

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

FEBRUARY 1954

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THE MILWAUKEE ROAD MAGAZINE

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Building For The Future

BY NOW MOST Milwaukee Road people have probably read that our net income for 1953 was \$10,013,018. I can imagine that those who compared this figure with the \$23,165,000 which the railroad proposes to spend in 1954 under its improvement budget may have wondered how it can be done.

I would like to explain the relationship between these figures, for it bears directly on an important aspect of railroad management and is a thing which I would like to have understood by everyone on the railroad.

It must be borne in mind, in the first place, that not all of the \$23 million in the budget will be spent for new motive power, rolling stock, rail and other new equipment and facilities. During the course of the year \$6½ million of the total amount will go for operating expenses, consisting chiefly of labor and materials employed in connection with the new improvements.

In addition to the relatively small sums which may be left after payment of dividends to stockholders out of net income, we have access to allowances for the depreciation and retirement of equipment and facilities. For example, as a steam locomotive wears out, we lay aside dollars from current earnings to apply against the much higher price of a new diesel to take its place.

However, in a program of complete modernization where these funds are inadequate for all of the new railroading tools required, the company must exercise its credit and arrange to repay the money out of future earnings.

Altogether, then, the procedure follows this pattern:

We earn what we can and save what we can. We set something aside for the replacement of our tools. With faith in the future, we borrow against what we know will be improved earning power. And, with better tools, we strive to perform constantly better service, to attract more business, to provide more jobs, and to earn a larger net income.

The Milwaukee Road plans and builds with complete faith in its future.



Today it takes a lot more than the founder's carpet bag to carry the business of the Railway Express Agency. Here a long train of express trucks is unloaded into a Milwaukee Road head end car in the Chicago Union Station.

115 YEARS OF RAILWAY EXPRESS

MARCH is a month of note for the Railway Express Agency and the railroads of the nation, for it was on Mar. 4, 115 years ago that the express industry was born.

In addition, the agency and the railroads will observe on Mar. 1 the completion of the first 25 years of ownership of the express business by the railroads. Simultaneously they start a new contract for 20 years more—to Dec. 31, 1973.

Railroad people and rail operations have been participants in many phases of the colorful history of the express business right from the start. The first leg of the first express transportation which started from Boston to New York on Mar. 4, 1839 was by rail.

It is no wonder that railroad people and express men and women are in a happy frame of mind throughout the nation, and in Alaska, Hawaii, Canada and Cuba where offices of the far-flung express organization may be found.

Like most great American industries, express service had small beginnings. It started first, as they all have done, with an idea that was pursued with individual enterprise and much hard work. Express service as we know it today was the idea of a young man, William F. Harnden, who is credited by the historian A. L. Stimpson in his book "History of the Express Companies and the Origin of American Railroads," published in 1859, as also being the first conductor of the first passenger railroad in New England. The railroad he served, before becoming founder of the express business, was the Boston and Worcester, which started operations in April, 1834.

Frail of health, Harnden found his railroad work too arduous and looked for something else to do. He knew that for many years stagecoach drivers, and then railroad conductors and passengers, carried packages of goods, valuables and papers for friends. For a modest pay-

ment, some performed such services for strangers, as well.

After conferring with some friends, Harnden decided that he could render such a service on a regular schedule at a small fee for the business men of Boston and New York. On Feb. 23, 1839 he advertised in a Boston newspaper, announcing that he had made arrangements with the Providence Railroad and the New York Steamboat Companies to run a "car" through from Boston to New York and back four times a week and that he would take care of "packages, bundles, etc." and see them safely delivered.

He was only 26 years old at the time, and must have been filled with the unbounded enthusiasm of youth, for when he started his first run as an express messenger on Mar. 4, 1839 his "car" consisted of a carpet bag which accommodated his entire traffic. It was not long, though, before his car became a

reality and a boxlike affair on wheels was coupled behind the engine where express cars still are placed.

The success of Harnden's Express naturally attracted competition, and in a short time Alvin Adams, Henry Wells and William Fargo became prominent in the fledgling express business.

At the time gold was discovered in California the railroads had reached as far west as St. Louis, Mo. From there on was a stretch of 2,000 miles of wilderness. The route to the West Coast was by ship around the Horn or to Panama and across the Isthmus to another sailing ship. That was too slow for the Californians and for those who wished to get out there and dig their fortunes.

Sensing their opportunity, Wells and Fargo started a stagecoach route via the Overland Trail from St. Louis to San Francisco. They carried express, mail and passengers across the plains and mountains in three weeks, but the demand for more speed was insistent. It was then that the firm of Russell, Majors and Waddell which operated a freight wagon service in the West, financed the Pony Express.

During World War I seven remaining large express companies were consolidated into one organization, the American Railway Express Company. It remained as one company after the war and in 1929 when the railroads bought the express business, the name was changed to Railway Express Agency, Inc.

In 1927, as the first few regularly scheduled airlines began operations, air express service, coordinated with the company's rail and truck ground service, was added. A recent addition to the modern, coordinated rail and air express services is that of the helicopter. On Dec. 17, 1953, the 50th anniversary of powered flight, helicopter air express service was inaugurated from Los Angeles to a number of neighboring communities.

From Harnden's miraculous carpet bag has grown an industry that transports over 95 million shipments a year with nearly \$400 million in revenue.

At the close of 1953 Railway Express Agency operations were centered in about 15,200 offices serving some 23,000 communities. Approximately 58,500 people were directly involved in providing express service at the year end. About 45,000 are express employees, another 1,200 serve as exclusive express agents, and 12,250 are joint railroad and express agents. Countless other railroad people participate in providing and scheduling intercity rail transporta-

Travelers Praise Church Directory



AND now, for the first time in the United States, a church directory in a railroad station!

C. P. Fisher, general manager of the Chicago Union Station, in which the directory was placed on Jan. 15, states that he and other station personnel received hundreds of favorable comments about it within the first week it was up.

Mr. Fisher insists, however, that credit for the directory goes to Ragnar Benson, a general contractor who has done a great deal of construction work for The Milwaukee Road. While talking with Mr. Fisher recently, he learned of a conversation the latter had had with a clergyman, in which the idea of offering information to travelers regarding churches close to the station was mentioned.

Mr. Benson, who has donated bulletin boards to many churches, told Mr. Fisher that he would like to have a suitable church directory made and mounted in

Standing alongside the new church directory, C. P. Fisher (right) general manager of the Chicago Union Station Company, receives the keys to the directory case from Ragnar Benson, general contractor, who donated the directory to the station company. At the left is L. F. Donald, Milwaukee Road vice president—operation, who is a director of the Chicago Union Station Company and the Milwaukee representative on the executive committee of the station company.

the station at his own expense. It was done as soon as the wood carving could be completed, and now can be seen at the west end of the station concourse, near the steps leading from the floor of the station to Canal Street. The directory lists 10 churches of various denominations and one synagogue within a radius of one and a half miles of the station.

Asked if it is the only such directory in Chicago, Mr. Fisher stated that to the best of his knowledge it is the only one in the country.

tion for express.

In addition to the agency's fleet of almost 16,000 vehicles, the facilities of many other carriers participate in express operations.

Used daily in providing railway express service in 1953 were 179,686 miles of railroads, 112,364 miles of airline

routes, 18,628 miles of truck lines and 12,137 miles of water routes.

Yes, March of 1954 is an important month in the annals of the Railway Express Agency and the railroads. Both look forward with confidence to greater accomplishments in express transportation in the years ahead.



She Knows All the Answers

BY DILIGENTLY studying encyclopedias and comic books, attending movies and sporting events, and boning up on old songs and nursery rhymes, anyone may eventually become a gold mine of quiz information. Or there's the way Hazelle Collins did it. Facing the television cameras in Chicago last month, Miss Collins proved that for practical training you can't beat answering the questions of the traveling public.

In Chicago, where television sets now outnumber bathtubs, WGN-TV's "Four to Go," a quiz show emceed by Ernie Simon, the popular "curbstone cutup," has a large following of morning viewers. Hazelle was invited to be a contestant on the program by virtue of her seven years' experience as the question-and-answer girl in the Milwaukee Road's passenger department. Every day, via telephone, Hazelle is quizzed by some 350 travelers wanting help with train and itinerary schedules, and occasionally with problems for which there are no answers in the Railway Guide.

Introduced by Ernie Simon as "A woman who speaks only when spoken

to," Hazelle flashed a smile which shaped up nicely on the television screen. The smile grew as she admitted under questioning that she was married just recently, and broke into a delighted grin when she was presented with an electric rotisserie (it broils, grills, roasts, barbecues, toasts, fries) as a surprise wedding gift.

Meanwhile the stage had been set with the sponsors' giveaway prizes, and on signal from the announcer Emcee Simon got down to the questions. She identified a musical number as "Beyond the Blue Horizon," named the Lone Eagle who flew off into the aforesaid horizon as Charles Lindbergh, and guessed that "'dem slippers" were golden. Too late she remembered that the President whose likeness appears on a \$2 bill is Jefferson, not Hamilton, but by that time she had qualified for two prizes, a fruit juice extractor and a bathroom scale.

"Who ask the most questions, young or old people?" Ernie Simon wanted to know. "They all sound alike to me," Hazelle replied, "but then I never see

How comes she knows all the answers? Hazelle Collins explains to Ernie Simon that a good memory helps, and for quick reference there is always this armful of Milwaukee Road timetables, travel folders and The Railway Guide. Listening in are Jackie Van, featured singing star of "Four to Go," and Les Lear, well known radio and television personality and executive producer of the Ernie Simon show.

them—they're just voices over the telephone."

"Do you get many unusual calls? Do you remember any recently?" Yes, Hazelle remembered one which could be considered typical, about the sweet young thing who called during the Christmas holiday rush to inquire if any trains were arriving in Chicago at midnight. Arriving from where? "Oh! He didn't say."

"And are people ever hard to convince, Miss Collins?" Some people are, Hazelle acknowledged. They'll call a second and a third time, hoping to get another clerk; "But usually they end up with me, just the same."

Any doubt as to how this frank admission would be received was settled by a vigorous hand-clapping from the boys behind the cameras and the studio audience. Sincerity and a telegenic smile, it appears, are a combination almost impossible to beat.

Only The Railroads...

A SHORT train moved at a very slow speed around a curve. Ahead was a side-track with a string of freight cars standing on it. As the train approached the cars, the head brakeman dropped off the engine and walked along beside it. The conductor and rear brakeman were out on the platform of the caboose, watching.

The train passed the string of cars at a snail's pace. Then the head brakeman climbed back aboard the engine and the train moved on, a little faster but still at slow speed.

What was going on? The train crew was merely obeying one of the restrictions for the handling of an excessive dimension load. They were observing due caution to be sure that the big machine they were hauling on an eight-axle special flat car cleared the cars on the siding. To make doubly sure, the head brakeman got off the train to act as "walking pilot."

At no time would the train travel more than 25 miles an hour. Sometimes the speed limit is even lower. Through tunnels, over bridges, on curves with parallel tracks, past water tanks, meeting or passing other trains, it would proceed according to carefully specified restrictions. At the day's end the train would tie up for the night at some previously designated point, for excessive dimension or excessive weight loads do not travel by night.

The Milwaukee Road carried more than 1,500 extra large or extra heavy loads in 1953—about 400 more than in the previous year—and delivered every one of them safely.

There has been a growing demand for this type of special service in recent years. The reason is that industrial machinery such as stamping mills, electrical transformers, oil refinery equipment and turbines, as well as structural shapes, are being designed on a larger scale. Shipping them as complete units or in as large segments as possible saves the time and expense of assembly at the site and

insures better performance. This calls for a major transportation job which only the railroads are capable of handling. Trucks couldn't carry these enormous loads and the highways couldn't support them.

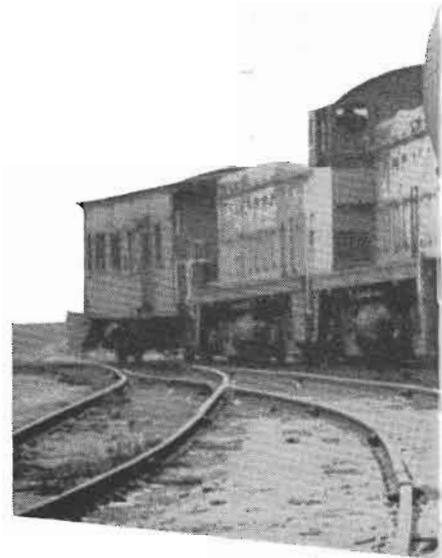
Thus the railroads are proving once again their ability to rise to any occasion. Incidentally, it also proves they aren't indulging in idle talk when they say they'll carry anything that's offered.

The big loads usually are of the kind that carry a relatively high freight rate. Since the tonnage in most cases also runs high, the loads as a rule mean substantial revenue. But handling them means a lot of careful planning by various departments and sometimes poses tough

Immediate responsibility for laying out the route and checking the clearances for excessive dimension loads rests with S. J. Graser (left) who is on special assignment in the transportation department, Chicago, devoting full time to it, and J. K. Freeman, assistant engineer. They are shown here at the latter's desk in the engineering department, checking a load diagram against clearance charts. Most of the volumes in the background show clearances and bridge ratings.

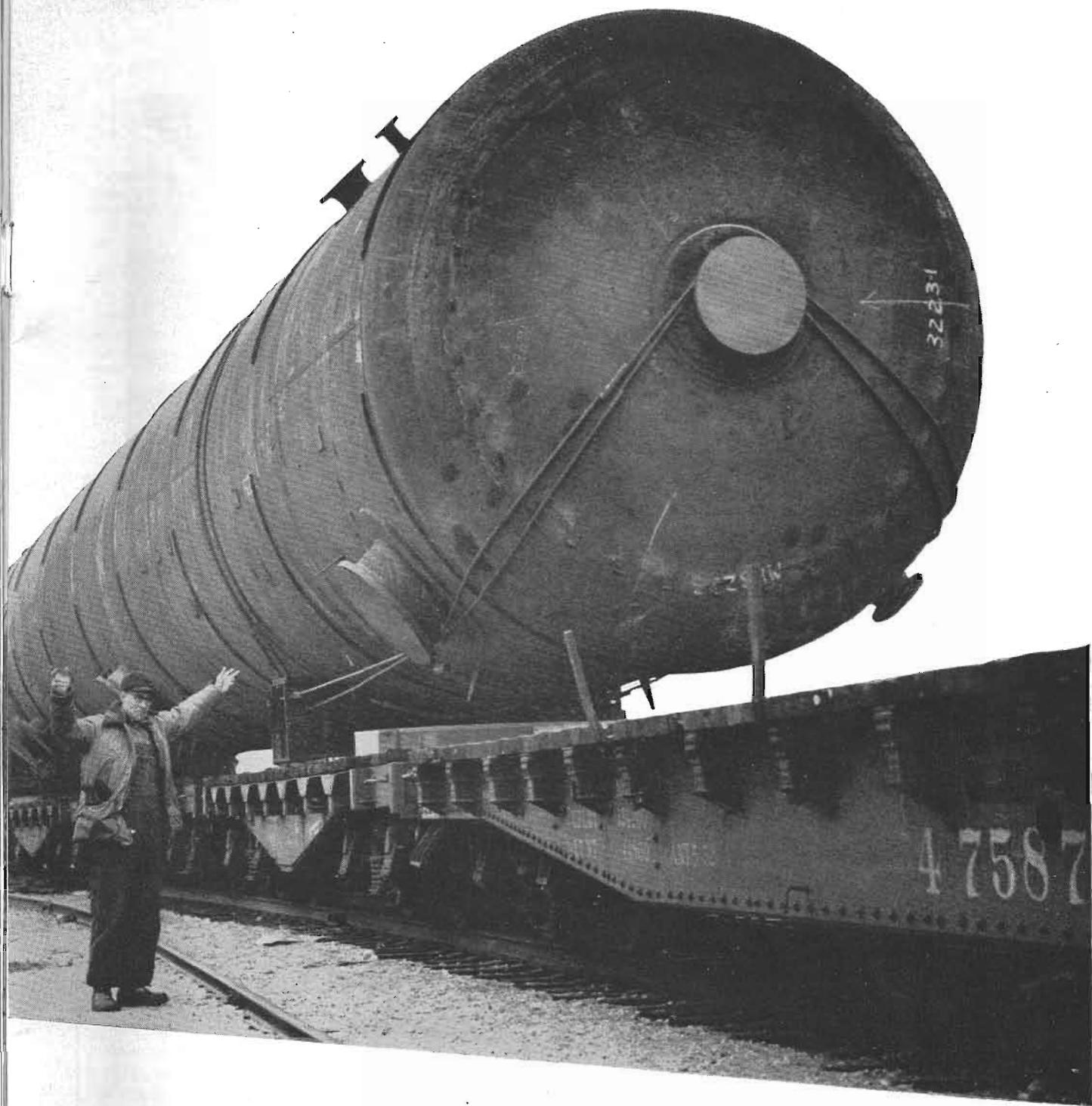


When they get this big, a walking pilot is needed in some places. Here Yard Conductor David Moore eases a giant four-car load through a close clearance as the shipment moves toward the yards from the A. O. Smith plant in Milwaukee. Much of the credit for the successful handling of such loads on The Milwaukee Road is due the train crews and other employes who take a personal interest in getting them through.



problems that take plenty of ingenuity to solve.

