C I L
9. T & P
10. W M

A saint has been defined as a person who's good when nobody is looking.—Mason City Globe-Gazette

This Year's Airline Subsidy

IN A speech at Dallas, Tex., Nov. 21, Vice Chairman Harmar D. Denny of the Civil Aeronautics Board said the airlines will receive \$56,070,000 in payment for carrying the mail and \$80,655,000 in subsidy from the American taxpayers in 1954. (This subsidy, however, does not include the cost of constructing and maintaining airports or the cost of providing and operating the airways.) Mr. Denny broke down the costs as follows:

1. To operate the 13 domestic certificated trunk airlines in fiscal 1954, the government will pay \$34,631,000 for

the service of having these carriers transport the mail—plus \$3,581,000 in subsidy.

2. For three helicopter air carriers, the government will pay \$341,000 for the transportation of mail—plus \$2,325,000 in subsidy.

3. For the 14 temporarily certificated local service air carriers, the government will pay \$1,382,000 for the service of transporting the mail—plus \$23,895,000 in subsidy.

4. To our international, overseas and territorial air carriers, \$19,716,000 will be paid for transporting the mail—plus \$50,854,000 in subsidy.

As a Patron Sees Him

A SPECIFIC example of good railroading out on the line has been pointed out by Robert M. Lewin, labor writer for the Chicago Daily News. Believing that more people should be aware of the fine performance of this veteran employee, Mr. Lewin wrote:

"Between Christmas and New Year Mrs. Lewin and I took a Milwaukee Road train from Milwaukee to Berlin, Wis., a trip we've taken many times before. The trainman on that run is Donald Powell, who wears a 35-year button.

"I have never seen a trainman so helpful, courteous, polite and pleasant. I've heard other passengers talk about him, too, in the same way. He carries baggage for passengers . . . asks them if he may do it. He lifts their heavy bundles, and so on, when they board and disembark from trains. He's wonderful in answering questions of passengers, never snaps back an answer.

"He always seems willing to give more than he gets, if you know what I mean. From his manner I get the impression that he really likes his job, really likes The Milwaukee Road."

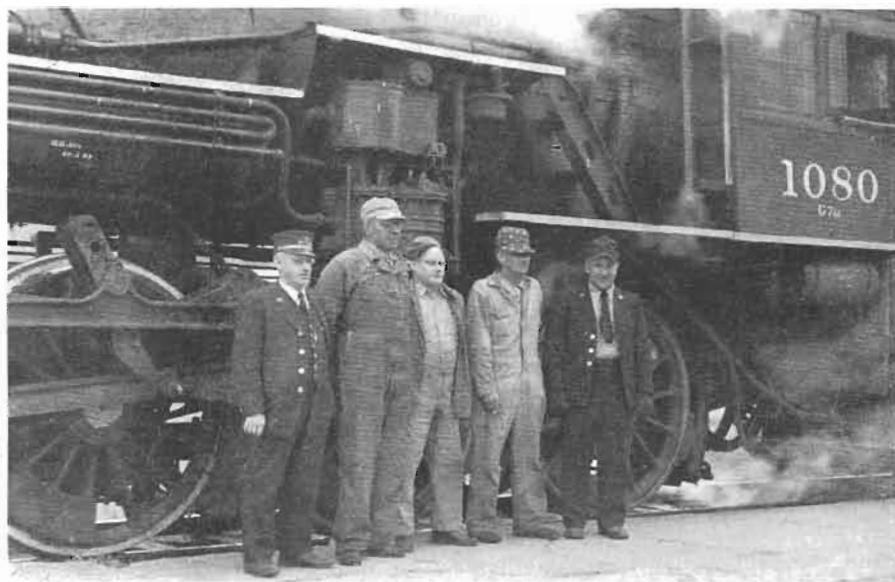


test your knowledge of railroads and railroading

(Answers on Page 38)

1. When did Congress pass the Standard Time Act—in 1883, 1900 or 1918?
2. In railroad terms, what is a "possum belly"—a stout superintendent, a tool locker under a caboose or work car, or a leather apron worn by car repairmen?
3. Is a crosstie placed in track so that the adzed portions will be at the top and bottom, or on the sides?
4. For each dollar which the railroads receive for the transportation of freight and express, how much do they collect for the government from shippers in the form of federal transportation tax—one, two, or three cents?
5. Which of these three weights is standard for steel rails—114, 115, or 116 pounds per yard?
6. What is the average life of a treated crosstie in track—more or less than 20 years?
7. Which department of the railroad is especially concerned with personal injury claims—Accounting, Law, or Traffic?
8. What is the recommended clearance above rails of bridges and tunnels—about 15, 22, or 27 feet?
9. For what railway officer do the initials GSMP stand?
10. About how many new locomotive units were placed in service on the railroads of the United States in 1952—less than 1,000, between 2,000 and 3,000, or more than 3,000?

Iowa Rail Fans Ride the Milwaukee



The train crew of the rail fan special obliged by posing for the photographers. From left: Conductor H. L. Mellish, Engineer L. R. Martin, Baggage man T. W. Samuelson, Fireman Carl Ott and Brakeman Joseph Turkel.

MEMBERS of the Iowa Chapter of the National Railway Historical Society converged on the depot at Cedar Rapids one recent Saturday for a rail fan outing to Calmar. The trip did not make history, but there is little doubt that it was the most photographed run ever made on the Calmar branch line.

In deference to the type of equipment preferred by rail fans, the gas-electric combine usually in service was replaced by steam power. For a photogenic effect, the locomotive was touched up with silver paint on the tires and cylinder heads, and a touch of silver was also daubed on the running boards. This eye-catching turnout, coupled to a coach of the modern type, drew atten-

tion all along the line, and at station stops brought many citizens down to the depot to learn the reason for the gala display.

The Cedar Rapids-Calmar route, running at various points through hilly country, is unusually scenic and stops were made frequently to accommodate the camera-toting members of the party. Shutters snapped continuously during the entire course of the 268-mile trip, as long as there was light to see by. When Cedar Rapids came into view at the end of the journey, the group agreed that it had been a wonderful experience and that the Milwaukee Road train crew was an outstanding bunch of railroaders.

AN UNWANTED TRAVELING COMPANION



A \$25,000 CAKE

IN WEBSTER, S. D., Mrs. Bernard Kanago is regarded as a fine cook. Exactly how exceptional she is wasn't known, however, until last month when in New York City she was acclaimed "Cook of the Year." The spark of genius which set her apart was a layer cake recipe she submitted in the fifth grand national baking contest sponsored by Pillsbury Mills, Inc., Minneapolis.

At a bake-off in the Waldorf Astoria on Dec. 15, Mrs. Kanago's two-layer white cake, a delicate concoction larded with grated chocolate and chopped nuts, beat out the best baking efforts of 78 other women and one man. The recipe, which she had named "My Inspiration," was awarded \$25,000, the highest money prize in any cooking contest. The presentation was made over a nationwide TV and radio hookup.

Fresh from her triumph in the East, Mrs. Kanago was a passenger on the Morning Hiawatha when it left Chicago on Dec. 18. Her first stop was Minneapolis where she was scheduled to attend the Pillsbury Mills Christmas party at the Radisson Hotel. And then home, to the family and a welcoming community.

How does it feel to win \$25,000? "I just can't believe it yet," said the petite housewife in an interview aboard the Morning Hiawatha. "All that money! But everyone seemed to like the cake, even on television—I was in 'What's My Secret' and Gary Moore's show in New York, you know. The government will get a share in taxes, of course, but there will still be a lot left."

Part of the money, Mrs. Kanago said, will be used to send her daughter Cynthia, 16, to college, and to help her son Lee, a former GI, complete his education at Northern State Teachers College, Aberdeen, S. D. She had already 'phoned the good news to her family. "They were stunned, too," she laughed.

A creative cook, Mrs. Kanago has been experimenting in the kitchen during 25 years of marriage. Two years ago she entered a recipe in the Pillsbury con-

Mrs. Kanago (left) arriving in Minneapolis on the Morning Hiawatha, accompanied by Mrs. Philip Pillsbury, wife of Pillsbury's board chairman, and a director of The Milwaukee Road. (Minneapolis Morning Tribune photo)



test, but something went wrong and she scrapped it. This year's recipe was an entirely new idea. The cake is a two-layer affair that looks like four. Finely chopped nuts patted over the bottom of the pans are covered with batter, a layer of grated chocolate added, and the whole topped with the balance of the batter. When baked, it is turned with the nuts on top and covered with chocolate frosting. Its name, "My Inspiration," is that, but literally. Here are the ingredients:

My Inspiration Cake

- 1 cup finely chopped nuts
 - 2 oz. sweet or semi-sweet chocolate
 - 2½ cups sifted Pillsbury's Best enriched flour
 - 4½ tsps. double-acting baking powder
 - 1 tsp. salt
 - 1½ cups sugar
 - ¾ cup shortening
 - 1¼ cups milk
 - 1 tsp. vanilla
 - ¾ cup egg whites (4 large or 5 medium), unbeaten
- Place nuts evenly over bottoms of two

well-greased and lightly floured 9-inch round layer pans. Sift together flour, baking powder, salt and sugar. Add shortening, milk and vanilla. Beat for 1½ minutes, 150 strokes per minute, until batter is well blended. (With electric mixer, blend at low speed, then beat at medium speed for 1½ minutes.) Add egg whites. Beat for 1½ minutes.

Spoon one-fourth of batter carefully into each nut-lined pan, using about half of the batter. Sprinkle with the grated chocolate (half in each pan). Spoon remaining batter into pans, spreading carefully so chocolate is not disturbed. Bake in a moderate oven (350°F.) 35 to 40 minutes. Let cool in pans 10 to 15 minutes before turning out.

Cool thoroughly and frost layers, nut side up, with chocolate frosting. Spread frosting between and on sides of layers, but frost only ½ inch around top edge of cake and about 1 inch circle in center. Decorate chocolate frosting with reserved ⅓-cup white frosting, thinning with water a teaspoon at a time as necessary.

Chocolate Frosting

- 2 squares (2 oz.) baking chocolate
- ½ cup granulated sugar
- ¼ cup water
- 4 egg yolks

- 1/2 cup butter or margarine
1 tsp. vanilla
2 cups sifted confectioners' sugar

Combine chocolate, granulated sugar and water in saucepan. Cook over low heat, stirring constantly until chocolate melts and mixture is smooth. Remove from heat. Add egg yolks; beat thoroughly. Cool. Cream butter and vanilla. Blend in confectioners' sugar gradually, creaming well. Reserve 1/8 cup to decorate cake. Add the cool chocolate to remaining white frosting; beat until smooth.

• • •

Staying Young After 50

A MIDDLE-AGED man taking an adult education course in an Eastern city was asked why he had signed up for the training. He replied, "Because I don't want to die at 50 and wait until I'm 70 or 80 before I'm buried."

That attitude is typical of more and more Americans who are discovering that old age is often only a state of mind. Not only do people today enjoy better health than their ancestors did, but they are living longer.

The January issue of *Better Homes & Gardens Magazine* points out that there are now more students in adult-education groups than in all our colleges and universities. More and more men and women are taking graduate and correspondence courses.

Adults who take the education courses fall into four groups. Group one wants to earn more money—they are teachers, mechanics and businessmen and others taking courses that will make them more valuable in their work. Group two wants new skills in homemaking—women learn tailoring, home decoration, fancy cooking, men learn cabinet making, plumbing, shopwork, home repairs. Group three goes in for cultural enjoyments like sculpturing, painting or weaving or learning to appreciate art, music, literature and philosophy. Group four does exactly what the experts urge older folks to do—prepare definitely and intelligently for better living after 50. Some of these students who are approaching the golden years are taking up the arts; others are learning hobbies such as weaving and photography. Some decide to learn a foreign language.

Unlike their forefathers of 50 years ago, these people have no time to feel useless, old or trapped in a dead-end situation. Their life expectancy is at least 20 years longer than their grandfathers', and they are determined to enjoy those extra years.

for fun, a Pizza Party

IT'S INGENUITY—not expense—that counts in staging a good party. A menu which features pizza, for instance, automatically solves the problem for an informal evening of fun, and is perfect for late evening or Sunday night suppers.

