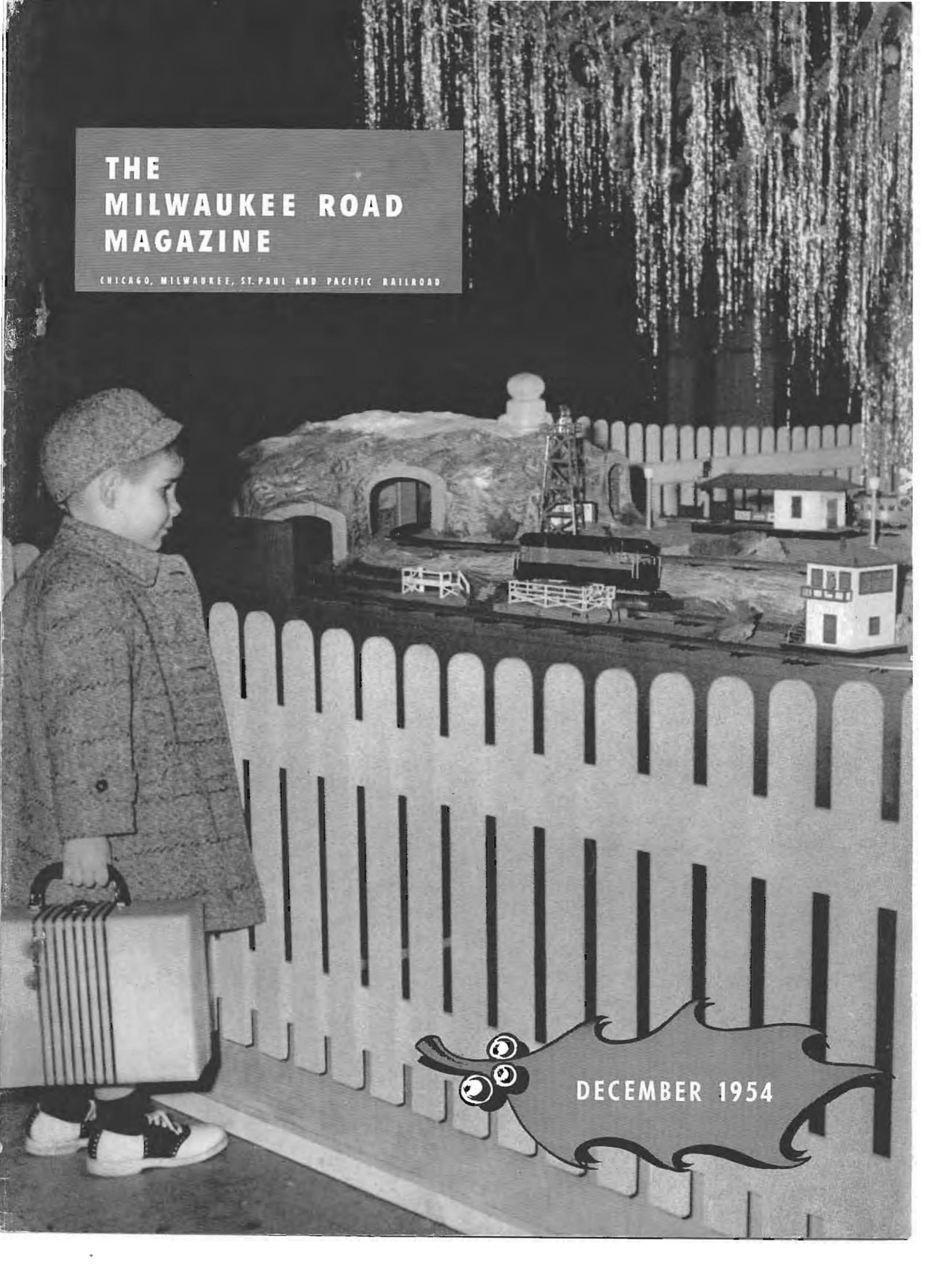


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



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THE MILWAUKEE ROAD MAGAZINE

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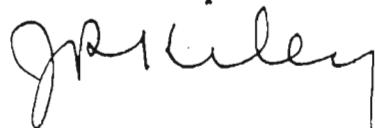
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To The Family At Christmas

ONCE MORE we come to the close of a busy year and find ourselves drawing closer together in spirit as the bright holiday season approaches. It has been a difficult year and the respite which we all look forward to is well deserved.

It is not my desire to discuss the details of our work together at this time except to say that I realize fully the thoughts which have been in the minds of Milwaukee Road people during this year of slackened business. And I sincerely appreciate the understanding and cooperation which have been in evidence on every hand as we have gone about the business of making ours one of the country's most modern and efficient transportation facilities. In this connection I believe it will interest everyone to know that business on our railroad has been showing definite signs of improvement during the past months and that the year ahead offers greater promise than did 1954.

It is good to be able to greet all of my fellow employees of The Milwaukee Road at this blessed season. Let me, once again, wish each of you and your loved ones a very Merry Christmas and a New Year of real and lasting happiness.





With a "Merry Christmas to all," Santa Claus arrives on a train blazing with flares to greet Milwaukee Road children. The scene is Green Bay, Wis. where the iron horse has replaced reindeer these many years as Santa's legendary mode of transportation. The man taking in the fun at Santa's right is Assistant Superintendent R. N. Hicks. Santa's visit is traditionally sponsored by the Women's Club. Picture taken last year. (Green Bay Press-Gazette photo)



A well-known impersonator of the man with the white whiskers, Assistant Engineer F. E. Fuller, Chicago, shown in his once-a-year headquarters at Schanck's Hardware Store in suburban Libertyville. Mr. Fuller has been Santa Claus to the children of the Libertyville community for several years, even to visiting their homes.



The climax of any year for the Road's choral club in Chicago is the series of Christmas concerts performed for the working personnel and holiday travelers in the Union Station. This typical scene shows a young mascot, Rhonda Jean Norman, distributing compliments-of-the-season post cards; in the background, Director Glenn Jorian, and Alma Matthies at the piano.

Christmas on the Milwaukee



Christmas week is open house at the trainmen's quarters in Marmarth, N. D. Shown here waiting to welcome Santa are, from left: Clerk Bernard Barnes, Brakeman Jim Heil, Conductor Bud McCoy and Brakeman John Hilt.



Gaily decorated in the holiday mood, this home display won for T. P. Schmidt, retired Council Bluffs car foreman, the first prize in a city-wide contest sponsored last Christmas by the Junior Chamber of Commerce. Children especially enjoyed "Santa's Workshop" in its dioramic setting, which can be glimpsed in the right foreground. (Council Bluffs Nonpareil photo)

President Kiley Discusses Milwaukee Road Improvements Which Have Marked the Past Five Years as Perhaps the Most Important in the History of the Railroad

PROGRESS REPORT

The following is the second and concluding part of an address delivered by President J. P. Kiley before the New York Society of Security Analysts on Oct. 15. In the first part, appearing in the November issue, he reviewed these subjects:

- The role of the new retarder classification yards in Chicago and Milwaukee in the speeding of freight traffic.
- The rapid dieselization program which has made the Milwaukee the first railroad in the Northwest to replace steam power completely.
- The expansion and modernization of communication facilities of all types.
- The construction of a very modern coach yard at Minneapolis.
- The use of steel wheels on freight cars, replacing cast iron wheels.
- Numerous other improvements growing out of the above.

THE wheel-truing machine in use at our shops in Milwaukee is a good example of the many new tools which have been placed in operation on The Milwaukee Road in recent years.

We installed this machine after extensive study. It can bring the wheels of a car or a diesel locomotive back to a standard contour without the necessity of removing the trucks from the unit or the wheels from the trucks.

Formerly, when we had to turn the wheels because they had reached the limit with respect to flange or tread wear, it was necessary to remove the truck from the diesel, strip the truck, turn the wheels in a conventional wheel

lathe, re-assemble the truck and again install it in the diesel. With the wheel truing machine, we now turn about four pairs of wheels in a shift.

Furthermore, under normal conditions, with a regular wheel lathe, it is not possible to take a light cut on the wheels. It is necessary to take a cut about a quarter of an inch deep in order to get under the hardened tread. With the wheel truing machine, because it acts much like a milling machine, we can take off smaller cuts. As a result, we are able to extend the life of the wheel so that we will get about five turnings instead of three.

By the end of this month [October] we will have installed another wheel truing machine in our Western Avenue



President J. P. Kiley (second from left) shown on one of his frequent trips to Milwaukee shops, explaining the function of locomotive speed tapes to a group of directors. The others, left to right, are Philip W. Pillsbury, William L. O'Brien and Arnold B. Keller. Earl Williams is seated at the desk.

yards in Chicago. This will not only take care of the passenger diesels which are maintained there, but will also permit us to turn passenger car wheels. Our people feel, based on the experience and tests we have made, that we will probably get 10 turnings of a wheel in passenger car service as compared with five now, thus lengthening the life of the wheel almost 100 per cent.

While we are continually making improvements in our shops at Milwaukee so that they will be better equipped to take care of the constantly expanding diesel maintenance, it has not been necessary for us to spend a great deal

Machinist David Luman perfects the contour of diesel locomotive wheels (at right) with the new wheel truing machine at the diesel house, Milwaukee.



The Milwaukee Road Magazine

of money for this purpose. On our railroad we believe in having our car and locomotive department supervisors visit the shops of other railroads to see whether they have developed better systems of performing work or are equipped with any better machines than we have. This practice is particularly valuable in connection with diesel locomotive maintenance and reclamation, because in an infant industry such as diesel operation on railroads, there is no one organization which has all of the brains and ingenuity. I do not believe there is a major diesel shop in this country which some of our supervisors have not visited, and I think that because of this we are at least as far along in diesel reclamation as any other organization.

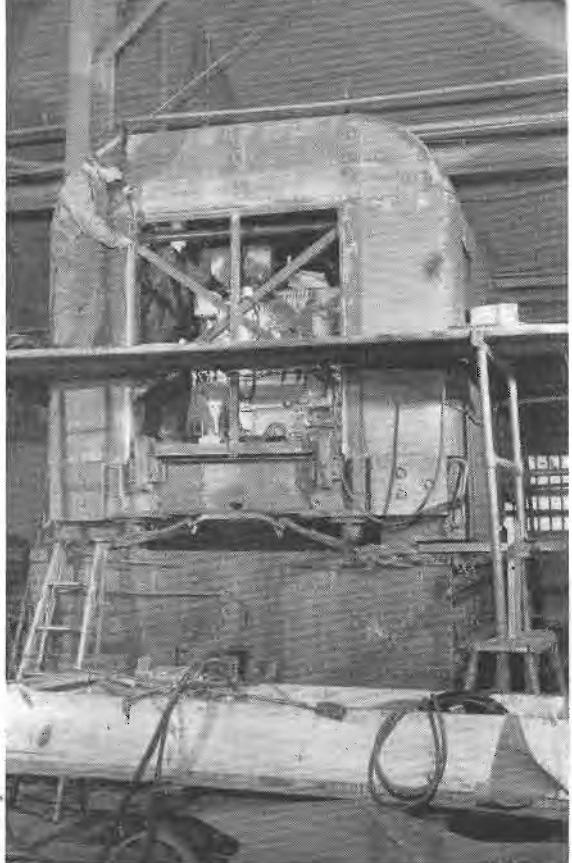
Many of the practices which we are following in diesel reclamation are the result of ideas our people have picked up at other shops, in many cases adopting to new purposes the ideas which others have used. As an example, our people first witnessed the spraying of babbitt on Electro-Motive pistons for the operation which they call "luberizing" in the Northern Pacific shops at South Tacoma. Then we began asking ourselves why we should buy new pistons to use with oversize liners of .030 and .060, which came as a result of boring out the standard liners, if we could spray metal on the standard size pistons and re-use them. We were successful in working out a method of spraying metal on these pistons so that

we are now reclaiming all of the standard pistons, at approximately \$37 less per piston than we would pay for new ones of larger diameter, and our experience to date has indicated that there is no difference in the wear of the built-up pistons as compared with new pistons.

We reclaim cylinder heads of Alco, Baldwin, Electro-Motive and Fairbanks locomotives at very great savings. We reclaim all of our traction motor nose bearings at a cost of about \$5 per bearing, compared with a new bearing cost of \$52. We have begun to test reclaimed crankshaft bearings and have every reason to believe that this, too, will be successful and save about \$25 per bearing.

While we have been dieselizing our locomotives, we have not been neglecting dieselization of our cranes and other work equipment, which heretofore has been operated by steam. Last year we bought a 250-ton diesel wrecking derrick and are now completing the first conversion of one of our steam wrecking derricks to diesel and doing it at a very reasonable cost.

We are also converting one of our steam-powered rotary snow plows to electric power for use in our electrified territory, where we have the most troublesome snow. You know, of course, that our electrification is over mountain ranges, and in the Bitter Root and Cascade Mountains it is not unusual for us to get 35 to 40 feet of snowfall in a year. The electric rotary will be fixed so that it can be worked with either an

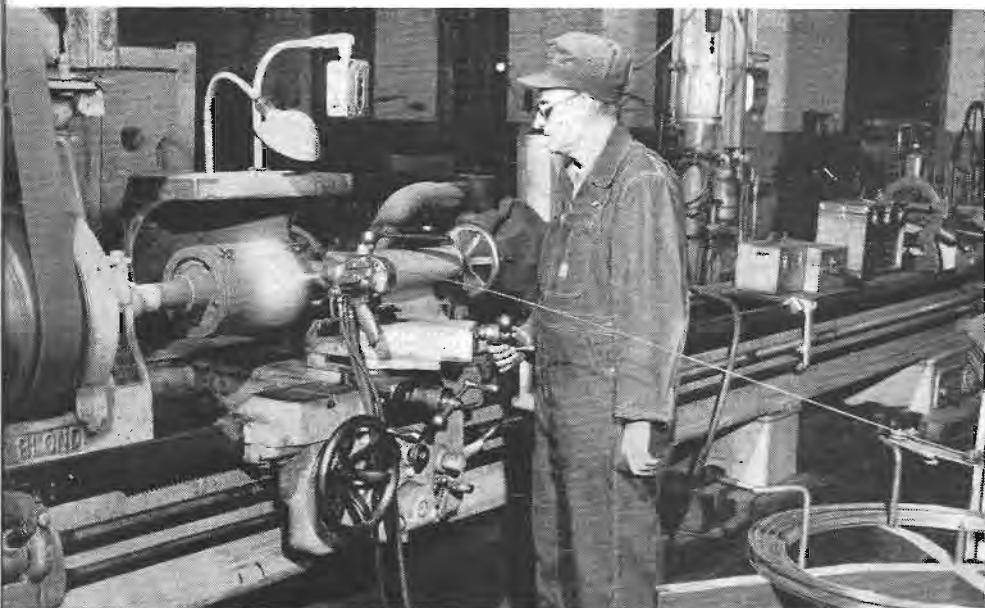


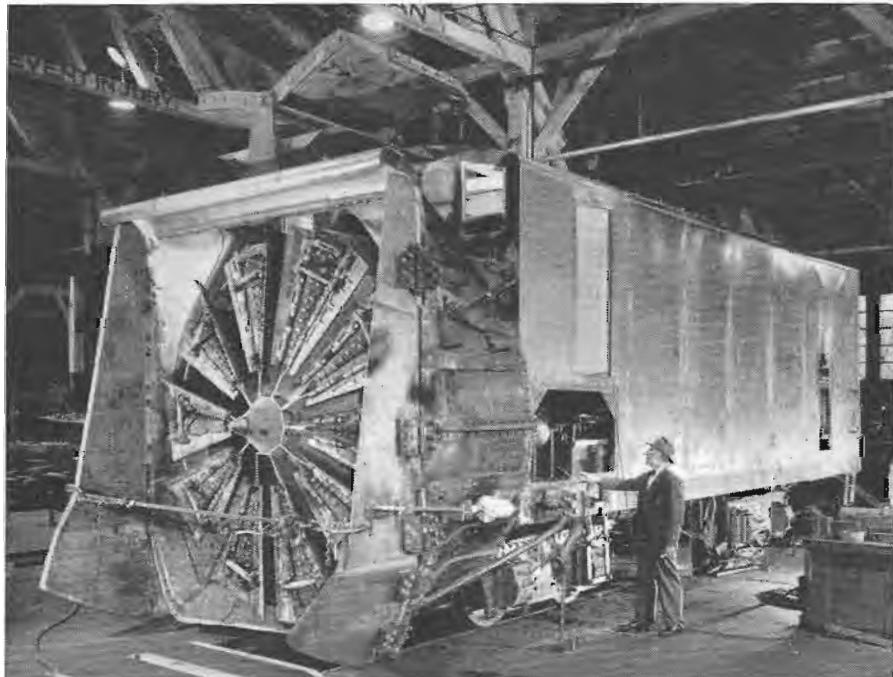
Boilermaker Lee Hackney (outside of cab) and Machinist Leo Burke (inside) work on a crane which is being converted to diesel power at the shops in Milwaukee.

electric or a diesel locomotive. Then, if our trolleys should be down for any reason, we will still be able to utilize the rotary by handling it with a diesel engine.