Last October, for instance, our railroad received a large tank from the A. O. Smith Manufacturing Co. of Milwaukee for shipment to Texas. The load rose 18 feet and one inch above the rail. A bridge at Freeport, Ill., which had to be crossed, had exactly the same clearance. What would you have done? The transportation department called on the engineering department. A bridge crew removed the heavy rail from the bridge



and put down lighter rail. The big tank was taken across with the whisker of clearance necessary. Then the heavy rail was relaid!

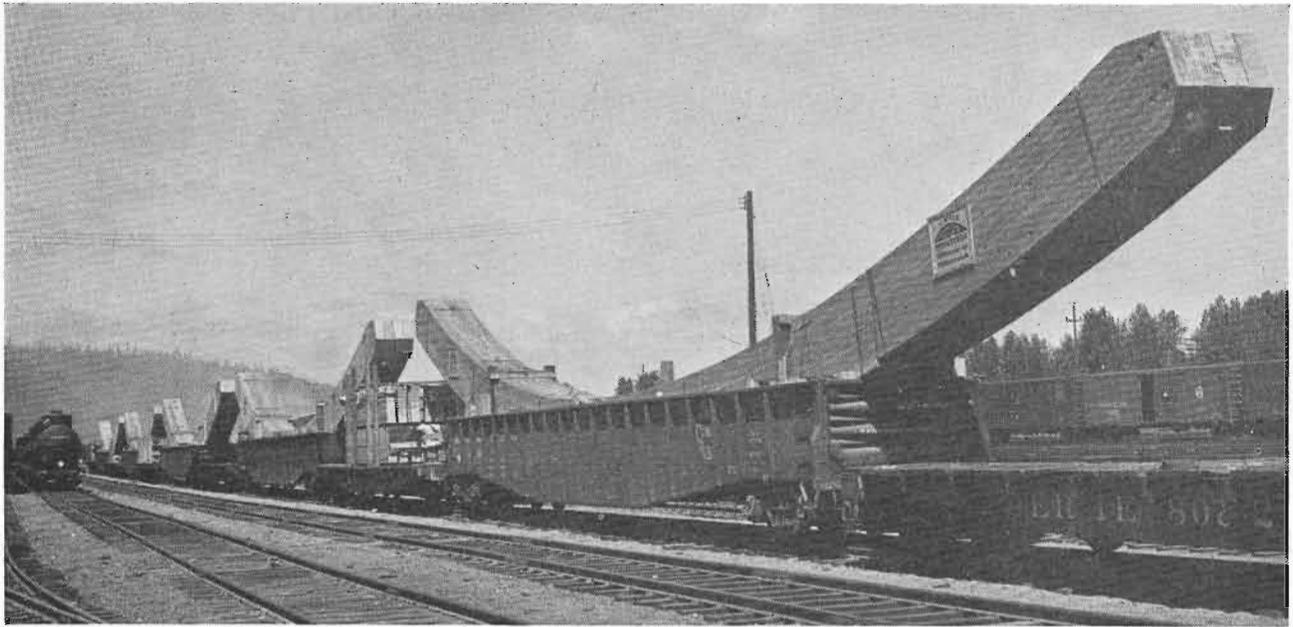
Of course, tricks like this aren't always possible. Sometimes insufficient clearances prohibit movement of a high, wide load on a normal, direct route. But that doesn't stop the men who superintend these shipments. They simply send the load by a roundabout route to avoid the obstacles. Because of low clearances on the 225-mile direct route, a giant

transformer 19 feet, two inches high and weighing 337,000 pounds gross recently was routed on a 738-mile tour from Kokomo, Ind., to West Allis, Wis. The transformer traveled on the Nickel Plate, the Burlington, the Milwaukee, the Northwestern and back again to our railroad to reach its destination.

In spite of the problems involved in handling outsize shipments, they are moving almost daily on our railroad without mishap. Teamwork between departments, the special knowledge of

those directly assigned to the task, cooperation of the shipper and an infinite capacity for taking pains on the part of everybody concerned are the reasons for this achievement.

A big load job usually begins like this. The Milwaukee Road will get a call from a shipper in Milwaukee, for example, that such a load is coming up. Sometimes these contacts occur as much as a year in advance while the prospective shipment is still in the blueprint stage. In any case, our people are notified at least a month



Above: These laminated timber arches, considered to be the largest shipment ever consigned to one firm at one time, were loaded on 11 gondola cars in Portland, Ore., and moved over The Milwaukee Road from Marenco, Wash., just west of Spokane, to Missoula, Mont. There they were used in the construction of the Montana State University fieldhouse.



Left: Like all excessive dimension loads, the laminated half arches required special handling in the loading. Each car carried four arches, each 115 feet from tip to tip, weighing seven tons and containing enough lumber to build a good sized house.

in advance of the date the shipment is to move. One of the reasons for this is to give the transportation department a chance to locate the proper kind of car. The Milwaukee Road owns 34 special flats, including two eight-axle, 10 depressed, four of the well type and 18 smaller heavy duty cars, but all such cars on all Class I railroads are under direct control of the Association of American Railroads. Regardless of ownership, the AAR assigns them upon request according to need.

Our railroad publishes a schedule which is distributed to all concerned showing the maximum dimensions and weight of loads which may be handled without clearance authority. If the load is no more than 210,000 pounds gross, no more than 15 feet, six inches high at center point, no wider than certain spe-

cified widths at certain heights, and no longer than 53 feet, six inches, it can be handled without special instructions, like any other freight anywhere on the railroad.

If the load exceeds these limits, however, clearance authority must be issued. Bracing of the shipment on the car is supervised by the car department. Any special bracing required to make the car safe for movement is paid for by the shipper.

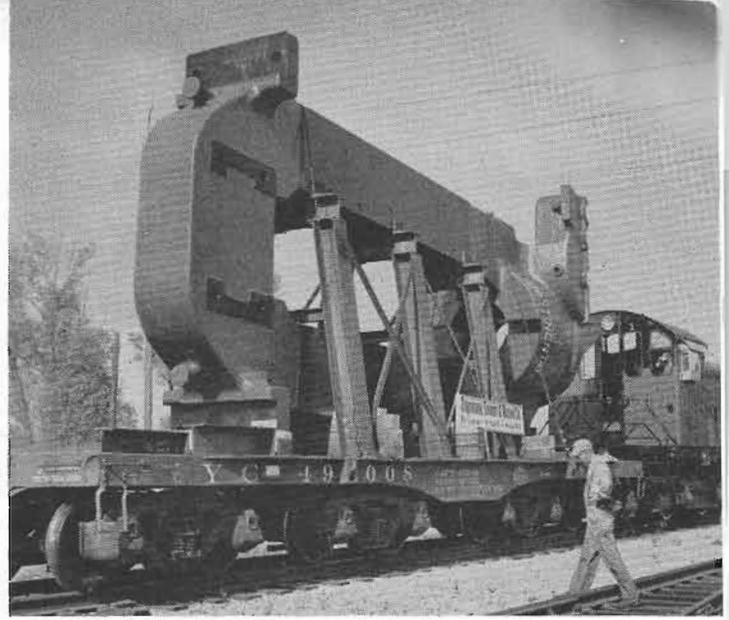
The transportation department maps out a route and checks all clearances with the assistance of the engineering department. It will probably be news to many readers that there is no need to go any farther than a small library in the engineering department to get this infor-

(Continued on page 10)

Back Cover

THE Rondout Patrol eases its way out of Muskego yard in Milwaukee on Mondays, Wednesdays and Fridays, often with "dimension" loads. One day last summer Fireman Joe May looked back and saw the picture appearing on the back cover of this issue. Fortunately, he had a camera with him. The tank was moving from the A. O. Smith Corporation's plant in Milwaukee to its plant in Houston, Tex., going as far as Kansas City on the Milwaukee. The load carried Restrictions A, D and G. Roughly translated, this meant: "Hold down to 25 m.p.h., move by daylight only, and don't meet or pass on curves; be careful when going alongside the C&NW tracks at Clinton, Ia., because of 'restricted track centers,' and take it easy under the water spout on the tank at Laredo, Mo. Make sure it is all the way up!"

Right: This 450,000-pound casting, thought to be the heaviest shipment ever loaded on a single freight car, is shown as it was being switched into the plant of the Aluminum Company of America, at Bettendorf, Ia. With a gross weight of 555,000 pounds and a height of 20 feet, the load was shipped by the Continental Foundry & Machine Company, East Chicago, Ind.

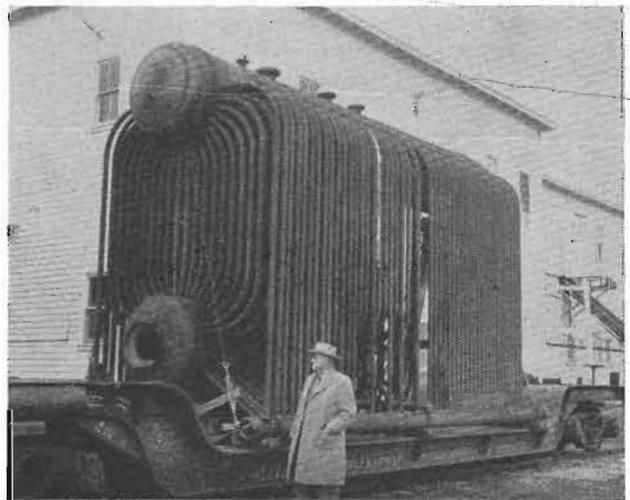


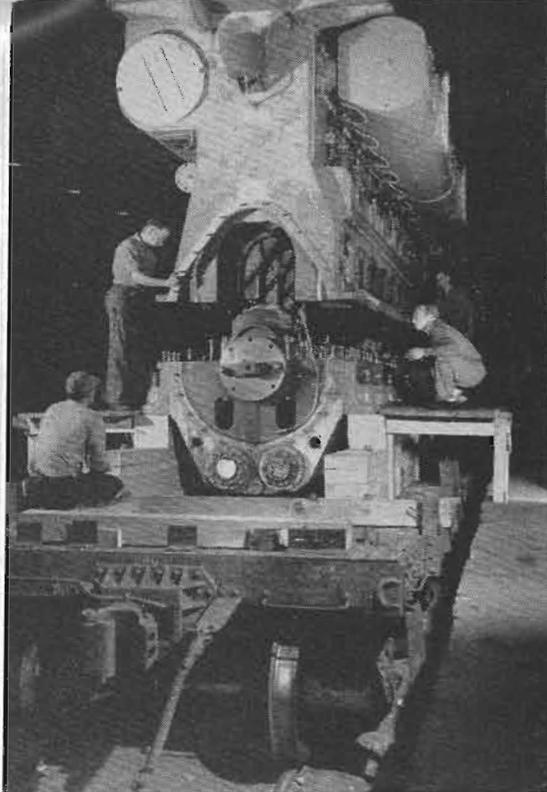
Below: People in Illinois, Iowa and South Dakota who witnessed the daylight-only movement of these bridge girders last spring saw an outstanding demonstration of service which only the railroads can perform. The girders, 120 feet long and each occupying two cars and part of an idler car, moved from Gary, Ind., to Chamberlain, S. D., where they became part of The Milwaukee Road's new bridge over the Missouri River. Altogether, the railroad moved 50 of these girders, each weighing 47 tons.

Bottom, left: Switchman E. L. Lynch, Winona, Minn., sizes up a job. The electric transformer reached Winona via a circuitous route. Property of the Public Service Company of Indiana, it was routed via the Nickel Plate from Kokomo, Ind., to Peoria, Ill.; over the Burlington to Savanna, Ill.; over the Milwaukee to Winona; from there to Watertown, Wis., via the C&NW, where it was returned to the Milwaukee for delivery to the Allis Chalmers plant at West Allis, Wis.



Below: This boiler, largest ever shipped in one piece, is shown at Brownsville, Wis., near Fond du Lac, following a 2,000-mile journey via a tunnel-less coast route from Florida. Part of the bracing was welded to the steel deck of the depressed flat car. Before the car was unloaded, the railroad had completed arrangements for rushing the car to Spokane, Wash., where another load awaited it.





The loading of excessive dimension shipments is a major project. Here the top portion of a diesel engine is being lowered onto the base section which has already been braced and carefully secured on the flat car. The engine is one of several built by Fairbanks, Morse & Co. at Beloit, Wis., for the Corps of Engineers, U. S. Army at the Air Force Base at Limestone, Maine, and which moved part way over the Milwaukee.

mation. The library consists of scores of loose-leaf books which give exact clearances at every critical point on the railroad. The information is in the form of graphs showing a profile of the size and shape of load which can be accommodated at that particular point.

Destination of the shipment may require delivery to another railroad. In that case, after having made sure of clearances on our own line, the transportation department contacts the other railroad, which the shipper usually designates, advises it of the size and weight of the shipment and requests clearance. If the other railroad cannot take the load, our transportation people so advise the shipper. Another railroad is then approached. This procedure is followed until the route is complete to destination.

Our engineering department meanwhile has checked to make sure all bridges along the route will take the load. If the shipment is extremely heavy, the track department may be consulted. When the check is complete, an excessive dimension load card is issued and tacked to the car, giving the dimensions, routing and enumerating the restrictions which must be followed. During the en-



The transportation department has a code number for this sort of maneuver, but as a matter of practical railroading it was a job of easing a high and wide load past the water tank and under the water spout at Tyndall, S. D. The load was en route to Lake Andes, S. D., for use in construction of the Fort Randall Dam.

tire movement of the car many eyes are on it, including those of the chief dispatcher, whose cooperation is essential.

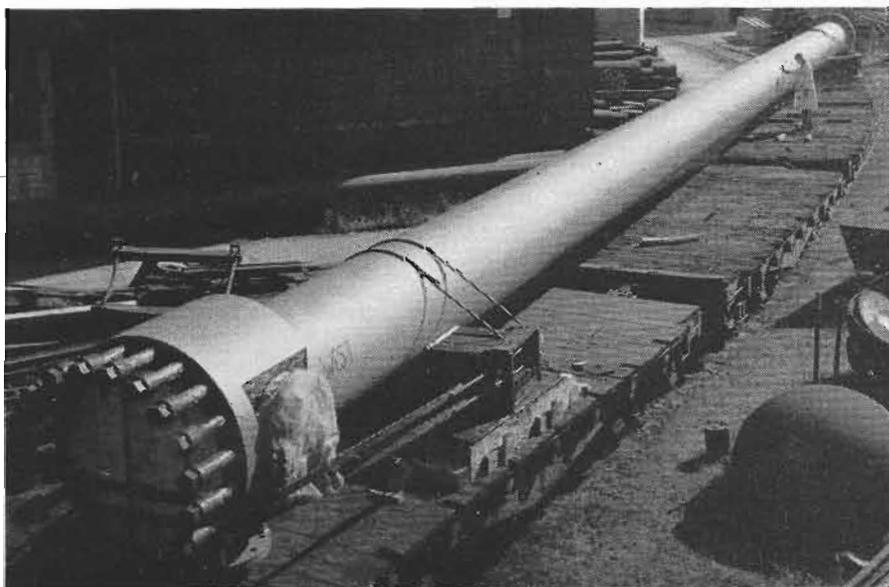
Restrictions generally refer to speeds, passing other trains or cars, traversing curves and daytime movement. Sometimes there'll be special ones like requiring the spout of the water tank at a certain town to be lifted while the train is passing.

Excessive dimension or weight loads are not always on a single car. Sometimes several cars are used. If the exces-

sive dimension happens to be length, idler cars are coupled into the train to protect the overhang.

E. E. Burch, bridge engineer, says our railroad ranks with the best in physical characteristics for handling this giant size traffic. But it takes more than a seasoned roadbed, heavy rail, adequate bridges and generally good clearances. The Milwaukee's fine record would not be possible were it not for the skill, experience and care that all concerned apply to every job.

This 125-foot section of a pressure vessel which recently moved out of the A. O. Smith plant in Milwaukee for shipment to Tullahoma, Tenn., indicates the lateral clearance problem created by extremely long loads, even when the load itself is relatively narrow. On curves the idler cars swing out, creating the need for plenty of room.



West Allis Agent Knows "Dimension" Loads

HERBERT WITT, Milwaukee Road agent in the Milwaukee suburban city of West Allis, Wis., was quoted as an authority on excess dimension railroad shipments in a recent article carried in the West Allis Star. The article was one of a series featuring principal West Allis industries.