For those who prefer the easiest way, refrigerated and frozen pizzas, which require only a quick oven heating, are available. Or you might like to serve individual snack-size pizzas, using an English muffin or a refrigerator roll as the base. An authentic Italian pizza, though, made with a yeast dough, can be turned out right at home in one short lesson. The dough can be made ahead, ready to stretch out and cover with various fillings. Here is a recipe for one, 10-inch pizza:

Italian Style Pizza

- 1/2 cup milk
1 tbsp. shortening
1 tsp. sugar
1 tsp. salt
1 package or cake yeast, active dry or compressed
1/4 cup warm, not hot, water (lukewarm for compressed yeast)
1 1/2 cups sifted all-purpose flour

Scald milk. Stir in shortening, sugar and salt. Sprinkle or crumble yeast into water. Stir until dissolved. Sift flour into mixing bowl. Combine cooled milk and dissolved yeast; stir into flour and mix thoroughly. Knead about 5 minutes. Drop ball of dough onto a 10-inch griddle or pie pan (same pan used later for baking). Cover with towel and let stand in warm place, away from drafts, until double in size. Push down center with fist and spread to 1/4-inch thickness across bottom of pie pan or griddle. Cover with filling.

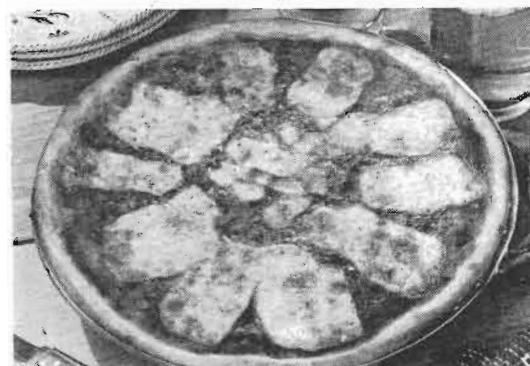
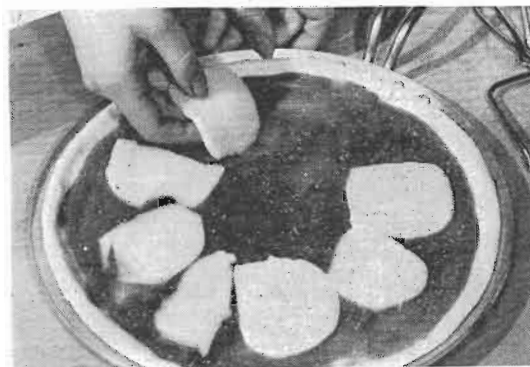
Pizza Filling

- 1 8-ounce can tomato sauce
2 tbsps. grated parmesan cheese
1 tbsp. olive oil
1/2 tsp. crushed oregano
1 6-ounce pkg. mozzarella or mild American cheese, sliced or grated
1 tsp. chopped parsley
dash of cayenne pepper

Mix together tomato sauce, parmesan cheese, olive oil and oregano. Spread over dough, leaving a 1/2-inch edge of uncovered dough. Place grated or sliced cheese on tomato mixture. Sprinkle with parsley and cayenne pepper. Bake in preheated moderately hot oven (400°) 15 to 20 minutes. Cut into pie-shaped wedges and serve immediately.

Snack-Size Pizzas

- 1 pkg. refrigerated biscuits (12 biscuits)



- 1 tbsp. olive oil
1 8-ounce can tomatoes
1 2-ounce can anchovies
1 6-ounce pkg. processed American or mozzarella cheese
pinch of oregano

Roll biscuits to 1/4-inch thickness and pinch edges to form slight ridge. Place on a well-oiled cooky sheet. Brush each with olive oil. Drain juice from tomatoes and spoon tomatoes on top of biscuits. Chop anchovies and cut cheese into small pieces; place on tomatoes. Sprinkle with oregano. Bake in a hot oven (450°) 10 to 12 minutes.

10 P.M. Pizzas

- 3 English muffins
3/4 cup diced fresh tomatoes, drained
6 slices mozzarella or mild American cheese
garlic salt
cayenne pepper
parmesan cheese
6 tps. olive oil

Pull muffins apart with a fork. Toast until lightly browned. Place tomatoes on muffin halves, top each with a cheese slice. Sprinkle with garlic salt, cayenne pepper and parmesan cheese. Pour one teaspoon olive oil over each. Place on a pie pan or cooky sheet and bake in hot oven (400°) 15 minutes. Makes 6.



Facts About Glass Fiber Curtains

DRAPERIES, curtains and yard goods woven of Fiberglas yarns are being presented this winter in a wide range of colors, weaves and styling. To housewives they offer the advantage of never needing to be ironed. Here are other interesting facts about this new material:

Glass yarns, although made of solid glass, are soft and silk-like. The explanation for this lies in the slenderness of the fiber—less than three ten-thousandths of an inch in diameter. Although different from other forms of glass in that they are pliable and cannot be shattered, the fabrics retain certain properties that make them unique.

Glass fibers are resistant to the deteriorating effect of sunlight and will not rot, even at a window with a southern exposure. The printed draperies and pastel curtains have color retention su-

perior to most vat dyes, but will in time show some fading from prolonged exposure to sunlight.

A finishing process known as Coronizing crimps the yarns permanently, making it impossible to wrinkle the fabric. Since the yarns do not absorb moisture or soil, washing is easy and surface water need merely be blotted off before rehangng. Glass fabrics will not burn. Neither will they stretch, shrink or sag.

In order to preserve the labor-saving and long-life characteristics of glass fabrics, reasonable care must be exercised, to protect them from abrasion. Although they have high tensile strength, rubbing against window sills or furniture will injure the fabric. Curtain rod tips should be covered when being inserted, and hand washing is recommended.

◀ Marquisette fiber glass curtains require a minimum of care. Wash them by hand, roll in a towel, and rehang damp. Takes about seven minutes.

Large Quantity Cooking



THE PROSPECT of preparing a meal for 50 people or more might well daunt even the most experienced cook. Yet

anyone who belongs to a church club, lodge or social group may be faced with this problem periodically. For those, there is now available a free booklet which steers the food committee right through the assignment, from promoting attendance to the final clean-up.

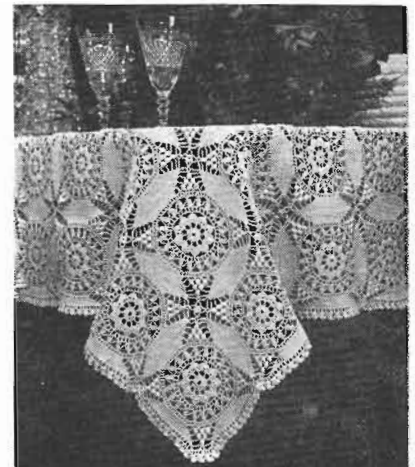
The booklet, entitled "Serving Successful Snacks and Meals," is a valuable guide to food service for any social or fraternal group. Its 32 pages include facts and tips about the equipment you need, simple planning methods, making up a budget, cooking in quantity and how much to charge. Illustrations, charts and photographs explain how to buy the right quantity of food for 25, 50 or 100,

what quantity of each type of food makes a satisfactory portion, and how to time-schedule the preparation and service.

This information was obtained from a study of organizations varying in membership from 50 to 1,500 who have served food successfully, and from professional caterers and experts on group feeding. The booklet also contains a list of other books and pamphlets on group feeding. Many of them, including menus and quantity recipes, are offered free by manufacturers.

("Serving Successful Snacks and Meals" is available simply by writing to the Paper Cup and Container Institute, 551 Fifth Avenue, New York City, N. Y.)

FOR GRACIOUS LIVING. The practical simplicity of this platinum and white crocheted contour spread and bolster is typical of the American Modern style of home decoration that is growing in popularity. It is designed to use with a dust ruffle in a vivid solid color. The table cloth, reminiscent of stained glass windows, combines a variety of crochet stitches. Each motif measures about five inches—you can complete the cloth to any desired size. Either of these designs would make an outstanding entry in the 1954 Nationwide Crochet Contest. (For details, consult your local art needlework store.) Free instruction leaflets for AMERICAN MODERN BEDSPREAD and CATHEDRAL WINDOW CLOTH are available from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



The Milwaukee Road Magazine

retirements

The following employees' applications for retirement were recorded during December, 1953

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYEES

GRAENING, ELSIE I.
Clerk Chicago, Ill.
LITSEY, ERNEST
Waiter Chicago, Ill.
McAVOY, ELMER H.
Asst. Chief Clerk Seattle, Wash.
STRONG, HAROLD N.
Steward Chicago, Ill.

CHICAGO TERMINALS

BROWN, GEORGE L.
Loco. Engineer Chicago, Ill.
BUSHMAN, ELVA E.
Switchman Chicago, Ill.
KOEBBEMAN, FRANK F.
Inspector Bensenville, Ill.
McINERNEY, JOHN J.
Machinist Bensenville, Ill.
PIETRZAK, JACOB
Carman Chicago, Ill.
RUPP, HENRY
Switchman Chicago, Ill.
RYAN, JOHN
Ex. Gang Laborer Chicago, Ill.
SCHULZ, CHARLES E.
Checker Chicago, Ill.
WACHOWIAK, TONY
Car Inspector Chicago, Ill.

COAST DIVISION

SAVICH, RADE M.
Sec. Laborer Pt. Angeles, Wash.
SCHMIDT, HENRY W.
Carman Seattle, Wash.

DUBUQUE & ILLINOIS DIVISION

BIRCHER, CARLTON O.
Conductor Dubuque, Iowa
PETERSON, ALBERT S.
Ex. Gang Laborer Liberty, Mo.

HASTINGS & DAKOTA DIVISION

BAUMAN, WALTER
Car Inspector Aberdeen, S.D.
GUTTENBERG, MIKE A.
Car Inspector Aberdeen, S.D.
TODOROFF, CARL
Sec. Laborer Aberdeen, S.D.
WHEELER, HOWARD O.
Loco. Engineer Aberdeen, S.D.

IDAHO DIVISION

LEYDE, ROBERT
Conductor Malden, Wash.

IOWA DIVISION

HOMOLKA, JAMES
Sec. Laborer Wyoming, Iowa
INGRAM, HARRY
Sec. Laborer Defiance, Iowa

LOFTUS, ARTHUR W.
Switchman Cedar Rapids, Iowa
VODENIK, FRED
Conductor Perry, Iowa

IOWA & DAKOTA DIVISION

BRUNS, EARL E.
Conductor Mason City, Iowa
JOHNSTON, JAMES T.
Mach. Helper Mitchell, S.D.
LINDLOFF, FRED F.
Car Cleaner Sioux Falls, S.D.
MORELAND, JAMES L.
Janitor Mitchell, S.D.
NYSTROM, ALBERT J.
Switchman Sioux City, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

FLYNN, LEO J.
Conductor Madison, S.D.
RYAN, JOSEPH D.
Ex. Gang Laborer Austin, Minn.
WOOLWORTH, BENJ. E.
Agent Waldorf, Minn.

LA CROSSE & RIVER DIVISION

ALLEN, WILLIAM P.
Conductor Milwaukee, Wis.
BLOOM, CARL
Loco. Engineer Milwaukee, Wis.
NEUMANN, FRED W.
Laborer Tomah, Wis.
SCHWAB, JOHN JR.
Loco. Engineer Milwaukee, Wis.
SWANSON, OSCAR F.
Agent-Oper. Durand, Wis.
WOESSNER, WILLIAM
Loco. Engineer St. Paul, Minn.

MADISON DIVISION

BATTEN, IRVING L.
Conductor Ladd, Ill.
BURRINGTON, WILLIAM A.
Contractor Janesville, Wis.
JONES, HUGH R.
Foreman Madison, Wis.

MILWAUKEE DIVISION

LEFKY, FRANK C.
Agent-Operator DePere, Wis.
MILLER, REX E.
Conductor Milwaukee, Wis.
MONAHAN, GEORGE F.
Trainman Milwaukee, Wis.
SHIVY, JOHN A.
Sec. Foreman Iron Mt., Mich.

MILWAUKEE TERMINALS & SHOPS

ALEXANDER, JOHN R.
Loco. Engineer Milwaukee, Wis.
ALTENBACH, JOHN J.
Electrician Milwaukee, Wis.
DREWEK, STEPHEN J.
Machinist Milwaukee, Wis.
GARGEN, GEORGE P.
Crane Operator Milwaukee, Wis.

KAMPF, JOHN
Carman Milwaukee, Wis.
NAGODE, FLORIAN
Laborer Milwaukee, Wis.
REMY, OSCAR G.
Machinist Milwaukee, Wis.
SEIDEL, LOUIS W.
Loco. Engineer Milwaukee, Wis.
WEBB, WILLIAM E.
Switchman Milwaukee, Wis.
WEBER, ARTHUR R.
R. M. Clerk Milwaukee, Wis.
ZATARSKI, ANDREW T.
Machinist Milwaukee, Wis.

OFF LINE

MORGAN, THOMAS A.
General Agent Philadelphia, Pa.
OPFER, WILLIAM C.
C F & P A St. Louis, Mo.