We also have quite a bit of snow in our territory which is best handled by snow plows. Until two years ago, all of our snow plows were made from old gondola cars that had been shortened up and loaded with concrete. We have had quite a bit of trouble with them from time to time, particularly when bucking heavy snow, because the cars were not strong enough for the job. When we began retiring steam locomotives, we took some of our 10,000 gallon tenders which were built with cast steel frames, installed the plows on these tenders and filled them with sand or gravel. Our experience with them in the handling of snow was so successful that we are replacing all of our gondola snow plows with tender snow plows. The men who operate them call them "Kiley" plows.

We expect that within the next three years all of our wreckers will be diesel-operated, and all of the rest of our work equipment that was formerly steam-operated will be dieselized.





Top: Shop men at Tacoma inside one of the steam rotary snow plows which have been converted to electric operation. They will be powered either from the overhead trolley or from the diesel electric locomotive which pushes the plow.

Above: A. R. Kidd, general foreman of Tacoma shops, inspects one of the rotary snow plows being converted.



While we have had a large Whiting car washer in operation in our principal coach yard at Chicago for several years, we did not have sufficient work of that type to do at other points to justify the large investment required. Consequently, we experimented with a portable car washer manufactured by Ross and White, and its performance was so satisfactory that two additional units have been placed in service. Another machine will be installed early next year.

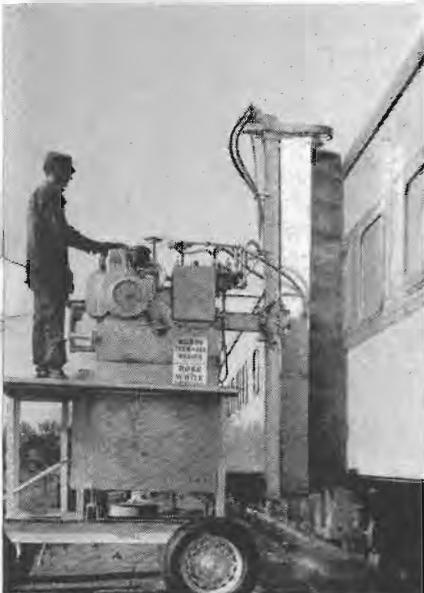
We have always had considerable difficulty at Milwaukee preparing refrigerator cars to handle beer in the winter time, as these cars have to be clean, dry and free of ice. If you think removing ice from bunkers of refrigerator cars in winter is a simple job at Milwaukee, where zero weather is not at all uncommon, you should try it some time. Last year we installed a new system of cleaning the cars with hot water, and it has proved very successful. We not only clear away the ice, but in taking the ice out we also clean all the other parts of the car.

I cite these examples to illustrate the better tools we have provided our mechanical department for doing the jobs which come under their jurisdiction.

We have similarly provided all of the most modern tools that we could use in connection with our track work. While we do not utilize crushed rock to any great extent on our railroad and, therefore, have not purchased any ballast cleaners, we have equipped our men with all of the most modern tamping machines, scarifiers, bolt tighteners, spike drivers, track liners, electronic computers for spirals and curves, and many other devices.

We have not been lax, either, in providing the most efficient tools for the job we have to do in our various freight houses. Some of you have seen or read about the operation in our Galewood freight house at Chicago. There we

Left: A "Kiley" plow ready for a heavy winter. Taken at the shops in Miles City, where the work of converting the locomotive tenders was done, the picture shows, left to right: District Master Mechanic L. H. Rabun, General Foreman J. S. Watters, and Mechanics Virgil Haworth and C. J. Fulks.



One of the railroad's efficient new portable car washers gives the Olympian Hiawatha a quick bath at Miles City.



Car Checker Angelo Ciofani disconnects the hot water hose after a string of refrigerator cars has been de-iced and hosed out at the Bluemound yard car cleaning facility in Milwaukee.

have an overhead conveyor, while at the various other freight houses, where we do not feel that the overhead conveyor is practical, we use either pallets with lift trucks or tractor-trailers, depending upon which operation can handle the traffic most efficiently.

I have cited these examples to illustrate that our program is not only to improve our property, but also to improve our methods. Our employes are taking a very active interest in reclamation, since it provides more work for them instead of for the manufacturer.

Naturally, in this talk I have only hit the high spots. We think our organization has improved in every department. We think our people are more

alert, and there seems to be a constant desire to live up to our slogan of "seeing what we look at".

We realize, of course, that our railroad does not at present have the potentialities of traffic to achieve the density available on many of our neighboring lines. We have a large proportion of light density mileage which, while earning something, is not contributing nearly as much as heavier density lines would. We on the Milwaukee know what it is to be poor because we have been poor for many years. And we think that, because we have had to do with less, we can make better use of those improved tools which we are able to provide.

For four years the combination of overhead conveyor belt and innerspring hitching masts developed on the railroad has meant stepped up service at the Road's big Galewood transfer, Chicago.



THE COVER

THE train—the real one, that is—could wait, as far as traveler Fred Frey was concerned. He wanted to see the model run, and in doing so he became a member of an enormous fraternity of men, women and children who paused for a glimpse or stayed for a half hour, watching the miniature operation beneath the Chicago Union Station's huge Christmas tree. The young rail enthusiast was caught by the photographer just before Christmas last year as he went through the station with his mother, Mrs. Frederick E. Frey of Love's Park, Ill., near Rockford. The exhibit, featuring a Milwaukee Road diesel locomotive in the foreground, was to be back again this year, according to the Union Station Company. Only bigger.

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TREATMENT

VACCINE

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MARCH OF DIMES
January 3-31



The author, camera in hand, visits with a friend in the Stockholm Yacht Club.

• **J. E. Bjorkholm**, author of the accompanying article, was a sailor in his native Sweden at the age of 13, a deep sea diver at 18, a nautical engineer in the Swedish Navy at 21, and a fireman on The Milwaukee Road's old R&SW Division by his 23rd birthday. When he retired in 1948, he was the Road's superintendent of motive power and had been for a number of years. In December, 1948, this magazine carried an article on Sweden by Mr. Bjorkholm, based on a trip he had made in the summer of that year, his first visit to his homeland since leaving it 40 years before. The present article concerning a second visit to his homeland shows him to be not only what he is well known to be—an authority on motive power—but an interested and well-informed observer of the passing show. Above all, his words imply a lesson in how best to enjoy retirement.

SWEDEN REVISITED

by **J. E. Bjorkholm**

Superintendent Motive Power, retired

WHEN a fellow gets bitten by a bug and then permits the bug to germinate without any particular opposition, there is only one thing to do, and that is to permit the bug to grow to maturity and have its way. Thus, on Aug. 15 I found myself enroute to Sweden, the land of my birth, with the blessing of the other partner of Bjorkholm & Company, who had not permitted herself to be bitten by the bug.

It was 10 minutes past 10 o'clock, Eastern Time, when the Scandinavian Air Lines' DC6B started down the runway at the Idlewild International Airport, and a few seconds later we were airborne, our first stop Glasgow, Scotland. Ordinarily all transatlantic planes stop for servicing at Gander, N. F., and this station would be bypassed on this flight.

Seated near the front, next to a window and directly opposite the starboard propellers, I had a full view of an unforgettable panorama immediately after the take-off and during the entire night. New York and its suburbs, lavishly lighted, were beautiful indeed, but the picture presented by the Gulf of St. Lawrence between the American coast and Newfoundland was so beauti-

ful it beggared description.

We arrived at Prestwick (Glasgow) at 9:37 next morning, and after advancing our watches six hours, departed for Oslo, Norway. As soon as the plane was airborne we ran into a pea soup fog, and while the distance between my seat and the outside propeller was not more than 20 feet, I was unable to see it. We flew in this fog all the way to Oslo, and how the captain managed to land was a miracle to me. At Oslo the fog lifted suddenly and completely, permitting me to pick out various lakes and cities as we flew across Sweden. The stewardess gave me an "A" in Swedish geography. The landing gear touched the runway at the Stockholm airport at 8:10 P.M.

One of the problems of a long journey is the risk of drawing a boring seat companion. This is particularly true on a plane, where one has little room to move about. Fortune smiled on me, however, as I was seated alongside a beautiful Creole—a lady from Argentine, much traveled, well read and an interesting conversationalist. She had recently spent a year in Mexico and India and now was on her way to Norway. Having recently read "Mexico the Magic Land"

Another of Stockholm's beautiful waterfronts, lined by modern apartment buildings typical of many in the city.



The Milwaukee Road Magazine

and "India from the Dawn", I was able to follow her interesting tales of these countries without betraying too much ignorance, particularly as I had their geography pretty well planted in my mind. She was also a great admirer of Sir Winston Churchill, and as I have read practically all of his books and only recently finished reading "The Gathering Storm" for a third time, this subject was my meat, and I could uphold my end of the conversation with colors flying. We discussed the life and accomplishments of this great personality far into the night, when finally the Sandman became more interesting than Sir Winston.

At Stockholm I had reservations at the Grand Hotel, which is not only a very fine hotel but an interesting place, being a mecca for tourists from all the countries on the globe. It was both interesting and amusing to listen to the desk clerks, who are accomplished linguists, switch from one language to another with the greatest of ease as they answered inquiries from the guests.

Few hotels have such a delightful setting, located as it is only 100 feet from water, facing the Royal Castle and the old city, part of which was founded during the 12th and 13th centuries, and the busy harbor with its interesting traffic. Not far from my window the U.S. heavy cruiser *Baltimore* lay at anchor, flying the four-star flag of Admiral Cassidy, commander of the U. S. Mediterranean fleet then visiting Stockholm. A little farther down, the U.S.S. *Glen-non* and the beautiful cruising yacht *Stella Polaris*, now sailing under the Swedish flag and well known in all the leading harbors in the world. This, together with the immaculately clean passenger boats from Finland and the local ferries and pleasure boats, made an interesting picture for a former sailor.

Stockholm, with its suburbs, is a city

of approximately 1,000,000 population and one of the most beautiful and cleanest cities in the world. It is built on a number of islands where Lake Malar empties into the Baltic, the entire city being built on solid rock. These solid rocks have proved to be a blessing, as bombproof shelters have been built there which no bombs known to date could destroy. These shelters are deep in solid rock, some with a capacity of 15,000 to 20,000 people. They have from 50 to 100 feet of solid rock as a roof.

The question of civil defense is, per-

minutes flying time by a modern bomber —a nightmarish situation for a free people whose only international ambition is to be allowed to attend to its own business.

Something like 20 per cent of Sweden's adult population is enlisted in civil defense and frequent attendance at meetings for instruction and training is required. Huge bomb shelters are being blasted out of the rocks almost everywhere in the country. Many modern factories are located underground, and those not so located, together with mer-



View of one of Stockholm's residential sections along one of the city's many waterfronts. The small boats carry commuter traffic.

haps, taken more seriously in Sweden than elsewhere. "Twenty minutes from eternity" is an expression which can be well applied to their situation, as Sweden is separated from its big and powerful neighbor, Russia, by only 20

cantile establishments of any consequence, are required to provide bomb shelters underground for their entire personnel. The South Hospital in Stockholm, with a capacity of 1,600 beds, one of the largest and most modern in Europe, has facilities underground for all of its patients and various activities in case of need.

Recently a five year program was authorized by Parliament, providing for the blasting out of shelters along Sweden's rugged coast where miles of high rock formation stand almost perpendicular at the water's edge. These will be for all combat ships in the navy, from destroyers down, together with shops, docking facilities, stores and living quarters for the personnel. The air force, fourth largest in the world, is already largely underground.

A visitor cannot long remain in Sweden without being impressed by the ac-



A corner of Stockholm's South Hospital, one of Europe's largest and most modern. It has a capacity of 1,600 beds, and, being built on solid rock, has an underground bomb shelter which will accommodate all patients.

compliments in social betterments. In this respect Sweden has, perhaps, done more than most countries to level off the gulf that not so long ago existed between the various strata of society, and without ruining the country's economy. While the political party in power at present and for a good many years past has been the Social Democrats, they have never permitted the Marxian theories to interfere with good practical administration and are, perhaps, not as far left of center as many of our own politicians sailing under political banners sounding not half as radical as Social Democracy.

The public ownership of railroads, telegraph and telephone facilities dates back, in most instances, from their very beginning, when the political parties in power were ultra-conservative and long before the Social Democrats entered the political arena.

The labor organizations are strong, both politically and economically, as are the organizations of employers. Both sides, however, have a respect for each other which in some instances amounts to admiration. While strikes do occur occasionally, they are not frequent. Not so long ago the longshoremen in some of the leading harbors went out on an unauthorized strike which the labor movement in general disapproved of, as it constituted a breach of contract. The strikers were not only admonished, but in numerous instances were suspended and assessed heavy fines by their own labor courts.

The railroads are modern, all rolling stock being equipped with roller bearings but light, judged by American standards. The major portions of the railroad system are electrified and passenger cars are to a large extent electrically heated. Most of the current is generated by water power up north, some of the waterfalls being north of the arctic circle. The current is brought down to central Sweden by overhead lines, one of which, some 500 miles in length, carries 387,000 volts, supposedly the highest in the world. What would happen to a railroad system entirely dependent on energy from overhead lines should the country ever be invaded is a serious question. It would be very vulnerable at best.

As perhaps my many friends and former associates, readers of this magazine, may be interested in some of the operating practices of these government owned and operated railroads, a few illustrations may be of interest:

On most light passenger trains there is only one man on the locomotive.

If We Only Knew

(Reprinted from *Enterprise*)

Could we but draw back the curtains
That surround each other's lives,
See the naked heart and spirit,
Know what spur the action gives,
Often we should find it better,
Purer than we judge we should;
We would love each other better
If we only understood.

Could we judge all deeds by motives,
See the good and bad within,
Often we should love the sinner
All the while we loathe the sin.
Could we know the powers working
To o'erthrow integrity,
We should judge each other's errors
With more patient charity.

If we knew the cares and trials,
Knew the effort all in vain,
And the bitter disappointment,
Understood the loss and gain—
Would the grim, external roughness
Seem, I wonder, just the same?
Should we help where now we hinder?
Should we pity where we blame?

Ah! We judge each other harshly,
Knowing not life's hidden force;
Knowing not the fount of action
Is less turbid at its source.
Seeing not amid the evil
All the golden grains of good;
Ah! We'd love each other better
If we only understood.

Author Unknown

Where the line between a light and heavy train is drawn, I do not know. I saw no switch engines with two men in the cab. In through freight service, like the ore service, with no so-called "short cars" in the train, the entire train crew consists of one engineer and fireman, the engineer having charge of the waybills in a container. Flagging protection is not practiced, the engineer being governed solely by wayside signals and train orders. A large number of rail busses, some large enough to accommodate 50 or 60 passengers, are used on both branch lines and main lines to handle local passenger traffic, with only an engineer in charge. Doors are operated pneumatically by the engineer, who also collects the tickets which the passenger must have before boarding the train. All switches for meeting or passing tracks are operated from respective stations.

During my 29 day stay in my native land I did considerable traveling both by train and by auto. I was particularly impressed with the respect a person driving a car has for the indisputable fact that gasoline and alcoholic drinks make a dangerous mixture. No matter how much a person might like to partake of a highball or cocktail, if he is going to drive, say, in the next four or five hours, the strongest drink he will touch is water. The traffic problem is, if anything, worse than here in the States, particularly in the older cities with narrow streets, and should a driver be unfortunate enough to have to talk to a policeman when he has liquor on his breath, or shows the slightest signs of

recently having had a drink, the consequences are sure to be serious, whether he was involved in an accident or not.

I enjoyed my visit very much indeed, and the hospitality extended by relatives and friends was overwhelming. I was happy to note the great forward strides made in all lines of endeavor—the high standard of living, the abundance of playgrounds for the children, and the modern homes with their gardens and profusion of flowers. But, when, from an altitude of 15,000 feet, I had my first glimpse of the American shore, through a clearing in the clouds, my pride in the privilege of calling this my country knew no bounds.

I doubt if we in our daily lives appreciate fully the privileges of being Americans. We should thank God we are living in a land where the nightmare of being only 20 minutes from eternity does not exist. While it is true the oceans are no longer a safe barrier against attack from a ruthless foe, the distance is at least a consolation.

As good Americans we should all pray and do our full individual share toward insuring that these shores shall remain forever free.

We are very much what others think of us. The reception our observations meet with gives us courage to proceed or damps our efforts.

—Hazlitt

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

Freight Traffic Department

Effective Dec. 1, 1954:

G. M. Ryan is appointed freight traffic manager, rates and divisions, with office at Chicago, following the retirement of E. J. Hyett. Mr. Ryan is a native of Chicago who has spent his entire business career with the railroad, starting in the freight traffic department in a clerical capacity in 1915. In 1938, having served as chief clerk to various traffic officers, he was appointed assistant general freight agent and in 1949 became general freight agent. He has been assistant freight traffic manager since Feb. 1, 1951.