With a staff of two clerks and himself, the paper stated, Mr. Witt guides the movement of some of the largest freight in the world.

Mr. Witt was quoted as saying that the largest dimension and the most dimension loads come from this city. "Dimension is width, height, length and



Herbert Witt, the Milwaukee's well-known freight agent in West Allis, Wis. (Photo courtesy West Allis Star)

weight", he explained. "West Allis makes the biggest and best things that industry is capable of producing."

He pointed out that most of the bulk coming into Milwaukee Road freight yards in his city is for the construction of things. Coal, coke, steel, gas, oil, propane, lumber and a hundred and one other items arrive there to help manufacture some product out of raw materials. The results are to be found all over the world. "You can go anywhere and find equipment made by a West Allis firm," Mr. Witt said.

In 1952 The Milwaukee Road handled 3,748 inbound loads from all over the United States into West Allis. During the same year, 2,977 loads of manufactured products left the Road's freight yards.

February, 1954

Westinghouse Air Brake Wins Advertising Managers' Award

C. C. Dilley, advertising manager of The Milwaukee Road and outgoing president of the Association of Railroad Advertising Managers (left), presents the first-place award, a bronze plaque, to W. Lyle Richeson, vice president of the Westinghouse Air Brake Company.



AT THE annual meeting of the Association of Railroad Advertising Managers in New Orleans last month, the Westinghouse Air Brake Company was named the winner of the association's third annual institutional competition. The award was made for a colored motion picture, "At This Moment", a story of modern railroad progress, and for the company's 1953 institutional advertising campaign. C. C. Dilley, advertising manager of The Milwaukee Road and president of the association in 1953, served on the board of judges which selected the winners.

The Association of Railroad Advertising Managers, which is 30 years old and made up of ad managers of the major railroads in the United States, Canada and Mexico, sponsors the competition to encourage advertising that will create a better public understanding of the railroads' importance to the country's economy.

In accepting the award, W. Lyle Richeson, vice president of Westinghouse Air Brake, said that one of the few unchanged characteristics of the railroad industry is that it is still the one

true common carrier.

The award was especially gratifying, Mr. Richeson said, because the motion picture, "At This Moment", is neither a commercial film nor an advertisement, but was made for the sole purpose of emphasizing to the American public the railroads' indispensable role in sustaining and enriching the country's economy. It is scheduled to be shown on television and to schools, clubs and other organizations throughout the country.

Dividend Declared on Series A Preferred Stock

At a meeting of the board of directors of The Milwaukee Road on Feb. 10, a dividend of \$5 per share on the Series A preferred stock of the company was declared out of the 1953 earnings, payable Mar. 12, to holders of record at the close of business Feb. 20.

It was further announced that consideration would be given at the meeting of the board of directors to be held Mar. 10, in respect to a dividend on the common stock of the company.

Notice—Members of the Veteran Employes' Association

THE 21st reunion of the Veteran Employes' Association will be held in Milwaukee, Wis., on Wednesday and Thursday, Sept. 1 and 2, 1954. Headquarters will be the Hotel Schroeder. Watch this magazine for further notices.

REMINDER: Please pay your 1954 dues now, forwarding them to the secretary-treasurer, Florence M. Walsh, Room 862 Union Station, Chicago 6, Ill.

Now They Travel

by Gregor Ziemer

MENTION the word "blind" in any average company and into the minds of those within listening distance may come the image of a poor staggering individual with a white stick, groping his way across a street and stopping all traffic; or a genius sitting at the piano playing a haunting melody; or a blind man rattling a cup; or, most probable of all, into the minds of the listeners will come the image of a man or woman or even a child sitting immobile in a chair—just sitting in eternal darkness.

Those impressions about the blind are about as much a misrepresentation of modern conditions as if Old Number 1 were hitched to the Morning Hiawatha waiting to pull out of Union Station in Chicago.

Today the more than 260,000 totally blind in the United States, and the more than two million partially blind are mobile . . . More and more they are leading normal lives . . . More and more they travel.

And more and more they bless the railroads of the nation, including The Milwaukee Road, for their cooperation.

Yes, maintaining their tradition of

Annette Dinsmore, consultant for the deaf-blind at the American Foundation for the Blind, New York City, and her guide dog, Betsie, leaving for a railway trip. The Milwaukee Road permits blind persons to be accompanied by guide dogs.



A blind traveler and guide exchange an American Foundation for the Blind coupon for a railway ticket. The coupon enables a blind person and companion to travel for the price of one.



service, the nation's roads are cooperating with the American Foundation for the Blind to enable thousands of blind persons who might otherwise be deprived of the joys of travel, to move about for business and pleasure.

The blind love to travel. It gives them a feeling of freedom that they cherish more than the average sighted person would understand.

Of course, when it comes to short trips around their own neighborhood and their own town and city the blind have learned to rely on their technique with the stick, or their guide dogs. Anyone who has ever seen a blind person stride down a street behind his alert guide dog must have caught some of that feeling of freedom which movement gives to those who are deprived of eyes which can roam at will.

But longer trips which take the blind to strange cities become a bit of a problem unless the blind person has a companion of some sort. And it is here that the cooperation of the railroads and the American Foundation comes into fruition.

Railroads, including The Milwaukee Road, let the blind person and his companion travel on one ticket.

It all goes back to an amendment of the Interstate Commerce Act, 1927, permitting railways and buses to make a reduction of one fare for two people. The law is merely permissive, but most railways grant the right. On the railways west of Chicago, St. Louis and on the Lower Mississippi River, including The Milwaukee Road, the one-fare-for-two concession applies to the first-class, coach and tourist rate.

In the New England States the one-fare concession applies to either first-

class or coach; in the Southern Passenger Association territory the concession applies only to the first-class fare; this is also true of the Trunk Line Association territory north of the Potomac and Ohio.

This is how it works: Legally blind persons who have a certificate from their doctor that their vision is 20/200 or below, are issued coupon books by the American Foundation for the Blind, 15 West 16th Street, New York. These coupon books can be taken to any railway ticket window and exchanged for tickets—two tickets for the price of one.

In 1937 the Act was amended again to allow guide dogs to travel with their masters without additional charge, thus helping more blind people to travel. Several cases are known where the blind owner of a dog prefers to travel with the dog rather than a companion.

Yes, the more than 260,000 blind citizens in our land are becoming railway fans. And the friendly understanding offered them by railroads like The Milwaukee Road is helping to bring that release from the armchair which the blind hate as much as any other normal person.

• GREGOR ZIEMER, author of the accompanying article, is director of public education for the American Foundation for the Blind, Inc., 15 West 16th Street, New York 11, N. Y. Mr. Ziemer states that anyone interested may obtain further information by writing to the American Foundation for a pamphlet entitled "Travel Concessions for the Blind."



Scoutmaster O. E. Glass (left) supervises "his boys" in a demonstration of various phases of work for the railroad merit badge. From left: Patrol Leader Bill Kraemer, Scouts Carlyle Hoskings and Alan Mittelstaedt, Senior Patrol Leader Lee Zimmerman, and Scouts Gary Glass, John Lichtenberg and Bruce Vandre. (Clair J. Wilson photo)

Railroad Merit Badge Theme of Scout Display

A MODEL railroad complete with water-fall, tunnel, classification yard, freight trains and switch engines was the center of attraction at the Scout-O-Rama held in the Milwaukee Auditorium last month to demonstrate the ideals and skills of Scouting. Some 42,000 persons viewed the exhibit, which was based on the brand new Scout merit badge—Railroad-ing.

The need for the railroad merit badge was recognized by national headquarters of the Boy Scouts of America early in 1953, and the requirements were worked out in cooperation with the National Model Railroad Association. In quest of the prize, many youngsters have developed an interest in railroads and rail-roading previously unknown to them. The badge itself is a circle showing a passenger train whose locomotive resembles the Milwaukee Road's original Hiawatha steam engines.

One of the authors of the movement to adopt the railroad merit badge was O. E. Glass, assistant ticket agent in the Union Station at Milwaukee. Mr. Glass, who has 20 years of service with the Road and was recently elected vice president of the Wisconsin Passenger Club for 1954, has been a Scout leader for four years. At present he is scoutmaster

of Troop 20, sponsored by the Evangelical Lutheran Church of the Resurrection, whose unique railroad display won a blue ribbon at the Scout-O-Rama. His son Gary, 11, is a second class Scout in the troop and also troop bugler.

Some 10,000 Milwaukee County Scouts took part in the show at the auditorium, and about 300 booths were set up to demonstrate their various skills. The double booth occupied by Troop 20 was a workshop alive with active boys, flashing lights, bells and warning whistles. One of the booths contained the miniature railroad, the other a panoramic display of the history of rail transportation, from the De Witt Clinton, the Tom Thumb and the C. P. Huntington, right up to a modern Fairbanks-Morse diesel. Another table provided space for the Scouts to work on various models and to make miniature railroad crossing signs to distribute as souvenirs. In the background, a map of the United States and a large poster stating the requirements for the railroad merit badge were surrounded by the trademarks of the country's leading railroads.

Occupying the keystone position in the exhibit was an authentic Mars light like those on the observation cars of the Milwaukee Road Olympian Hiawathas. Also

prominently displayed were two old-fashioned marker lights wired for electricity. The entrance to the booth was guarded by two nine-foot crossing gates, with blinking red lights, which the Scouts made as part of their project.

An idea of the fascination which the new merit badge holds for American youth may be judged by the fact that last September Troop 20 had 11 members. In January, when it was registered for the Scout-O-Rama, the membership was around 30.

YOU CAN'T WIN!

A man's life is full of contradictions. He comes into the world without his consent. He goes out of it against his will. The trip between is governed by the rule of contraries. When he is little the big girls kiss him. When he is big the little girls kiss him. If he is poor, he is a bad manager. If he is rich, he is dishonest. If he is prosperous, everyone wants to do him a favor. If he needs credit, he can't get it. If he doesn't give to charity, he is a stingy cuss. If he does, it's for show. If he is actively religious, he is a hypocrite. If he takes no interest in religion, he is a hardened sinner. If he gives affection, he is a soft specimen. If he cares for no one, he is cold-blooded. If he dies young, there was a great future for him. If he lived to an old age, he missed his calling. If he doesn't get money, he is a bum. If he does, he is a grafter. If he spends money he is a loafer. If he saves it, he's a tight-wad.

appointments

Engineering Department

Effective Feb. 1, 1954:

D. L. Wylie is appointed communications engineer with headquarters in Chicago. Mr. Wylie majored in radio communication at the University of Washington and while in the Army from 1943 to 1946 attended the Harvard and the M.I.T. radar schools. From 1946 to 1949 he was assistant system telephone and telegraph engineer for the Union Pacific, and most recently chief of the electronics and communication design group for the Bonneville Power Administration at Portland, Ore.

Traffic Department

Effective Feb. 1, 1954:

C. P. Cassidy is appointed division freight and passenger agent at Des Moines, Ia., succeeding H. H. Jacobs. Mr. Cassidy, who started with the Road at Mitchell, S. D., in 1920, has been city freight agent and also traveling freight agent at Minneapolis, and division freight and passenger agent at Terre Haute and most recently at Mason City. H. H. Jacobs is appointed division

freight and passenger agent at Mason City, succeeding C. P. Cassidy. Starting in 1923 in the traffic department at Des Moines, Mr. Jacobs was city freight agent there and subsequently traveling freight and passenger agent. He has been division freight and passenger agent at Des Moines since August, 1950.

W. J. Kohl, Jr., is appointed traveling passenger agent at Seattle, succeeding W. F. Roark, who retired after 38 years of service. Mr. Kohl, who started at Minneapolis in 1936, has been passenger agent at Seattle and, since August, 1950, city passenger agent there.

W. E. Thorpe is appointed city passenger agent at Seattle, succeeding W. J. Kohl, Jr. Mr. Thorpe started with the Road in Spokane in 1944 and was formerly passenger agent in Seattle.

F. J. Foerster is appointed passenger agent, Seattle, succeeding W. E. Thorpe. Mr. Foerster started in the Road's reservation bureau in Seattle in 1946. He has been ticket salesman since July, 1947.

Effective Feb. 16, 1954:

H. A. Robinson is appointed city freight agent at Seattle, succeeding K. D.

Nelson, resigned. Mr. Robinson, who has been with the Road since 1950, has served as chief clerk in the general agent's office in Seattle since 1952.

S. F. Martin is appointed city freight agent at Milwaukee, succeeding A. E. Stulich, resigned. Mr. Martin, who has been with the Road since 1920, was most recently chief clerk in the Fowler Street freight office in Milwaukee.

Finance and Accounting Department

Effective Feb. 1, 1954:



P. F. Jacobsen

P. F. Jacobsen is appointed chief station accountant of the central station accounting bureau, Fullerton Avenue, Chicago, succeeding J. F. Hogan, retired. Mr. Jacobsen started with the Road in the audi-

tor of expenditure's office in 1917 and transferred to the auditor of station ac-

how are we doing?

	DECEMBER		TWELVE MONTHS	
	1953	1952	1953	1952
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$22,764,705	\$24,302,835	\$263,583,565	\$271,816,666
PAID OUT IN WAGES.....				
PER DOLLAR RECEIVED (CENTS).....	(45.3)	(44.8)	(49.3)	(49.7)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	577,800	610,951	7,441,326	7,696,578
PER DOLLAR RECEIVED (CENTS).....	(2.5)	(2.5)	(2.8)	(2.8)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest....	8,275,359	9,242,823	116,207,015	117,814,681
PER DOLLAR RECEIVED (CENTS).....	(36.4)	(38.0)	(44.1)	(43.3)
NET INCOME.....	3,602,695	3,551,939	10,013,018	11,262,693
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	103,895	123,242	1,482,561	1,547,583
Decrease 1953 under 1952.....	19,347		65,022	

counts force in 1918. He has been bureau head of station accounts since March, 1930.

H. E. Mohr is appointed bureau head of station accounts, auditor of station accounts and overcharge claims office, Fullerton Avenue, Chicago, succeeding P. F. Jacobsen. Mr. Mohr started in 1910 in the freight auditor's office, Chicago, and transferred to the auditor of station accounts office in 1917, where he has most recently been in charge of agents' uncollected accounts.

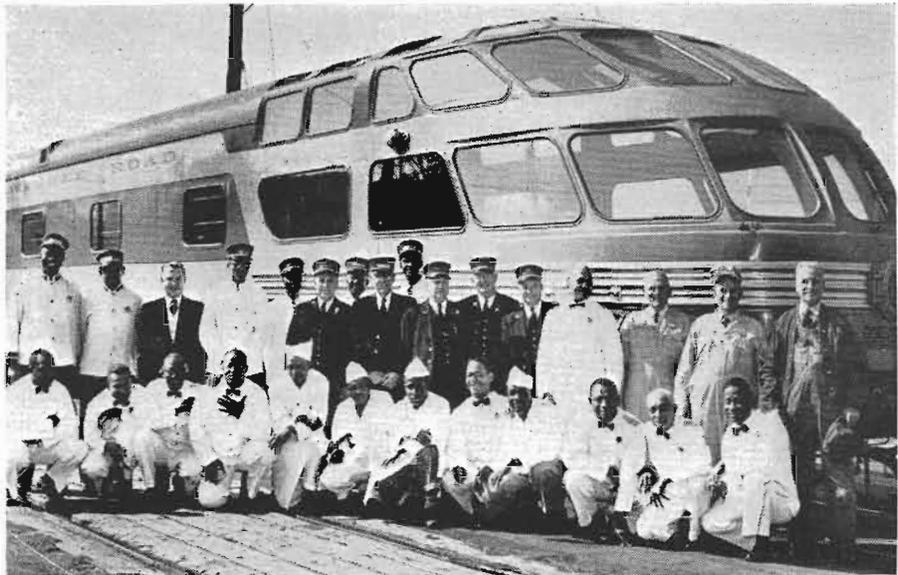
Retirement Incomes Higher In 1953

RETIREMENT annuities were awarded to some 35,600 railroad employes in 1953, according to the Railroad Retirement Board. The average annuity was \$104 a month, or about \$28 more than the average before the 1951 amendments to the Railroad Retirement Act increased the scale.

Employes who retired on account of disability received, on the average, \$96; those who retired after 65, \$107. About 13 per cent of the annuities were for \$140 or more, and 38 per cent for \$120 or more.

The average amount of all annuities being paid at the end of 1953 was higher than ever before. The 282,000 retired employes on the rolls at that time were receiving an average of \$96 a month, as compared with \$83 at the end of 1950. Roughly, one out of every 10 was receiving \$140 or more, and one out of four, \$120 or more.