ROCKY MOUNTAIN DIVISION

NICHOLS, IRA G.
Clerk Alberton, Mont.
STEINER, JOSEPH F.
Car Foreman Great Falls, Mont.
THOMPSON, WILLIAM H.
Loco. Engineer Three Forks, Mont.

TERRE HAUTE DIVISION

BOARD, JERRY
Carman Helper Terre Haute, Ind.
DICKINSON, JOHN L.
Coal Chute Foreman Coalton, Ill.
DORFMEYER, PRESTON F.
Carman W. Clinton, Ind.
MALONE, WALTER B.
B&B Carpenter Terre Haute, Ind.

TRANS-MISSOURI DIVISION

BRUNI, ROY
Sec. Laborer Plevna, Mont.
FERRELL, EUGENE D.
Car Helper Miles City, Mont.
HARTWICK, TOLLEY
Storehelper Miles City, Mont.
MARTIN, ANTON
Laborer Miles City, Mont.
NORD, JAMES V.
Conductor Miles City, Mont.
NUGENT, THOMAS F.
Warehouse Foreman Miles City, Mont.
PETERSON, ARTHUR L.
Mach. Helper Miles City, Mont.
SVENDSON, CARL A.
Pipeman Helper Miles City, Mont.

TWIN CITY TERMINALS

ANDERSON, CARL E.
Carman Minneapolis, Minn.
BROWN, THADEUS J.
Clerk Minneapolis, Minn.
CLOSSER, CARL B.
Switchman Minneapolis, Minn.
CROTTY, JOHN E.
Machinist St. Paul, Minn.
ESBY, ANDREW
Carman Minneapolis, Minn.
FREMLING, CHARLES L.
Rndhse. Laborer St. Paul, Minn.
HORBAL, WILLIAM
Boilermaker Helper Minneapolis, Minn.
JEFFERSON, THOMAS F.
Boilermaker Helper St. Paul, Minn.
NEUMANN, WILLIAM
Electrician St. Paul, Minn.
VOGEL, ALOYSIUS J.
Trucker St. Paul, Minn.

about people of the railroad

Madison Division

FIRST DISTRICT

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

A Christmas theme was carried out in the decorations for the wedding of Miss Patricia Haugen, daughter of Engineer Herman Haugen of Madison, to Donald P. Pracht, which was solemnized at the chapel of Truax Field in Madison. A reception for 150 guests was held in the Pompeian Room of the Hotel Loraine.

E. W. Voss, retired agent, and Mrs. Voss, of Mazomanie, celebrated their 59th wedding anniversary on Dec. 26.

Frank Miles, retired agent of Prairie du Sac, Wis., passed away at a Madison hospital on Dec. 22. Mr. Miles retired in 1937.

Engineer Charles Taggart of Ladd, Ill., passed away Dec. 14.

Switchman D. H. Smock of Madison was called to Kansas City recently because of the death of his father.

Chief Carpenter W. M. Cameron, Mrs. Cameron and son David spent the Christmas holidays with their daughter and family, the Gordon Pedersens, at Lakeland, Fla.

Marilyn Monahan, clerk in the superintendent's office, is on leave of absence at this writing. Emilie Kuehni is filling her position.

Mrs. J. J. Shipley, wife of Engineer Shipley of Madison, passed away at a Madison hospital on Dec. 31 following a short illness.

Mrs. Walter Klebesadel, wife of retired

machinist helper of Madison, is confined to the Madison General Hospital at this writing with a broken hip.

Carman Roy Nelson of Madison is confined to the Madison General Hospital with a broken leg.

B&B Foreman Al Steensrud and Mrs. Steensrud of Mazomanie are visiting with their daughter in Van Nuys, Calif.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

The annual Christmas luncheon party of the Milwaukee Service Club was held Dec. 22 at the Seattle Transportation Club, and broke the record with 155 present. The banquet room was in holiday dress with the tables attractively decorated for the occasion. Special musical numbers were furnished by Glen Williamson of the traffic department, Robert Brinkley of the vice president's office, Morell Sharp of the law department, and C. R. Wohlers of the local freight. Scott McGalliard of the freight claim department directed the singing of carols. The Christmas message was given by Rev. Gary Demarest of the University Presbyterian Church.

Chairman B. E. Lutterman introduced guests at the head table, which included Joshua Green, a member of the Road's board of directors, Vice President Larry H. Dugan, General Manager C. E. Crippen, Retired General Manager L. K. Sorensen, Western

Traffic Manager, Paul Wilson, King County Sheriff Harlan S. Callahan who is a locomotive engineer on leave of absence, and Jack Hurley, secretary of the Washington Railroad Association. Other guests were E. J. Doyle and Joe Brotherton of the URT Company, John K. Waite of the J. K. Waite Food Brokers, and C. O. (Cap) Helton of the Pacific Traders, Inc. Joshua Green presented the Women's Club with \$100, which was accepted for the club by Mrs. R. W. Janes, past president. There was a gift for each person, with Santa Claus MacLennan and Chuck Reynolds doing the honors.

Credit for the success of the party was due to Chairman Lutterman, who was in charge of the program, and C. D. MacLennan and his office helpers who took care of the invitations, programs and the accumulating of gifts. Many of the gifts were donated by E. J. Doyle, J. K. Waite and C. O. (Cap) Helton. Also Ruth Walla who headed the committee in charge of table decorations. There were 31 retired employees at the luncheon.

Mrs. Mabel Price Hanson is the new "steno" in office of assistant to general manager, replacing Mary Lou Wilson. Mabel formerly worked in the DF&PA office at Butte before resigning in March, 1944 on account of Mr. Hanson being transferred.

Milwaukee Division

SECOND DISTRICT

M. B. Herman, Correspondent
Asst. Superintendent's Office, Green Bay

Henry Hendricks, rate clerk in the freight office, is in the hospital at this writing for an appendicitis operation. Understand he is doing very nicely.

Roger Mogan is the proud father of a baby boy, Marc Steven. Mrs. Mogan is the daughter of Switchman M. Giese, and it was said that Mrs. Giese had to sew buttons back on his vest as he popped them off when he heard about his new grandson.

We wish to extend sympathy to our agent, F. J. LaVeau, whose wife passed away; also to the family of W. E. Herman, agent at Iron River, Mich., who died suddenly of a heart attack.

Ed Bader and Emil Schmitz, machinists, have retired after many years of service.

A Gold Pass in token of 50 years of service was presented last month to Mr. and Mrs. Edward Bader of Green Bay.

Firemen Al Fournier and Clif Duchateau and Switchman Pat O'Brien are the proud fathers of new babies.

H. K. Matthews, timekeeper in the assistant superintendent's office, made a trip to Washington, D. C., to spend Christmas with his daughter.

Conductors James Costley and Arlie Ruby have gone to Florida for the winter.

We are sorry to report the death of Passenger Brakeman Fred Monahan. He had been ill for some time. Also the death of Harry Dudkiewicz, hostler helper, who died of a heart attack.



HOSPITALITY, UNLIMITED. Milwaukee Roaders who enjoyed the hospitality of Seattle Chapter of the Women's Club at a holiday open house held in the White Building. From left: Mrs. C. S. Finlayson, Mrs. C. W. Reynolds, Mr. Finlayson, R. C. Sanders (rear), Mrs. E. H. Suhrbier, Mrs. Agnes Horak, Miss Kathryn Hutch, and C. E. Crippen, general manager, Lines West.

Ed Krans, operator at Chilton, has been appointed agent at DePere, Agent Lefky having retired. O. T. Bottger who was agent at Amasa has been appointed agent at Iron River, Mich.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Train Dispatcher Chadwick Anderson who has had considerable experience foretelling the arrival time of trains was 22 minutes late on forecasting the arrival of his first child, a girl born on Dec. 4.

Sympathy is extended to Chief Clerk Herbert Franzen whose sister passed away on Dec. 14; also to Brakeman Bernard Kroenke whose mother passed away early in December.

Miss Elenore Francey, secretary to our superintendent, K. R. Schwartz, retired Dec. 31 after 35 years of service. Over the years she has served continuously as secretary to the various superintendents of the Milwaukee Division. At a farewell party at the Schroeder Hotel on Dec. 29 she was presented with a beautiful radio-clock and other presents. Toastmasters were J. A. Jakubec and Herb Franzen. All arrangements were made by Mary Hickey and Ruth Habegger.

A baby girl, Mary, was a Christmas Day present at the home of Brakeman A. F. Belau.

D & I Division

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

Ronald Meyers, son of Leonard Meyers, Savanna freight house, was discharged from the Air Force on Dec. 4 and is now at home with his parents in Sabula, Ia.

Switchman R. Hal Smith, Savanna, who has been on leave for a number of months due to illness, returned to work the latter part of December.

The Herman Georges, (engineering department) Savanna, vacationed in Florida recently, visiting at West Palm Beach, Fort Lauderdale and with the Hub Wurths at Miami. Mr. Wurth, who was formerly division engineer at Savanna, asked to be remembered to his Milwaukee friends.

On Dec. 20, in Howes Memorial Chapel on the Northwestern University campus in Evanston, Ill., Patricia D. Kinney, daughter of Chief Clerk C. E. Kinney, Savanna, became the bride of Trainmaster James F. Elder, nephew of Mrs. Alta Elder, Savanna. Mrs. Kenneth Ryan of Boston, Mass., the former Marion Kinney, was matron of honor and Dr. Paul Moen, husband of the former Jan Elder, served as best man. A dinner for relatives and friends was held following the ceremony. Pat and Jim will be at home in Davenport, where Jim is located as trainmaster.

Congratulations to the Larry Nigus', Savanna, who welcomed their first child, Thomas Alan, on Dec. 21. Larry is dispatcher at Savanna and Shirley was formerly employed in the superintendent's office at Savanna; also to the Ben Powers' (Savanna radio technician) who welcomed their second son on Dec. 26; and to Switchman Belander who also welcomed a son on Dec. 28.

Word has been received of the death of Mrs. Elmer Bashaw of Homestead, Fla., wife



HOOSIER LEAVE-TAKING. Part of the group of Terre Haute Division employees who honored Superintendent W. E. Swingle (standing, fifth from right) at a farewell dinner in Terre Haute on Dec. 14. Mr. Swingle's appointment as superintendent of the Trans-Missouri Division with headquarters at Miles City, Mont., became effective Jan. 1.

CELEBRATING THE FIFTIETH. Mr. and Mrs. E. C. Hale who recently celebrated their golden wedding with a reception at their farm home near Glasford, Ill., to which they moved after Mr. Hale, former stockyards agent in Chicago, retired in 1944 following 46 years of service. They rent the farm land, but reserve about two acres for raising garden produce, fruit, flowers and chickens. Mr. Hale recommends farm life to other retired people, both as a pleasure and a source of small income.



MADISON DIVISION RETIREMENT. H. R. Jones, car foreman at Madison, Wis., is shown with Mrs. Jones at a dinner held at the Cuba Club in honor of his retirement Dec. 1. Seated is John Vanderhei, retired pumper repairman, who acted as general chairman of the event attended by about 65 associates. Mr. Jones, a native of Wales, came to America as a young man and worked briefly for the Road in 1910. He counts his service, however, from 1918, starting as a repairman at the Milwaukee shops where he worked up to assistant car foreman and subsequently to foreman at Ladd and Savanna. He was also foreman at LaCrosse, Green Bay and Dubuque before going to Madison in 1934. A past president of the Mechanical Foreman's Association, he was honored by that organization at the dinner and also by the Brotherhood of Railroad Carmen. (Capital Times photo)



ARMY NEWSFRONT. Word from Donald C. Quinn, furloughed "J" line fireman, has it that he was recently assigned to an Army transportation battalion in Pusan, Korea. He is the son of C. J. Quinn, veteran conductor on the "J" line, as the run from Chicago to Madison, Wis., through Janesville, is known.



of retired clerk formerly of Mt. Carroll and DeKalb, on Dec. 10. Surviving are her husband, a daughter and a sister.

The Ted Bahwells of Elgin celebrated their 25th wedding anniversary on Dec. 20. Ted is with the accounting department in Chicago but prior to 1932 was employed in the superintendent's office at Savanna.

The Women's Club held its annual Christmas party on Dec. 14 with 55 present. The program consisted of two solos by Arnold Bernstein accompanied by Mrs. Raymond Phillips, a piano duet by Mrs. L. B. Mellem and Mrs. Judd Law, and colored slides of Christmas carols shown by Miss Ann McDermott of the mechanical department, with group singing as the slides were shown. Card playing was then enjoyed, together with a gift exchange and lunch.