R. E. Hibbard is appointed assistant freight traffic manager, rates and divisions, with office at Chicago, succeeding G. M. Ryan. Starting as a ticket agent in Dubuque in 1918, Mr. Hibbard transferred in 1922 to the freight traffic department in Chicago, where he became office manager to vice president and later assistant to vice president. He was appointed assistant general freight agent in 1948, and since Feb. 1, 1951 has served as general freight agent.



G. M. Ryan



R. E. Hibbard



J. J. Landrigan



W. D. Sunter

J. J. Landrigan is appointed general freight agent with office at Chicago, succeeding R. E. Hibbard. Mr. Landrigan started with the Road in 1910 in the freight auditor's office in Chicago and has been on the general freight department staff since 1921. He was chief clerk in that department prior to 1941, since when he has served as assistant general freight agent.

M. J. Leen is appointed assistant general freight agent with office at Chicago. Mr. Leen's entire railroad service has been with the Milwaukee, starting in the Chicago offices in 1913. Most recently he has been chief clerk in the general freight department.

Effective Jan. 1, 1955:

W. D. Sunter is appointed assistant freight manager, sales and service, with office at Chicago. Mr. Sunter has been a Milwaukee Road employe since 1919, serving as assistant general freight agent since 1945.

H. C. Walker is appointed assistant general freight agent, with office at Chicago. Mr. Walker has been a member of the freight traffic force since 1920.

Passenger Traffic Department

Effective Dec. 1, 1954:

Orren R. Anderson is appointed district passenger agent, Chicago, handling

how are we doing?

RECEIVED FROM CUSTOMERS

for hauling freight, passengers, mail, etc.....

	OCTOBER	TEN MONTHS	
	1954	1953	1954
PAID OUT IN WAGES.....	\$20,941,340	\$23,891,973	\$197,841,603
PER DOLLAR RECEIVED (CENTS).....	(49.6)	(46.7)	(50.4)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	10,397,067	11,156,762	99,780,634
PER DOLLAR RECEIVED (CENTS).....	(49.6)	(46.7)	(50.4)
ALL OTHER PAYMENTS			
for operating expenses, taxes, rents and interest.....	619,228	631,100	5,808,668
PER DOLLAR RECEIVED (CENTS).....	(3.0)	(2.6)	(2.9)
NET INCOME.....	1,593,823	1,907,358	2,437,144
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:			
Number of cars.....	128,269	138,030	1,126,664
Decrease 1954 under 1953.....	9,761		137,304

With the Johnsons on the Midwest



EN ROUTE to a Thanksgiving with relatives in South Dakota, the Cliff Johnson family, stars of the popular breakfast hour program, made a recording aboard the Midwest Hiawatha last month. It was broadcast Thanksgiving morning over a network of stations in the Midwest.

Mr. and Mrs. Johnson and their four children, all of whom were bursting with questions about railroad people and train operations, are shown above during an interview with W. G. Olivier, parlor car porter. Standing in the background at left are F. J. Newell (left), assistant pub-

lic relations officer, and W. A. Dietze, public relations officer, who also took part in the program. In the doorway are E. E. Hammer, Chicago city passenger agent, who has since been appointed traveling passenger agent at Minneapolis, and W. F. Galloway, waiter. Both were later interviewed, as were Conductor J. R. Brooks and Trainman C. E. Farrington.

The Milwaukee Road was particularly glad to welcome the Johnson family aboard for a repeat performance of the interesting program which they broadcast from the Arrow in 1950.

Rates of Pay for Rail Employes Double 1945

RAILWAY employes in 1953 received more than 2½ times their average rate of pay in 1939 and more than double their average rate in 1945, according to figures recently published in the *Monthly Comment on Transportation Statistics* by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission.

The following table shows average straight time hourly compensation of employes of Class I line-haul railroads, excluding executives, officials and staff assistants, for the prewar year 1939 and the years 1945-1953. Index numbers, with the average straight time earnings per hour for 1939 as the basis, are also given. For 1953 the average compensation per hour of \$1.858 was 158 per cent

greater than 1939 and 103 per cent greater than 1945.

Period	Average straight time compensation per hour	Index of straight time compensation per hour* 1939 = 100	Total compensation all employes	Per cent compensation of operating revenues
Years			Millions	
1939	\$0.721	100.0	\$1,863	46.6
1945	.916	127.0	3,860	43.4
1946	1.098	152.3	4,170	54.7
1947	1.155	160.2	4,350	50.1
1948	1.292	179.2	4,769	49.3
1949	1.415	196.3	4,419	51.5
1950	1.543	214.0	4,594	48.5
1951	1.711	237.3	5,275	50.8
1952	1.812	251.3	5,328	50.4
1953	1.858	257.7	5,326	49.9

APPOINTMENTS

(Continued from page 11)

travel promotion and other duties as assigned. Mr. Anderson has been traveling passenger agent with headquarters in Chicago since 1944.

W. A. McGarvey is appointed traveling passenger agent, Chicago, succeeding O. R. Anderson. Mr. McGarvey has been with the Road since 1939, starting in the Chicago city ticket office, and has served as traveling passenger agent since 1948.

E. E. Hammer is appointed traveling passenger agent, Minneapolis, succeeding the late F. D. Schoenauer. Mr. Hammer has been an employe of the Road since 1929 and city passenger agent in Chicago since January, 1950.

L. D. James is appointed city passenger agent, Chicago, succeeding E. E. Hammer. Entering service in 1936, Mr. James has been station passenger agent in Chicago since 1945.

F. J. Carney is appointed station passenger agent, Chicago, succeeding L. D. James. Mr. Carney has been with the Road since 1945, most recently in the city ticket office.

C. A. Foote is appointed district passenger agent, Sioux City. Mr. Foote who has been with the Road since 1920 has served as city passenger agent at Sioux City since 1949.

Engineering Department

Effective Dec. 3, 1954:

P. H. Linderoth is appointed signal engineer with headquarters as before in Chicago. Mr. Linderoth has been with the signal force since 1917 and was formerly assistant engineer signal construction.

QUIZ



**test your knowledge of
railroads and railroading**

(Answers on page 34)

1. When a train is "in the hole," is it at destination, on a passing track or siding, or running behind schedule?
2. What is a "galloping goose"—a diesel-electric streamliner, a locomotive without tender or cars attached, or a section car?
3. Which of these railroad tunnels was the first to be built—Cascade, Hoosac or Moffat?
4. When a train is "laying by" is it idling in a side track or passing track, proceeding at full speed, or waiting its turn in the starting yard?
5. Is the General Purpose Diesel-electric locomotive called a "Jeep," a "General," or "Jack-of-All-Trades"?
6. In what city is Proviso yard—St. Louis, Detroit or Chicago?
7. What is a lift bridge—a drawbridge which opens and closes like a jack knife, a drawbridge having a track structure that moves up and down like an elevator, or a girder-like structure supporting a traveling crane?
8. Is the Official Guide of the Railways issued weekly, monthly, quarterly or annually?

E. J. Hyett Retires as Freight Traffic Manager

EARL J. HYETT, freight traffic manager—rates and divisions, since 1951, and an employee of The Milwaukee Road for more than 42 years, retired Nov. 30.

Being a well known and popular officer of the company for many years, Mr. Hyett was honored at an informal gathering of officers and employes a few days before his leaving service and was later the guest of honor at a large retirement dinner in Chicago's Union League Club, sponsored by shippers and railroad associates.

Mr. Hyett is a native of Southern Illi-



E. J. Hyett

nois who began railroading on the old Vandalia Railroad, now part of the Pennsylvania, at Collinsville, Ill., 49 years ago. He came to the Milwaukee in 1912 to fill a position in the freight traffic department, and was promoted to the Chicago general offices in 1921, meanwhile having spent about one and a half years with the Pacific Coast Shippers Association in Seattle. He was appointed assistant to traffic manager in 1935 and served in that position until 1941 when he became general freight agent in Chicago. He was appointed assistant freight traffic manager in 1948 and was advanced to the position of freight traffic manager—rates and divisions, effective Feb. 1, 1951.

Mr. Hyett will continue to make his home in Skokie, a suburb of Chicago.

9. What is a material car—a push car in a repair yard; a freight car used for distributing materials and supplies to storekeeping points and way stations, or any railway car consigned to the junk yard?
10. Which state has the greater railway mileage—New York or Pennsylvania?

In Ethiopia, natives celebrate the birth of Jesus 13 times a year—once every month and twice in April—holding that Christ had so many attributes that He could not have been born but once.

our safety score

reportable employe casualties on The Milwaukee Road through November, 1954, compared with 1953

Month	1954			1953			Percent Increase or Decrease
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.	
January	....	20	2	41	—100	—51	
February	....	16	....	19	....	—16	
March	....	12	1	29	—100	—59	
April	....	16	....	26	....	—38	
May	1	16	....	28	....	—43	
June	1	29	....	31	....	—6	
July	....	21	....	31	....	—32	
August	....	13	1	40	—100	—68	
September	1	22	....	30	....	—27	
October	....	23	....	31	....	—26	
November	....	25	....	34	....	—26	
TOTALS	3	213	4	340	—25	—37	
Casualty Rates	.06*	4.12*	.08	5.74	—14	—28	

*Estimated

Thirty Minutes of Railroading

THIRTY minutes is a brief period.

But it can encompass an enormous amount of activity in transportation.

Consider what the railroads do in 30 minutes.

In the next half-hour—and in any other average half-hour of any day—some 600 freight and passenger trains will start on their runs somewhere in the United States, and another 600 will pull into terminals, their runs completed.

When quantities moved and distances involved are measured, it is found that the railroads are responsible for more commercial intercity freight hauling than all other forms of transport rolled into one.

In the same half hour, passenger trains will produce transportation equivalent to carrying 1,807,000 persons one mile, and they will handle more than 85 per cent of all non-local United States mail.

During these brief 30 minutes the railroads will pour into the bloodstream of the nation's economy more than \$304,000 in wages to their employes and \$110,000 in purchases of fuel, materials and supplies.

And the treasures of the national, state and local governments will be fattened by more than \$67,600 in railroad taxes. This figure refers to Class I railroads only.

Remember, that happens in just half an hour . . . and it happens each and every half hour, or 48 times every day.



New Year's Eve Coconut Cake



Good Resolution Cake

For Auld Lang Syne

A GOOD start for any new year is a home celebration—an evening of good cheer and cordial hospitality. As party food, everyone will applaud a frosty white cake as shining as the new year itself. Here is one which is distinctive for serving when friends gather to do honor to Father Time:

New Year's Eve Coconut Cake

1 3/4 cups sifted cake flour
1 1/2 cups sugar
1 teaspoon soda
1 teaspoon salt
1/3 cup shortening
1 cup buttermilk or sour milk*
3 egg whites, unbeaten
3 squares unsweetened chocolate, melted

Measure sifted flour, sugar, soda and salt into sifter. Place shortening in mixing bowl and stir just to soften. Sift in dry ingredients. Add 3/4 cup of milk and mix until all flour is dampened. Then beat 2 minutes at low speed of electric mixer, or 300 vigorous strokes by hand. Add egg whites, melted chocolate and remaining milk. Beat 1 minute longer in mixer, or 150 strokes by hand. Pour batter into two 9-inch layer pans which have been lined on bottoms with paper. Bake in moderate oven (350°F.) about 30 minutes. *To sour sweet milk, place 2 tablespoons vinegar in a measuring cup; fill cup with sweet milk. Let stand a few minutes in a warm place.

Coconut Seven Minute Frosting

2 egg whites, unbeaten
1 1/2 cups sugar
1/3 cup water
2 teaspoons light corn syrup
1 teaspoon vanilla
1 1/2 cups shredded coconut

Combine egg whites, sugar, salt, water and corn syrup in double boiler. Beat with egg beater about 1 minute, or until thoroughly mixed. Cook over boiling water, beating constantly with rotary egg beater 7 minutes, or until frosting will stand up in stiff peaks. (Stir up from bottom and sides of pan occasionally with rubber spatula or spoon.) Remove from boiling water, add vanilla and beat 1 minute, or until thick enough to spread. Ice cake while frosting is still warm, sprinkling with coconut on sides and using coconut to make 1955 design on top of cake.

Note: For a smoother frosting, wipe down sides of pan with a fork wrapped in a damp cloth before and during cooking and beating to prevent crystallization.

If you prefer a dark cake, then a luscious chocolate cake with Midnight Frosting is the cake for you. Decorate it as shown in the picture to cut as the clock strikes 12.

Good Resolution Cake

1 1/2 cups sifted cake flour
1 1/4 cups sugar
3/4 teaspoon soda
3/4 teaspoon salt



1/2 cup shortening (room temperature)
2/3 cup water
2 squares unsweetened chocolate, melted
2 eggs, unbeaten
1 teaspoon vanilla

Measure sifted flour, sugar, soda and salt into sifter. Place shortening in mixing bowl and stir just to soften. Sift in flour mixture, add water, and mix until flour is dampened. Then beat 2 minutes at low speed of electric mixer, or 300 vigorous strokes by hand. Add chocolate, eggs and vanilla and beat 1 minute, or 150 strokes by hand. Pour into two 8-inch layer pans which have been lined on bottoms with paper. Bake in moderate oven (350°F.) 25 to 30 minutes.

Midnight Frosting

Melt 2 squares unsweetened chocolate and 2 tablespoons butter over hot water and blend. Add 5 tablespoons evaporated milk and cook until slightly thickened, stirring constantly. Remove from heat and add 4 cups sifted confectioners' sugar gradually, beating until of right consistency to spread. If necessary, add about 1 tablespoon hot water and continue beating until of right consistency. Spread between layers and over top and sides of cake.

Decorating Icing: Place 1 cup sifted confectioners' sugar in bowl, add about 1 1/2 tablespoons milk gradually, until icing is of right consistency to use for decorating. Place in cake decorator or paper cornucopia with plain decorating point and print clock numerals on top of cake, as shown in the picture. (*Frances Barton General Foods recipes*)



Homemaking Hints for the Holiday House

To Welcome the Carolers

YOU CAN'T have too many cakes or cookies on hand when Christmas callers come. These are Moravian holiday cookies, adapted from a recipe brought to this country by settlers from old Bohemia many years ago. They are good to serve with a cup of hot coffee or hot punch. Make a large supply—they are bound to be popular.

Moravian Christmas Cookies

4 cups sifted flour
1 cup plus 2 tbsps. brown sugar, firmly packed
2 tbsps. cinnamon
1 tsp. salt
 $\frac{1}{4}$ tsp. baking powder
1 cup butter or margarine
1 cup molasses
 $\frac{1}{2}$ tsp. vinegar

Measure flour, sugar, cinnamon, salt and baking soda into sifter and sift three times into mixing bowl. Cut in butter or margarine until mixture is the texture of coarse corn meal. Add molasses and vinegar, stir until thoroughly blended. Cover bowl and chill until very firm. Roll chilled dough, a small amount at a time, to about $\frac{1}{8}$ -inch thickness on a lightly floured board. Cut with floured reindeer and Santa Claus cookie cutters. Bake on a greased cooky sheet in a moderate ($350^{\circ}\text{F}.$) oven 8 to 10 minutes, or until edges are slightly crisp. Run spatula under cookies to loosen, and remove to wire cake rack. Yield: about 4 dozen. (Pan-American Coffee Bureau recipe)

FAMILIES are funny in that no matter how busy you are during the holidays they still expect to be fed three times a day. Here is a good hot soup for a hurry-up meal: Brown a sliced onion in butter or margarine, add 2 cans of tomatoes (1 lb. 3 oz.), 2 cups water, 2 tbsps. salt, a dash of pepper, 2 chicken bouillon cubes, 1 tbsp. sugar, 1 bay leaf, $1\frac{1}{2}$ tbsps. caraway seeds, and let it simmer for 20 minutes. Garnish with toasted rye bread cubes. This will serve 6 and is a good source of vitamins A, B, and C. (American Home recipe)

English holly, the florists say, is the reliable this year. It will look better, and last longer, too, if it is placed in a solution of water and brown sugar—one cup of brown sugar to a quart of water.

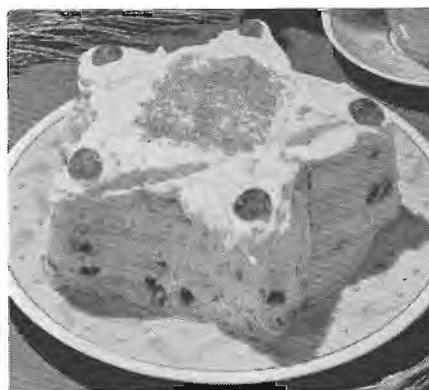
Popcorn Christmas trees are clever decorations to add to your table during the Yule season, says Better Homes & Gardens magazine. They may be made by covering inverted ice cream cones with frosting and then pressing popcorn into the frosting while it's still soft. Decorations include red cinnamon candies and green sugar sprinkled over each cone.