Because of wives' annuities, which first became payable in November, 1951, the family incomes of retired employes have risen more than these figures indicate. In December, 1953, some 95,000 wives of retired employes were drawing annuities averaging \$36 per month, which is only about \$4 below the maximum payable. These annuities raised the family incomes of all annuitants to an average of \$108 at the end of 1953.



How Many Men Make a Crew?

THE atmosphere of luxurious relaxation which is one of the delightful features of traveling on the Olympian Hiawathia has been likened to that of a small first class hotel—beautiful appointments, comfortable beds, plenty of fresh linen, the services of a well trained staff. It's doubtful, though, if even the most seasoned traveler realizes that to provide these features it must also be staffed like a hotel. That behind the scenes, insuring the comfort and safety of the 300 or 400 passengers carried on a transcontinental trip, is a crew of almost 30 men.

The picture here, for example, shows the full complement of one such crew recently assigned to No. 16 as it left Tacoma. Kneeling, left to right: C. L. Workman, buffet attendant; L. Russell, assistant buffet attendant; R. Green, Super Dome waiter; W. Johnson, dining car waiter; R. Jackson, chef; L. Barber, second cook; A. Davis, fourth cook; K. Shields, dining car waiter; E. Freightman, third cook; J. Jordan, diner pantryman; and W. C. Miller and L. Lewis, dining car waiters. Mr. John-

son is from Indianapolis, the others from Chicago. Standing, from left, J. T. Pullum, #1 coach porter; V. Vealey, #2 coach porter; E. G. Klemz, dining car steward; J. Hurd, Touralux porter; C. B. Porter, Touralux porter; P. Basil, Touralux conductor; P. Vernon, Pullman porter, the foregoing all of Chicago; E. H. Krause, Pullman conductor, Milwaukee; J. Foster, Pullman porter, Chicago; A. C. Tucker, train conductor, Tacoma; R. W. Owens and F. H. Lansdell, trainmen, Tacoma; U. Radcliffe, dining car waiter, Chicago; L. Bourdlaies, baggageman, Tacoma; J. A. Johnson, fireman, Tacoma; and Sam Winn, engineer, Tacoma.

TRANSPORTATION THOUGHTS

THE times have changed but the rules haven't—the ghost of the past lives on in the type of regulation imposed on the railroads. At the time the Interstate Commerce Commission was established the rails had a virtual monopoly of commercial land transportation. The monopoly vanished long ago, and today the railroads are in direct competition with trucks, airplanes, buses, pipelines, waterways—and even the family automobile. But regulatory laws and policies and interpretations that were designed to deal with a monopoly that no longer exists are still in force.

The result is that the railroads cannot promptly adjust their prices, either up or down, to compensate for changes in operating costs or to meet competition. They cannot compete for business on a basis of equality with other carriers of passengers and freight. They cannot even abandon services for which there is no longer any public demand or necessity and which are operated at heavy losses.

Prescott (Ariz.) Evening Courier

The Railroad Hour

THE 283rd Railroad Hour program presented on Mar. 1 by the American railroads will feature "The Great Waltz," with Gordon MacRae and guest star Dorothy Kirsten of the Metropolitan. Set in gay Vienna, Johann Strauss' operetta is the story of his own life as "The Waltz King" of Europe. The next shows are:

- Mar. 8—The Red Mill, with Eileen Farrell
- Mar. 15—The Minstrel Boy, with Dorothy Kirsten
- Mar. 22—Irene, with Elaine Malbin

President Kiley Defends Per Diem Rate

President J. P. Kiley spoke out in defense of the current per diem rate of \$2.40 for the rental of foreign line freight cars in hearings before the Interstate Commerce Commission last month.

There will not be an adequate supply of freight cars, he said, until railroads "continuously maintain freight car rental on a basis that is fully compensatory" to car owners. He recalled that in 1949 the inadequate level of the per diem rate (it was then \$1.50) was largely responsible for the cancellations by the Milwaukee of an authorization to construct 1,830 freight cars. Mr. Kiley added that he thought neither the railroad industry nor the shipping public can expect the national car supply to be maintained on an adequate level as long as it remains cheaper to rent a freight car than to pur-

chase and own it. "I think," he added, "that the relationship between car supply and car rental arises from that simple fact."

Wisconsin Dells Given to State University Foundation

THE OWNERSHIP of a large part of the Wisconsin Dells, scenic vacation spot on the Milwaukee Road's main line in Wisconsin, was transferred by the owners last month to the Wisconsin Alumni Research Foundation for the benefit of the University of Wisconsin. The transfer involves more than 1,000 acres, including the Crandall Hotel and the Dells Boat Company. George I. Haight, a former trustee of The Milwaukee Road, is the foundation's president.

The Wisconsin Dells owes its de-

velopment as a tourist attraction to the late George Humphrey Crandall, who was a Milwaukee Road telegrapher at the Dells in the '90s when the station was known as Kilbourn City. Since his death in 1938 the extensive property has been owned by his heirs, Mr. and Mrs. Howard Musson and Doctor and Mrs. Ralph Connor. Under the new ownership the property will be operated by the Fred Harvey system.

A Smile, a Voice Make Friends

MANY of the Road's older employees recall Guy E. Sampson, former train director in the Chicago terminals, as one of the Milwaukee Road Magazine's first correspondents and a prolific contributor of feature articles. Now in his 17th year of retirement, Mr. Sampson writes from Banning, Calif., that he is still reading the Magazine from "kiver to kiver."

"I was much interested in the article, 'Your Voicé Is You', in the January issue," he wrote. "When I was a train director at Bensenville we had many wonderful telephone girls on the job, but, in my opinion, the most agreeable voice was that of Mrs. Marie Mueller who held forth at the Western Avenue office. In writing up the terminals news for the Magazine, whenever I had something to say about Mrs. Mueller I always referred to her as 'our silver-toned operator', which I thought was a fitting title. Since she told me, when I was in Chicago in 1950, that she hoped to work for many years yet, I am sure she is still somewhere on the job. [Mrs. Mueller is now chief switchboard operator in the Fullerton Avenue office building, Chicago.—Editor]

"Yes, just as a smile makes friends, so does a pleasant voice. I find that out more and more every day as I meet new people. That's one of the reasons why I am enjoying my retirement."

Live Load

Forty cats and six monkeys made up the weird party of travelers who entrained last month at the Milwaukee Road station in Morton Grove, Ill., for a trip to Bethesda, Md. The strange cronies were the principal characters in a long-term scientific experiment on spinal cord regeneration being carried on by the Baxter Laboratories at Morton Grove and the National Institutes of Health. A double-length railway express car was outfitted as a mobile laboratory for the trip, and two scientists rode with the animals.

Rail oddities

A CENTURY AGO, ON A SANDY WASTE ALONG THE NEW JERSEY COAST, A WORLD-FAMOUS SEASIDE RESORT—NOW VISITED BY 16 MILLION PEOPLE ANNUALLY—WAS FOUNDED BY RAILROAD MEN.

THEY LAID OUT ITS STREETS; PLANNED ITS DEVELOPMENT; RAISED THE CAPITAL; BUILT TWO RAILROADS TO THE PLACE.

A TRAIN CONDUCTOR, ALEX BOARDMAN, CONCEIVED THE IDEA OF LAYING BOARDS ALONG THE BEACH BECAUSE PEOPLE TRACKED SO MUCH SAND INTO THE HOTELS AND THE RAILROAD COACHES—"BOARDMAN'S WALK", ATLANTIC CITY'S FABULOUS BOARDWALK.



ASSOCIATION OF AMERICAN RAILROADS 753

QUIZ



test your knowledge of
railroads and railroading

(Answers on page 35)

1. How many axles are there in a standard box car—four, six, or eight?
2. In model railroading, how many different gauges of track are known to be used—one, three, or five?
3. In railway accounting and statistics, what do the initials N.O.S. stand for—non-operating statistics, not otherwise specified, or not on schedule?
4. What is a prepay station—a station to which freight shipments must be prepaid, a station from which prepaid freight is forwarded, or any agency freight station?
5. Are railway post office cars equipped with windows?
6. Which of these markings denotes a private car line—KCS, RDG, or FGEX.
7. What is a joint rate—a freight rate which is shared by two or more railroads, a passenger rate which provides for a return trip, or an agreed rate of rental for a track or facility used by two or more railroads?
8. What is a trunk line—any main line railroad providing public transportation service, or a railroad operating over an extensive territory?
9. Does the term "trailing load" refer to the weight of cars drawn by a locomotive, the weight of cars and contents so drawn, or the weight of the contents only?
10. How many freight classification territories are there in the United States—three, six, or nine?

EXECUTIVE HOURS

The average executive office week runs between 45 and 48 hours. Most executives arrive at the office between 8:00 and 9:00 A.M., and leave about 5:30 or 6:00 P.M. At this point the executive is past the halfway mark; the work night has begun. On the average he will work four nights out of five. One night he will be booked for business entertaining—more, probably, if he's a president. Another night he will probably spend at the office, or in a lengthy conference somewhere else . . . all in all, some 57 to 60 hours. And this evidently is a minimum; come convention time, a trip, a company emergency, and the week can easily go to 70 or 80 hours.

—from "How Hard Do Executives Work", Fortune Magazine

Eight Milwaukee Road Engineers To Address A.R.E.A.

EIGHT Milwaukee Road engineers will address the American Railway Engineering Association during the annual meeting of the association to be held in the Palmer House, Chicago, on Mar. 16, 17 and 18. The Milwaukee Road has 88 members in the group. The A.R.E.A., which functions as the construction and maintenance section, engineering division, of the Association of American Railroads, has for more than 50 years been the outstanding group in the field of engineering as related to the fixed properties of the railroads. This includes tracks, bridges, buildings, water service facilities, yards and terminals.

Twenty-three standing and special committees, with a total of more than 1,100 specialist members, report on these phases of railroading each year. They also direct the engineering research work of the engineering division of the A.A.R., which for 1954 will involve more than 30 separate projects and an expenditure in excess of \$350,000.

Following is a list of the engineers who will address the meeting:

H. B. Christianson, special engineer, is a director of the association and chairman of the committee on continuous welded rail. He will present four reports.

C. L. Waterbury, assistant engineer, will present a report on developments in the treatment of water by the ion-exchange method.

S. E. Kvenberg, assistant engineer, will present a report on specifications for application of asbestos-cement siding, shingles and clapboards.

I. V. Wiley, assistant engineer, will present a report on the form of agreement covering subsurface rights to mine under railway carrier property.

R. J. Smith, supervisor of motor cars, will present a report on highway-railway vehicles.

S. M. Dahl, assistant division engineer, will present a report on clearance

allowances to provide for the vertical and horizontal movements of equipment due to lateral plan, wear and spring deflection.

G. A. Kellow, special representative to vice president, will present reports on matters relating to maintenance of way labor and on the preparation of booklets for distribution to educational groups designed to stimulate interest in the opportunities afforded by a railroad engineering career.

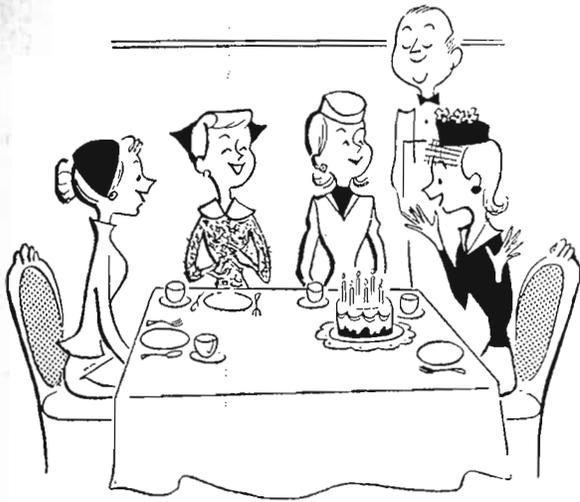
W. M. Ludolph, assistant engineer, will present a report on office and drafting practices.

Humor on the Rails

Undoubtedly the all-time record for making people laugh goes to Thomas W. Jackson, who started in life as a call boy for the old Houston & Texas Central Railroad before the turn of the century and moved up to passenger brakeman on the old OR&N (now part of the Union Pacific). "You ought to write a book", passengers used to tell Jackson whose fund of railroad stories, tall tales and drummers' jokes kept them rolling in the aisles on his run between Texarkana and Little Rock. After much deliberation he heeded their advice and—shades of Weber and Fields—found himself the author of a best seller. Since it first boomed to popularity in 1904, demands for his "On a Slow Train Through Arkansas" have piled up a total of 7,000,000. All told, Jackson put together 21 joke books (other favorites, "Through Missouri on a Mule" and "I'm From Texas, You Can't Steer Me!") which have sold more than 16 million copies.



"About that perishable freight I was hauling . . ."



Today, with 20 million American women employed in some form of industry, most women intuitively understand the importance of courtesy in business. This article is from "Keys to Etiquette for the Business Girl," a booklet designed as a guide to everyday good business manners, and is quoted with the permission of the publisher, the Dartnell Corporation, Chicago, Ill.

Tricks with Shirts

EVERY man knows that shirts laundered at home last much longer than those trusted to a commercial laundry. But it takes practice to get that professional look in a home-ironed shirt. One of the tricks is proper sprinkling.

The first step in the art of sprinkling is to use warm water in a bottle with a perforated top—a "coke" bottle with a dime-store metal sprinkling cap will do. Smooth each shirt out flat on a table, front side up, and sprinkle both sides of the front lightly and evenly. Then lay sleeves across the front of the shirt and sprinkle. Turn back cuffs and sprinkle on one side only. Fold yoke almost half-way over front of shirt, turn collar back over yoke and sprinkle. The yoke will absorb enough moisture from the rest of the shirt to iron well. Then turn bottom part of the shirt up and over the folded yoke and sprinkle.

Roll shirt from the side, using a semi-fold motion. Do not knead the shirt as you roll it; that will cause more wrinkles, and the more wrinkles you remove before you begin ironing, the easier the ironing will be.

Place sprinkled and rolled shirts side by side on a plastic or rubber sheet or in a sprinkling bag, to help distribute moisture evenly, and wrap them up. They will be ready for ironing in about two hours. (*General Electric Consumers Institute*)

The Business Woman after Hours

EVEN when you are away from the office, you still represent your company. People whom you meet socially often ask, "Where do you work?" The query is a good conversation opener.

Most people enjoy "talking shop." When their work is probably the subject they know the most about, why shouldn't they? You may have an unusual job and enjoy explaining it to others. Certainly there is no taboo against shoptalk, as long as you do not discuss personal matters or business secrets. (Blurting out business secrets will mark you as indiscreet and people will think twice before they tell you anything.)

Talk about your company . . . if you are sure of the facts. But don't be a one-track person; be able to talk about other matters of interest and to discuss them intelligently.

While being informed about your company and being able to present it in a good light to your listeners are commendable traits, beware of going overboard as a self-appointed ambassador

of good will . . . Too often, unfortunately, a woman who is completely wrapped up in her work makes an uninteresting package. Forgetting about work for a while, paradoxically, lets you tackle it with a fresh viewpoint and cuts problems down to their true size.

Although a man may gain a reputation for being ambitious by carrying a briefcase home each night, a woman who regularly carries her work home is regarded in a different light. She either looks like a martyr or she is accused of mismanaging her time. If you can't finish your work in eight hours, reorganize your time and simplify your methods. A successful businesswoman revealed her philosophy for mastering a tough job without letting it overshadow her leisure time: "When I work, I work steadily, but when I leave the office, I leave my problems there, too. After an evening of recreation or relaxation, the problems seem much easier to solve than if I had mentally wrestled with them all night."

FASHIONED FOR SPRING: This month's needlecraft feature is for budget-conscious homemakers who are beginning to plan their spring wardrobes. Since handbags are still among the more expensive accessories, this gala bag is a real economy. Make it of left-over upholstery fabric, drapery material or of cloth to match your coat. The jewelled pillbox is the latest hat silhouette. Crochet it in a pastel color and trim with pearls and a pearl drop (use that one lone earring) for glamour. Instruction leaflets for making GALA BAG and JEWELLED PILLBOX may be had by writing to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.





dessert ideas with sour cream

IF YOU have never explored the possibilities of sour cream for interesting desserts, try it just once. It makes some of the finest party dishes it is possible to serve.

For example, wafer-thin pancakes in the Continental style are a real delight. Many Europeans eat these pancakes with lemon juice and sugar, but try them as they are served in Sweden with jelly or preserves and sour cream.

Swedish Pancakes

1½ cups sifted enriched flour
½ tsp. salt
1 tbsp. sugar
3 eggs, well beaten
3 cups milk
3 tbsps. melted butter or margarine
¼ cup grated lemon peel
½ cup sugar

Mix and sift flour, salt and 1 tablespoon sugar. Combine eggs, milk and melted butter; add to flour mixture; stir until smooth (batter will be very thin). Bake on hot griddle, using ½ cup of batter to make each large pancake, 8 to 9 inches in diameter. Combine lemon peel and remaining sugar; sprinkle about 1½ tablespoons on each pancake as it is finished. Roll up; keep warm in slow oven, 250 F., until all pancakes are finished. Serve with sour cream and preserves. Makes about eight pancakes.