Newly elected officers for 1954 are: Mrs. Otto Wacker, president; Mrs. Harry Krahn, first vice president; Mrs. Albert Lahey, second vice president; Mrs. C. Bertholf, treasurer; Mrs. J. Collings, recording secretary; and Mrs. T. Gilroy, corresponding secretary.

Women's Club news, Davenport Chapter: Mrs. Alice Strauss was installed as president, along with other new officers, at a Christmas party held at the home of Mrs.

Arthur Kelsey . . . Mr. and Mrs. George Volrath returned from a California vacation on Dec. 8 . . . Mrs. W. L. Conner, being confined at home by illness, welcomes visitors . . . A Christmas party for the entire family was held at the Friendly House with 75 members attending. A hot dinner was served and treats were given out to the youngsters by that jovial old scout, Santa Claus.

Engineer Frank Anderson, who formerly held a Silver Pass, received his Gold Pass last month. His service date is Apr. 23, 1903.

A Gold Pass, token of 50 years of service, was presented last month to Mr. and Mrs. F. M. Intlekofer. Mr. Intlekofer has been the agent at Waukon, Ia., since June 4, 1908. He and the late E. B. Gibbs are the only agents that station has ever had.

For us Americans there is something about a railroad which draws out the deepest feeling and the finest effort. The history of our great westward march across the forests, prairies and mountains is wrapped up in the history of our railroads.

—JAMES P. DAVIS, Director of Territories, U. S. Department of the Interior.

Rocky Mountain Division

EAST END

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

John Mackedon, retired west Rocky Mountain Division engineer, passed away at his home near Seattle in December. He was buried at Deer Lodge. Mr. Mackedon had a long service record with the Road.

J. F. Burns, retired engineer, has been a patient at the Providence Hospital in Seattle for some time. Anyone caring to write to him, address letter to Providence Hospital, room 602.

Engineer and Mrs. Rexroat and their two sons left recently for Los Angeles to spend their vacation. They expected to go to Yuma, Ariz., next to Mexico, and then on to Los Angeles.

J. E. McHale, retired conductor, passed away recently in Spokane. Mr. McHale worked for many years as a conductor on the Rocky Mountain Division. He moved to Spokane when he retired.

At this writing, D. P. Elliott, retired engineer, is very ill at his home in Butte where he moved after retiring.

Milwaukee Shops

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

Our handsome tractor driver, Alvin Braun, said "I do" to Lillian Stimson on Dec. 26 at Oconomowoc, Wis. The couple spent their honeymoon at Okauchee Lake, Wis., and will also make their home at that point.

The stork visited the home of John Annis, blacksmith apprentice, on Oct. 24 and presented him with a baby boy; name, James David. William Kuehl, blacksmith, and wife are also proud parents of a boy, born on Nov. 12.

At this writing Earl Marsh, clerk in the forge shop, is ill and all of us hope to see him return in good health soon. His job is being filled by Blacksmith Martin Makoutz.

We recently received a card from Joseph Cornish, carman helper, who is regaining his good health by spending some time in Florida.

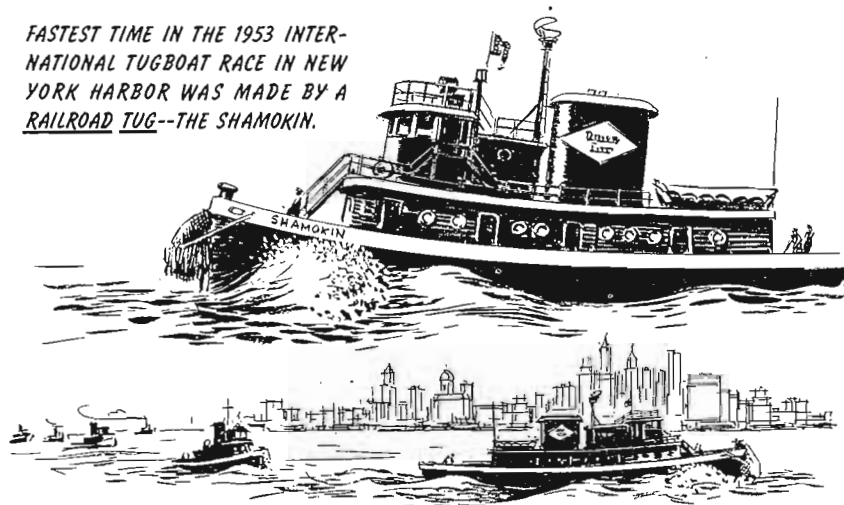
Jacob Hansen, shop superintendent, recently had the pleasure of presenting a Gold Pass to William Weidel, machinist in the air brake department, in honor of his 50 years of service, and a Silver Pass to Miss Evelyn Wolff, seamstress in the upholstering department, in honor of 43 years of service.

George Gargen, crane operator in the south crane, retired on Nov. 30 at the age of 65 with 32 years of service to his credit.

Sympathy is extended to the families of the following: John Hammill, welder in the freight shop, who died Oct. 28 at the age of 59; Charles Bayer, blacksmith, who died Dec. 1 at the age of 63; Edmund Bertram, retired tinsmith, who died Dec. 6 at the age of 88; Michael Ciganek, retired cabinetmaker, who died Dec. 8 at the age of 72; and Arthur Kluth, goggle repairman, who died Dec. 8 at the age of 45.

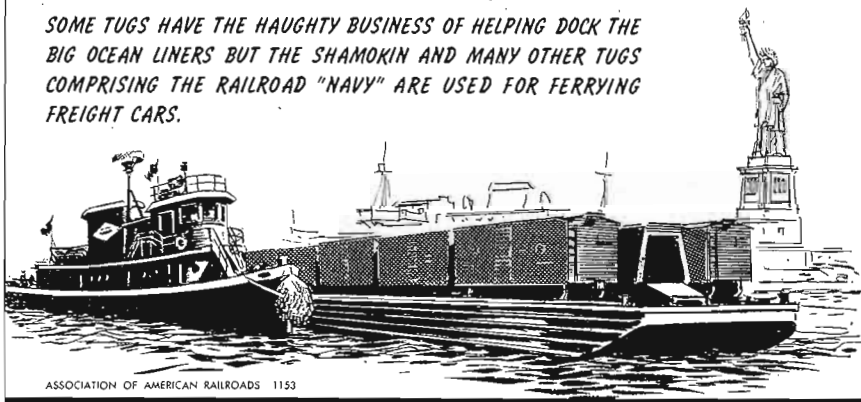
Rail oddities

FASTEST TIME IN THE 1953 INTERNATIONAL TUGBOAT RACE IN NEW YORK HARBOR WAS MADE BY A RAILROAD TUG--THE SHAMOKIN.



IT WON THE 2-MILE RACE DOWN THE HUDSON RIVER IN 9 MINUTES 38 SECONDS-- ALSO WON FIRST PLACE IN 1952.

SOME TUGS HAVE THE HAUGHTY BUSINESS OF HELPING DOCK THE BIG OCEAN LINERS BUT THE SHAMOKIN AND MANY OTHER TUGS COMPRISING THE RAILROAD "NAVY" ARE USED FOR FERRYING FREIGHT CARS.



ASSOCIATION OF AMERICAN RAILROADS 1153

STORE DEPARTMENT

Virginia Schori, Correspondent

On Dec. 15 Reberniseks was the scene of a pre-Christmas party for girls in the GSK office. After a chicken dinner served family style, gifts were exchanged and carols were sung.

A welcome is extended to Dolores Lefarski who has taken a position as typist in the GSK office.

Leopold Mlinor, helper in section G who retired in March, 1952, passed away on Dec. 13. Condolences are extended to his wife Anna and other surviving members of his family.

Fellow employes were sorry to hear of the misfortune of Harold Rieff, inspector of stores. Harold spent a week in St. Mary's Hospital and at this writing is in a cast at his home.

Since Christmas, the stores division boasts of two "Diamond Lils". Engaged are Typists Dolores Spencer, to Eddie Steiner, a non-employee, and Joyce Koester to Donald Quade, yard clerk.

Iowa Division

EAST END

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

Relief Operator J. H. Berner was married recently to Miss Joyce Fitts in a church wedding in Fort Dodge, Ia. They will make their home in Fort Dodge for the present.

Howard Zimmer, son of the late C. E. Zimmer, died recently at his home in Minneapolis following a heart attack. His father will be remembered by the older employes, as he was a freight and passenger conductor on the Iowa Division for many years. Howard graduated as an electrical engineer from Iowa State College and had been with an electrical firm in Minneapolis for a number of years.

Conductor Francis Cox has a grandson, James Everett Hawbaker. The parents live at Pella, Ia., where the father is taking post-graduate work at Central College. It is the first grandchild in the family.

Mrs. W. C. Moody, wife of retired baggageman, died Dec. 6 at her home in Des Moines. Burial was in Des Moines. One son is a Des Moines Division fireman.

Mrs. Seeley, mother of Conductor Edward Davis' wife, died recently at the Davis home in Perry.

Engineer Orville Balsbaugh was in Kings Daughters Hospital in Perry in December for an operation.

Engineer and Mrs. Frank Connors have a son born in December.

Retired Engineer E. C. Hullerman's wife was in a Des Moines hospital in December for surgery.

Ruby Eckman left Dec. 19 on a cruise to South America, lucky girl.

Pfc. Kay McKimm and wife became the parents of a daughter Dec. 15. It is the first grandchild for Engineer W. D. Gardner. Mrs. McKimm and the baby are staying with Engineer Gardner and wife while Kay is in the Army.

Charles Foster, who worked in engine service some years ago, died in December. He left the Road to go farming.

D. K. Dollarhide has moved his family

January, 1954



ELECTION RETURNS. Chosen to direct the affairs of the Milwaukee Hiawatha Service Club for 1954, new general officers hold a powwow with former officeholders. From left: Ed Blatt, Muskego yard switchman, general vice chairman; Oliver Weissenborn, roundhouse clerk, general secretary-treasurer; John Marquardt, blacksmith welder, former secretary-treasurer; Ed Schmechel, tinsmith, former vice chairman; and Henry Ondrejka, machinist helper, new general chairman. The election, held on Dec. 19, was attended by representatives of the club's 15 units. The large group is part of the family crowd which enjoyed the dancing which followed.



from Perry to Marion. They are living at 1204 Washington Drive.

Cliff Barnes, retired B&B carpenter, and wife left on Dec. 10 for San Diego, Calif., where they will spend the winter with their son Raymond and family. Mrs. Viola Gogg will take over the position vacated by Mrs. Barnes.

Mrs. Dean Woodford is at this writing a patient at St. Luke's Hospital in Cedar Rapids, being treated for a bone infection. Dean is on the freight house force in Cedar Rapids.

Members of the Marion engineering department surprised Division Engineer R. A. Whiteford and wife the evening of Dec. 4 at their new home in Marion. A television lamp was presented to them for use with

their newly acquired television set. Their daughter Patricia of New York spent the Christmas holidays at home.

The Railway Express office in Marion was discontinued as of Dec. 12 and all Marion express is to be handled through the Cedar Rapids office. J. C. Christensen, for many years express agent in Marion, was transferred to Carroll, Ia.

Eugene Fagan, stricken with meningitis on Nov. 13, died the following day at the home of his brother Ed, who is a flagman in Cedar Rapids. He made his home with Ed in Marion for many years. Another brother survives him, Joseph B. who is at the Veterans Hospital in Clinton.

Clarence L. Evans, 73, who retired in 1940 following many years of service as

switchman for the Milwaukee, died recently at West Liberty, where he had been living for the past four years. Two brothers, Ralph and Roy of West Liberty, survive him.

Agent L. W. Knight, Sigourney, is on sick leave. His position has been temporarily assigned to G. L. Watts.

W. W. Baker is now working the job of agent at Walford, Ia. M. C. Hobart has been assigned the agency at Van Horne.

G. E. Finders, formerly agent at Ferguson, bid in the agency at Elberon.

Arnold Bryson has been appointed as section foreman at Fayette. For a number of years he has been section foreman at Hawkeye. The position of foreman at Springville was assigned to L. E. Fulton.

Louis Miller, agent at Springville, has taken a sick leave. L. G. Rodman is taking his position for the duration of the leave.

Yours Truly and wife spent Christmas with son Virgil and family in Terre Haute, where Virgil is chief clerk to the superintendent.

Mrs. Frank B. Cornelius, widow of retired conductor, had her first plane ride at the age of 90 on Dec. 15 when she left Cedar Rapids to spend the holidays with her grand-daughter, Mrs. Eddie Bush, and husband in West Palm Beach, Fla. The trip was a birthday gift from Mrs. Bush.