Play it safe for the holidays! The United States Forest Products Laboratory advises guarding against fire by spraying the Christmas tree with a solution of nine parts water glass (available at drug stores), one part water and a teaspoonful of household synthetic detergent. This will cause no change in the color of the needles, but the water glass will give a shiny translucent finish to the foliage.

For the "something different" to serve callers, have ready a bowl of curried peanuts—inexpensive and good: Heat 1 tsp. salad oil in a 6-inch saucepan. Add $\frac{1}{2}$ tsp. brown sugar and $\frac{1}{4}$ tsp. curry powder and mix, to a thin paste. Add 1 cup salted peanuts and heat 3 or 4 minutes over a low flame. Stir to mix nuts with curry paste and to heat thoroughly. Turn out on absorbent paper and roll to remove excess oil. Sprinkle with $\frac{1}{4}$ tsp. curry powder and $\frac{1}{4}$ tsp. salt and mix well.

A Nesselrode Star is the perfect dessert for a holiday meal: Grease a star-shaped mold lightly and cut 1 baker's pound cake into slices to fit, making enough for 3 or 4 layers. Prepare 1 pkg. lemon flavored gelatine as directed on package, chill until consistency of unbeaten egg white, then whip with rotary egg beater until fluffy. Fold in 1 cup heavy cream, whipped, $\frac{1}{2}$ cup broken pecan meats, $\frac{1}{2}$ cup Maraschino cherries and 1 tsp. rum flavoring. Arrange 1 layer of cake in mold and spoon a layer of filling on top, repeating for three layers and topping with cake crumbs. Chill several hours, unmold, and top with additional whipped cream and a garnish of colored sugar and Maraschino cherries. Serves 8. (Pan-American Coffee Bureau recipe)

Here is a word of advice on serving the dessert above, or any star-shaped mold. If you cut off each arm of the star and then divide the remaining cake into three, you will have eight equal portions.



Nesselrode Star

Let's Leave the "Christ" Part In

The author of this seasonal poem is Mrs. E. D. Calhoun, wife of the agent at Varina, Ia. It was chosen for publication in "Lyrical Iowa" earlier this year.

Let's spell the sweet word "Christmas".

Let's leave the "Christ" part in.

No lonely "X" can e'er express

The miracle of Him.

Why, the "Christ" part means the loving

That's in the cards one sends.

The "Christ" part means the giving

To relatives and friends.

So let's spell the sweet word "Christmas".

Let's leave the "Christ" part in,

And as we write, pray love and trust

Will live in the world again.



r e t i r e m e n t s

The following employes' applications for retirement were recorded during November, 1954

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

GILLESPIE, CATHERINE J.
Comp. Oper. Chicago, Ill.
JOHNSON, ALVIS C.
Elev. Operator Chicago, Ill.
JOHNSON, WEED A.
Clm. Investigator Chicago, Ill.
SACHEN, JULIA H.
Bureau Head Chicago, Ill.
TUPP, VICTORIA M.
Janitress Chicago, Ill.

CHICAGO TERMINALS

CARTER, ROBERT E.
Machinist Chicago, Ill.
CRUISE, PERRY F.
Boiler Insp. Chicago, Ill.
DENZ, LEO J.
Chief Carpenter Chicago, Ill.
EISENSCHENK, JOHN
Sec. Laborer Bensenville, Ill.
HAGAN, FRED G.
Foreman Chicago, Ill.
KERIAKOS, STAVROS
Sec. Laborer Bensenville, Ill.
LEDNESKY, STEVE A.
Machinist Bensenville, Ill.
MAZUR, PETER
Carman Galewood, Ill.
McMANIMAN, PATRICK
Switchman Chicago, Ill.

O'NEAL, TOM
Sec. Laborer Chicago, Ill.
PEARMAN, BRUCE M.
Carman Bensenville, Ill.
SNELL, LEROY E.
Switchman Chicago, Ill.

COAST DIVISION

BERRY, LOUIS
Inspector Tacoma, Wash.
FRENCH, CHARLES A.
Boilermaker Tacoma, Wash.
JOHNSON, JOHN E.
Storehelper Tacoma, Wash.
KOEHLER, WILLIAM M.
Mach. Help. Appr. Tacoma, Wash.
LANPHEAR, CHARLES
Trav. Frt. & Pass. Agt. Bellingham, Wash
MOYLES, ARTHUR G.
Loco. Engineer Tacoma, Wash.
SMITH, WILLIAM C.
Agent-Operator Tacoma, Wash.
TOMCZUK, KAZIMIERZ E.
Boilermaker Helper Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

BROSE, WILLIAM F.
Switchman Savanna, Ill.
CHISMAN, PERCY D.
Sec. Laborer Kansas City, Mo.
JOHNSON, JOY E.
Sec. Laborer Braymer, Mo.

KUPFERSCHMIDT, EDWARD C.
Machinist Dubuque, Iowa
MERRITT, HARRY C.
Laborer Marquette, Iowa
NASH, FRANK M.
Lieutenant Police Kansas City, Mo.
PALMER, EDWARD J.
Loco. Engineer Dubuque, Iowa
SANFORD, GEORGE O.
Ex. Gang Laborer Elgin, Ill.

HASTINGS & DAKOTA DIVISION

DANBACK, FRANK
Inspector Aberdeen, S.D.
ORE, ANTON M.
Loco. Engineer Minneapolis, Minn.
STUEDEMANN, EDWARD H.
B&B Carpenter Glencoe, Minn.
WISNER, LEROY J.
Loco. Engineer Montevideo, Minn.

IDAHO DIVISION

HOOVER, FRED P.
Switchman Spokane, Wash.
PREKEGES, PETER G.
Sec. Foreman Warden, Wash.
SKINNER, SYLVESTER A.
Signal Maintainer Spokane, Wash.
WARN, ROLLIN E.
B&B Foreman Spokane, Wash.

IOWA DIVISION

ABBEY, HERBERT A.
Clerk Perry, Iowa
AVENELL, FRANCIS J.
Agent Fostoria, Iowa
BAXA, WESLEY J.
Crossing Flagman Cedar Rapids, Iowa
JORDAN, WILLIAM O.
Agent Hawkeye, Iowa
LANGE, LLOYD R.
Storekeeper Cedar Rapids, Iowa
MILLER, LAWRENCE A.
Conductor Des Moines, Iowa
OTTEN, OTTO R.
Sec. Laborer Monticello, Iowa
ROSENDAHL, VIGGO H.
Loco. Engineer Co. Bluffs, Iowa
SMALL, MAHLON A.
Boilermaker Perry, Iowa
WHITE, GLENN O.
Conductor Maquoketa, Iowa
WILLIAMS, WILLIAM G.
Sec. Laborer Cedar Rapids, Iowa
WILSON, JAMES G.
Loco. Engineer Perry, Iowa

IOWA & DAKOTA DIVISION

ANDERSON, ELMER F.
Pumper Sanborn, Iowa
HALVERSON, HARRY R.
Switchman Mitchell, S.D.
LYNN, CECIL E.
Electrician Mitchell, S.D.

The Milwaukee Road Magazine



FROM RAILWAY PROGRESS. Operator Norman P. Schumacher is shown at the control board of the Milwaukee's Chestnut Street centralized traffic control tower in St. Paul, in this picture which appears in the December issue of "Railway Progress", in connection with an article on CTC. Having set the switch and signal levers on the board for a train, Mr. Schumacher is now preparing to press a button which will put the series of operations into effect. At the same time, he receives instructions for more trains soon to enter the block.

MITCHELL, BENNETT J.
Chief Clerk Sioux City, Iowa
THORN, SPRINGATE L.
Sec. Laborer Murdo, S.D.

IOWA & SOUTHERN MINNESOTA DIVISION

CAREY, Sr., EDWARD F.
Agent-Operator Bryant, S.D.
DREYER, HENRY K.
Trucker Austin, Minn.
HEINHOLD, ROBERT L.
Mach. Helper Madison, S.D.
MACOMBER, GEORGE R.
Agent St. Clair, Minn.
SCHROEDER, CARL W.
Sec. Laborer Alden, Minn.
WHITE, THOMAS M.
Loco. Engineer Austin, Minn.

LA CROSSE & RIVER DIVISION

FITTS, WALTER W.
Tr. Baggeman Minneapolis, Minn.
FRITSVOLD, PAUL
Agent Coon Valley, Wis.
MANTHEY, HERMAN A.
Loco. Engineer LaCrosse, Wis.
POOL, JUSTIN M.
Loco. Engineer Minneapolis, Minn.
SMITH, ANTON
Boilermaker Helper LaCrosse, Wis.
WHITE, CHARLES W.
Agent-Operator Camp Douglas, Wis.
WING, ASA G.
Fire Knocker Portage, Wis.

MADISON DIVISION

DILLEY, ROBERT T.
Conductor Milwaukee, Wis.
LAVIN, PATRICK J.
Conductor Racine, Wis.
NELSON, JAMES P.
Switchman Racine, Wis.
STEEN, HANS A.
Sec. Laborer Janesville, Wis.
WILKIE, ELMER E.
Boilermaker Madison, Wis.

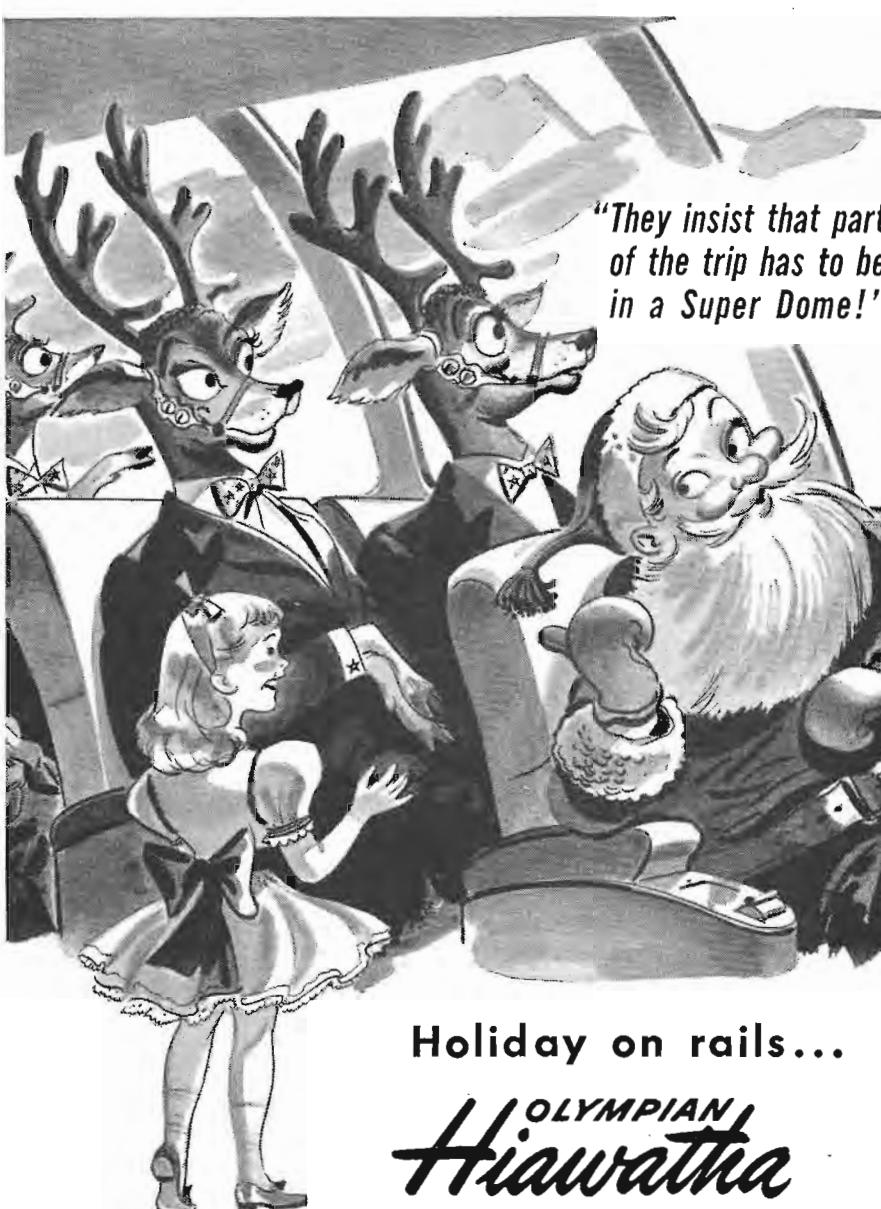
MILWAUKEE DIVISION

DYSLAND, OTTO D.
Cutter Green Bay, Wis.
HANSEN, HERMAN J.
Loco. Engineer Milwaukee, Wis.

MILWAUKEE TERMINALS & SHOPS

BECK, JOHN B.
Carpenter Milwaukee, Wis.
BRUNILSON, RAY G.
Spl. Officer Milwaukee, Wis.
Dr IORIO, NICK M.
Carpenter Milwaukee, Wis.
GREGER, JOSEPH
Blacksmith Helper Milwaukee, Wis.
HAUSER, JOSEPH O.
Cabinet Maker Milwaukee, Wis.
JAHNKE, PAUL E.
Welder Milwaukee, Wis.
KEHL, DANIEL
Inspector Milwaukee, Wis.
KORCZYNSKI, MICHAEL
Carman Milwaukee, Wis.
MITSOPoulos, GUST
Trucker Milwaukee, Wis.
SCHOEBEL, HERMAN
Switchman Milwaukee, Wis.

December, 1954



Holiday on rails...

OLYMPIAN
Hiawatha

Chicago-Pacific Northwest

Travel on this Milwaukee Road streamliner offers just about every ingredient of a happy holiday.

Friendly service, pleasant surroundings and appetizing, moderately priced meals all help to create the take-it-easy spirit that banishes worry and tension.

Winter wonderland scenery makes daytime hours delightful in the lookout seats of the full-length Super Dome. Electrified over four mountain ranges.

If your holiday isn't complete unless the family is along, we can take care of that. Ask us about new and thrifty Family Fares that apply for Pullman, Touralux sleeper and coach travel. Harry Sengstacken, Passenger Traffic Manager, 708 Union Station, Chicago 6.

**THE
MILWAUKEE
ROAD**
THE WAY TO
TRAVEL AND SHIP

SPURGEON, MANNIE M.
Inspector Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

DUDLEY, GEORGE
B&B Carpenter Butte, Mont.

ETTIEN, JOHN E.
Loco. Engineer Deer Lodge, Mont.

JAFFREY, GEORGE
Laborer Harlowton, Mont.

JOHNSON, WILLIAM
Boilermaker Helper Deer Lodge, Mont.

RICHARDSON, PHILIP
Sec. Foreman Deer Lodge, Mont.

ROBERTS, VIVIA J.
Loco. Engineer Deer Lodge, Mont.

SELUGA, MIKE
Sec. Laborer. White Sulphur Springs, Mont.

SHIELL, GILBERT M.
Sta. Fireman Harlowton, Mont.

SIQUELAND, LOUIS
Trucker Harlowton, Mont.

SPRINGSTEEN, HARRY H.
Pipefitter Helper Deer Lodge, Mont.

TERRE HAUTE DIVISION

BEDINGER, JOSEPH L.
Brakeman Terre Haute, Ind.

CARR, GEORGE H.
Carman Helper Terre Haute, Ind.

FARIS, CLAIR E.
Loco. Engineer Terre Haute, Ind.

MEYERS, CASHES C.
Switchman Crete, Ill.

OROSZ, STEVE
Sec. Laborer Terre Haute, Ind.

SEWELL, EDWIN L.
Loco. Engineer Terre Haute, Ind.

WILBURN, URIAH
Carman Terre Haute, Ind.

TRANS-MISSOURI DIVISION

FINLAYSON, DUNCAN C.
Carman Miles City, Mont.

HAND, GEORGE B.
Lieutenant Police Miles City, Mont.

JOHNSON, FRED F.
Machinist Miles City, Mont.

KLEIN, IRVIN B.
Sec. Laborer Rhame, N.D.

MURPHY, CLEMENT T.
Carman Miles City, Mont.

RICKEY, SHIRLEY L.
Conductor Miles City, Mont.

ROGERS, ALBERT
Sec. Laborer Roundup, Mont.

SCOVELL, ALLEN
Coal Dock Foreman Miles City, Mont.

TARPO, CHRIST
Sec. Foreman New England, N.D.

WALSH, MICHAEL F.
Mach. Helper Miles City, Mont.

TWIN CITY TERMINALS

LANDE, CARL J.
Blacksmith St. Paul, Minn.

LUND, CARL F.
Machinist Minneapolis, Minn.

LUNDELL, SAMUEL
Switchman St. Paul, Minn.

MEAD, LEWIS B.
Asst. Foreman Minneapolis, Minn.

NOVAK, GEORGE
Oiler St. Paul, Minn.

WACHS, CHARLES A.
Inspector St. Paul, Minn.

WARD, AUSTIN E.
Dist. Adjuster Minneapolis, Minn.

Mrs. Newlywed was determined that the grocer should not take advantage of her inexperience.

"Don't you think these eggs are rather small?" she asked critically.