What could be more fitting for a hearty winter-time dessert than that old favorite, apple pie. Teamed with a good cup of hot coffee it's an American institution. In this version of the old favorite, however, a cinnamon-flavored, baked sour cream topping and a garnish of grapes enhance its traditional charms.

Apple-'n-Cream Pie

6 tart apples
1 9-inch unbaked pie shell
1 cup halved, seeded Tokay grapes
¾ cup sugar
¼ cup flour
1 tsp. cinnamon
1 cup (½ pt.) sour cream
2 tbsps. sugar
½ tsp. cinnamon

Pare, core apples. Cut one crosswise into quarter-inch slices. Fit in bottom of pie shell. Quarter remaining apples. Place rounded side up on apple slices. Scatter grapes to fill spaces. Combine ¾ cup sugar, flour and ½ teaspoon cinnamon; sprinkle evenly over fruit. Pour cream over all. Combine remaining sugar and cinnamon, sprinkle on top. Bake in hot oven, 450°F., 10 minutes. Lower heat to 350°F.; bake 30 minutes, or until apples are tender. (*Pan-American Coffee Bureau recipes*)

pointers for painters

WITH the new odorless enamels, you can paint in comfort. The odorless feature is especially desirable when painting in confined areas such as closets, vestibules, bathrooms, stairwells and small rooms. Also, odorless paints make winter painting more practical because you don't need to ventilate as much, although some ventilation is necessary. Solvent vapor will be present though your nose can't detect it.

Refinishing a refrigerator can be done



successfully, but there are a few pointers to be followed for best results. First—and this is a must—clean away all traces of wax, polish, and grease deposits with

turpentine. Otherwise the paint may dry very slowly. Another tip—sand old finish to remove gloss; preferably with wet sandpaper. Use a special white refrigerator enamel and undercoat formulated to resist yellowing. Brush final strokes upward.

Spic and span kitchen drawers are easy to keep that way when brightened up with gloss enamel. Left unpainted, raw wood absorbs spillage, making a tidy appearance difficult to maintain. A word of warning—be sure drawer interiors are wax-free.



All made from burlap feed bags—the bolero costume, place mats, napkins, curtains, apron and cushion cover.

Fun With Feed Bags

THERE'S almost no limit to the home furnishings that can be created from ordinary burlap bags—curtains, drapes, bureau runners, table scarves, place mats, napkins, lamp shades, chair seats, cushion covers, pot holders, and so on. It's all done with all-fabric dyes and some simple needlework.

The burlap bags can be either salvaged feed bags or new ones purchased at very little cost from any burlap bag company. The dyes are obtainable at most drug, department and dime stores, and in many super markets.

Preparing the bags for the dyeing process is a simple operation. Open the seams by pulling the thread of the chain stitch, shake out remaining feed or dust, and stitch the raw edges on the sewing machine to prevent raveling. To wash, place the burlap in a washer or tub filled with warm soap suds, soak for a couple of hours, and then wash thoroughly to remove the printing. Rinse and the burlap is ready for the dye bath.

The dyeing process is the same as for

other fabrics. Use about one ounce of dye—a generous tablespoonful—to six quarts of water for an average-size bag. Stir the dye powder into a quart jar or pitcher of hot water until dissolved. Measure five quarts of hot water into the dye vessel. Pour the dye solution into the water and stir.

Place the wet unfolded burlap bags into the dye solution. Heat gradually to a point just below boiling up to 30 minutes, continuously moving the bags about with a wooden stick or spoon. Then turn off the heat and allow to cool until lukewarm, continuing to move the bags about in the dye bath. Remove and rinse in cool water until the rinsings are clear. Squeeze out as much water as possible and iron until dry. If your electric iron has a variable control, set it for linen or high heat.

(A leaflet entitled "How to Make Beautiful Articles from Burlap Bags" can be obtained free from the Tintex Home Economics Bureau 485 Fifth Avenue, New York 17, N. Y., in many feed stores, and at all-fabric dye counters.)

Keeping Carpets Bright

DUST, dirt and stains are the enemies of your carpets. The vacuum cleaner is the best means of controlling dust. Occasional sponging of a rug surface with a synthetic detergent in proportion of one ounce to a gallon of water will brighten colors by removing the dust film which forms with time. Note that it should be a sponging, not soaking, and it must be done evenly or rings will appear.

A more thorough brightening can be achieved with a powder cleaner, either with a sawdust or absorptive clay base. These are "scrubbed" into the carpet and then removed with a thorough vacuuming.

To remove stains, use a clean cloth and mop towards the center to avoid spreading. Here are procedures to follow for some of the common stains:

Grease: Use a non-flammable dry cleaning fluid and sponge. If any stain remains, sponge with a solution of one teaspoon of detergent in a half-pint of lukewarm water.

Ink: Most are water soluble, except for ball-point pen ink. Use white blotters to remove as much as possible, working towards the center. Follow by the detergent and water solution. If a stain remains, call the carpet cleaner.

Varnish, paint: Using an eye-dropper, apply turpentine to the center and sponge towards the center. Next use a dry cleaning fluid in the same way. If stain remains, let the rug cleaner take over.

Animal stain: The strong alkaline content of animal stain can permanently damage your rug, so act fast. Sponge several times with warm water, then apply a solution of one teaspoonful of white vinegar in three teaspoons of warm water. Allow this to dry, then apply the detergent solution, followed again by the vinegar and water, and then by warm water. If a stain remains, the damage is done and the area or rug may have to be dyed.

Milk, ice cream, desserts: Sponge with warm water, then apply the detergent solution. Allow to dry. If a stain remains, apply a thick paste of one tablespoon of white flour mixed with a teaspoon of fresh milk, covering the stain completely. Leave it on for two to three hours, then scrape off with a dull knife and sponge with warm water.

Consult your professional rug cleaner about stains which will not respond to these treatments.

retirements

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

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

DAVIS, GARNETT
PorterChicago, Ill.
DODDS, CHARLES A.
ClerkChicago, Ill.
HOGAN, JOHN F.
Ch. Station Acct.Chicago, Ill.
LAFORTUNE, VALERIE K.
Clerk-SecretarySeattle, Wash.
LARSON, LARS
SignalmanChicago, Ill.
LEWIS, MYRA A.
ChefChicago, Ill.
LINKE, CLARE J.
ClerkChicago, Ill.
LONERGAN, FRANCES J.
ClerkChicago, Ill.
MAASS, FELIX W.
Engineer-Acct.Chicago, Ill.
McCANN, JOSEPH S.
PorterChicago, Ill.
MICKA, CLARENCE G.
ClerkChicago, Ill.
ROONEY, JOHN N.
WaiterChicago, Ill.

CHICAGO TERMINALS

ANDERSON, ERIK V.
CarmanBensenville, Ill.
COREY, WILLIAM S.
StevedoreChicago, Ill.
HALLAM, HARVEY H.
CallerChicago, Ill.
JOHNSON, CHARLES F.
CrossingmanChicago, Ill.
KAPUSTKA, ANDREW A.
Car CleanerChicago, Ill.
KATSURIS, MILTON A.
Sec. LaborerChicago, Ill.
McCARTNEY, ROBERT J.
MachinistBensenville, Ill.
NELSON, JESSE B.
MachinistBensenville, Ill.
SAMUELSON, Carl T.
Ex. Gang LaborerChicago, Ill.
STEINMETZ, JOHN L.
Loco. EngineerChicago, Ill.

COAST DIVISION

BAGLEY, WILLIAM H.
MachinistTacoma, Wash.
ELDER, CLIFFORD C.
Carp.—B & BTacoma, Wash.
HALL, WILLIAM H.
Sec. LaborerChehalis, Wash.
NELSON, OLIE A.
Sec. LaborerTacoma, Wash.
WHEELER, VILMA E.
ClerkTacoma, Wash.
ZIEGWEID, MARGARETE R.
Telephone Oper.Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

CROSS, HARRY E.
YardmasterOttumwa, Iowa
HOYER, JERRY
InspectorSavanna, Ill.

KOHLER, WILLIAM B.
SwitchmanDubuque, Iowa
STEVENS, PAUL V.
MachinistSavanna, Ill.
VALLEY, MARTIN G.
Sec. LaborerHarpers Ferry, Iowa
WALTERS, ARTHUR J.
Crossing FlagmanDubuque, Iowa

HASTINGS & DAKOTA DIVISION

ADAMSON, JOSEPH W.
Loco. EngineerMontevideo, Minn.
DAFNIS, THOMAS
Mach. HelperAberdeen, S. D.
JOCHUM, MATHIAS O.
AgentAberdeen, S. D.

IDAHO DIVISION

MEDLEY, EARL S.
Car ForemanSpokane, Wash.

IOWA DIVISION

BRAGG, ALBERT B.
Loco. EngineerMarion, Iowa
MULLEN, ORVILLE D.
ConductorSavanna, Ill.

IOWA & DAKOTA DIVISION

BOERSMA, IKE
Sec. LaborerSioux Falls, S. D.
BRECKLER, WILLIAM
Loco. EngineerMarquette, Iowa
D'AMORE, LAURENCE
Car HelperSioux City, Iowa
MAIER, JOSEPH T.
CarmanMitchell, S. D.
PAVLOVEC, FRANK
Sec. LaborerCalmar, Iowa

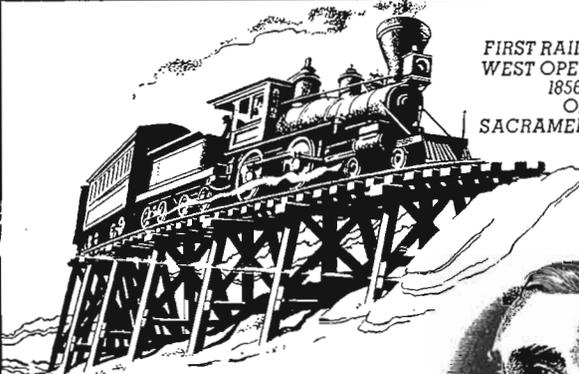
IOWA & SOUTHERN MINNESOTA DIVISION

CHRISTENSEN, PAUL C.
Train Baggage-manAustin, Minn.
HOLIDA, MATT
Sec. LaborerNaples, S. D.
WOOD, GEORGE L.
ForemanAustin, Minn.

LACROSSE & RIVER DIVISION

ABRAHAM, RICHARD K.
LaborerLaCrosse, Wis.
ADAMS, SAMUEL L.
CrossingmanWis. Rapids, Wis.

February IN RAILROAD HISTORY



PULLMAN PALACE CAR COMPANY, FOUNDED BY GEORGE M. PULLMAN, CHARTERED IN ILLINOIS FEBRUARY 22, 1867, TO CONSTRUCT AND OPERATE DELUXE SLEEPING AND HOTEL CARS.

FIRST RAILROAD IN THE FAR WEST OPENED FEBRUARY 22, 1856, FOR A DISTANCE OF 22 MILES OUT OF SACRAMENTO, CALIFORNIA.



FIRST TRAIN PASSED THROUGH THE MOFFAT TUNNEL IN COLORADO — SECOND LONGEST RAILROAD TUNNEL IN THE UNITED STATES — FEBRUARY 26, 1928.



AN UNWANTED TRAVELING COMPANION



ANACKER, GEORGE W.
Loco. Engineer Portage, Wis.
BERG, ALFRED
Ex. Gang Laborer LaCrosse, Wis.
BLANK, WILLIAM A.
Mach. Helper LaCrosse, Wis.
CASBERG, PAUL A.
Machinist LaCrosse, Wis.
COSTELLO, EDWARD A.
Conductor Minneapolis, Minn.
EDWARDS, WILLIAM M.
Ex. Gang Laborer .. Camp Douglas, Wis.
HILER, RICHARD E.
Chief Clerk LaCrosse, Wis.
HOTSON, LYNN
Loco. Engineer LaCrosse, Wis.
JOHNSON, HAROLD W.
Storehelper Tomah, Wis.
KRUGMIRE, ERNEST H.
Telegrapher River Jct., Minn.
LARSON, CHRIST
Coal Chute Opr. Wabasha, Minn.
RODEL, ADAM A.
Boilermaker LaCrosse, Wis.
ROSENOW, PAUL W.
Chauffeur Tomah, Wis.
SCHIEFELBEIN, ALBERT F.
Warehouse Foreman Portage, Wis.
SCHUMAN, LOUIS G.
Switchman LaCrosse, Wis.
WELCH, CHARLES H.
Mach. Helper LaCrosse, Wis.

MADISON DIVISION

RATHBUN, ROBERT T.
Conductor Madison, Wis.
STONE, EDWARD A.
Sec. Laborer Milton Jct., Wis.
TORKELSON, LEVI
Sec. Laborer Albany, Wis.

LOST AND FOUND

This is a story with teeth in it. A Milwaukee Road conductor, while making one of his westbound runs recently, lost his false plate when he sneezed while peering out his caboose window. Several days later, the anonymous conductor made another westbound trip. When the engine developed boiler trouble and another locomotive was dispatched from Miles City, the conductor dismounted from the caboose and walked along the tracks. Before he had gone very far, a glistening set of false teeth grinned at him from a clump of weeds where they had fallen. They were his.

—Miles City (Mont.) Star

MILWAUKEE DIVISION

ALTNAU, HERMAN
Crossingman Ripon, Wis.
BADER, EDWARD J.
Machinist Green Bay, Wis.
BROWN, MIKE A.
Contractor-Dump Merton, Wis.
CRAMER, ALBERT A.
Agent Chilton, Wis.
FRANCEY, ELENORE I.
Secy. to Supt. Milwaukee, Wis.
HAYDEN, HARVEY J.
Car Inspector Green Bay, Wis.
PEETERS, LOUIS J.
Inspector Green Bay, Wis.
SCHMITZ, EMIL B.
Machinist Green Bay, Wis.
WARREN, HUGO A.
Sec. Foreman Waupun, Wis.

MILWAUKEE TERMINALS & SHOPS

BERGER, JOSEPH
Carman Milwaukee, Wis.
BLUME, ROBERT
Carman Milwaukee, Wis.
CHRISTOFFERSON, TROLLE
Blacksmith Helper Milwaukee, Wis.
CRIVELLO, FRANK J.
General Foreman Milwaukee, Wis.
DUMMLER, CLARENCE R.
Agent Milwaukee, Wis.
FLANDER, MICHAEL
Carman Milwaukee, Wis.
LAMP, PHILLIP
Carman Milwaukee, Wis.
LANCELLE, CHARLES W.
Mach. Helper Milwaukee, Wis.
LARSEN, LEWIS
Electrician Milwaukee, Wis.
MARINELLI, MICHAEL
Painter Milwaukee, Wis.
RICE, MICHAEL P.
Loco. Engineer Milwaukee, Wis.
RUCK, JOHN C.
Boilermaker Milwaukee, Wis.
WEBER, ERVIN H.
Switchman Milwaukee, Wis.
WENDLAND, ALBERT A.
Cabinet Maker Milwaukee, Wis.
WOLFE, FRANKLIN M.
Trav. Lineman Milwaukee, Wis.

OFF LINE

MUNRO, LILLIE C.
Tel. Operator New York, N. Y.

ROCKY MOUNTAIN DIVISION

BACKEN, HAROLD
Carman Harlowton, Mont.
COLVER, JAMES
Custodian Denton, Mont.
ELLIS, COLBERT
Sec. Laborer Lewistown, Mont.

CAN YOU NAME THEM?

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

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

MC CAULEY, ROBERT P.
B&B Carpt. Missoula, Mont.
RECTOR, HARRY C.
Agent Three Forks, Mont.
SMITH, GEORGE W.
Loco. Engineer Three Forks, Mont.
SPAYDE, DWIGHT D.
Conductor Great Falls, Mont.
URION, MERLE E.
Sec. Laborer Vendome, Mont.

TERRE HAUTE DIVISION

JENNINGS, THOMAS R.
Laborer Terre Haute, Ind.
MAGRO, MATTEO
Ex. Gang Laborer Terre Haute, Ind.
NIPPLE, FRANCIS M.
Ox Weld Cutter Terre Haute, Ind.
TAYLOR, HARLEY
Brakeman Terre Haute, Ind.
TERRELL, THORNT C.
Loco. Engineer Bedford, Ind.

TRANS-MISSOURI DIVISION

COY, CHARLES J.
Carman Mobridge, S. D.
HAMAN, DOMINGUS
Coal Dock Laborer McIntosh, S. D.
HIRSCH, CHARLEY
Laborer Miles City, Mont.