BUCKEYE

CAST STEEL PRODUCTS
FOR RAILROADS

*Truck Side Frames
Truck Bolsters
Couplers*

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

THE
BUCKEYE STEEL CASTINGS CO.
COLUMBUS 7, OHIO

UNION REFRIGERATOR TRANSIT LINES

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

COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent
Perishable Freight Inspector

Richard Chapman, yard clerk now on military leave, was slated to be discharged from the Coast Guard Jan. 4. He plans to return to work soon afterward.

Mayor Ted Schmidt, retired car foreman, noted for his annual Christmas yard display, added a new feature this year. It was Santa's workshop, with 22 miniature elves. Mechanically operated, each was busily engaged in helping Santa prepare for the big night. Ted's display was awarded first prize by the Junior Chamber of Commerce.

Don Hannum, son of Yardmaster Earl Hannum, spent the holidays with his parents. He is a student at Boston U., Boston, Mass.

Car Foreman D. D. Fisher was promoted to district car foreman with headquarters in Chicago, effective Jan. 1. Mr. Fisher came here a year ago from Perry, Ia.

I & D Division

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

Edward L. Cooley, crossing flagman at Sioux City, died Dec. 8 while waiting for a bus to take him to work. Mr. Cooley was 65 years of age and had been employed by the Road more than 30 years. Survivors include his widow, a son, a brother, a sister and a granddaughter. Funeral and burial services were in South Sioux City, Neb.

Dispatcher Carl Anderson is a patient in the Lutheran Hospital at Sioux City at this writing, recuperating from surgery. He expects to go home shortly.

Roadmaster Albert W. Bahr died Dec. 7 in Sacred Heart Hospital at Yankton after a short illness. He started with the Road in 1906 and had been roadmaster at various locations for 46 years. Survivors include his widow and five sons, Elmer and Harold of Austin, Minn., Harry who is agent for the Road at Ravinia, Warren of Riverside, Calif., and M/Sgt. Robert with the Army in Korea;

also his mother, Mrs. Amelia Bahr of Chaska, Minn., a brother, four sisters and 12 grandchildren. Burial was in Chaska.

The Christmas party of Sioux City Chapter of the Women's Club was held Dec. 18 with a potluck supper and entertainment and gifts for the children. Santa Claus was present and everyone had a big time.

Word has reached us of the death of George Ferguson, retired Yankton agent, on Nov. 27 at Santa Monica, Calif. Mr. Ferguson retired on June 1, 1948, after 37 years and 9 months of service.

Ben A. Rose, retired engineer, is now living with his son at 22263 Throfare Road, Gross Ile, Mich. Ben has not been very well and would like to hear from his friends on the division.

Mrs. Victor West, president of the Women's Club at Sioux Falls, recently became the mother of twins. Mr. West is at the depot ticket office.

SANBORN—RAPID CITY

Grover Fanning, section laborer at Hartley, Ia., retired recently after more than 21 years of continuous service. He started with the Road on the section at Hartley under Foreman Frank Meyers and throughout the years had been a highly competent and dependable trackman. He retired under Foreman E. P. Koehnecke. Grover anticipates a great deal of pleasure from his leisure time, which he will spend in visiting his children and their families, and in the care of his home in Hartley.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

Congratulations to General Car Distributor Joe Messicci and Mrs. Messicci on the birth of a baby girl Dec. 19. This makes two girls and one boy in the Messicci family.

Congratulations are also in order for General Foreman Elmer Lottes of section 1, Minneapolis, who was appointed roadmaster at St. Maries, Idaho, effective Jan. 1.

V. F. Shipley was appointed acting assistant roadmaster of the Twin City Terminals for the winter months.

Word has been received that the next meeting of the Northwest Maintenance of Way Club will be held on Jan. 28 at 6:30 p.m. in St. Paul; location of the meeting yet to be announced. This club is composed of 270 local railway personnel in the maintenance of way and engineering departments. Roadmaster L. C. Blanchard, Minneapolis, is serving as secretary-treasurer. John Poulter, chief engineer of the Koehring Company of Milwaukee, will speak at the Jan. 28 meeting on soils and soil stabilization.

Trainmaster N. H. McKegney was transferred to Aberdeen, effective Jan. 1. W. O. Harnish, from Bensenville, succeeds him.

Millard Fillmore, 13th President, gave Samuel F. B. Morse, inventor of the recording telegraph, his earliest and most potent support. In gratitude Morse named the two Morse code characters after Fillmore's children, Dorothy (Dot) and Dashiell (Dash).

The Milwaukee Road Magazine

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Elmer Davies and wife spent Christmas in Kansas City. Mr. Davies says they had more snow there — six inches — than he has seen in Minnesota all winter.

Virginia Ford, former freight office employee now with her husband in Asmara, Erthia, Africa, sent us an announcement of a baby girl born Dec. 19.

The annual freight office Christmas party was held at noon Dec. 23. Each employee donated a gift to the Santa Anonymous toy collection. Guests were retired employees Florence McCauley, Fred Davoe, Jim Martin and Harry Hagen.

Don Hessburg, at home for the holidays on leave from San Diego, was an office visitor.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Best wishes to the following employees: Simon Bylund, air brake man who retired following 40 years of service in the car department at Minneapolis shops; Boilermaker Helper John Holubka and Machinist Helper James M. Cameron who retired in December; Gang Foreman John Mintz who retired Jan. 1; and Boilermaker Foreman A. E. (Eddie) Grover who resigned to go in business at Webster, Wis.

Congratulations to Loren A. Lindemer, formerly assistant foreman at Minneapolis shops, who will be car foreman at Austin, Minn., Jan. 1, replacing George L. Wood, Sr. Mr. Wood retired following 46 years' service with the Milwaukee on Lines West, the past 12 years at Austin.

Sympathy is extended to the families of the following employees: Carman John Lovberg who suffered a heart attack Dec. 1—he had been with the Road since July, 1916; to Mrs. Lawrence Longley, wife of Machinist Longley of the car department wheel shop who passed away in December; and Carman Leonard Swanson who passed away Nov. 20—he had been ill for several months.

Best wishes for a speedy recovery to Carman Enoch Aune, Frank Gaida and Swan Anderson who have been ill for some time.

Carman Herb Kassins, wife and daughter are enjoying a visit near Whittier, Calif., at this writing; pretty nice.

Cutter Al Parson and the Mrs. are the parents of a baby boy born Dec. 24 — this was a real Christmas present. Oiler James Morehead and the Mrs. rejoiced over the arrival of a baby girl on Dec. 18.

Clerk Einar Hauger, wife and daughter visited relatives at Kalispell, Mont., over Christmas.

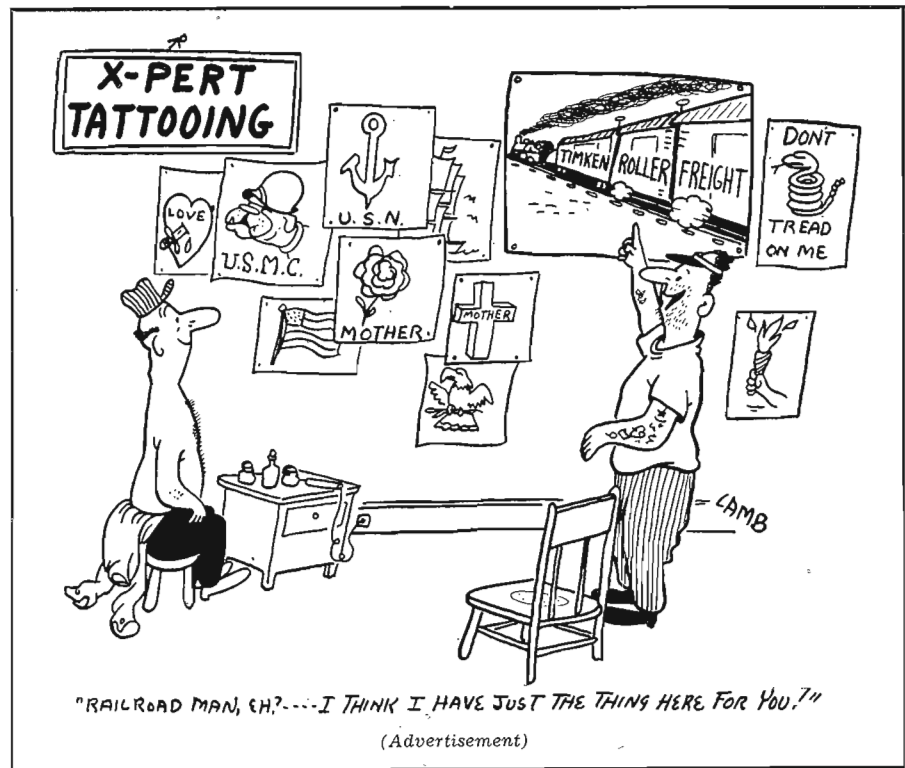
ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Yes, Fred Overby, assistant cashier, came home with a deer.

Did you see the big write-up and photos of Window Cashier Joseph Kulisheck and his family in the St. Paul Sunday paper on Dec. 20?

January, 1954



Time marches on, as I note it is time again to pay the 1954 Vet's dues. One dollar please, to Florence M. Walsh, secretary-treasurer of the Veteran Employees' Association in Chicago.

Irvine Rothmund, still confined at his sister's home, wishes to acknowledge with many thanks the kindness and gifts he has received, especially during the holidays, from the roundhouse employees, The Milwaukee Road Women's Club, and many other friends.

ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent
c/o General Agent

St. Nick was pretty good to all of us here. One city freight agent's little daughter was not so happy, however. She let it be known that she got this and that from Grandma, and this and this and this and that from Santa Claus, but only one lonely present from Mommy and Daddy. About that time her Daddy decided she was "old enough to be told."

Before N. H. McKegney went to Aberdeen where he will take over duties as trainmaster, his fellow railroaders gave him a good send-off and held a dinner in his honor. He was presented with two pieces of matched luggage.

Jack Werner is now trainmaster in the St. Paul yards. He was previously employed in Minneapolis.

George Mueller traveled to California on his vacation to view the Tournament of Roses. I'm not sure, if that is the primary reason for his going to the coast, but it's a good one. Joe Sullivan also journeyed to California. He may get a chance to visit with two of our retired employees — P. J. Madigan, formerly trainmaster, and J. J. Griswald, who was yardmaster.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

The December meeting of the Retired Milwaukee Railroad Employees Club was held Dec. 2 in the club rooms over the passenger depot. A large delegation from Seattle attended. A short business meeting was held, followed by a program presented by E. L. Cleveland, a retired official of the railroad. The Women's Club served the lunch. All retired employees of the Road are eligible; also their wives, and widows of deceased employees.

J. E. DeForrest, 60, with 34 years of service on the H&D at Aberdeen, died suddenly Nov. 28 at the Wesley Memorial Hospital, Chicago. His service dated from 1919. He leaves three sons, Delmer C. and Glen O., switchmen in Tacoma, and Meril, engineer at Aberdeen, S. D., who is president of the engineers' union.

Mrs. Hazel Gottlieb, assistant cashier succeeding Mrs. Velma Wheeler, recently retired, spent December in California visiting her sister.

O. H. Guttormson, retired chief yard clerk, was a recent visitor at the yard office. Incidentally, Mr. Guttormson has taken unto himself a new bride.

Agent O. R. Powells and the Mrs. entertained the freight office girls at a sumptuous dinner in their home in December.

Tacoma transactions in 1953 will exceed \$2 billion, the highest in history, it is disclosed from Federal Reserve Bank reports on bank debits. This represents an increase of about 7 per cent over the previous record year of 1952, and is in keeping with the national trend. Business volume as represented by bank debits, or transactions settled

by check, has increased 207 per cent in this city since 1941, records show. Since that year, volume has increased every year except 1945, 1946 and 1948.

The magic of Christmas was more exciting at the home of Outbound Revising Clerk Robert D. LaHatt, for there was a brand-new blue-eyed baby boy, Edward Laurin, born there on Dec. 22. He was welcomed by his two and a half-year-old brother, Robert Laurance.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

December marked the golden wedding anniversaries of two Milwaukee Road couples. Mr. and Mrs. Jerry Moreland celebrated their 16th at the Malden Masonic Temple with open house to all their friends. Conductor Marvin Moreland and Mrs. Robert Duel are their children, and both in the Milwaukee family.

Mr. and Mrs. Joe Reynolds were married Dec. 4, 1903. At their 50th anniversary at Spirit Lake, all members of their family were present except a grandson who is in Okinawa. Their children are Mmes. Marion Rogstad, Myrtle Olin, Alys Molosa and Mildred Mason, and a son, Richard. A retired section foreman since 1946, Mr. Reynolds had worked for the Milwaukee since 1914, and 15 previous years on the G.N.