"Indeed I do," agreed the grocer. "But that's the kind the farmer sends me. They were fresh from the country this morning."

"Yes," said the shopper, "that's the trouble with the farmers. They're so anxious to get their eggs sold that they take them out of the nests too soon."



GROWING FAMILY. The jolly group above is composed of ticket agents and ticket sellers who were recently inducted into the Milwaukee Road's Hiawatha tribe at Saskatoon, Sask. Seated, starting third from left, are Milwaukee Road Tribesmen William Wallace, assistant passenger traffic manager, Chicago; Assistant General Passenger Agent H. M. Larson, Minneapolis; and General Agent J. H. Bradley, Winnipeg, Man.

Below: Mr. Wallace swears in John Bischoff, travel editor of the Cincinnati Post, as a tribal chief. Looking on are two of the Road's representatives in Cincinnati, General Agent R. T. Dempsey (left) and Traveling Passenger Agent B. H. Desens.





Suppose Gasoline Refiners and Retailers Couldn't Adjust Prices to Meet Market Conditions

Because of intense competition at all levels in the oil industry—from refining through retailing—American motorists get better service from their local gas stations and derive more efficiency from the gasoline they use than any other motorists in the world.

Individual petroleum companies and individual gasoline retailers are free to adjust prices to meet seasonal fluctuations in demand for their product—or to counter local or regional competitive situations.

But the railroads—with petroleum purchases totaling about \$400 million a year, making them one of the oil industry's biggest customers—do not have the same

freedom. Archaic regulations, most of them established when the railroads were practically a monopoly, are ill-adapted to today's highly competitive situation in the transportation industry.

These regulations deprive the railroads of the price flexibility essential to meet today's market conditions and competitive situations.

For example, last year one group of railroads was refused the right to *lower* rates on canned goods to meet the competitive highway situation—on grounds that reduced rates would not add to revenues. At about the same time, another group of railroads was forbidden to *raise* rates on

fresh vegetables on the grounds that, even though they were losing money hauling them, they were making a net profit from their overall business.

The confusion and losses resulting from such regulation have proved harmful to the railroads. They believe they could operate more soundly—and serve industry and the public better—if the regulations affecting them were modernized and brought into line with conditions as they exist *today* in the transportation industry.

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

about people of the railroad

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

Roundhouse Laborer J. P. Webster retired on Nov. 1 and fellow employes presented him with a gift of matched luggage.

Conductor Bert Bush, with 36 years of service behind him, also retired in November.

On vacation at this writing, Freight Office Clerk Bruce Blaker planned to do a little hunting. Ray Williams, also of the local freight office, has been enjoying the duck hunting season.

E. J. Kervin, retired traveling engineer of the former Kansas City Division, visited his good friend Frank Corr in Terre Haute in November. Mr. Kervin is making his home with his son-in-law in St. Louis.

At present writing, Agent-Operator J. R. Baker is recuperating from an illness of several weeks, having been hospitalized in Danville, Ill. Also on the sick list is Agent Russo Sims of Crane. Train Dispatcher Ed Bevington has returned to work after an illness of several weeks.

A card from E. L. Kenney, retired Terre Haute yardman, from Hot Springs, Ark., says he has been somewhat under the weather but should be well soon.

Engineer Ora Dyer, retired since 1948 due to physical disability, passed away in Terre Haute on Nov. 24.

D & I Division

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

A dinner was held in the American Legion Home at Savanna on Nov. 11 to honor Superintendent W. J. Hotchkiss, who had been transferred to the I&SM Division at Austin. Seventy-five were present from Chicago, Freeport, Kansas City and other stations on the D&I. Talks were given by various officers and employes, with District Safety Engineer Ogden acting as toastmaster, and presentation of a farewell gift was made by Assistant Superintendent Devlin. Colored slides were also shown of a western trip taken by Superintendent and Mrs. Hotchkiss.

Frank L. Smith, formerly of Savanna, passed away at his home in Portage, Wis., Nov. 22. Mr. Smith entered the service of the railroad at Savanna as a trucker at the freight house in 1910 and after working in various capacities became ice house foreman in 1917. He transferred in 1933 to Portage where he filled the position of PFI until his retirement in 1947. Surviving are his widow, two sons and a daughter. Funeral services were held in Portage with burial in that city.

August Lange, 76, one of the oldest active engineers on the system, died Dec. 1 at his home in Oak Park, Ill. He had been with the company 56 years and was engineer on the Midwest Hiawatha until last Feb. 29 when

he took a leave of absence because of illness. Mr. Lange was born in Deerfield where his father operated a stock farm on which Henry Lytton and other early Chicago merchants once boarded their horses. He was a 50-year member of the B. of L. E. Three daughters, Mrs. Virginia Wilcox, Mrs. Gertrude Miller and Florence, survive.

with the Milwaukee at Butte, and six grandchildren. Funeral services were conducted at Sacred Heart Catholic Church in Sioux City.

L. G. Moore, the Road's attorney at Scotland, S. D., was elected state's attorney of Bon Homme County at the November elections. He is the son of our agent at Menno.

Colleen Ann Anders, daughter of Mr. and Mrs. C. P. Anders of Albert City, and Harold J. Mahoney, train dispatcher at Sioux City, were married Nov. 28 at the Cathedral of the Epiphany in Sioux City. As a switch from tradition, a surprise kitchen shower was given for the bridegroom by his co-workers one morning after he completed his tour of duty. The couple will make their home in Sioux City.

FIRST DISTRICT

John LeRoy Clark, 15-year-old son of John W. Clark, former operator at Rapid City and grandson of Agent Clark of Scenic, died in Los Angeles on Nov. 4. Funeral services were held there with burial in the Black Hills cemetery at Rapid City. His death which resulted from strangulation was accidental, apparently caused by imitating a trick on a television show. John W. Clark was third trick operator at Rapid City until 1951 when the family moved to California.

Chicago General Offices

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

November was an eventful month for Mr. and Mrs. E. W. Siuda. On Nov. 16 they were presented with a grandson, born to their daughter Geraldine, on Nov. 27 they celebrated their 25th wedding anniversary, and on the 29th their son Richard was married to Mary Alice Stapleton at the Immaculate Conception Church in Elmhurst.

We welcome R. L. McWilliams and T. W. Pettay of the record room to the railroad family.

The father of Traveling Auditor J. E. Thibodeau passed away recently at Sioux City.

Retired Demurrage Inspector A. Woodward of Seattle, while on his way to California to establish residence, paid us a visit.

Claim Checker Frank J. Nega was inducted into military service Nov. 18, and Charles J. Duncan enlisted in the Marine Corps Nov. 30.

On Thanksgiving Day John Jacunski of the station accounting bureau and Norma Johnson were united in marriage at the bride's home.

Paul F. Jacobsen and wife spent their vacation in California visiting their son.

John A. Dolle, traveling auditor who retired Jan. 31, 1933, passed away in Tacoma on Nov. 14 at the age of 91.

OPERATING DEPARTMENT

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

Mrs. George C. Harder, wife of statistician—vice president's office, is in the hospital at this writing.

Miss Marilyn McNicholas, secretary in the mail, express, baggage and milk office, bought a new television set. We are not sure whether it is a 24 or 34-inch.

Mrs. Mary Hermanek, teletype operator in the telegraph office, was very busy last month, since her son Tom was married at St. Dorothy's Church Nov. 27. Her son Hubert was married in Los Angeles Aug. 15.

Predictions of heavy snow may result in a fund being set up in the transportation department for the purchase of a sleigh to transport three suburbanites, Dave McCloskey, Howard Beckler and Mike Cavallo, to and from the station at Mundelein. The three own dogs for the dog team.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

A welcome was extended to Jerome Sheridan and Anthony Folk as new employees.

Bill Callahan has resigned from the Road.

Ethel Haynes enjoyed vacationing in New Mexico and Mexico, including a visit to Truth or Consequences, N. M., which was named after Ralph Edwards' program.

Rudy and Doris Levey announce the arrival of Debra Ann on Nov. 13. This makes a boy and a girl for the happy couple.

Leonard Palla and Joseph Robinson have been hospitalized.

A gift was presented to Gertrude Clavey who has been convalescing from an operation. Gertrude celebrated 45 years with the Road on Nov. 30.

Julie Korbellas and John Mavrogianis were married at the Assumption Church on Nov. 14. They spent their honeymoon in the Smokies.

George Michalski has been promoted to the position of adjuster.

PURCHASING DEPARTMENT

E. Galbreath, Correspondent

The department was saddened by the death of Ray Radicke, former assistant to chief purchasing officer, on Nov. 7. He had been hospitalized several weeks, and surgery was performed a few days before his death. Two of our employes, Joe Gajewski and Carl Gallagher, donated blood to help with the transfusions needed to build up his strength for surgery. Mr. Radicke started with the Road on Feb. 16, 1925 and was chief clerk and assistant purchasing agent before becoming office assistant to chief purchasing officer. His last service for the company was in April, 1953. He is survived by his wife, Catherine, his mother, Mrs. Frances Radicke, two sisters and three brothers. Funeral services were held at St. Helen's Church.

Uncle Sam has temporarily claimed one of our boys, Pete Hayden, invoice clerk, who left for Army service the first week in November.

Frank Worozaken joined our force on Nov. 16 as file clerk.

Greeting cards from Hawaii have been re-



L. J. DENZ RETIREMENT SALVO. Head table group at a banquet in Fred Harvey's in Chicago Nov. 10 in honor of Leo J. Denz, chief carpenter of the Chicago Terminal and Terre Haute Divisions who was retiring after 50 years of service. From left: B. J. Ornburn, assistant chief engineer—structures; Mr. Denz; G. F. Wilson, superintendent of the Chicago Terminal Division (toastmaster); and Mrs. Denz. More than 200 were present, including Mr. Denz' three sons and two brothers with their families, and Leo Jr. who was on leave from Camp Campbell, Ky. Starting with the Road in the B&B department at Western Avenue, Mr. Denz had been chief carpenter since 1919. He was one of the best liked supervisors in the terminals and received a previous tribute this summer when upon reaching his 50th year of service a crowd of 400 attended a picnic in his honor. His current plans call for an early trip to California.

ceived from Miss Gussie Weinrich, who recently retired. She and her sister have been touring the Hawaiian Islands.

Bob Nordin, office assistant, recently moved into a new home in Park Forest.

Don Russo, tabulating clerk, and Clarence Deffley, price clerk, are busy putting the finishing touches on the new homes in which they hope to celebrate Christmas. Lyman Rees, stationery buyer, almost made it by Thanksgiving—he moved into his new home Dec. 1.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

The population increased last month. On Nov. 5 a girl, Lois Jane, was born to Helen and Al Kiesel; on Nov. 10 Leilani Dolores was born to Dolores Banderowicz, formerly of the fuel bureau; Nov. 16 a boy named Scott Stevens was born to Fran Spoonholtz, formerly of the keypunch bureau; Nov. 29 Thomas Leonard was presented to Len and Gene Bigott. Ray Blumenthal also announced the arrival of Raymond Jr.

Vacationers were still traveling. Katherine Guerrieri went to Los Angeles and Phoenix, Mary Quinette also had a trip to Los Angeles, and Vicki Mackreth after an absence of eight years returned to dear old Mexico, visiting Mexico City, Taxco, Cuernavaca, and Acapulco.

Condolences were extended to Lois Esmaid, Bill Applehanz and George Kuper on the recent loss of loved ones.

Sue and Hank Zimpleman have moved into their new home in Grays Lake Manor.

On Nov. 27 Carole Kioebge of the "comp" bureau was married to John Schwenk at Edgebrook Evangelical Lutheran Church.

Charlie Kleeman returned to the office last month after his operation, looking very good.

OFFICE OF FREIGHT AUDITOR

Patricia Ptack, Correspondent

Barbara Sandberg became the bride of Charles Layton on Oct. 30.

Ralph Osmundsen has been awarded the assistant bureau head's job in the machine room. His job in the interline bureau went to Carl Kemnitz.

On furloughs recently were Millie Schmunk, Wilma Todleben and Charley C. Tarkowski. Irna Henderickson has returned after being on a furlough for a year.

Al Dinaffria went to Denver recently to visit his sisters.

Charley Becker spent his recent vacation in Miami, Fla.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

A wonderful vacation was enjoyed by Elsie Vehlow in New York on a week's cruise to Nassau and Bermuda. Gertrude Johnson and Cara Eckerly returned Nov. 8 from a vacation in New York and Washington. Mr. and Mrs. Joseph Votava departed by train on Nov. 12 for a vacation in Florida.

Herbert Bahr was presented with a clock radio by his co-workers on Nov. 24 and was married on Thanksgiving Day to Kitty Fox of the freight auditor's office.

A bridal shower was given for Dixie Lee Garrison on Nov. 4, and for Mary Burke on Nov. 12.

Sympathy was extended to Sophie Duckers, formerly of our office, in the loss of her mother on Nov. 6.

Rose Marie Balch's mother recently won the Scramble picture contest on the Danny O'Neill show. The prizes included a trip to Daytona Beach for the family, a diamond ring,

an automatic garage door and six cases of Hanna & Hogg.

Joan Leidolf returned to work on Oct. 30 after an absence of three months on account of illness.

A recent addition to the key punchers is Dolly Easterday who started on Nov. 15.

At the present writing Carl Meier is in the hospital, convalescing from surgery.

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

L. J. Denz, chief carpenter for the Chicago Terminals and the Terre Haute Division, retired in November and over 200 of his friends attended a dinner in his honor at Fred Harvey's restaurant in the Union Station on Nov. 10. Look for a picture elsewhere in this issue.

Ray Smith, supervisor of motor cars, is back on the job after an operation.

Art Lagerstrom, retired assistant superintendent of buildings, is being kept busy by a conveyor company. He just recently spent some time in Florida and North Carolina.

Our people are now finishing their vacations and the following, we think, had unusual ones: Miss Edith Kohl, secretary to architect, made a trip to Europe, touring 12 countries, had an audience with the Pope, and spent two weeks visiting friends in Germany.



MOTHER OF THE BRIDE. Mrs. Elizabeth Shortall, secretary to tax commissioner, Chicago, shown with her daughter and new son-in-law, the John Dooleys. The former Patricia Shortall was married to Mr. Dooley in a pretty fall ceremony at St. Priscilla's Church in Chicago. A Florida honeymoon followed.



The following spent their vacations in Mexico and report a wonderful time south of the border: Mr. and Mrs. Bill Konertz and son Bill Jr., Mr. and Mrs. Sando Montone, Mr. and Mrs. H. B. Christianson and Mr. and Mrs. J. S. Kopac and daughter Mary Therese.

Fifteen communications employees transferred here from Milwaukee in November and are now settled in their new quarters in room 836.

Larry Kahn, designing detailer, and Miss Bette Migatz were married on Nov. 6 at the Standard Club in Chicago. They spent their honeymoon in Florida and Nassau.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

The Chicago Union Station will again be the festive setting for the club's traditional pre-holiday concerts. It is with a great sense of satisfaction that the members convey the spirit of good will, cheer and friendliness through song to the traveling public and fellow employees.

Following is the schedule of appearances: Dec. 22, 11:45 A.M. to 12:30 P.M. and 7:30 P.M. to 8:30 P.M.; Dec. 23, 12:30 P.M. to 1:15 P.M. and 3:45 P.M. to 4:30 P.M.; Dec. 24, 12:15 P.M. to 1:00 P.M.

The marriage of Isabelle Ann Lessmueller and James Thomas Mitchell was solemnized at five o'clock on Nov. 20 in the Buena Memorial Presbyterian Church, Chicago. Director Glenn Jorian was the soloist and sang "The Lord's Prayer" and "Oh Promise Me". Isabelle is a member of the alto section and James (son of Bruce Mitchell) is in the bass section.

Following a concert which our organization gave recently for the Northminster Fellowship of the Fourth Presbyterian Church, President Stoll received a letter of appreciation from the speakers chairman, Ralph T. Favia. "You may be interested in knowing," he wrote in part, "that we have never had so many people turn out for any of our Sunday evening programs as we experienced the evening of your concert. Everyone to whom I spoke that evening and since enjoyed the program immensely."

Two little cherubs, Shannon Adams, 6, and Janice Arendt, 7, will act as mascots during our Christmas performances in the Union Station, and will distribute postcards.

WESTERN AVENUE

ADIEUS. F. G. Hagan, machine shop foreman at Western Avenue, Chicago, who retired on Nov. 1 receives a gift from General Foreman W. C. Gage at a dinner given by co-workers. The onlookers are Mrs. Hagan (center) and Electrician Foreman C. O. Opsahl and wife. Starting with the Road as a machinist at Western Avenue in 1910, Mr. Hagan was promoted to supervisor in 1916 and to shop foreman in 1936.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Vacation news: June Mathisen and Naomi Johnson went to Florida; Bert Lieberman likewise; Harry Krumrei and wife toured Michigan; and Chris Steggers went to Mexico.

St. Luke's was the scene of a lovely wedding on Nov. 6 when Alice Struble became the bride of Bob Masten. They honeymooned in Niagara Falls.