TWIN CITY TERMINALS

BRAUNWARTH, HENRY
B&B Carpenter Minneapolis, Minn.
BYLUND, SIMON
Air Brakeman Minneapolis, Minn.
CAMERON, JAMES M.
Mach. Helper Minneapolis, Minn.
HOLUBKA, JOHN W.
Boilermaker Helper .. Minneapolis, Minn.
HOPPE, FREDERICK A.
Boilermaker Helper .. Minneapolis, Minn.
MALEK, CHARLES C.
Boilermaker Minneapolis, Minn.
MINTZ, JOHN J.
Gang Foreman Minneapolis, Minn.
NELSON, CARL A.
Boilermaker Helper .. Minneapolis, Minn.
TORREY, HARRY J.
Conductor St. Paul, Minn.

The Milwaukee Road Magazine

The magic
whispers...



*When Grandpa tucked you between his knees,
you knew you were going to listen again to
his wonderful watch—to hear its magic
tick . . . tick . . . tick . . .*

*And as you listened, those measured whispers of
time shut away the world, leaving you close to
Grandpa, secure in his love.*

From fathers and mothers to sons and daughters passes the lifeblood of happiness—security. The privilege of providing it for those we love can be found only in a land like ours.

And another wonderful thing is this: By realizing this privilege of freedom for ourselves, we achieve the security of our country. For, think—the strength of America is simply the strength of one secure home touching that of another.



The U. S. Government does not pay for this advertisement. It is donated by this publication in cooperation with the Advertising Council and the Magazine Publishers of America.

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 Savings Bonds.

This is all you do. Go to your company's pay office, choose the amount you want to save—a couple of 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!

For your sake, and your family's, too, how about signing up today?

about people of the railroad

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

The highlight of the January meeting of Spokane Chapter of the Women's Club was the installation of officers for 1954. Mrs. D. C. Allen, Jr., past president, turned the meeting over to the newly elected president, Mrs. Jack Webb. Mrs. Webb's assistants will be: first vice president, Mrs. George Weseman; second vice president, Mrs. R. E. Joiner; recording secretary, Mrs. Harriet Ashton; treasurer, Mrs. Ethel Perry; historian, Mrs. N. B. Jones; and corresponding secretary, Mrs. G. J. White. Heading the committees will be Mrs. R. G. Scott, constitution; Mrs. Harriet Ashton, welfare; Mrs. Sam Bradley, goodwill; Mrs. A. L. Titus, ways and means; Mrs. Howard Kipp, membership; Mrs. Aileen Clark, program; Mrs. Betty O'Reilly, social; Mrs. P. L. Hays, safety; Mrs. George Weseman, refreshments; Mrs. Leo Diesiger, house purchasing; Mrs. Charles Lillwitz, auditing; and Mrs. G. J. White, publicity. The club meets the first Tuesday of each month in the Union Station club rooms.

Malden Chapter held a meeting Dec. 29, with installation of officers. Mrs. Ed Casebeer and Mrs. Wayne Ferrier were hostesses.

Mrs. N. H. Fuller, widow of Superintendent Fuller, is recuperating at her home following an operation.

Agent J. Z. Ramsey was a casualty of the icy streets when he slipped and fell, fracturing an ankle bone.

Christmas comes but once a year in most homes, but to the D. B. Sharpe family it must seem like that most of January, too, with four of their youngsters having birthdays during the month. Baby Linda, born Jan. 20, is the latest arrival.

I & S M Division

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

Mrs. Harry Whitis, wife of retired engineer, passed away at St. Olaf Hospital, Austin, on Jan. 16, from a heart condition. Sympathy is extended to the family. Also to Switchman Ed Tuckek whose father passed away Jan. 10 at St. Olaf Hospital, Austin, and to Mrs. Louis O. Olson and son Kermit (Austin car department) due to the sudden death of Retired Conductor L. O. Olson at his home Jan. 20. Louie had been up and about the day of his death, which was due to a heart seizure.

Mrs. Mathew Darr, retiring president of the Women's Club at Austin, was honored at a dessert luncheon at the club rooms on Jan. 11. Mrs. Darr introduced the new president, Mrs. Steve Kloeckner, who appointed the following committee chairmen: Mrs. E. L. McGuire, constitution; Mrs. George Wood, Sr., welfare; Mrs. Walter Stephenson, good cheer; Mrs. E. J. Full, ways and means; Mrs. Clayton Jones, membership; Mrs. John Zook, program; Mrs. Vernon Blanchfield, social;

Mrs. Frank Jeffers, refreshments; Mrs. W. E. Malone, publicity; Mrs. Mathew Darr, auditor; Mrs. H. Mathison, purchasing; and Mrs. George Haseltine, safety.

The following is from the Decorah paper: "S. N. Harry Seiler, son of Mr. and Mrs. Clyde Seiler (cashier, Decorah), who is serving in the Navy, was married Jan. 11 to Helen Brooks of San Francisco, Calif."

I have found it necessary to relinquish the job of correspondent, and hereby make a plea to all employes that when the new correspondent is appointed, they will give him (or her) the support necessary to fill the column with interesting news and pictures. I am sure a lot of interesting things take place on our division which can be brought to the attention of your magazine correspondent and so be shared with other employes.

Before signing off, I wish to extend congratulations to Brakeman J. R. Love on the arrival of a daughter, his third, on Jan. 28.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

Ralph C. Figenschau, yardmaster at Minneapolis, retired on Jan. 31, having reached the age of 65. Ralph started with the Road in 1923 as a switchman and was promoted to yardmaster in November, 1944. For the past seven years he had served in that capacity at 35th Street, in the I&M milling territory. His retirement plans are not definite as yet, but they are sure to include some time for hunting and fishing, which constitute his hobbies.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Gene Solvie of the commercial office and Jerry Johnson of the local freight spent mid-January at Oceana, Va., on Navy training duty. They both report O.O. time (rain, cold, lousy weather and work!).

Gladys and Larry Johnson are the parents of a baby boy born Jan. 14. His name will be Richard James.

ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent
c/o General Agent

Two big things hit "our town" during February. First was the St. Paul Transportation Club's 33rd annual dinner which was held in the Grand Ballroom of the Hotel Lowry. Sam W. Reynolds, vice president—general manager of the Reynolds-Updike Coal Company, Omaha, was speaker of the evening. Milwaukee Road officials J. P. Kiley, L. F. Donald, W. G. Powrie, J. O. McIllyar, W. A. Murphy, E. J. Hyett, G. M. Ryan and W. D. Sunter came from Chicago for the event.

The Milwaukee Road luncheon was held at the St. Paul Athletic Club the same day, and our men really went all out in distributing the invitations. General Agent G. F. Quinlan and R. J. Young, C.F.A., presented one to Roy Dunlap, editor of the Paul Light column in the St. Paul daily paper. Sounds easy enough, doesn't it? But at the time they delivered it, Roy was camping out on top of our court house, which is 18 floors high, in freezing weather to help collect money for the March of Dimes. They all came down safely.

Also, at about the same time, our Winter Carnival was in full swing. For about 10 days nothing runs quite normally, because these days are set aside for "fun and frolic" by decree of the Carnival King. Vulcan and his cohorts tear through the streets on their fire engine, sending terror into the hearts of all fair young ladies—and even those not so young. At their approach, which is heralded by a clanging bell, guns being shot off, and faint screams, everyone scurries for cover.

Herman Stelling, father of Leon Stelling, passenger department ticket seller, died Jan. 27 at Sillwater, Minn. He was 82 years old.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Sympathy is extended to the families of the following employes: Francis DeShane, machinist helper who retired following 20 years service, died early in January; Patrick D. Ryan, boilermaker helper who had been with the Road 30 years, passed away on Jan. 18.

Carman Joseph T. Labesky, formerly at Aberdeen, is now employed at the Minneapolis shops; also Carman Orin O. Cushman from Perry, and Edward and Richard Conly from Aberdeen.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

At a farewell party given in honor of Trainmaster McKegney, he was presented with a set of luggage. Mr. McKegney was transferred to Aberdeen, S.D., Jan. 1.

My wife recently passed a remark to my sons that it would be a good idea to be presented with a TV set. Upon her return from a recent vacation she found one in the living room. On the first program she tuned in, the first words she heard were, "You asked for it".

Joe Sullivan and George Mueller were vacationing in Pasadena, Calif., New Year's Day. We should soon see some good home movies of the Rose Parade, we hope.

I received a note from H. J. Torrey, conductor now retired and living in California. He is well and happy, he writes.

The stork visited Mr. and Mrs. Georgine Flandrick Jan. 6. It's a girl. Georgine was our O.S.D. clerk for several years, and also held other positions in this office.

Off Line Offices

DETROIT



R. J. Casey

R. J. Casey, traveling freight agent with headquarters in Detroit, has been elected president of the Railroad Traveling Freight Agents Association of Michigan. Mr. Casey began his railroad service at Milwaukee in September, 1936, after completing his education at Carroll College, Waukesha, Wis., and Marquette University. In the Milwaukee office he served as rate clerk and as chief clerk to the division freight agent. He was promoted to city freight agent in January, 1946, and became traveling freight agent at Detroit in September, 1948.

NEW YORK

At the 32nd annual meeting of the General Eastern Passenger Agents Association of New York in the Waldorf-Astoria Hotel on Jan. 7, C. C. Burns, the Road's general agent passenger department in New York City was elected assistant secretary for 1954. Others elected to office were: M. R. Kielgas, general eastern passenger agent, C&NW, president; W. F. Vitt, general eastern passenger agent, Missouri Pacific, vice president; T. J. Glancy, general agent passenger department, Rock Island, treasurer; and J. H. Dimke, assistant general passenger agent, Erie, secretary.

H & D Division

EAST END

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

Agent Don Clark died at his home in Abercrombie on Dec. 27 of a heart attack. Don had been agent at Abercrombie since December, 1951, having come from the agency at Christine. He was active in civic work and especially known for his work as umpire in amateur league baseball throughout the territory.

Comes word from St. Petersburg, Fla.—the handwriting is that of "Happy" Johnson—that the arrival of Engineer John Krum caused a general assembly to be called of all retired H&D men in those parts. All but Ben Bishop showed up and he was enjoying his afternoon siesta at the time. John, it is reported, has already shed his coat and his vest will follow shortly.

Francis Whalen, retired engineer, died suddenly at his home in Minneapolis on Jan. 17.

The remodeling of the Montevideo roundhouse is about completed and most any day now Foreman Casey Conright plans an open house. Sil Schwan's crew has been doing the work.

Trucker Ben Hendrickson and his wife are enjoying their little grandson, Graham Hendrickson, who recently arrived from England with his mother to join Ben's son, Basil, who came back from England some time ago after a hitch in the Army.

February, 1954

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

The inevitable finally happened. Ray Leif, bill clerk at the Aberdeen freight house, said "I do" to Marie Sturm on Jan. 29. A dance and reception was held in Frederick.

Sympathy is extended to Conductor Conrad Detling in the recent death of his father. He had made his home with "Red" for more than 25 years.

M. H. Heiser has been appointed agent at Greenway, permanent. W. H. Swan has been appointed agent at Glencoe, following the retirement of Matt Jochum. L. F. Koelfgren was appointed first operator at tower E-14, permanent.

G. B. Flattum is relief agent at Westport while Mrs. M. Snider is visiting her daughter in Texas.

At this writing Clerk Max Hansen and his wife are still in St. Luke's Hospital at Aberdeen, following their accident in December. According to latest reports, they are recuperating nicely and hope to be home soon.

Ole Clafin, agricultural agent at Aberdeen, was the master of ceremonies at the first annual Sioux Empire Farm Show held recently in Sioux Falls.

Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MUSKEGO YARD

Friends of Milton Arthur Weidig, better known as "Sea Gull", will be happy to know he is now commander of Milwaukee Road Post No. 18 of the American Legion. Mrs. Weidig is unit president and they are both working very hard toward increasing the membership of the organization. "Sea-Gull" was talking to our office on the telephone recently and wanted folks to know he and Mrs. Weidig will welcome callers at their new home at 5029 North 24th Street. Though physically handicapped, Mr. Weidig is a tireless worker both in Legion work and in helping other people overcome problems in adjustment due to physical handicaps.

Harry H. Walton, 66, well known Milwaukee terminal switchman, passed away the latter part of December. Mr. Walton was a veteran of 49 years of continuous service, having started on the section at Gotham, Wis., in 1904. In 1907 he began firing on the old Prairie du Chien Division and was subsequently on the LaCrosse & River Division. He had been employed in the terminals from 1920 until last May 27th when ill health obliged him to retire. He is survived by his widow, Alice, a son, Dr. John E., his mother, three grandchildren, a sister and three brothers. Funeral services were conducted at St. Rose Church with interment at Holy Cross.

UNION STATION

Robert F. Mack has returned after a military leave of absence and is now employed in the mail and baggage department. Bob left in March, 1951, and was in military service until January of this year, attaining the rank of lieutenant. He spent much of his



NEW HYGIENIST. Miss Wanda Mis, who recently joined the Milwaukee Road family as nurse at Fullerton Avenue, Chicago, held an informal question-and-answer session at the February meeting of Fullerton Avenue Chapter of the Women's Club in regard to the annual X-ray program of the Chicago Cook County T.B. Institute and Municipal T.B. Sanitarium. An X-ray mobile unit will be available to employes in the Fullerton Avenue building Mar. 29-31. Miss Mis, who is a graduate of St. Mary's of Nazareth, received her public health training at Loyola University and was formerly T.B. nurse consultant at the Tuberculosis Institute of Chicago and Cook County.



HERE COMES SHIRLEY! A natural flair for leadership was cited in the recent appointment of Shirley Ann Matzoll, daughter of Carl Matzoll, special flour and grain agent at Minneapolis, as the new executive director of the Klamath (Ore.) Area Girl Scouts. A 1953 graduate of the University of Minnesota, Shirley was identified for four years with such campus activities as the All-University Congress Personnel Commission, the Union Board of Governors, the Merit Committee and the Senate Committee on Student Affairs, was organization chairman for the March of Dimes and a guiding personality in such recreational festivities as the homecoming dance, Snow Week, the Mardi Gras and other big social affairs. In her senior year, as general chairman of the student drive, she helped to raise \$4,000 for the Community Chest. (Klamath Falls Herald News photo)

time in Korea and Japan, his last assignment being deputy chief of the highway transport branch of the Yokohama Engineer Depot, one of the world's largest Army supply bases.

Mr. and Mrs. Robert Ullrich (our switchboard operator, "Flossie",) are the parents of a baby boy, Donald, born Jan. 3.

FOWLER STREET STATION

Pearl Freund, Correspondent

Ed Sullivan who had been at St. Joseph's Hospital since November is now home and well on the road to recovery.

Ollie Yerman, finance chairman for the Milwaukee R.B.W.A., conducted a very successful card party at the Milwaukee Gas Company, which featured a cooking demonstration in connection with the party and served a delicious dessert luncheon.

Frank Schlosser, head inbound rate clerk, is off on his annual jaunt to the warmer climes, this time California and maybe Hawaii, depending on the boat schedules. During his absence Elmer A. Keller of North Milwaukee station will perform the rate duties.

A Slovenian dance group which has been entertaining at various city functions with native folk dances, includes our house 7 foreman, Henry Strukel. The members recently

appeared on the Schlitz TV program and at the museum auditorium. The costumes as well as the dances are authentic.

Little Ellen Hempe, three and half and the youngest of five children of Claire Hempe, warehouse check clerk, became a subject for the medical journals last month when she underwent a cholecystectomy (gall bladder removal) at the Milwaukee Children's Hospital. The operation is rare in youngsters, especially in one so young. Both the Milwaukee Journal and the Milwaukee Sentinel reported the unusual case. Ellen had been ill for more than a year. X-ray examinations finally made the diagnosis possible.

Chicago General Offices

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

With the beginning of a new year, our vacationists got off to a good start. Elsa Straumann went to Florida, Bessie White to Pittsburgh, Gail Wilson visited an uncle in Buffalo and stopped off at Niagara Falls, Victoria Cwik went to Indiana for the holidays, Helen Mormogle vacationed in Florida, and Stella Murphy went to Florida and Nassau.

Wedding bells rang out for Marge Marchuk and Tom Lindholm Jan. 23 at Christ Lutheran Evangelical Church, followed by a reception at Billy Caldwell Post of the American Legion hall.

Mary and Mike Matczek have adopted a boy from St. Vincent's Orphanage and are thrilled with their new child.

Cele Koob spent a month on jury duty.

We wish to welcome Elaine Gibson to the typing bureau.

Mitzie Wachowski is on furlough, awaiting a visit from the stork.

Marge and I have a new arrival at our house. Her name is Nora! Ann.