Car Inspector N. J. Nelson recently gave his daughter Helen in marriage to Lawrence Marshall.

Engineer and Mrs. J. F. Downey now have five lovely children. The oldest, Pat, is 11; then Dennis, 10; Joan, 8; Colleen, 3; and

now the newest member of the family, John Parnell, who is named for his grandfather, Conductor J. P. Downey.

Ticket Clerk Dwight Robinson and wife Mary are the parents of a new baby girl, Suzanne. She has a sister, Christine.

Mr. and Mrs. Henry Harris recently made a trip to Jacksonville, Fla., to visit their daughter and family. Her husband is in the Navy and is going on sea duty for several months. The young grandson about one and a half years got acquainted with his grandparents for the first time and his sister was busy renewing her friendship of three years ago.

Edward Russett, father of Conductor F. J. Russett, passed away Dec. 8. His wife and son survive at the home, and also four daughters.

Funeral services for Assistant Superintendent Walter Horn of Miles City were held at Rosalia, Wash., Dec. 10. Mr. Horn had worked on the Idaho Division as operator-agent before going to the Trans-Missouri as dispatcher, trainmaster and subsequently assistant superintendent.

We are glad to report that Mrs. Joe Gengler is on the mend following an auto accident which put her in the hospital.

The car department was well represented in the hospital recently when both Leonard Lore and Gus Laloudakis were "doing time."

Malden Chapter of the Milwaukee Women's Club held its regular meeting in November with election of officers. Mrs. Wayne Ferrier will be the third term president; Mrs. Jack Scanlon was re-elected secretary; Mrs. Charles Donovan, first vice president; Mrs. Charles Krause, second vice president; and Mrs. Charles Hankins, re-elected treasurer.

W. B. Preecs bid in the weighmaster's

job and took over at Spokane recently. The vacancy occurred through the resignation of Clerk Jerry Albin who is now switching for the Union Pacific.

Conductors R. F. Green and E. J. Donlon have transferred from Tacoma-Spokane to Spokane-Deer Lodge passenger service. L. D. Prohl has left the Post Falls freight run also to take up passenger work east of Spokane.

John P. Matlock of Greenacres, Wash., who was a fireman at Spokane before entering the Army in June, 1952, was recently promoted to corporal while serving with the 712th Transportation Railway Operating Battalion in Korea. Corporal Matlock who arrived in Korea last January is a diesel operator. The railway battalion, one of two on the peninsula, operates trains over the Korean National Railroad carrying the bulk of supplies and personnel to UN units.

Chicago Terminals

BENSENVILLE

Elsewhere in the Magazine this month is a letter from Private William R. "Junior" Standard, the former Bensenville switchman who is now in Korea. He mentioned that since the truce was signed he has more time to think about the people back home and would like to correspond with some of the old gang at the yards. His address is Pfc. W. R. Standard, U.S. 55-353-214, Co. C 32nd Infantry Regiment, APO 7, c/o Postmaster, San Francisco, Calif.

GALEWOOD

Norma Gunderson, Correspondent

Adeline Young, telephone operator, was recently installed as Worthy Matron of Blair Chapter Eastern Star.

Congratulations to Timekeeper Robert C. Blohm and wife who were given their Gold Pass last month. Bob's service date is July 1, 1903.

Bill Clerk Emily Young has taken an extended sick leave, but we have received good news and expect her back soon.

Edgar Lemke, rate clerk, has taken an extended sick leave.

Bill Clerk Paul Carter is recovering very nicely from his recent operation.

E. J. Lemke of the car record department is recuperating at home at this writing, following an operation.

The office force was pleasantly surprised at their Christmas party when they saw Dorothy Lee Camp. She has become very streamlined, losing 55 pounds, and looks splendid. She said it was worth the effort as Joe gave her a new diamond ring set. We hadn't

**OPERATING 161
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TRACTORS AND
TRAILERS**

**RECEIVING
and
FORWARDING
POOL CAR
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WEST COAST WOOD PRESERVING CO.

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 in supplying treated ties and structural timbers. 」*

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seen Dorothy since she transferred to the Bensenville office.

Dorothy Parsons, switching abstract clerk, was recently appointed Galewood membership chairman of the Milwaukee Road Women's Club, Fullerton Avenue Chapter.

UNION STREET

Florence La Monica, Correspondent

Walter Keckjensen of the office force fell recently and broke his leg. He is confined to St. Francis Hospital in Evanston at this writing.

A tragedy occurred in the home of Harold Woods, check clerk in house 5, when burns proved fatal to his eight-year-old daughter Nancy. The child was in the kitchen when apparently her clothing caught fire from the stove. We extend sympathy to the family.

Walter Winters ended his service with the Road by retiring on Dec. 16. We hope he enjoys his leisure time for many, many years.

I & S M Division

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

Sympathy is extended to the relatives of Harry E. Borgen, former agent at Freeborn, Minn., who passed away at a Mankato hospital Dec. 24 following a long illness. He is survived by his wife, three daughters, four sisters and three grandchildren.

Erle Jorgensen, chief dispatcher and trainmasters' clerk, Austin, vacationed in Portland, Ore., over the holidays.

Mr. and Mrs. H. Q. Cochlin became the parents of a son on Dec. 7. Mrs. Cochlin will start working in the superintendent's office at Austin in January.

George L. Wood, Sr., car foreman at Austin, announced the week before Christmas that he would be retiring on Jan. 1. We wish George a long and happy life of retirement. He says that his immediate plans call for a good rest. Loren Lindemer will succeed George.

Kermit M. Olson was appointed clerk in the car department at Austin during December.

The Women's Club at Madison held its December meeting at the home of Mrs. John Casey. Following the business meeting, Santa Claus (Mrs. Ben Long) arrived and presented each lady with small gifts, after which a Christmas potluck lunch was enjoyed. Thanks were extended to Mrs. Casey and Mrs. Long for making the final meeting of 1953 so enjoyable.

Mr. and Mrs. Joe Lawler spent Thanksgiving in Chicago with their daughter. Since then Mrs. Lawler has suffered a slight stroke and has been confined in the hospital at Madison.

Sympathy is extended to Vern Eggebraten, section foreman at Artesian, whose father passed away recently.

It is reported that Mrs. E. R. Letcher of Madison and Mrs. Curtis McIntyre of Fulda, wives of employees, are seriously ill at their homes.

Several of the Milwaukee family have migrated from the "knee-deep" snow at Madison to warmer climates: Mrs. Maude Gregerson to Oregon for the winter; Mrs. Ben Bast to the home of her daughter in Milbank;

and Mr. and Mrs. Maurice Henefin to California.

Engineer and Mrs. Ben Long and family went to Parker, S. D., Dec. 12 to help Mrs. Long's parents, Mr. and Mrs. William Hagen, celebrate their golden wedding anniversary.

Sympathy is extended to the relatives of Gus A. Lee, veteran cashier of Cresco, Ia., who suffered a stroke on Dec. 29 and passed away Dec. 30.

Terre Haute Division

REA BUILDING

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

Engineer Frank E. Ridgley succumbed to a heart attack on Dec. 8 while driving his automobile from Latta after completing his tour of duty. He had been employed as an engineman on this division for 34 years. Conductor G. E. Hopewell was riding with him at the time of the attack.

Fred C. Mancourt, clerk in this office, expected to return home around the holidays after having undergone surgery at the Mayo Brothers clinic on Nov. 23.

Fred G. Pearce, who recently retired as chief clerk to superintendent, is planning to spend a few weeks in California after the first of the year.

Ray Williams, clerk at our Terre Haute freight house, lost his dog during the early part of December. Eight days later he found it in the trunk of his automobile—a little thin, but still in good condition. The dog made the front page headlines of a Clinton newspaper.

Virgil Dvorak, our new chief clerk, is finally settled down in Terre Haute. He received possession of the home which he purchased recently on Dec. 4, so he immediately moved his family to Terre Haute.

The Milwaukee Road Women's Club, under the leadership of Dr. Dona Graam, held its Christmas party on Dec. 15 in the recreation rooms of our new Public Service building. About 100 employees, their wives and children attended the dinner, which was



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in charge of Mrs. Oscar Bond. The hostesses were Mesdames P. V. Bailey, Joseph Cullen and Vern McFall. Following a very entertaining musical program, which was emceed by William Cravens. Santa Claus distributed gifts to the children.

Our police department, formerly located on the fourth floor of the Rea Building, has moved to the third floor room formerly occupied by the roadmaster and assistant chief carpenter.

HULMAN STREET YARD

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

Mrs. M. K. VerDuyne, wife of night yardmaster, has been seriously ill for some time.

G. O. Penrod, retired section foreman, died at the Union Hospital in Terre Haute on Dec. 9. He was 68 years of age and is survived by two daughters and four sons.

James H. Voorhees, retired machinist, died at St. Anthony's Hospital in Terre Haute on Dec. 12. He was also 68 and was a member of the Retired Railroadmen's Association.

Mrs. Mamie Crist, wife of Conductor Thurman Crist, died Dec. 13 at a Linton, Ind., hospital. Funeral services were held at the Jasonville Christian Church.

SEND-OFF. E. J. Hoerl, agent at Chicago Heights, Ill. (right), with some of the well wishers who honored him at a get-together Dec. 29 as he left the Terre Haute Division to become assistant agent at Fowler Street station, Milwaukee. Others, from left: F. E. Daley, who succeeds Mr. Hoerl; Clerk E. H. Luecke, Chicago Heights; Trainmaster W. F. Bannon, Faithorn; and Lieutenant of Police O. L. Bond and Rate Clerk B. A. McCanna, Chicago Heights.



H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Relief Operator Duane Hansen was home on leave from the Navy for the holidays, reporting back to the cold of northwest Alaska.

Dispatcher Keith Nystrom, with his family, visited relatives and friends while home on leave from being a jet plane instructor in Mississippi.

All the Air Force members of the F. W. Mansfield family were home on leave—Del, Jack and Bert.

Sympathy is extended to the family of Don Clark, agent at Abercrombie, who passed away suddenly.

Assistant Superintendent J. J. Nentl has left us for the T-M Division at Miles City.

Max Hansen, captain of police clerk, is in the hospital at Aberdeen at the present writing, as the result of a collision with a train while he and his wife were driving near Aberdeen.

Agent John Dangel is home from the hospital where he spent several weeks.

G. B. Flattum, former clerk, has joined the ranks of the agent-operators on the H&D; at present writing relieving the agent at Mina.

Agent Virgil Parker, Holmquist, has returned from his vacation, while Agent Fossness, Groton, is away on vacation, spending it with his son at Fremont, Neb.

December 23 was the day for the employees' Christmas party at Aberdeen. A sandwich lunch was furnished by the division officers and O. G. "Tex" Claffin served as

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St. Paul, Minn.

Conductor M. L. Hewitt and Mrs. Julia Turaska surprised their friends in November by getting married. They will live in St. Bernice.

Engineer Leroy Reimer retired in November.

Carman Jerry Board is ill at his home in St. Bernice at this writing.

Yardmaster C. A. Grigsby reports that his daughter, Mrs. Frances Jewell, who was dangerously ill in December is improving.

Safety Engineer A. L. Shea held safety meetings in Terre Haute on Dec. 21.

This reporter wishes to thank friends who sent cards and letters from distant points during the past year, especially Retired Scale Inspector A. E. Oertel, Stratford, Wis., Chief Welder Loren Martin, Chicago, and Car Foreman C. A. Reuter, Bensenville.

Little boy (on transcontinental train): "Mama, what's the name of the last station we stopped at?"

Mother: "Don't bother me. Can't you see I'm reading? Why do you ask?"

Little boy: "Because sister got off there".

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master of ceremonies. Santa Claus was on hand to distribute gifts and "Our Own" George Nicholas sang.

Del Haldeman, retired engineer, and wife were in Aberdeen over the holidays, visiting some of their friends and most of their relatives. Del says, no more South Dakota during the winter—streets too slippery for a spry fellow of 81.

EAST END

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

The Christmas season brought greetings from H&D-ers in far places. Operator Bob Fasching sent a snapshot of himself outside his tent in Korea. Lt. Keith Nystrom wrote to us from Greenville Air Base in Mississippi, and Tom Darrington sent word that he would be spending Christmas in Yokosuko, Japan. How they do get around!

Agent C. O. Frisbie handed out cigars recently. They were marked "It's a girl." Her name's Susan Mary.

Foster Beck, who has been agent at Correll in recent years, has bid in at Wheaton, which was left vacant by the death of Roy Eretts.