Katherine Gillespie retired Nov. 19 with over 30 years of service to her credit. She was presented with a beautiful wristwatch by her co-workers and with many lovely individual gifts from her friends.

Sympathy is extended to the family of Flo Hurless who passed away Nov. 4. Also, to Emily Gannon Trezek, whose mother passed away at Niles, Mich.; to Hedwig Gaiswinkler on the loss of her brother; and to Eleanor Mullaney on the loss of her sister.

Kathleen Hoey (Moran) left Nov. 30 to await a blessed event.

Fred and Verle Dittman announce the arrival of a son, Steven Carl, on Nov. 13.

Among the very fortunate: Juanita Chambers won a mink stole at the opening of the new Northbrook shopping center.

Announcement has been made of the approaching marriage of Pat Germain and Ed Krywka.

Agnes McGrath is ill at this writing.

Milwaukee Shops

LOCOMOTIVE DEPARTMENT

Raymond Skiba, Correspondent

We have been advised that Albert Trampe, machinist helper in the diesel house, re-enlisted in the Army on Nov. 8 for a four-year period.

Mr. and Mrs. Allen Mirk announced the birth of a son, Thomas Daniel, on Nov. 3. Mr. Mirk who is an electrician in the diesel house, has another son, Walter, two years old.

Fred Fillier, machinist helper on the third shift in the diesel house, has transferred to the shop where he began training as an apprentice.

In a recent letter from Clearwater, Fla., Retired General Boiler Inspector E. H. Heidel informed us that he recently got together with R. W. Janes, retired boiler foreman from Seattle, who is spending some time in Florida, and together they visited Jim Morley, retired boiler foreman of Aberdeen, who is now living at St. Petersburg. It is reported that during their conversation they built several G-8 fireboxes by hand.

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

H. J. Montgomery, Correspondent

Albin Groth, secretary to chief engineer of tests, will try his hand at new duties as material inspector. Ray Skiba, secretary to district master mechanic, will take over Albin's duties.

L. E. Grant, engineer of tests, and the Mrs. enjoyed a vacation in the South and Southeast. They hoped to see their son Dean who is stationed in Augusta, Fla.

The "Butch" Kruegers' new addition, Susan,



TWIN CITIES ANNUAL RETIREMENT-REUNION. The fifth annual all-employe retirement and reunion party held recently in St. Paul was a gala evening. Some 300 were present to honor the 106 employees of the Twin Cities, as well as those of the H&D and La Crosse & River Divisions who live in the Twin Cities, who have retired during the past year. Shown above are some of the honored guests. Seated, from left: Record Clerk J. A. Benolkin, Train Baggage Man A. J. Hubbard, Brakeman E. H. Aberle, Freight House Stoker E. Ackerman, Switch Foreman S. Lundell and Machinist H. H. Yelick. Standing, from left: Yardmaster R. C. Figenschau, Carman R. H. Myrveldt, Car Inspector C. Wachs, Carman Helper G. Novak, Carman S. Anderson, Assistant Roundhouse Foreman J. J. Mintz, Machinist J. Crotty, Carman Helper J. H. Hentges (retired in 1949) and Carman A. Esby.

At right: Superintendent F. R. Doud congratulates a group of retired veterans. From left: H. Braunwarth, B&B carpenter with 47 years of service; L. B. Mead, M&B foreman, 40 years; and E. A. Costello, L&R conductor, 45 years.

Below, seated from left: Machinist R. L. Hopper, Boilermaker Helper C. A. Nelson, Carman H. Anderson, Machinist C. A. Carlson, Trucker Alma Bergland, Mail Piler E. Nelson and Carman A. Cunder. Standing, from left: Record Clerk W. T. Trethewey, Switchtender C. F. Jensen, Chief Clerk F. E. Quirk, Conductor E. A. Costello, Safety Engineer M. L. Medinger (retired in 1949), Locomotive Engineer E. F. Rostratter, Hostler H. W. Meyers, Locomotive Engineer E. Waldmann, Boilermaker J. Amundson, M&B Foreman L. B. Mead and B&B Carpenter H. Braunwarth.



is an exceptional baby. She allows peace and quiet at night.

The "welcome" mat is out for Bill Oswald (Wis. '49, B.S.E.E.), one of the new metallurgists in the test department. He hails from Hibbing, Minn.

The Lee Voltzs return this year to the Florida vacationland. Lee is chief material inspector.

Thomas Melzer, four and a half-year old son of H. H. Melzer, chief engineer of tests, tested his wings by jumping from the back

yard fence. At this writing he is recuperating at Milwaukee Hospital with a broken elbow.

Sympathy is extended to Henry Kiljanczyk, chemist, on the loss of his father; to Janitor Al Simmons, whose sister passed away suddenly; and to Joe Mazanec, traveling chemist, whose brother passed away.

The "skat master" of the mechanical engineer's office for November was Tony Teisl. He replaced Jack Mulhollon, who was "master" for October.

The Arthur L. Schultzs celebrated their

29th wedding anniversary Nov. 14 at home with their children and grandchildren.

Donald Crull, Milwaukee Terminal engineer and fireman, trying his hand in politics in the new city of Brookfield, ran for justice of the peace and finished second. Not bad for a first attempt. The Art Schultz family turned out in mass electioneering—Crull is Art's son-in-law.

The Chris Jewelers, of which our boy "Jack Armstrong" (Monty) is a member, shot a 3143 series in the Businessmen's League at

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Hank Marino's alleys. The low man on the team had 612, others getting 619, 632, 633 and 647. Monty got the 619. They bowl Fridays, second shift, 9:15 P.M.

The Norbert J. Eberhardy family vacationed in the Southeast this year, particularly in North Carolina, Mrs. Eberhardy's home state.

The Milwaukee Braves Baseball Club served a steak banquet for ushers, ticket takers, doormen and ticket sellers at the Elk's Club. Many Milwaukee Road men enjoyed the repast.

STORE DEPARTMENT

Virginia Schori, Correspondent

L. R. Lange who retired on Nov. 1 had almost 50 years of service with the company, full of rich experience and numerous friendships. Mr. Lange started with the Road as a laborer on Mar. 3, 1907 at Dubuque where he acquired a fundamental knowledge of the stores division. In 1910 he became a clerk in the southern district storekeeper's office and was acting district storekeeper in the southern district from 1914 to 1918. Between 1918 and 1921 he acted as a traveling storekeeper and inspector of stores, and from 1921 until 1930 he was division storekeeper on the Superior, the SC&D and the D&O. He was appointed local storekeeper at Cedar Rapids on Aug. 26, 1946, and remained there up to the date of his retirement. Mr. Lange was presented with a gift by fellow employees at a luncheon in his honor at the Roosevelt Hotel in Cedar Rapids on Nov. 16. He intends to keep his address at 975—22nd Street, Marion, Ia.



L. R. Lange

Notice—Retired D&I Division Employees

THE Retired Pensioners Club of Dubuque, Ia., invites all retired railroad people in the Dubuque area to join its membership. Currently the club has an enrollment of about 70 from The Milwaukee Road, the Chicago Great Western, the Chicago, Burlington & Quincy and the Illinois Central. Meetings are held the first Friday of every month in the IOOF Hall, 9th and Locust Streets. The officers of the club are Oscar Ohde, president; J. Shortell, vice president; A. A. Miner, secretary; and J. Muir, treasurer. For full information write A. A. Miner, 809 Lincoln Ave., Dubuque, Ia.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

John A. Dolle, father of T. J. Dolle, claim clerk, freight office, passed away Nov. 14 at the age of 91. Mr. Dolle was a retired traveling auditor for the Milwaukee and the last few years had made his home with his son.

Joseph L. Mason passed away Nov. 20. Mr. Mason retired from the store department about three years ago.

Sympathy was extended to Mrs. Joseph M. Molitor and her three sons, her husband having passed away Oct. 10 at the age of 62. Mr. Molitor was a Milwaukee Road machinist for many years. He was born in Sheboygan, Wis., and came to Tacoma in 1909.

Tacoma's great Toyland in the Rhodes Bros. department store is again attracting children to ride the miniature Olympian Hiawatha train.

The road to Paradise Mountain will be kept open this winter so ski fans can take advantage of this skiing area. Daily notices of skiing conditions will be provided to press, radio and television.

Corydon Wagner, vice president and treasurer of the St. Paul & Tacoma Lumber Company, left Tacoma Nov. 21 to attend the World Forestry Conference at Dehra Dun, India. This firm produces a large volume of lumber, logs and forest products on the coast, and The Milwaukee Road participates in their movement. Forestry leaders throughout the world assemble every five years for the conference, the last of which was held at Helsinki, Finland, and which Mr. Wagner also attended. He will extend an invitation to the group to hold its next session in the Pacific Northwest.

The Christmas seal, which originated in Denmark in 1904, is now sold in more than 40 countries of the world, and in most of them proceeds from its sale go to combating the spread of tuberculosis.



RETIRED EMPLOYEES HONOR COMPANY DIRECTOR. Highlight of the Nov. 11 meeting of the Retired Employes Club in Seattle was this presentation of a lifetime membership to Joshua Green, a director of The Milwaukee Road and one of the club's most active sponsors. From left: Gordon Cooper, James Eccles, Gene Webster, Mr. Green, J. F. Pinson, B. P. Walker, H. H. Tavenner, C. A. Norwood and (back to camera) F. W. Rasmussen. Eighty-three members attended the meeting to honor Mr. Green.

Iowa Division

EAST END

Benjamin P. Dvorak, Correspondent
Relay Office, Marion

Agent W. H. Robinson, Jr. and his family were called to Collins recently because of the illness of his mother, Mrs. Robinson, Sr., the wife of our agent at Collins. Her condition at this writing is much improved.

Norman Gorman and wife were in Platte, S. D., recently for a reunion of the Gorman family, which was attended by five brothers. Norman is a dispatcher in Marion, one brother is agent at Platte, one is at Lake Andes, another at Jefferson, and one is at Geddes. This was their first reunion since 1946.

James T. Gorman, son of Dispatcher Gorman, who spent two years at Camp Carson, Colo., is now attending helicopter school at San Marcos, Tex.

Conductor Robert M. Jenkins, now in the Rockford Municipal Tuberculosis Sanitorium, writes that he is feeling fine and would appreciate some mail; address is Robert M. Jenkins, Rockford Municipal Sanitorium, 1601 Parkview, Rockford, Ill.

Retired Chief Clerk Guy W. Miller and wife celebrated their 50th wedding anniversary Nov. 20 at their home in Homestead, Fla.

Word has been received here of the death of Retired Agent F. J. Avenell on Nov. 8 at his home in Fostoria, Ia.

Ronald Holdridge, son of Section Foreman D. M. Holdridge, was injured while hunting recently and lost a foot due to the accident.

Mrs. Michael Vavra, widow of section foreman, died on Nov. 20 at Tama, where she had made her home since her husband's death. She was the aunt of Roadmaster J. L. Vavra of Marion. Burial was at Tama.

The United States uses 42 per cent of all the electricity produced in the world.

December, 1954

COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent
Perishable Freight Inspector

The second trick relief operator at the east yard office is Alfred Blocher.

Michael Matthews, 77, died Nov. 14 at his home in Neola, Ia. He was a retired section man.

Roundhouse Foreman John J. Allavie reports that a son was born to his daughter, Mrs. Charles J. Hemrick of Oak Park, Ill., on Nov. 13.

T. E. Schmidt of the car department also reports a new arrival at his house, Michael Patrick, born Oct. 28.

John B. Wadsworth Jr., son-in-law of Yardmaster Earl Hannum, has been promoted to major. He is currently serving with a Headquarters supply unit of the Berlin Command.

T. P. (Ted) Schmidt, retired car foreman, had his fall display set up on his lawn again this year. It featured horns of plenty overflowing with simulated fruit and vegetables, shocks of corn, and a couple of Pilgrims, one busily engaged in chopping off the head of a nice fat turkey.

Arthur Aspinwall, retired Perry roundhouse employee, and wife recently visited their daughter in Atlanta, Ga.

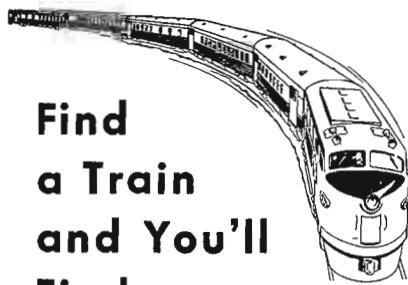
Walter Mahaffa who is on leave as a clerk while serving with the Marines, has a new son born at New London, Conn., Oct. 29.

Conductor and Mrs. Walter Main are the parents of a son born on Nov. 9 at the Perry hospital.

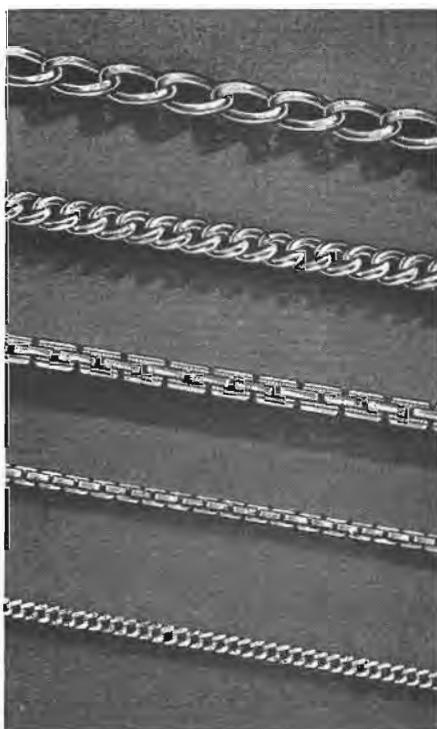
F. J. Avenell, who retired recently after working as agent on the Des Moines Division since 1909, died on Nov. 8 at Milford where he was making his home.

Foreman Clair Galigher of the Portsmouth section was a surgical patient at a Council Bluffs hospital during October and November.

Mrs. T. L. Wyckoff, wife of yard clerk at Perry and mother of Mrs. Frank Wicheal Jr.,



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51-YEAR H&D ENGINEER RETIRES. Making his last run of 51 years of accident-free service on the Columbian Oct. 31, Engineer L. J. "Roy" Wisner is being greeted at Montevideo by his daughter, Mrs. Marguerite Chapman, and an old friend, Andy Anderson of Watertown, S. D. The family is well known on the H&D Division, his father, the late Oscar D. Wisner, having brought the first Columbian to Montevideo in 1912. Mr. Wisner served more than

20 years as local chairman on the grievance committee of the B. of L. F. & E., in which he has almost 50 years of membership, and is also a member of the B. of L. E. Future plans call for loafing in the sunshine at Sacramento, Calif., where he and his wife plan to make their home. (Montevideo American photo)



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relief clerk, was hospitalized in October and November following a stroke.

Conductor Frank Morgan's wife passed away at the Dallas County hospital in Perry on Nov. 15 following a long period of ill health. Burial was at Perry.

Dr. A. J. Mullman, company surgeon at Perry, was the victim of a hunting accident during the pheasant season, when he fell and broke a bone in his ankle.

Dr. J. G. Walsh, brother of Milwaukee Attorney Blake Willis' wife of Perry, died in a Council Bluffs hospital Nov. 13. He had practiced medicine in Woodbine for a long time. Mrs. Walsh was a daughter of the late Milo Dillon, a long time Iowa Division engineer.

Donald Cirksema of the signal department is the father of a boy born Nov. 16 at Perry.

The annual visit of the Marion-Cedar Rapids National Association of Retired and Veteran Railroad Employes to Perry took place on Nov. 17. George Hennessey, president, with his wife and 15 other members, enjoyed the hospitality of the Perry unit for the evening.

Operator L. L. Campbell who worked third trick at Madrid has been a patient at the Lutheran Hospital in Des Moines following injuries he sustained Nov. 13.

J. W. Moore, retired carpenter at Perry, and Mrs. Moore were surprised on their 39th wedding anniversary by a group of relatives.

Jesse has been the official Santa Claus at Perry for many years.

"Niel Owen" is the name which Agent M. E. Jensen and wife of Neola gave to their son born in October.

Fred Hulbert, former Milwaukee Road boilermaker and son of the late Engineer Len Hulbert, died in Arizona Nov. 20. He was working as a welder for a copper mining company at Ray, Ariz.

W. D. Higgins, many years an engineer and locomotive crane operator, died suddenly at Perry Nov. 22. He had been having eye trouble in recent years but was able to take care of the farms he owned in the Perry area.

Reverend Father F. D. Sullivan died in Mobile, Ala., in October. He was a brother of D. F. Sullivan who was a veteran machinist on the Iowa Division before his retirement a few years ago.

Engineer and Mrs. Keith Fish have a son born on Oct. 23.

P. S. Mozeney, a long time operator on the Iowa Division, fell and broke his leg recently. Mr. and Mrs. Mozeney celebrated their 60th wedding anniversary at Corpus Christi, Tex., on Oct. 24. They moved there to be with one of their children.