PURCHASING DEPARTMENT

E. Galbreath, Correspondent

P. M. (Grover) Doody, head—order delivery section, passed away after a short illness on Jan. 20 in Hines Veterans Hospital, Maywood, Ill. He was 67 years of age. Mr. Doody began his railroad service with the Pennsylvania at an early age, and had 17 years of service before joining the Milwaukee Road family in 1925. He also served with the Navy during World War I. He was very active in employe activities and civic affairs, and will be missed a great deal by everyone who knew



STATION ACCOUNTANT RETIRES. With almost 48 years of service behind him on Feb. 1, John F. Hogan, chief of the central station accounting bureau, Chicago, accepts the retirement congratulations of J. E. Vraney, auditor of station accounts and overcharge claims (left), and E. J. Linden, assistant auditor of the department. Mr. Hogan started at Seattle as a traveling auditor and was chief traveling auditor and special accountant before becoming chief station accountant in 1931. He is a baseball fan and in his younger years played with the Seattle-Tacoma Olympians. His daughter, Mrs. Hazel Hettinger, is with the freight auditor's force in Chicago.

him. Our sympathy is expressed to Mrs. Doody.

We have news of the birth of a son to Annette Keegan, born Jan. 28. The father, Ray Keegan, employed in the engineering department, looks mighty proud and happy.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

We are glad to report that R. E. Thoren, who was a patient at the Sherman Hospital in Elgin for about two weeks, has returned home and is improving.

Welcome back to Oscar Leinberger and Ray Blumenthal, recently returned from Korea.

The employes of this office wish to send their best wishes to our elevator operator, Alvin Johnson, who has been hospitalized as the result of a recent auto accident.

We found out the reason for the beaming expression on Eddie Villella—he became an uncle recently.

Genevieve Jassak and Leonard Bigott were

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married in St. Francis Borgia Church on Jan. 9. They spent their honeymoon in California. Also, Lois Hedgehorn and Fred Moeller were married at a candlelight ceremony in Jefferson Park Bible Church.

Fran Spoonholtz moved into her new home in January. Nice way to start the new year.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Paul F. Jacobsen was appointed chief station accountant of the central station accounting bureau, succeeding John F. Hogan, retired. Henry F. Mohr was appointed bureau head of the agents' accounts bureau, succeeding Mr. Jacobsen.

Alvin Payne, retired chief file clerk, visited us recently, reporting he is on his way to Miami, Fla., to spend several months.

E. M. Joseph, pick-up and delivery clerk, left the Road on Jan. 15 and will report for duty with Uncle Sam in the near future.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Welcome is extended to Robert Prescott, Ronald Englund, Thomas Christoff, Victor Yankowski and LeRoy Freitag.

Sally Brodd announces the birth on Jan. 18 of a baby girl, Diana Grace, to her sister, Elaine Cancelli, formerly employed as a typist.

It is with deep regret that we report the death of Bill Enthof, formerly head clerk of the recording bureau. Our sincere sympathy to his family.

Recent promotions included John Frank, Rudy Levey, Kenneth French, Robert Prescott, John Walsh, Louie Pappas, Jim Dietz, Ralph Burton, Charles LaRue, Ed Marciszewski, Marie Pulaski and Margaret Robinson.

Don Devitt spent an enjoyable vacation in Florida.

Understand Frank Kass is now recuperating at home and feeling much better.

Wayne Siewert has left for service in the armed forces.

Richard Griffiths and Charlotte Hart were married Jan. 23.

Clarence Wemple left the Road recently to take another position.

ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

W. (Wes) Celandier, assistant engineer in Mr. Ornburn's office, is very busy these nights directing "Col. Brimstone's Super Minstrel Extravaganza," to be presented Feb. 23 at Berry Memorial Methodist Church, Chicago. The production is part of the Cub Scout Blue and Gold Banquet, and the entire cast is composed of the "dads" of the Cub Scouts.

Welcome to M. A. Haight and W. E. Junker, the new draftsmen in signals and communications. Mr. Haight is a former Milwaukee Road signalman and Mr. Junker comes to us from the C&NW.

A retirement luncheon on Feb. 11 at the Medford Hotel, Milwaukee, honored Assistant Engineer John G. Wetherall of Division Engineer W. Lakoski's office. Mr. Wetherall retires this month after 41 years with the Milwaukee.

February, 1954



HOLD SMOKER. Officers of the Retired Pullman Porters and Railroad Men's Club, shown at their annual smoker held in their Chicago clubroom at 6 East Garfield Blvd. All of the men shown, like practically all of the group's 62 members, worked on Milwaukee Road trains at various times, some of them for many years. Seated, left to right: Moses I. Cheeks, treasurer, and H. J. Carter, president. Standing, left to right (foreground): Benjamin F. Anderson, chaplain; H. Turner, chairman of the smoker committee; James Shelton, secretary; J. H. Cogwell, vice president; and M. Marshall, assistant secretary. Mr. Cheeks, whose courtesy and service to Milwaukee Road patrons was the subject of an article in the Magazine a few years ago, served exclusively on Milwaukee Road trains for eight years before retiring in 1950 and claims to have worked on every train on the Road which offered Pullman service. The club meets the second Tuesday of each month and membership is open to all retired railroad men.

Three new first-time members of the F.O.P.P. (Fraternity of Proud Papas) can be announced at this time. On Dec. 24, to Grace Nakielski, wife of Hilary Nakielski, draftsman in the office of E. E. Burch, bridge engineer, a son, Thomas John, weight seven pounds seven ounces at St. Luke's Hospital, Milwaukee.

On Jan. 15 to Jeanne, wife of Richard G. (Dick) Klouda, detailer in Mr. Burch's office, a daughter, Laura Jean, weight seven pounds 12 ounces, at St. Francis Hospital, Blue Island, Ill.

On Jan. 28 to Annette, wife of Raymond (Ray) Keegan, Jr., secretary to H. B. Christianson, special engineer, a son, James Raymond, weight seven pounds, at St. Anne's Hospital, Chicago. Raymond Keegan, Sr., the proud grandfather (for the first time) is an usher for the Union Station Company, Chicago.

Helen Zechlin, secretary to E. E. Burch, has a radiant smile these days. Helen just received two color photos of her husband, Roy, who is attached to the 1st Base Post Office somewhere between Seoul and Inchon, Korea. They were taken in Japan while Roy was on leave and he appears to be in tip top shape. Helen says he'd look much better in person.

It is really nice to have H. S. (Howie from Hawaii) Kobayashi back in the office again. Howie, assistant engineer in Mr. Powrie's office, has spent several months assisting K. L. Clark, principal assistant engineer, in putting the Bensenville yard in shape.

Edward T. Tomasik, detailer in the office

of E. E. Burch, passed away Jan. 11 at the age of 38, after a prolonged illness. He is survived by his wife, Grace, and son, Michael, 5. Services were held at Sacred Heart Church, Lombard, and interment was at St. Adelbert's cemetery, Niles, Ill.

Otto Klouda, father of Richard G. (Dick) Klouda, also of Mr. Burch's office, died suddenly Jan. 29. He is survived by his wife and Dick. Interment was at Evergreen Cemetery, Evergreen Park, Ill.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Ray Donahue underwent surgery in December and at this writing is convalescing at home.

The Marines received a pretty recruit on Jan. 22 when Betty L. Koss of our office enlisted. She was presented with a traveling clock by her co-workers.

Sympathy was extended to Ardele Dassow in the recent loss of her father.

A stork shower honoring Theresa Kaberline was given on Jan. 29 when she resigned.

Helen Ewald who sustained a considerable loss by fire was presented with a cash purse by her office friends.

Sophie Piefke is on furlough due to ill health.

Noise proves nothing. Often a hen who has merely laid an egg cackles as though she had laid an asteroid.—Mark Twain

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OFFICE OF FREIGHT AUDITOR

Louise Naumes, Correspondent

Mr. Stork was busy the past month, leaving Gregory Lee at the home of Irene Dvorak Schomisch on Jan. 5, and Debra Lynn at Betty Jane Dugo's home on Jan. 26. On Dec. 25 he made Nick Braschko a grandpa when he visited Nick's daughter and brought baby John.

Frank Lonergan, who has been on leave of absence the past two years due to ill health, has applied for his pension.

Ross Voss' son met with an accident which will keep him in Grant Hospital for at least a month.

Sympathy is extended to Barbara Langacker whose mother perished in a fire which swept their home Jan. 1. Her father also succumbed Jan. 8 as a result of burns. Barbara is staying with an aunt in Fond du Lac, Wis., while recovering from the shock.

Sympathy is extended to A. E. Peterson, whose mother passed away Dec. 29; to Eddie Marx, whose father passed away Jan. 25; and to John Plotzke, who transferred from this office last November to the comptroller's office and whose mother passed away Jan. 4.

Joanne Maggio left the company Jan. 16 to be married and take up the duties of housewife. Anna Sauser left Jan. 29 to make her home in California.

Nap Allaire is back at work after being home for two months on account of illness.

Furloughed employes during the past month were L. Erickson, B. Langacker and J. Mischke Sr.

The new employe is D. Austin, from Elgin. Something new has been added to the forwarded suspense bureau, namely one, Jack

Conway.

Marie Warnimont took an early vacation to visit her daughter, son-in-law and grandson in Ronan, Mont., and was greeted by a blizzard followed by 10 below weather.

Milwaukee Shops

**CAR DEPARTMENT—OFFICE OF SHOP
SUPERINTENDENT**

Ray J. Duman, Correspondent

Congratulations to Mr. and Mrs. Henry Martin, blacksmith, on their first child, Susan, born at St. Joseph's Hospital Jan. 6.

Also congratulations to Norbert Jablonski, hammerman in the forge shop, who was presented with his fourth daughter Dec. 18.

Earl Marsh, clerk in the forge shop, has returned to work after his recent illness.

Vincent Freihoefer, former correspondent, has left our department to take a position in Superintendent Schwartz' office.

STORE DEPARTMENT

Virginia Schori, Correspondent

Leo Mliner, Jr., who started in the stores division in 1936, resigned recently to go into his own business.

Best wishes for a speedy recovery go to Frank Dzedzic, storehelper, who is convalescing at home following a long stay in the hospital.

Wanted: Blood Donors. Two Milwaukee Road employes, war veterans at the V.A. Hospital, Wood, Wis., obtained 65 transfusions in the past two months. This required a replacement of two for one, or 130 pints. Blood is seriously needed, not only for our employes at Wood, but also for employes and their families who may at some time be in need. You can help by donating your pint now to the Junior League Blood Center, 18th and Wells, specifying that it is to be credited to the Milwaukee Road shops, or terminal blood bank.

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Rocky Mountain Division

EAST END

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

Substation Operator Russell Austin of Two Dot announces the arrival of a son, born Dec. 18 at Helena.

Fireman Del Pugh is home after spending some time in the Milwaukee Hospital at Seattle.

Conductor W. Dixon is in the Milwaukee Hospital in Seattle at this writing, undergoing an operation.

Fireman Joe Barry has returned from Butte where he underwent surgery at the St. James Hospital.

Some changes have been made in the location of the old board room here in Three Forks. A carpenter crew spent a week remodeling the old beanery, or Vanoy Restaurant, at the depot and the board room is now housed in that part of the building. There is a space left at the west end of the building which may be the women's club room. The old club room is being put up for sale.

Lineman M. C. McClure has moved his family to Deer Lodge where he is employed on the trouble shooter. They were formerly

The Milwaukee Road Magazine



AUDITING VETERAN RETIRES. A large group of accounting department associates in Chicago surprised Otto Reinert, transit accountant, with a banquet at the Schwaben-Stube in honor of his retirement Feb. 1. He is shown (left) with Mrs. Reinert being congratulated by F. E. Miller, a fellow employe in the freight auditor's office who was in charge of arrangements. Mr. Reinert had some previous service with the CRIGP before coming to The Milwaukee Road. He had been a bureau head in the freight auditor's office since 1919, and at various times between 1931 and 1946 was also a special accountant to the assistant comptroller. He and Mrs. Reinert will make their home in St. Petersburg, Fla.

at Three Forks.

Conductor Stanley Collum and family are moving to Deer Lodge, since Mr. Collum is employed as brakeman on passenger trains out of there.

Engineer Chester Markel retired recently after a long service as fireman and later engineer for the Road.

Engineer Thomas Whalen is spending an extended vacation in the East.

Daniel P. Elliott, retired engineer, passed away Dec. 30 at Butte, where he had lived since his retirement. Mr. Elliott started his railroad service in 1898 on the Colorado and Southern, later hiring out on the Midland-Valley in Oklahoma. Leaving that road, he went to the Oregon Short line, and in 1910 came to The Milwaukee Road, for which he worked until his retirement.

V. J. Roberts, locomotive engineer with headquarters in Deer Lodge, was presented with a Gold Pass last month, in recognition of his half a century of service. The pass, which is good for a lifetime on all Milwaukee Road trains, also includes Mrs. Roberts. Engineer Roberts has been with the Road since August, 1903.

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Yard Switch Foreman Noel Kennett who has been here for many years suffered a heart attack shortly after the first of the year. In order to remove the pressure on his heart it was necessary to amputate his left leg. From the reports he is improving, and all of us who know him are hoping that he will be up and around again soon.

Clarence Wolter, husband of Mabel Wolter, chief clerk to the assistant superintendent, also had a slight heart seizure, but is now out of the hospital and recuperating at home.

Engineer W. J. Scheter of Three Forks and Engineer Ralph Lilly of Harlowton bumped in on the North Montana and are now working out of Lewistown. Scheter is in passenger service and Lilly on freights.

Engineer Tom Erickson who has been holding the passenger run between Harlowton and Lewistown took the mixed run on 291 and 292 on the Winnett line.

Operator D. V. Phare who has been stationed at Great Falls for many years is working the first trick in Three Forks on the main line.

Doctor J. H. Herring, eye, ear, nose and throat specialist for the Milwaukee Hospital Association, passed away at his home Jan. 4.

D & I Division

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

Sorry that we have nothing but sad news to report. Sympathy is extended to the families listed herewith, who have suffered the loss of a dear one:

Conductor O. A. Weaver passed away at his home in Kirkland on Jan. 22. Mr. Weaver started his railroad service as a brakeman on the D&I First District Feb. 19, 1920, and was promoted to a conductor Feb. 10, 1926, spending considerable of his time in freight service on the Davis Jct. switch engine, and from 1942 to 1946 as train director at Davis Jct. He subsequently went into passenger service, working on the suburban trains between Chicago and Elgin. Transferring to the Arrow, running between Chicago and Marion, he continued in that service until the day before he passed away. Funeral services were conducted in Kirkland. Surviving are his widow, three sons, three brothers and three sisters.

SECOND DISTRICT

Max W. Parker, conductor on the D&I Second District, passed away in Dubuque on

Jan. 16 after an illness of several months. Mr. Parker entered the service of the Milwaukee as a brakeman Oct. 21, 1913 and was promoted to a conductor Mar. 8, 1922. Surviving are his widow and four children.

THIRD DISTRICT

H. E. Owen, agent at Excelsior Springs, Mo., passed away Jan. 19, having been ill several months. Mr. Owen began his railroad service on the Third District June 17, 1903 and was appointed agent at Excelsior Springs Mar. 30, 1909. He had been in continuous service at that station until May 4 when his health made it necessary for him to be away. His widow survives.

C. D. Busick, agent at Chillicothe, Mo., was honored last month for his half century of service with the presentation of a Gold Pass. He has been with the Road since Sept. 19, 1903. The pass is good for a lifetime of travel on all Milwaukee Road trains.

Trans-Missouri Division

EAST END

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

Carl Schneider, retired conductor, and wife left recently for Savanna, Ill., to visit with their son Kirk and family. From there they go to San Francisco to spend the winter with their daughters. At Savanna they visited with Mr. and Mrs. Frank Devlin, former Mobridge residents.

Conductor Leonard W. Clark and wife left recently to spend two months with their son Laddie and family at Long Beach, Calif.

Traveling Auditor Byron M. Nelson has been transferred to Seattle. His position is being filled by G. P. Thibodeau, formerly of Yankton.

Miss Willa Kay Batson, daughter of Engineer Charles Batson, was married recently to Howard Hamre. Both are employed at the Central Lumber Company in Mobridge.

Wayne Todd, son of Wire Chief C. K. Todd, returned to the States from Japan on Christmas Eve. He received his discharge from the Air Force on Jan. 5 after serving two years, having been on duty in Japan for 18 months.

Mrs. J. W. Hawkins, wife of Switchman Hawkins, presented her music pupils in a piano recital at the Congregational Church on Jan. 10.

Conductor Robert Riddell and wife and Mr. and Mrs. A. Barker left recently by car for a California vacation.

Ticket Agent Theodore Johnson has been elected Worshipful Master of A.F.&A.M.

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Masonic lodge at Mobridge for the coming year.

Joe Keller Sr., retired carman, passed away Dec. 17 following an accident while helping to cut down a tree. A falling limb threw him from a tall ladder, and he suffered a concussion. He is survived by his widow, three sons and one daughter.