Agents Ed Cook of Norwood and Matt Jochum of Glencoe have retired.

Frank "Inky" Burns, retired conductor, and his wife advise that they have arrived in Texas and are having a great time with the five grandchildren.

Trans-Missouri Division

WEST

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

Members of H Company's tank reconnaissance unit of the Montana National Guard are now meeting in new quarters in the old Milwaukee Road depot. They share the building with the Miles City Milwaukee Service Club and several other tenants of the city of Miles City, to which the building now belongs.

Custer County tax collections were swelled by \$75,976.83 when Milwaukee Road's voucher for the first installment of 1953 taxes was received. Payments to other eastern Montana counties included: Fallon, \$43,353.88; Prairie, \$44,467.50 and Rosebud, \$98,514.98. The grand total paid to the four counties, covering company property from the Montana line to the Musselshell River, was more than \$262,000.

Miles City Milwaukee Service Club entertained its members, their families and friends with the annual Christmas party held at the Eagles Hall Dec. 19. The program got under way in the auditorium at 8 P.M. with Chairman T. M. Bankey welcoming all to the party. Bob Crebo, musical director of the Miles City elementary schools, acted as master of ceremonies and introduced the numbers, all of which were given by members of the Junior High School. This was a variety program which included numbers by the girls chorus, readings, dances, vocal and instrumental solos and several numbers by the brass sextet from the Junior High School Band trained by L. Babcock. The meeting was then turned over to the members of the shop crafts who honored several of their number who had retired in recent months. Refreshments were served by the kitchen committee composed of Sam Leo, Pete Leo, Dan Tedesco, Jim Moyes and Don Campbell. The party concluded with dancing to the music of Jim Brady's orchestra.

Walter A. Horn, 60, assistant superintendent of the Trans-Missouri Division, passed away in the garage of his apartment house home in Miles City on Dec. 5. Authorities believed that he suffered a heart attack which followed or occurred during a slight accident with his car. Funeral services were held in the chapel of the Graves Funeral Home and interment was in Rosalia, Wash., where Mr. Horn was born on Oct. 23, 1893. Mr. Horn began his long association with the railroad as an agent-operator on the Idaho Division in June, 1912. He was promoted to dispatcher at Mobridge, S. D., in March, 1918. In the same year he enlisted for service in World War I and served with an engineering division, returning to Mobridge after his Army duties were completed. He worked on the Rocky Mountain Division for a time and returned to the Trans-Missouri as dispatcher at Miles City in March, 1942. He continued there, serving as chief dispatcher, trainmaster and assistant superintendent. Mr. Horn was a member of the Masonic and Elks Lodges. He is survived by three sisters in Everett, Wash., and a brother in Spokane.

Passenger Conductor Vic Nord ended a long period of running east TM passenger trains recently when he stepped down from the westbound Olympian-Hiawatha. After some varied railroad service he became a brakeman, running out of Mobridge in 1908, and continued in train service until his retirement. Vic took off for Michigan some time afterward, and it is rumored he will devote time to recreation and fishing in season.

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Tom Nugent, who has long been associated with the Miles City freight house force as trucker and warehouse foreman, pushed his truck in a corner and retired Nov. 30. He intends to find time now for fishing, hunting and traveling.

Eighty Milwaukee Road people gathered at the Crossroads Inn in Miles City Dec. 28 for a farewell party and dinner for Superintendent and Mrs. J. D. Shea who left the next day for a new assignment in Terre Haute. L. H. Rabun acted as master of ceremonies. Speakers were Dr. H. D. Harlowe, C. S. Winship, E. L. Hubbs and Ray Moore.

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FOWLER STREET STATION

Pearl Freund, Correspondent

The newly appointed agent at Fowler Street is Ira G. Wallace, who has been agent at Chestnut Street since 1949. Mr. Wallace started with the Road as assistant cashier in Eau Claire, Wis., in June, 1927. Subsequently he was transit clerk at Red Wing, Minn., chief rate clerk, traffic department, in St. Paul, assistant agent at Fowler Street and agent at Chestnut Street. His appointment became effective Jan. 1.

Henry A. Hoeft, who has been assistant agent at Fowler Street, was appointed agent at Chestnut Street station. Mr. Hoeft started with the Road in Milwaukee in 1917, later serving as chief clerk at Chestnut Street and assistant agent at Racine. He was also agent at Chicago Heights before being appointed assistant agent at Fowler Street in May, 1952.

Edward J. Hoerl, agent at Chicago Heights, Ill., has been appointed assistant agent at Fowler Street. Mr. Hoerl started with the Road in Milwaukee. Subsequently he was representative, public relations department, in Chicago, chief clerk at Chestnut Street, representative public relations department with headquarters in Milwaukee, assistant agent at Rockford, and agent at Chicago Heights.

At this writing, Ed Sullivan, clerk in the billing department, is still confined to St. Joseph's Hospital, convalescing from pneumonia. Friends at Fowler have generously made blood donations in hopes of speeding his recovery. Recent reports show that he is improving. We hope the new year will find him in good health and able to resume work.

Mr. and Mrs. Eric Kaun celebrated their 38th wedding anniversary in December.

Max Themar, former clerk at house 11, paid a holiday visit to the office. Max has been retired three years, after 40 years of service.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent



Otto Bartel

Otto Bartel, who was appointed depot ticket agent at Milwaukee following the recent retirement of John Paulus, has been with the Road since 1913. He started in the telegraph department, transferred the following year to the general baggage department, and to the ticket force on June 21, 1918. Since that time he has served continuously at the depot, except for the period between 1929 and 1931 when he was in the city ticket office. His appointment to succeed Mr. Paulus was a recognition of the excellent job he has done during all these years. Mr. Bartel's hobbies are fishing, bowling and carpentry.

Frank M. Wolfe, special lineman in Milwaukee, retired Dec. 31. He started with The Milwaukee Road as a groundman in 1905, was promoted to division lineman in July, 1906, and took a division lineman's position at Miles City, Mont., in 1912. He had been in Milwaukee as special lineman since July, 1944.

Fireman Kenneth E. Bugs, who had been on the Milwaukee Terminals seniority list since 1941, died suddenly on Dec. 27. He was 32 years of age. Mr. Bugs saw five years of Navy service in World War II, three of which were spent in the Naval hospital at San Diego as the result of being wounded in action. During his convalescence he became interested in radio and dramatics and upon returning to Milwaukee in 1947 he became affiliated with the Radio Drama Workshop, doing various types of radio work. He returned to his position as fireman in 1949 meanwhile continuing to work with the Municipal Children's Theater and subsequently with the Milwaukee Players. Just recently he had a starring role in a play presented by the latter organization. Funeral services for Mr. Bugs were held at the Ebenezer Lutheran Church. He is survived by his widow, Mary, and three children, Scott, Kristie Lee and Kathleen Ann.

DAVIES YARD

Charles Pikalek, Correspondent

Mr. and Mrs. Frank Adams are the proud parents of a nine-pound boy born Nov. 29.

Mr. and Mrs. Larry Stuebner announce the arrival of a seven-pound daughter born Dec. 18.

George Allie and Bernice O'Day exchanged marriage vows Dec. 12. They spent their honeymoon at Minneapolis.

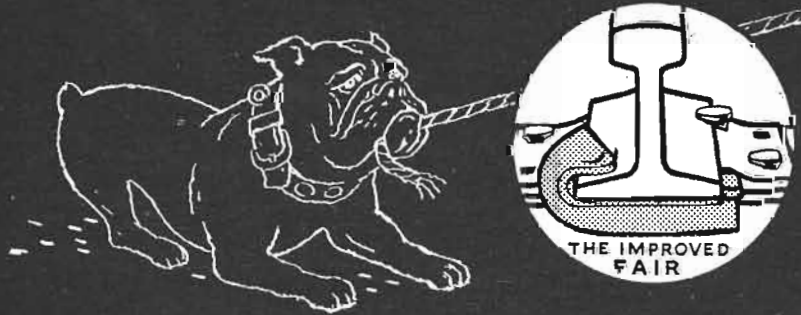
Mike Flander retired Dec. 16, after 28 years of service. He was presented with a box of cigars by his co-workers.

Mr. and Mrs. Leonard Mulholland are spending a vacation in Dubuque at this writing.

Wife (reading the paper): "It says here that most accidents happen in the kitchen."

Husband: "Yes, and we men have to eat them."

THE ANCHOR WITH THE BULL DOG GRIP!



Chicago **THE P. & M. CO.** New York

La Crosse & River Division

O. F. Swanson, retired agent at Durand, received as a Christmas present his Gold Pass for 50 years of service. Mr. Swanson started with the Road on Oct. 22, 1902 and retired Dec. 15, 1953.

C. J. Nelson of Milwaukee, L&R baggage-man, and his wife were presented last month with a Gold Pass. Mr. Nelson is a half-century service veteran.

Chicago General Offices

PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent
City Ticket Office

From Passenger Rate comes word that Ray and Eleanor Freitag are the proud parents of Dean Allan Freitag. Ray won't be seeing as much of his youngest as he would probably like. His job, which is representing our road at some of the tariff-construction meetings of the Western Passenger Association, has always been based in Union Station. However, the group now meets for two weeks in St. Paul, two in Omaha and two in Chicago.

The Christmas holidays brought in Pfc. Dick Thomas, formerly of Reservations but now of Fort Knox, Ky. He loves the Army life, and his friends in "Res" say that he looks like a million.

Dominic Ordierno of the same department has written to one of his friends in that office, who passes along the info that Dom is now sporting two stripes in snow-bound northern Japan, and that a good deal of his off time is spent working with the small fry of a local orphanage.

From the GAPD's bailiwick: Agnes Schubert is well on the mend after a short post-operative rest in California. Mrs. Walter McGarvey, wife of our traveling passenger agent, has returned home after surgery at Women's and Children's Hospital in Chicago.

OFFICE OF FREIGHT AUDITOR

Louise Naumes, Correspondent

Sympathy is extended to Joe Bialas, whose wife passed away Dec. 25; also to Kitty McKenzie on the death of her father Nov. 27.

Carl Berner is the proud father of a baby girl born Dec. 4.

Dan Cupid was at work in this office. Rose Voss became engaged to George Heffner on Dec. 12.

Norman Bauer left the Road to begin spring training with the New York Yankees.

A. F. Stevens, who retired recently, was presented with a three-piece luggage set from his fellow employees, with the wish that he will spend a great part of his time traveling around the country.

Norman Hendrickson, who is with the armed forces in Alaska, was in on furlough and paid us a visit.

E. A. Wayrowski reports that his son Ed has returned to Korea after a furlough in the States.

W. H. Nickels took his vacation in December and spent it in California. A. E. Peterson finished the year by spending his vacation in the South, Florida that is. Jim Murrin visited his daughter and grandchildren in Denver over the Christmas holidays.

Matt Sweeny, who is retired and lives in Denver, sends best wishes to his former co-workers.

The latest additions to the seniority roster are Harry Bendelin, Clara Rennhack, Helen Barkow, Antoinette Leifolf and Bill Goehrke.

Would like to take this opportunity to express appreciation to the members of the Choral Club who sang so beautifully in the office the day before Christmas. We look for the continued success of the club.

Recently furloughed employees are Roy Kling and Terry Thomas.

Attention, bowlers: The 30th annual tournament of the American Railway Bowling Association will be held Saturdays, Mar. 6, 13, 20, 27; Sundays, Mar. 7, 14, 21, 28, at Marigold Arcade, 828 Grace Street, Chicago, Ill. Visitors are welcome to watch railway bowlers from all over the country.

PURCHASING DEPARTMENT

E. Galbreath, Correspondent

Annette Keegan left us the last week of December. We will be looking for news of the birth of twins in the near future, since that is what her doctor has promised her.

Marian Baker is now stenographer to the chief clerk, and Coletta Kerwin has joined our force as typist.

Mr. McCoy, chief purchasing officer, entertained the purchasing department and a few guests with coffee and cake on Dec. 24. Everyone enjoyed it very much.

We are all sorry to hear of the illness of Eleanor Magnuson's mother. She has been in a Rockford hospital for some weeks, under observation. We all hope for her an early recovery.



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OFFICE OF ASSISTANT COMPTROLLER

Frank P. Morrissey, 76, a retired employee of the assistant comptroller's office, died in St. Paul on Nov. 29. Interment was at Mendota, Minn. He is survived by his widow, a son, Frank, and three grandchildren. Mr. Morrissey started with the Road in June, 1915 and held various positions in the Fullerton Avenue accounting department offices until his retirement in February, 1949. He and his wife moved to St. Paul two years ago to be near their son and his family, and other relatives and friends.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

Concert programs will be presented by the club before the following groups during February: Feb. 4—Edgewater Chapter, Eastern Star, 8:30 P.M., at Ravenswood Lodge; Feb. 24—Avondale Methodist Church, George Street and Spaulding, at 8:00 P.M.; Feb. 28—Sunday Evening Club, Orchestra Hall, at 7:15 P.M.