The grand-daughter of Retired B&B Foreman Charles Book, Betty Charlet, was married recently at Corinth, Miss., to G. H. Smith of Herrin, Ill. The young couple will live in Herrin.

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Jerry Reichow



Bill Reichow

PICSKIN PARTNERS. The six-foot-plus Reichow brothers whose playing on the University of Iowa football squad was watched with interest by sports fans this year, are the sons of Section Foreman Lawrence F. Reichow of Decorah. Jerry, who was all-state quarterback at the Decorah High School, made first string quarterback, and Bill, a former Paratrooper who played three years with the Fort Campbell service team, was at tackle. Iowa finished in fourth place in the Big Ten. The brothers are well known to Milwaukee Road people, as various uncles and cousins are also employed on the I&SM Division. The late Edward F. Reichow, retired section foreman at Farmington, was their grandfather.

I & S M Division

Erle Jorgensen, Division Editor
Office of Agent, Austin

Agent-Telegrapher Kenneth J. Wengl, Ridgeway, Ia., has been granted a leave of absence for military service effective Dec. 1. He is being relieved by Telegrapher J. F. Franna.

Relief Agent-Telegrapher J. A. Lindberg, Lyle, Minn., starts his military service Dec. 16. Operator R. E. Rathke will relieve at Lyle.

Relief Agent-Telegrapher R. D. Oshiem is working a temporary assignment at Lime Springs, Ia.

D. W. Peck has been appointed second operator-leverman at Mankato, Minn. Mrs. Bess Campbell was appointed agent-telegrapher at Erwin, S.D., and Mrs. Melvina Grasse, who was on that position has been appointed to Bryant, S.D.

New officers elected at the November meeting of Austin Chapter of the Women's Club were Mrs. S. Kloeckner, president; Mrs. N. W. Soergel, first vice president; Mrs. Henry Bruns, second vice president; Mrs. E. E. Long, secretary; Mrs. G. W. Mealey, treasurer; and Mrs. W. G. Ende, historian. The meeting day of the club has been changed to the first Thursday of each month.

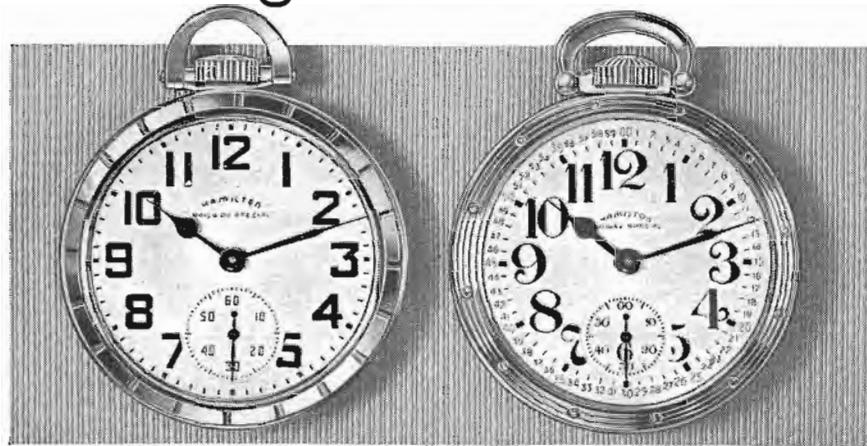
Mrs. Leo Diederich, wife of Baggage-man Diederich of Austin, passed away in her sleep Oct. 13. She is survived by her husband and a daughter, Julia Ann. Burial was at Rochester.

J. D. Johnson, swing operator of Northfield and Farmington, was married to Miss Kay Kordahl of Northfield during his vacation in November.

Superintendent W. J. Hotchkiss came to the division just in time to get in a little pheasant hunting with a party from the Hormel plant. Agent E. J. Full and Trainmaster N. W. Soergel were also on the trip. Of the employees

December, 1954

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heading for the North Country, none have brought back a deer as far as I can report at this writing. However, for the four-legged game, Car Foreman W. P. Trenkler takes a bow. Here is how the story goes: Trainmaster N. W. Soergel, Chief Dispatcher D. B. Elder, Agent-Telegrapher R. D. Oshiem, Superintendent's Chief Clerk H. J. Swank and Switching Foreman E. J. Tuchek, in company with the car foreman, were hunting pheasants. Their dog, doing his best to scare up birds for the crew, did scare up a rabbit, and during the chase the rabbit ran into WPT's boots and knocked itself out.

Among local deer hunters, Switchman I. J. Beckel was in a party that got their deer near Austin, using bow and arrow.



TOP TRANS-MO CONDUCTOR RETIRES. C. C. McGee of Miles City, senior passenger conductor on the Trans-Missouri Division who retired recently, shown at the end of his last run on the Olympian Hiawatha. Starting with the Burlington in 1900, Christopher Columbus McGee (his father named all of his sons for famous men) transferred to the Milwaukee two years later and helped build the westward extension as a work train conductor. He had the distinction of taking the first passenger train east out of Miles City in 1908. For the past 10 years he has been on the run to Harlowton.

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that the address of the new home he and his wife have purchased in Culver City, Calif., is 3444 Fay Avenue.

Conductor Brud Hocum has bought a home in Minneapolis and is now working on passenger.

Mrs. Paul Emerson, widow of our former conductor, fell at her home recently and died as the result of her injuries. She had been living in Minneapolis.

Thanksgiving Day was the date chosen by Mr. and Mrs. Gerry Weis for their wedding in La Crosse—Gerry is a dispatcher at Montevideo. Wedding guests report that when last seen, their car was heading toward Florida.

Brakeman Robert Ryman was married Nov. 14 to Elaine Tangeman at Montevideo.

Engineer Barney Donovan has undergone surgery at Northwestern Hospital. Bill Brademan, retired engineer, is also hospitalized there.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

The railroad family of Ed Wiedeman, switchman at Aberdeen, and Betty has opened "Betty's Cafe" across from the Northwestern Public Service on South First Street. They are open from 7 A.M. to 7 P.M. and serve the best steaks in town.

Agent J. J. Fleming has bid in the agency at Stewart, Minn., permanent. Dean Hill was appointed agent at Mina.

Cy Wisner has retired and gone west. Sacramento was his first stop after leaving the H&D. Fishing will go on an all-time high this year when Cy and Fred Burdick get together.

The mother of Yardmaster Pete Ziegler passed away recently.

FOUR GENERATIONS. A proud great-grandfather pictured with his son, grandson, and the fourth generation of the family. From left: H&D Conductor Tom Monroe; Archie Monroe, Sr., Britton, S. D., businessman; Archie Jr., a Navy veteran of Korean service; and Debora, three months old.



Dispatcher F. L. Harvey and family are having open house seven days a week, providing TV reception is good. Fred recently bought a TV set and can be found at home most all the time now. Bring your own coffee.

Bonnie Gay Fleming, daughter of Agent F. U. Fleming of Ashton, recently had the honor of being chosen Carnival Queen of the Ashton High School. Bonnie who is a junior will reign over all carnival activities for the next school year. Agent Fleming has been with the Road 42 years and the family has lived in Ashton since 1946.



Bonnie Gay Fleming

mer Herigstad, who was elected superintendent of schools for Custer County, and John Scott, of the perishable freight inspector's force, who was elected public administrator. Both ran on the Democratic ticket.

Thanksgiving and the year's end holidays furnished the theme for the November meeting of the Miles City Chapter of the Women's Club. Elaine Urbackza, home economist for the Montana-Dakota Utilities Company, gave a demonstration program.

Word has been received of the death of Harry J. Thierfelder, 66, retired baggageman, who had made his home since retirement in Forest Grove, Ore. Funeral services were held in the Oregon city with burial there. He is survived by his wife, a son, three grandchildren, four sisters and a brother.

The Miles City Milwaukee Service Club held its fall stag feed and election of officers at the Eagles Hall on Nov. 20. The feed centered around tasty venison-ham sandwiches served by Sam Leo and his kitchen committee. The venison came from a fine buck shot by Chairman Martin Kelm. Officers for 1955 include: Harry Stamp, chairman; Tom Kelly, vice chairman; Ray Grant, treasurer; Dan Gilmer, secretary; and Herb Lathrop, Joe Weiss, Joe Zawada, Bob Rask, and Jack McGuire, two-year board members. Retired employees were also honored by the Service Club, along with their respective crafts and brotherhoods. They included G. B. Hand, E. D. Ferrell, C. M. Schroen, Steve Stordahl, Frank Smith, C. C. McGee, G. F. Appleton, W. S. Cole, A. Althaus, Duncan Finlayson, C. T. Murphy, H. P. Johnson, Sam Leo, Rudy Lange, Bill Zibell, Mrs. J. H. Essex, Mike Melnick and Fred Schultz.

The Milwaukee Road is a heavy contributor to Montana activities, with \$1,278,177 in tax payments to 25 counties in which it operates. The largest payment goes to Fergus County with \$125,000. Payments to eastern counties include: Custer \$78,100; Fallon, \$43,556; Prairie, \$46,897; and Rosebud, \$93,892.

Conductor R. H. Fraher, whose headquarters are in Miles City, has been presented with a Gold Pass in recognition of his 50 years of service. Mr. Fraher has been with the Road since April 16, 1904.

Mrs. Joe Dunlap, president of Alberton Chapter of the Women's Club, reports that the highlight of the month was the chapter's dinner for retired employees and their wives. A large number of out-of-town people were also present. The entertainment featured piano numbers by Linn Gustafson, Beverly Johnson and Douglas Rives, and talks were

Trans-Missouri Division

WEST

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

Miles City Service Club members who had served on committees for various club activities were entertained at the committee dinner held recently at the Crossroads Inn. A social hour preceded the dinner.

Jim Brady is busy rebuilding his garage which was partially destroyed by a fire of unknown origin. Other than the damage to the building, the chief items of loss were storm windows and several automobile tires.

L. R. Kirchoff recently transferred to Seattle where he has taken a position in the office of the assistant to the general manager. On his last day in the office he was presented with a gift of luggage.

Joe Brady has bid in the position of time reviser at Miles City.

Fred Johnson, 66, retired machinist, passed away Nov. 1 at a Miles City hospital after a long illness. He was born in Ottumwa, Ia., Oct. 20, 1888 and came to Miles City in 1916. It became his permanent residence in 1928. Mr. Johnson served two terms as city councilman during the 1930's. He was a member of the Masonic Lodge. Survivors include his wife, his mother, a brother and a sister. Funeral services were held in the Graves Funeral Home and burial was in Custer County cemetery.

Victors in the November elections include Mrs. Audrey Herigstad, wife of Carman Hel-

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made by Clifford Lind, William Henderson, Mrs. Frances Wells, Joe Dunlap, E. J. Ettien, Mrs. Athearns, and C. Cole.

Club member Mrs. Brink, Mrs. Dunlap also reports, has disposed of her property in Alberston and is planning to live in Missoula. The chapter honored her with a farewell party and a remembrance gift. Mr. and Mrs. Frank Manuel, who are also moving, were likewise honored. Mr. and Mrs. Dunlap will spend the winter in the South. Their address for the next few months will be Palo Verde Drive, Route 2, Box 449, Mesa, Ariz. Milwaukee Road visitors will be welcomed.

EAST END

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



Lynne Todd

Among Mobridge's 14 Snow Queen candidates this year were two Milwaukee girls, namely Miss Phyllis Neimiller who was sponsored by the National Guard, and Miss Lynne Todd, sponsored by the Jaycettes. Miss Todd had the honor of being chosen queen.

She received a num-

ber of fine gifts and will also receive a trip to the state Snow Queen contest at Aberdeen in January. She is the youngest daughter of Operator C. K. Todd.

H. G. Teske, first trick operator at Mobridge, and family recently spent a month touring seven states and Mexico. The trip included a visit with friends and relatives in California and some deep-sea fishing. Mrs. Teske's parents of Java, S. D., accompanied them.

S. W. Childers, second trick operator at Marmarth, has retired. His position is being filled by his nephew, T. A. Childers.

Arch Manley, retired trainmaster, and wife have left for Phoenix, Ariz., where they will spend the winter.

Agent W. P. O'Hern of Wakpala has received his Gold Pass for having served the railroad for 54 years. He started on June 1, 1900.

Traveling Auditor G. P. Thibodeau has been transferred to Chicago. His territory is being taken over by L. J. DeWalt of Aberdeen.

Four Miles City railroad men came to Mobridge to enjoy the Lutheran Ladies Aid "lutefish" dinner on Nov. 3, namely Retired



REACH 50TH MILEPOST. Frank E. Smith, retired machinist, and wife who recently celebrated their 50th wedding anniversary. They were married in Chillicothe, Ohio, and have made their home in Miles City since 1913. When Mr. Smith retired this year in May, he was the oldest machinist on the Miles City shop roster.

Water Service Forman Martin Hettle, Retired Bridge Carpenter Ivan Thompson, Bridge Carpenter Andrew Brekelo and Fireman Martin.

Mrs. Maude Burton of Los Angeles renewed old acquaintanceships here as a guest at the home of Mrs. Nell Burns.

Mrs. Elizabeth Oberlander of El Centro, Calif., who has been visiting her son Ed and family, journeyed with them to Minneapolis to attend the wedding of Miss Darlene Oberlander to Ben Grierwski.

Announcements were received from Harry S. Fritz, retired conductor, and wife of San Diego of the marriage of their daughter Harriet to Joseph M. Gaskill on Oct. 22. Harriet is a graduate of the Mobridge High School and had three years of nurse's training at Mercy Hospital in Rochester. She is now an anesthetist at the San Diego County Hospital. Mr. Gaskill, who served for nearly four years in the Navy, is a freshman at the San Diego State College.

Conductor L. W. Schiefelbein and wife spent the Thanksgiving holiday with their daughter, Mrs. John Lohr, and family in Cincinnati.

Engineer Edgar Miller had as guests for pheasant hunting his brother, Engineer Bryan Miller, and Engineer Frank Linville of Tacoma. Bryan reports the arrival on Oct. 8 of a fourth daughter who has been named Bryann.

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Engineer Robert Scott had as pheasant hunters his brother James and son James Jr. of Babcock, Wis.

Mrs. Clifford Chesmore, wife of Conductor Chesmore, passed away in her sleep on Nov. 4. She is survived by her husband, eight sons and three daughters. Funeral services were held at the Baptist Church.

W. J. Morris, retired engineer, passed away suddenly Nov. 14 from a heart attack. He retired in 1944 after 45 years of railroad service. He is survived by his widow, four sons and three daughters, and 18 grandchildren. Funeral services were held at the Episcopal Church.

The following Mobridge railroad people were lucky on Turkey Day, Nov. 20, receiving free turkeys: Billie Jay, Ted Johnson, A. C. Crowley, Joe Norby, Larry Hourigan, John Hilt, Elsie May, H. G. Teske, "Cub" Catey, David Campbell, Dean Scott and Erwin Twete.

Miss LaBeth Fisher, daughter of Fireman Fisher, was married Oct. 27 to Cpl. James L. Barnes, who is serving with the Marine Corps. They will live at Oceanside, Calif.

At the Nov. 15 meeting of the Women's Club, with President Mrs. Claude Preston presiding, the following officers were elected for 1955: president, Mrs. Walter Klucas; first vice president, Mrs. Lawrence Knoll; second vice president, Mrs. C. K. Todd; secretary, Mrs. Dwight Owens; corresponding secretary and historian, Mrs. Dora Anderson.

Chicago Terminals

BENSENVILLE



E. C. Betzel

Edward C. Betzel, night yardmaster at Goose Island and a veteran of 36 years of service in the Chicago Terminals, made his last tour of duty on Nov. 30. He started as a switchman at Union Street in 1918 and had been yardmaster since 1946. With Mrs. Betzel, he was planning to leave shortly afterward for a long visit with relatives and friends in the Southwest, specifically El Paso, Tucson and San Diego, and a stay with his nephew who is in business in Arlington, Tex. Fishing is a consuming hobby with Mr. Betzel and his future plans also include many hours devoted to angling for northerns at his home on Lake Voltz near Antioch.

UNION STREET

Florence LaMonica, Correspondent

Just learned recently that Joe Provencal has been ill for several months and that Martin Borycka is confined to St. Mary's Hospital at this writing.

Joseph Metchak passed away and was laid to rest on Nov. 29; also, the father of Joseph Imundo, yard clerk, was laid to rest Dec. 1.

Pat Brogan retired as of Nov. 30 after 19 years of service at Union Street. A party in his honor was held Dec. 1, at which he received a gift and the well wishes of his friends on the Road.

WESTERN AVENUE

Gold Passes, in recognition of 50 years of service with the company, were presented last month to James Tracy, machinist helper in the locomotive department, and to F. L. Kent, chief caller. Mr. Tracy has been with the Road since February, 1904 and Mr. Kent since October of that year.

GALEWOOD

Norma Gunderson, Correspondent

Silver Passes were presented to Check Clerks Frank Lucas and James Kerr by Agent A. E. Ward in November.

At this writing Stanley Lucas, checker, and Arthur Browder are still ill.