The annual Christmas luncheon was enjoyed by members of the club in Harvey's lunch room on Dec. 22. The grab bag was a happy occasion this year with not only the choral members participating but also W. A. Dietze, public relations officer.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

December wasn't too kind to some of us, as Ed Kush broke a bone in his left foot when he slipped and fell on the ice and Tim Martin received a shoulder injury in the same manner. Erna Reck, who is on furlough from the "comp" bureau to take care of her brother who is ill in Jacksonville, Fla., also fell and broke her wrist. Flo Hurless has taken an extended leave due to ill health.

Mary O'Malley received an engagement ring Christmas Eve from her one and only.

Elmear Martell visited her sister in Baltimore, Md., and brother in Panama City, Fla.

The Choral Club sang throughout the building during the holiday, and we certainly

enjoyed it, four of the girls being from our office, namely, Genevieve Souter, Naomi Johnson, June Mathisen and Ardell Westenberg.

Marion Rieter spent her Christmas holiday with her folks in Marinette, Wis.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

The Milwaukee Road Women's Club Christmas party proved doubly enjoyable for Florence Swanson, Anna Nasheim, Loretta Schott and Lucille Haderly, as each won a door prize of eggs or butter while Florence also won a canned ham.

Bill Norten, retired adjuster, was out to Seattle and visited with E. H. Suhrbier, western freight claim agent, and C. D. McLennen, chief clerk.

A welcome is extended to Charles Roberts, Charles Vaught, Richard Griffiths, David Smith, George Michalski, Kin Adams and Morley Alperstein.

Marilyn D'Amico and Alice Watkins have taken leaves of absence to await a blessed event.

John Hall has resigned to resume his studies at Northwestern University.

Bill Enthof and Walter Walsh are still on the sick list at this writing.

Louis Arnone, Alan Osmundsen, Eddie Deutschlander and Eddie Marciszewski have been promoted to adjusters. Wayne Siewert has been promoted to the OS&D bureau.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

New members of the household have been reported at the homes of Mr. and Mrs. Robert Wagner and Mr. and Mrs. Guy Bowman; a girl, Ruth Ann, born Nov. 25 for the Wagners, and a boy, Guy Bradford, born Dec. 8 for the Bowmans.

New members added to our seniority roster are Rose Marie Frankowski of the central station accounting bureau, John E. Jacunski and Richard E. Szopski, record room, and John Millard and G. P. Thidobean, traveling auditor's force.

Edgar B. Wright, chief traveling auditor, is convalescing at home after undergoing surgery at the Oak Park Hospital.

Sympathy is extended to Frank Shannon, claim investigator, on the death of his brother Dec. 16.

Mr. Linden's secretary, Merle Petts, was married Dec. 19.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

On Dec. 16 Elsie Graening retired and was presented with matched luggage and other gifts by her co-workers. Her office associates of many years honored her the preceding night at a banquet at Math Iglers Casino.

Late vacations were enjoyed by Lydia Pagels who returned from California on Dec. 14, while Elsie Vehlow took off for Hawaii on Dec. 16.

John Meyers has been confined at home because of illness since Dec. 17.

The Milwaukee Road Magazine

Answers to "Can You Name Them?"

1. Atchison, Topeka & Santa Fe Railway.
2. Central of Georgia Railway.
3. Duluth, Missabe & Iron Range Railroad.
4. Gulf, Mobile & Ohio Railroad.
5. Norfolk & Western Railway.
6. Pittsburgh & West Virginia Railway.
7. St. Louis—San Francisco Railway.
8. Chicago, Indianapolis & Louisville Railway.
9. Texas & Pacific Railway.
10. Western Maryland Railway.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

We were all saddened by the sudden deaths of James Kessler on Dec. 6 and of Matt Oliver on Dec. 24. Sympathy is extended to their families.

On Dec. 18, H. G. (Hank) Russell was the recipient of a huge birthday cake. Katherine Guerrieri was the hostess on this occasion and the "Happy Birthday" song was lead by our top-level talent.

The machine room accounting office got in the spirit of things and had a dinner-dance Christmas party at Petricca Hall. A "merry time" was had by all.

Jimmy Lynn of the machine room was married on Dec. 19.

Congratulations to Pauline and Bill Helfrich on the birth of a daughter Dec. 6 and to Joyce and Bernard Gregg on the birth of a daughter Dec. 23.

Veronica Moncek of the typing bureau, with her husband and daughter, spent a vacation and Christmas in Miami, Fla. Mary Quinette enjoyed her vacation visiting her brother and his family in Canago Park, Calif. Walter Maronn spent his vacation and the holidays in St. Petersburg, Fla.

The only way to get along with women is to let them think they're having their own way—and the only way to do that is to let them have it.

ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

Another holiday season has passed, and it was very nice to hear from many of our "alumni" in different parts of the country. Among these were our retired chief engineers, W. H. Penfield, R. J. Middleton and C. T. Jackson. The usual Christmas crate of oranges arrived from Lindsay, Calif. This has been an annual present from Mr. Penfield for many years, and the oranges were enjoyed by all in the department. Thanks once again, Mr. Penfield!

Greetings were also received from Mr. and Mrs. T. H. (Tom) Strate, retired division engineer and his bride, who expect to be in Melbourne, Australia, the first part of January. The couple spent Christmas aboard ship somewhere between the Canary Islands and Australia. This sounds like the last leg of their 'round-the-world honeymoon trip for which the itinerary was given in a previous issue of The Milwaukee Road Magazine. Mr. and Mrs. Strate plan on settling in Honolulu, T.H.

E. R. (Eugene) Hubley, signal draftsman in the office of V. E. Glosup, made his debut in the ranks of the F.O.P.P. (Fraternity of Proud Papas) when his wife, Joan, presented him with a son, Michael William, at Memorial Hospital, Hastings, Minn., on Dec. 17.

Apologies to Norbert Zurkowski of Mr. Powrie's office. We stated in the last issue that his new son, Robert Raymond, was born Nov. 5, 1953. We received this information by remote channels, but the date should have been Nov. 11. Sorry, Mr. and Mrs. Z.

Cadet Rex R. Morgan, son of C. E. (Cliff) Morgan, a senior at the U.S. Coast Guard Academy at New London, Conn., is the high score champion of the academy pistol team. They won their first contest of the year from the Merchant Marine team of Kings Point by a score of 1304 to 1204. Rex's score was 266, next high man 260, and a low of 258. Their next match is with the naval cadets at Annapolis in January.

Celia Monteon, daughter of Sando Monteon of Mr. Powrie's office, will soon make some of us look to our laurels. Celia, who is 15 and a junior at Mason City High School, recently had a full column article published in the *Globe-Gazette*, the Mason City, Ia., daily paper. Miss Monteon is majoring in journalism and is also an art student.

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F. E. (Frank) Fuller of K. E. Hornung's department became a first time member of the P.G.F. (Proud Grandfathers' Fraternity) on Dec. 7. His son, Raymond, and daughter-in-law Caroline are the proud parents of a son, Stephen Raymond.

J. A. (John) Hehn, assistant engineer in Mr. Powrie's office, had a late vacation in December and went to California. While in Salt Lake City, he had the pleasure of attending a concert in the Mormon tabernacle. The soloist was Lily Pons. John also played a lot of golf in San Francisco. He stopped at San Jose and visited with Dominic and Isabel Constantine and sampled their excellent cooking. Mrs. Constantine is the former Isabel Currie, retired chief clerk at Western Avenue, and Dominic is a retired chief carpenter at Milwaukee. The Constantines are planning to settle permanently in San Jose. John then proceeded to Los Angeles, El Paso, Tex., and Juarez, Mexico, returning to Chicago via Kansas City. Oh yes, he couldn't resist the lure of the movies and made a tour of Universal Studios while in Hollywood.

Other vacationists who had an interesting trip were Mr. and Mrs. J. S. Kopec (Joe and Marge) of Mr. Powrie's office. This was also their honeymoon, which had been postponed since their marriage in August.

Mr. and Mrs. Kopec embarked on the S.S. Chiriqui of the United Fruit Company Lines at New Orleans on Dec. 11 for a Caribbean cruise. Their first stop was Havana, Cuba, then on to Puerto Barrios, Guatemala, for a day, then to Tela, Honduras and return to New Orleans. While at Puerto Barrios, they made an inland trip on a narrow gauge railroad of about 60 kilometers (approximately 40 miles) and visited a banana plantation. While there, Joe won second prize guessing the number of bananas on a stalk—first prize was won by a banana man. Joe guessed 254, the banana man 260, and by actual count there were 267 bananas. Joe also was shuffleboard champion of the ship. On the return trip they were accompanied by 35,000 stalks of bananas which average 80-100 pounds each.

Frank E. Fuller, assistant engineer in K. E. Hornung's department, engaged in his favorite activity during the Christmas season. Frank plays Santa Claus to the children of Libertyville and surrounding communities. He has been enacting the role for several years, even going to the homes if asked to.



LOSING A GOOD COOK. A veteran in Milwaukee Road culinary service, Chef Myra Lewis, makes his last trip out of Chicago on Dec. 29. Retiring with 47 years of service, he is being congratulated here by A. J. Johnson, assistant to superintendent of the sleeping and dining car department. Mr. Lewis was at one time chef on the Pioneer Limited, serving for 16 years under the famed Dan Healy. He had been on the Hiawathas since they went into service in 1937.



HOME TOWN NEWS. A furloughed IGD Division brakeman, Pfc. Verlin N. Kusler (right), pictured on recent field maneuvers in Korea. Private Kusler who is the son of the Alvin Kuslers of Tripp, S. D., has been in the Army since February, 1953, arriving in Korea last August.

QUIZ answers

1. 1918. (Standard time was adopted by the railroads in 1883.)
2. A tool locker under a caboose or work car.
3. Top and bottom.
4. Three cents.
5. 115 pounds.
6. More than 20 years.
7. Law.
8. About 22 feet.
9. General Superintendent Motive Power.
10. More than 3,000 (3,065 to be exact, on Class I railroads).

HARD BOILED. C. V. Peterson's son Cary is preoccupied these days with cutting teeth, but his playmate Rusty couldn't be less interested. Since dad is district safety engineer at Butte, the "teething ring" is guaranteed to be less lethal than it appears.





ABOUT 1914. Dusting off the old ones recently, G. I. Russell, ticket clerk at the Tacoma depot, uncovered this picture of the Tacoma freight office force around 1914. They have been identified as, seated from left: Art Clark; Bob Pitchforth, deceased; Paul Wilson, now western traffic manager, Seattle; H. C. Lamareaux; Fred Bennett, now with Standard Oil at Seattle; A. E. Folsom, retired; and Agent F. J. Alleman, deceased. Standing, from left: Bernie Bartels, now a grocery store operator; Ed Mooney, deceased; a visitor, Mr. Simmons; W. S. Burroughs, deceased; Clarence McDonald, now in the furniture business; C. H. Rouse, Ralph Bement and Ed Collins, all deceased; Florence Cooper; and Chief Clerk Bill Carrotte, deceased.



FETED AT KANSAS CITY. J. T. McCorkle, general superintendent of the Milwaukee-Kansas City Southern Joint Agency, pictured at a gala testimonial dinner held recently in Kansas City when he retired after 49 years of railroad service. A. C. Novak, Milwaukee Road terminal superintendent, was toastmaster for the affair. Mr. McCorkle started his railroad career at 16, gaining his early experience on various jobs with the LGN, the Cotton Belt, the Frisco, the UP and the Santa Fe, and with the Army railroad corps during World War I. A veteran of 35 years with the Kansas City Southern, he had held almost every transportation service position with that line, serving as general superintendent of the Joint Agency since 1946.

QUICK BATH. At Miles City, Mont., a regular grooming stop on both its east and westbound runs, the Olympian Hiawatha stands still for a quick scrub-down with one of the new portable washing machines recently installed there. Rotary brushes and jets of water do the job in approximately 10 minutes. The portable machines are the only ones of their type on the railroad.



THE MILWAUKEE ROAD MAGAZINE

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BENSENVILLE YARD. Two views of the 70-track classification yard at Bensenville, Ill., showing (top) a view across the tracks from Retarder Tower A, and (below) the entire yard as seen from the control tower at the crest of the incline.