The mother of Emil Rackow passed away Nov. 7.

Agent A. E. Ward, who underwent surgery recently at the Norwegian American Hospital, is recuperating nicely.

Joseph A. Rooney was appointed supervisor of the car record department on Nov. 7.

A letter received from Charlie Schultheiss, retired report clerk, said that he and Martha are enjoying their new home in Corona, Calif.

At this writing the office force is looking forward to moving into a new two-story brick office building. The old building, built in 1905, has never had its front door locked and has never been without people on the job.

Twin City Terminals

ST. PAUL TRAFFIC DEPARTMENT
YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent
c/o General Agent

Sam O'Connell of the coach yard was married at St. Bernard's Church here on Nov. 27. We were unable to learn the name of the happy bride, but understand that all who attended the reception at the KC Hall had a fine time. The new Mr. and Mrs. honeymooned in Kansas City and points south.

November 1 marked the retirement of three St. Paul fellows: Charlie Wachs, car inspector, with 46 years of service; George Novak,

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train yard oiler, with 19 years; and Carl Lande, blacksmith, with approximately 28 years' service in St. Paul.

James Lyness, boilermaker, was the recent recipient of a Silver Pass.

Jack Georgeson, retired machinist, passed away Oct. 9.

Bob Wagner, Pete Kleven and George Sanford all bagged their game during this year's deer season. Frank Knapp? He went hunting, too, but like many of the rest of us, came home rather empty handed.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Mr. and Mrs. Roy Billmark are the happy parents of a new baby boy, born Nov. 17—their fifth child. Roy is a machine operator in the wood mill.

Mrs. Tom Randa, wife of car inspector, is vacationing at her folks' home in Guatemala City. Tom accompanied her to New Orleans.

Ole W. Bjornsvik, a carman at the shops for 45 years, passed away Nov. 24 at the age of 84. Ole had retired in 1951.

The mother of Edward G. Ryberg passed away Nov. 28. Ed is car inspector in the train yard.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Pat Flaherty, grain clerk in the local freight, celebrated his 25th wedding anniversary Dec. 1.

The local freight employees gathered over coffee and cake the noon of Nov. 30 to express their best wishes to Jerry Johnson who was leaving to take a position with the Personal Injury Department in Minneapolis; also to A. J. Benolkin and Bill Tretheway who retired Dec. 1.

We are sorry to report the deaths of Ed O'Connell, retired yard clerk, and of Pat Riley, switchtender in the South Minneapolis yard office.



HOLIDAY MAGAZINE CITATION. William A. Otto, engineer on the Southwest Limited and an employee of the Road for 59 years, displaying the travel award which was presented to him recently by Holiday Magazine. The commendation reads, "for his mechanical skills which have made rail travel safe and luxurious from coast to coast, and because he is an enduring symbol of the glamour of travel in America". Engineer Otto, who lives in Milwaukee, is 79 and the oldest engineer in the state.

H. G. Rudd, disposition clerk in the local freight office, was presented with his Silver Pass on Nov. 18, Agent L. M. Truax making the presentation. Mr. Rudd had been with the Road 45 years as of Aug. 15.

Mrs. P. D. Hunter, the former Catherine Beringer, daughter of Harold Beringer, cashier in the local freight office, with her year-old-son Paul is visiting her parents in Minneapolis following her return from Thailand. Mrs. Hunter is a former state department employee who went abroad in 1951 and was married in 1952 in Barcelona, Spain to a member of the British embassy staff. After a visit with her husband's family in England, the couple went to the Far East, first to Singapore and then to Thailand for 18 months. Baby Paul was born in Malaya. Mrs. Hunter will join her husband in England.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Yard Conductor Sam Lundell retired last month. He will make his home in California.

Elsie Monheim, demurrage clerk, informs us that she and her husband have adopted a baby. Their family now consists of a baby, a canary and a parakeet.

Joe Kulischeck, window cashier, is having his share of illness lately. His wife was again admitted to a hospital.

Agent William Radke is still very active in the Scout organization. He recently had an all-day Saturday entertainment for the boys.

The Milwaukee Road Magazine

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Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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



Nancy Campbell

been living in the West, returned to Milwaukee and the results are as stated above. Nancy who has been employed on this division since January, 1919, is retiring this month and she and "Wood" expect to winter in Arizona.



P. J. Zuehlke

through the ranks. Over the years Mr. Zuehlke has been associated with the Milwaukee Municipal Department of Recreation and has engaged in such activities as swimming instructor for Boy Scouts at the Milwaukee natatoriums, record keeping for the city's basketball and baseball program, and—probably his greatest interest—35 years as an official at ice skating events, including the Silver Skates. He also does considerable gardening in the summer, specializing in rose culture. Mr. Zuehlke recently spent a vacation with Mrs. Zuehlke in Florida to visit their son who is a staff sergeant in the Air Force. The Zuehlkes intend to remain in their present home in northwest Milwaukee.

The mother of Lois Phillips, roadmaster's clerk, passed away on Nov. 12; also, the son-in-law of John Toumey, a naval officer, was lost in the disappearance of a Navy transport plane over the Atlantic on Oct. 31.

There was lots of "snap" around Rondout tower on Nov. 23 when a big game expedition was undertaken by Operator Fred Piche with the assistance of a good mousetrap. Nine were bagged in the first hour, after a dog and two cats had failed. If you need a good exterminator, now you know where to call.

E. C. Loyer, retired fireman, passed away on Nov. 20.

A new son arrived at the home of Conductor Gordon Tranter of Deerfield on Nov. 29. Conductor Carl Tranter, also of Deerfield, is the grandfather.

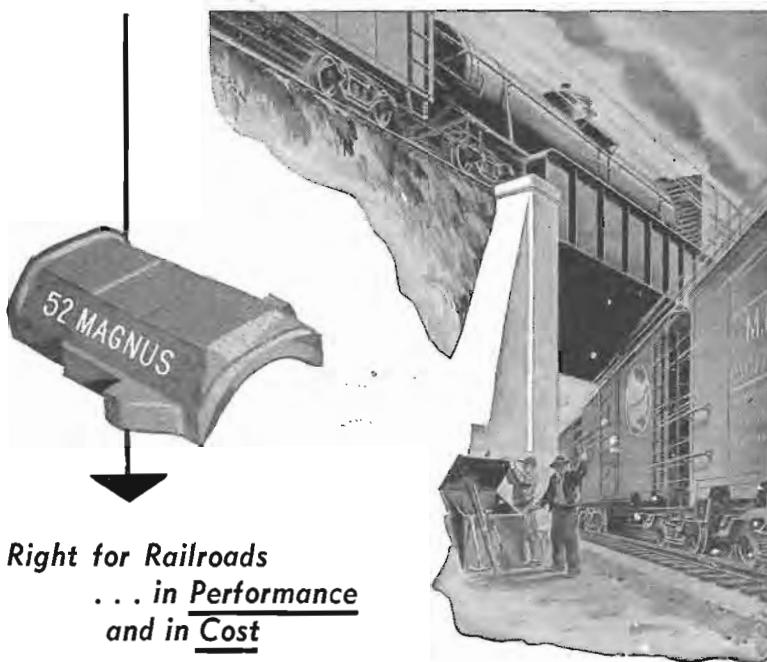
December, 1954

Miss Nancy Campbell, stenographer in the office of the assistant superintendent, and R. A. Woodworth who was assistant here a number of years ago were married on Nov. 21 at Calvary Presbyterian Church in Milwaukee. "Wood", who since his retirement has

With the moving of the telegraph department office in Milwaukee to the Chicago Union Station comes the retirement of Paul J. Zuehlke, chief clerk of the communications department, who served 47 years in that office. He started in 1907 as a messenger boy and worked his way up

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(Advertisement)

THIRD DISTRICT

Agent L. M. Johnson of Horicon who had been off for a number of months due to a heart seizure passed away on Thanksgiving Day.

Paul Dennis, engineer on passenger trains 30 and 35, received his Gold "lifetime" Pass on Nov. 3.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

During the deer hunting season, Moe Drager, freight service inspector, was rewarded with a 10-point buck on his first day

out. Although this wasn't his first attempt, it was the first time he achieved results. Harold Hegge, yard clerk in the Reed Street district, brought home an eight-point buck.

Esther Millard and husband will spend the Christmas holidays with their son and daughter-in-law and two grandchildren in Meadowbrook, Pa. The newest one can expect a little cuddling from its grandmother, since Esther has been anticipating this trip for some time. Not quite so fortunate is the new son of the Millards' other son who is stationed in Alaska, the distance being too far to be covered in a short vacation jaunt.

E. J. Farrell, yard clerk at the A. O. Smith plant, underwent an operation for appendicitis at St. Joseph's Hospital and at this

MISTER PRESIDENT. W. T. Stewart, assistant superintendent of the La Crosse & River Division at Wausau (right) who was elected president of the Wisconsin Valley Traffic Club on Nov. 18 is shown at the club's annual banquet in Wisconsin Rapids taking over the gavel from the outgoing president, Arthur Clark of Wisconsin Rapids; John Kachel of the Consolidated Water Power & Paper Company who was elected vice president is watching the ceremony. Mr. Stewart served as vice president the past year. (Wisconsin Rapids Tribune photo)



writing is recuperating at home. Catherine Conzolatione has also been away, following minor surgery.

Grandparents who have reported new twigs on the family tree are "Casey" Maciolek whose son and daughter-in-law, Mr. and Mrs. Robert Maciolek, have a baby girl, Candice Ann, born Nov. 2. Mr. and Mrs. George Roessger are the grandparents of Steven, born to daughter and son-in-law, Mr. and Mrs. Richard Gibowski.

The long awaited return of Bud Pruitt, brother of Mary Pruitt, from Korea finally materialized. The biggest concern at the moment is concocting for him those wonderful sweets that Mrs. Pruitt and Mary know how to make so well. Bud expected to leave for Seattle after his furlough.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

St. Maries Chapter of the Women's Club met Nov. 8 to elect officers for the next year. Mrs. James Donlon was chosen as president; Mrs. Helmut Heuple, vice president; Mrs. Fred Skaddan, secretary; and Mrs. Walter Darry, treasurer. The club also gave a potluck dinner on Nov. 15.

C. A. Sprinkle, relief operator at St. Maries, bid in the agency at Malden left vacant by Mr. Blond's death..

QUIZ answers

1. On a passing track or siding.
2. A section car.
3. Hoosac.
4. Idling in a side track or passing track.
5. "Jeep."
6. Chicago.
7. Up and down like an elevator.
8. Monthly.
9. Freight car used for distributing materials and supplies to store-keeping points and way stations.
10. Pennsylvania.

Darlene Dugger, formerly of Othello, is now relief at St. Maries, and Cy Beal is the day operator.

The station of Clarkia, Idaho, was closed Oct. 29 and Agent G. J. Marshall has gone to the RM Division.

Frank A. Harris, a former employee of the Milwaukee and brother of Henry Harris, traveling F&P agent, Spokane, passed away recently at San Diego. Knowing he was ill, Henry made the trip to visit him on his vacation but arrived too late. The body was sent to Portland for burial. Mr. Harris was warehouse foreman at Spokane between 1913 and 1924.

Mrs. Ted Novotny, wife of east end switch-tender, has a new diamond ring as the result of her husband's luck. He won the stone in a contest conducted recently by a local store.

John Campbell, retired west end switch-tender, passed away suddenly the first part of November. He had been retired about three years.

A. L. Titus, retired passenger conductor, suffered a heart attack recently and entered a hospital. He has been very active in affairs of the Shrine since his retirement several years back.

Vic Sarakenoff, baggageman at the Union Station, has also been ill.

Jim Donahue, janitor at the Spokane freight house, entered a hospital recently for an operation. His vision has been badly impaired and it is hoped that the operation will correct the condition.

Stanley Atkins, son of Mrs. C. H. Coplen, is studying at the Peabody Conservatory of Music in Baltimore on a full scholarship. Mr. and Mrs. Coplen went east to assist in locating him at the school. They also enjoyed sightseeing trips around Washington, D.C., and Baltimore, took in some TV shows at New York City and returned home via Niagara Falls.

News from J. Z. Ramsey, recently retired as agent at Spokane, indicates that he and Mrs. Ramsey are having a grand time in California. They hoped to be in Mexico for Christmas.

Trainmaster E. A. Duszak and family vacated in California, returning home just before Thanksgiving. En route they stopped at Reno, Nev.

On his way to report for work at Malden

on Oct. 31, Locomotive Engineer Earl Berkey died, apparently from a heart attack. He is survived by his wife Laura, a roundhouse clerk at Othello, and by a brother, Lloyd, at Ellensburg. Mr. Berkey had been with the Road since April, 1916 and was a veteran of World War I.

Locomotive Enginner Don Allen has resigned from the Milwaukee to enter the real estate business, joining an old established Spokane firm as sales manager. Don is the son of C. F. "Cap" Allen.

Spokane Chapter of the Women's Club held a potluck dinner on Nov. 5, at which the members were privileged to see a group of colored slides taken by Mrs. G. H. Hill on her recent trip abroad. Casa Blanca, Viena, Lisbon and Oslo were among the places visited. Mrs. Hill can be credited with a remarkable job of taking these pictures.

LaCrosse & River Division THIRD DISTRICT

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

Paul Bernhardt, 77, who retired as a trucker in 1942, passed away recently at his home in Wausau after a long illness. Funeral services were conducted in St. James Catholic Church at Wausau. He is survived by Mrs. Bernhardt and a son and daughter, both at home.

The recent marriage of Carl Janz and Miss Lorraine Atkinson took place at Racine, Wis. Following a reception at the Danish Brotherhood Hall in Racine, the couple left for a wedding trip in the South. Carl is the son of Section Laborer Paul Janz of Dancy.

Mr. and Mrs. Amos Griffith recently celebrated their golden wedding anniversary with a reception at their home in Wausau. The couple received many gifts, including a novel replica of a steam locomotive with the bride and groom in charge. The "fuel" in the tender was gold coins. Mr. Griffith retired in 1950 after 48 years in engine service on the Valley Division.

A note from Nick Semmelhack, retired agent, states that he and Mrs. Semmelhack will leave California to spend several months at Catalina Island.

Daniel Madden, crossing flagman at Wausau, retired on Dec. 1. He and Mrs. Madden have since left for California to locate in the vicinity of San Francisco, where their two daughters live.

Mrs. Earl Hazelwood has returned from a trip east, first to New York City, where she spent several days; thence to Rhode Island, where she visited with her son Donald, who has been receiving officer's candidate training in the Air Force school at that point.

Chief Dispatcher Leo Fredrich spent a week of his vacation in the woods with a party of deer hunters.

SECOND DISTRICT

Willard D. Douglas, retired La Crosse mechanical department employe, has moved from his Prospect Street home to Route 2, La Crosse. Mr. Douglas, who retired three years ago, is interested in corresponding with his old associates on the railroad.

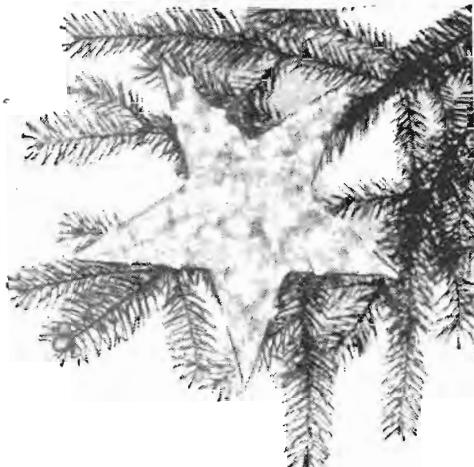
the boy and the Star

He is old enough now to know that the ornament on the tree is more than simply a star . . . to understand the deeper meaning of Christmastime.

Now he knows that it is love that has been shining on the tree year after year, the love that has wrapped and held him . . . that has given him food and warmth and laughter and the promise of joy to come.

Life's great reward is the privilege of giving security to those we love—yet it is possible only in a country like ours.

And, think: When you make *your* home secure you are also helping make America secure. For the strength of America grows as the number of its secure homes increases.



Saving for security is easy! Read every word —now! If you've tried to save and failed, chances are it was because you didn't have a *plan*. Well, here's a savings system that really works—the Payroll Savings Plan for investing in U.S. Savings Bonds. This is all you do. Go to your company's pay office, choose the amount you want to save—a few dollars a payday, or as much as you wish. That money will be set aside for you before you even draw your pay. And automatically invested in Series "E" U.S. Savings Bonds which are turned over to you.

If you can save only \$3.75 a week on the Plan, in 9 years and 8 months you will have \$2,137.30. If you can save as much as \$18.75 a week, 9 years and 8 months will bring you \$10,700!

U.S. Series "E" Savings Bonds earn interest at an average of 3% per year, compounded semi-annually, when held to maturity! And they can go on earning interest for as long as 19 years and 8 months if you wish.

If you want your interest as current income, ask your bank about 3% Series "H" Bonds which pay interest semiannually by Treasury check.



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A MERRY CHRISTMAS TO ALL THE FAMILY