Car Foreman J. M. Shanahan was called to Calmer, Ia., by the death of his brother Tom, who was the Milwaukee Road agent at Calmar.

Emil Schaefer, retired roundhouse employe, passed away suddenly on Dec. 15 from a heart ailment. He is survived by two sons and three daughters.

"Grandma" Larson, 89, mother of Conductor L. H. Larson and Mrs. F. C. Williams, wife of Agent Williams of Mobridge, passed away Jan. 5 after a long illness. She was a pioneer of Mobridge, having moved here when the town first started. She leaves seven sons and one daughter, and had been cared for during her illness by her daughter Mrs. Williams.

Roadmaster A. F. Manley has taken a three-month leave of absence and left with his wife for California where they will visit their daughter and family and other relatives. During their absence his position is being filled by O. A. Timberman of Miles City. The latter's position as assistant roadmaster at Miles City is being filled by his brother, L. A. Timberman.

Mrs. Floyd Way, wife of retired engineer, passed away Dec. 25 from a heart ailment after being in poor health for a year. She is survived by two sons, three daughters, two sisters and four grandchildren.

Fred Lentz, retired conductor, passed away at Seattle on Jan. 18 following a long illness. He leaves his wife, and four daughters; Mrs. Maxine Woodstock, Mrs. Phyllis Beachard, Mrs. Lucille Meus of Seattle and Mrs. Mercedes Olson of Mobridge. Roadmaster Myron Olson and wife and children attended the funeral in Seattle.

Born, to Fireman James O'Donnell and wife on Dec. 31, a son, Charles Thomas.

Coach Cleaner Nick Daniels, 57, died on Jan. 20 from a heart attack. He leaves his wife, a daughter and a son. He was born in Jugoslavia where he is survived by two brothers and a sister.

Roundhouse Employe George Bozolf, who worked for the Milwaukee for 35 years, passed away at the Mobridge Hospital on Jan. 20 after a long illness.

WEST

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

Milwaukee organizations have joined with other Miles City groups for the annual March of Dimes. The drive has added significance for Montanans this year, since Montana was third in the nation in polio rate and had its third worst year in 1953. Custer County was second highest of the state's 55 counties.

The Women's Club planned a card party for Feb. 1, with the proceeds to go to the March of Dimes. The club will also make its regular donation.

The Miles City Milwaukee Service Club held its annual March of Dimes party in the clubrooms at the old depot Saturday, Jan. 23, at 7 p.m. Despite below zero weather, 75 members, wives and guests participated and \$181 was raised for the March of Dimes fund. Claude O'Brien was party chairman and those assisting were Roman Lala, Jim Bennett, Martin Kelm, Gene O'Brien, Earl Trafton, John Schell, L. R. Kirchoff, Ray Grant, J. D. Wagner, A. B. Running, Ray Moore and L. H. Rabun. Refreshments were served all comers by the committee; Pete Leo, chairman, Dan Tedesco, Jim Moyes and Don Campbell.

Mrs. Martin Walsh, 68, passed away in a Miles City hospital Dec. 24 after a long illness. She was born in Ireland Oct. 1, 1885 and married Martin Walsh in Spokane in 1926. Miles City had been their home since 1930. She is survived by her husband, three brothers and three sisters. Funeral services were held in the Sacred Heart Church with interment in the family plot in Calvary cemetery.

The Women's Club opened the year with the installation of Mrs. Frank W. Spear as president. Other officers installed were: Mrs. Everett Hubbs and Mrs. D. E. Goodspeed, vice presidents; Mrs. Howard Sweeney, secretary; Mrs. Gladys Brundage, treasurer; Mrs. S. E. Moss, historian; Mrs. John Gray, corresponding secretary; and Mrs. Leonard Kirchoff, assistant recording secretary. Mrs. Herb Lathrop and Mrs. Moss acted as installing officers.

Lawrence Pembroke, 17, son of Mrs. and Mrs. Arthur Pembroke, passed away Jan. 3 as the result of injuries received in an automobile accident the previous day.

William K. Eaton, retired switchman, passed away at a Miles City rest home Jan. 9. He had been in failing health for some time. Mr. Eaton was the first Miles City switchman



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RETURN ENGAGEMENT. Mrs. Frances Williams Anderson of New York City, daughter of Agent F. C. Williams of Mobridge, S. D., who has achieved success in the concert field, was a soloist recently at her alma mater, St. Olaf College. As an undergraduate at the Northfield, Minn., school, Mrs. Anderson sang for four years with the famous St. Olaf Choir. Before returning east she was also a featured soloist with the Duluth Symphony Orchestra.

to retire under the present system. He was born in Marshalltown, Ia., April 28, 1867, and was married to Sara Agnes Balantine June 15, 1888. She died in 1901 and four years later he was married to Myra Fay at Crete, Neb. The family came to Montana in 1911 and homesteaded north of Miles City where Mr. Eaton entered the employ of the railroad. He had worked for 25 years when he retired. He is survived by four children of his first marriage, three sons and a daughter, 12 grandchildren, 21 great-grandchildren, and a great-great-grandchild. He was a member of the Elks, Eagles and the switchmen's union.

Lorena Ann Webster, daughter of Mr. and Mrs. Lawrence A. Webster recently became the bride of Earl Childers. The young couple are making their home on a ranch near Miles City.

Mrs. A. B. Wilson, widow of retired engineer, passed away at a Miles City hospital Jan. 17. On Saturday of the same week death came to Mrs. W. J. Esslinger, widow of retired engineer.

Iowa Division

EAST END

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

Section Foreman H. R. Kammerman and wife recently traveled to Boone, Ia., to make the acquaintance of their new grand-daughter, Mary Ellen, who arrived at the home of their son, L. G. Kammerman, on Dec. 21.

Section Foreman T. R. Bloomfield, Maxwell, is on a leave of absence because of illness; also, Foreman L. B. Overman of Delhi and Section Laborer H. C. Curtis have been granted sick leaves.

James J. Christensen, former Railway Express agent in Marion, moved his family to Carroll, Ia., recently. His son Bob spent the holidays with his parents, and has resumed studies at the University of Dubuque.

Assistant Engineer R. J. Brueske is in New Orleans at this writing, attending a meeting of the A.R.E.A.

Pvt. Robert Boettcher, son of Assistant Division Engineer L. R. Boettcher, has arrived in Butzbach, near Frankfurt, Germany. Another son, Cpl. Chandler Boettcher, has returned to Camp Chaffee, Ark., after a furlough spent with his parents in Marion.

Paul Salzer, car foreman at Cedar Rapids, has been transferred to Council Bluffs in the same capacity. He succeeds Darrell Fisher who has been promoted and transferred to Chicago. C. A. Reuter returns to Cedar Rapids to succeed Paul Salzer.

The death of Section Laborer George Yarolim occurred on Jan. 15, following a heart attack. He had been on a leave since September, 1952, because of ill health. On Nov. 4, 1940 he started in the M of W service at Oxford Junction and continued working there until his leave. His wife and a son, Dale, of Wyoming, Ia., survive him.

Ruby Eckman, secretary to chief dispatcher at Perry, has returned from a vacation trip to Colombia, South America, and to the Canal Zone.

Brakemen Ed Draisey, James Fox, Dick Heenan and Glenn Theulan have joined the Air Force and are at San Antonio, Tex., for basic training.

Mrs. E. Cox of Earlham, mother of Conductor F. L. Cox, died in late December. Mrs. Dan Searles, wife of retired Des Moines Division conductor, also died in December, having been ill for a long time.

Water Service Engineer Everett Evans and wife celebrated their 25th wedding anniversary with Mrs. Evans' brother, Fred Bristle, and his wife who were married 40 years the



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latter part of December. The Bristles live in Maynard, Minn. The celebration and open house were held at the Evans' home.

S. C. Donelson, father of Conductor H. L. Donelson, died recently after several months' illness.

Clyde Birmingham, son of the late Thomas Birmingham, for many years a Middle Division conductor, died in Susanville, Calif. Funeral and burial were at Perry, Ia.

Dr. A. J. Mullman, company doctor at Perry, was injured in an auto accident near Omaha before Christmas and at this writing is still in a hospital at Des Moines.

Chief Dispatcher C. D. Emerson's son Mike was in a hospital in January for an eye operation.

J. M. Reel, retired conductor, underwent surgery in Des Moines during January.

A. C. Jacobs, agent at Waukee, has retired after 45 years of service. He started 60 years ago but spent 15 years as bank cashier, then back to the Milwaukee as agent.

Janett Lee Gibbons, daughter of Cecil Gibbons of the roundhouse force at Perry, and Orville Becker, son of Section Foreman Claude Becker of Woodward, will be married soon, as announced in January.

Leo Smithson and wife are the parents of a son born in January; grandson of Albert Smithson, retired brakeman of Perry.

A son born to Robert Stoner and wife at Perry is the first grandson for Switchman George Franks.

Linda Salzgeber, daughter of Engineer Orville Salzgeber, underwent an eye operation at Blank Memorial hospital in December.

Mrs. George Pommer, mother of Fireman D. G. Pommer, died in January at Perry.

Vern Schleisman has been appointed agent at Redfield, Ia.

Rita Hunter, roadmaster's clerk, has been ill. Mrs. Gladys Slater is working in her place.

A son was born to Fireman James Garnett and wife Jan. 3.

Operator James Houstman has been released from the Army after two years' service, of which about a year was spent in Korea.

Des Moines Division Conductor W. J. Brumbly died at his home in Des Moines early in January. He had been on sick leave since May.

Cpl. James Houstman, furloughed telegrapher at Olin, Ia., is returning to the States after serving with the Military Railway Service in Korea. Houstman, who entered the Army in December, 1952 and went overseas the following December, was a radio repairman with the unit, which coordinates all military rail transportation in Korea. He has been awarded the Korean Presidential Unit Citation Badge, the National Defense Service Medal, and the UN and Korean Service Ribbons.

I & D Division

SANBORN-RAPID CITY

Albert J. Gall, Correspondent
Trainmaster's Office, Mitchell

Our sympathy is extended to Superintendent P. J. Weiland on the death of his father, Paul J. Weiland, who was a retired section foreman of The Milwaukee Road. The senior Mr. Weiland died Jan. 24 in Bridgewater, S. D., following an illness of several years. Funeral services were held in St. Stephen's Catholic Church in Bridgewater. Mr. Weiland was born in Germany in 1873 and came to the United States at the age of seven with his parents who settled at Marion, Ia. He was married in 1899 to Mary Bittner at Marion and had lived in Bridgewater since 1909. Since Mrs. Weiland's death in 1939 he had made his home with his daughter, Mrs. Albert Stewart, in Bridgewater. In addition to Superintendent Weiland and Mrs. Stewart, he is survived by four sons, Theodore of Bridgewater, Wilbur of Green Bay, Wis., John of Sioux City and George of Seattle; daughters Mrs. Lorena Gossman of Bridgewater, Mrs. Edith Garber of Eau Claire, Wis., and Mrs. Phyllis Weir and Miss Florence Weiland of Seattle; 30 grandchildren and 18 great grandchildren.

At the annual election of officers for the Women's Club, the following were elected for the coming year: Mrs. R. J. Dimmitt, president; Mrs. Paul Olson, first vice president; Mrs. Matt Ladner, second vice president; Mrs. L. L. Long, secretary; Mrs. C. J. Weiland, treasurer; and Mrs. Don Suelflow, historian.

Sympathy is extended to the family of Thomas J. McComish who passed away suddenly while visiting friends. Tom had been retired for the past few years on account of a heart condition.

Conductor J. Robert Quass has purchased a home at Canton on account of the Sunday lay-over. He and Mrs. Quass are now at home at 219 Milwaukee Street, Canton.

Arthur H. Guse passed away suddenly at his home in Mitchell at the age of 61. He had been retired for the past several years.

The Milwaukee Road Magazine

Sgt. William Ranese Listed Among Korean Dead

MRS. VIOLA RANES, clerk in the office of assistant superintendent at Perry, Ia., who serves The Milwaukee Road Magazine as correspondent for the Iowa Division Second District, was notified officially on Feb. 3 that her son, S/Sgt. William Ranese, is presumed to be dead. He had been listed as missing in action since Mar. 24, 1951.



S/Sgt. William Ranese

Sergeant Ranese, a gunner in the Air Force, disappeared on a flying mission over Korea when his plane, hit by enemy flak, was forced to make an emergency landing near Sunan. The names of the pilot and navigator later appeared on a list of prisoners of war submitted by the Reds and both were repatriated in the recent Operation Big Switch. The fate of Sergeant Ranese hung in the balance until the pilot made a report of the fatal flight. His plane went down under heavy fire, he said, and the Reds surrounded it as soon as he landed. Before being taken away, however, he had a glimpse of Sergeant Ranese lying in the gunner's compartment with blood on his clothing and apparently unconscious. Two days later, when he was returned to the scene of the crash for questioning, there was no evidence of Sergeant Ranese or his belongings, nor could he learn what had become of him.

Sergeant Ranese served three and a half years in World War II and was recalled to service in August, 1950. Besides his mother, he is survived by his wife, Patricia, and a daughter, Margaret, 3, of Sacramento, Calif., his sister, Mrs. Frances Smith of Sacramento, and his twin brother, 1st Lt. John Ranese who is stationed in Japan.

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

About 45 employees and their wives attended a dinner at Ross & Charlie's Steak House Jan. 20 for J. H. Hennessy, retiring chief dispatcher, and his wife. Superintendent Weiland acted as toastmaster and the Hennessys were presented with gifts from friends on the division. The Hennessys, who have our best wishes for an enjoyable retirement, will make their home in San Diego County, Calif.

Paul J. Weiland, retired section foreman, 80, died at his home in Bridgewater, S. D., after several weeks' illness. Mr. Weiland retired in 1943 with 50 years of service. Our sympathy is extended to Superintendent Weiland and to Roadmaster Weiland at Sioux City.

Word has been received from Tom Snyder, retired conductor now located in Sacramento, Calif., that his health is greatly improved. He also reported having a visit with Mr. and Mrs. A. G. Class, now located in Altedena, Calif., and with Mr. and Mrs. E. L. Taylor, now making their home in Bakersfield, Calif. Mr. Class is a former I&D conductor, and Mr.

Taylor was formerly agent at Hawarden.

Martin J. Johnson, retired conductor, 80, died in a Sioux City hospital Jan. 5. He retired in 1938 after 35 years of service as a trainman and conductor. He is survived by his widow, a son, three daughters, a brother, three sisters, eight grandchildren and six great-grandchildren. Burial was in Sioux City.

EAST END

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

M. T. Shanahan, operator at Calmar, passed away suddenly of a heart attack on Jan. 10. Just the night before he had received a telephone call from his son, Sgt. Michael Shanahan, who had arrived home from Germany and advised he would be home in a few days. He had been overseas since October, 1951. A daughter, Mary Jeanne, who is a nurse in a children's hospital in Texas, was planning to come home for a family reunion and both son and daughter started the trip home, not knowing of their father's death. Mr. Shanahan is also survived by his wife and three other children.

Mr. and Mrs. Louis I. Walter celebrated their 50th wedding anniversary on Jan. 10 with a reception for 200 at the Wesley Methodist Church in Mason City. Three daughters were present: Mrs. Loren Ufford, with Mr. Ufford, of West Allis, Wis.; Mrs. Arthur O'Green, with Mr. O'Green and their children, Sharon and Becky; and Miss Almeda Walter of Mason City. Two other daughters, Mrs. Bert Thiederman of Mirror Lake, Wash., and Mrs. Leo Maken of Kenosha, Wis., were unable to attend.

Conductor A. L. Kirby was married Dec. 21 to Miss Magna Anderson of Milwaukee, in St. Joseph's Catholic Church in Mason City. They are making their home in Mason City.

Bill Hurley, son of Roundhouse Foreman Paul Hurley of Mason City, has been released from the Army and is now working for the Road's police department at Bensenville, Ill.

Signal Maintainer O. M. Simonson was seriously injured in an automobile accident near Ossian on Jan. 4. He has since been released from the hospital and is convalescing at home.

Mrs. Jesse Stewart, wife of stationery fireman at the Mason City roundhouse, is at home after six weeks in the hospital.

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finished and the freight office force, yard office, operators, assistant superintendent, roadmaster, supervisor of signals and communications and special police officer are now located in the passenger station. In making the move, your correspondent was so busy trying to find a place for everything that she forgot to report news last month.

Milwaukee Division SECOND DISTRICT

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

Al LaValley, retired conductor, passed away recently. We extend sympathy to his family.

Roadmaster W. F. Weiland's father passed away in Bridgewater, S. D., and he and his family attended the funeral there. We want to express our sympathy.

Conductor J. Fencil was called back from his Florida vacation on account of the sudden death of his brother. We extend sympathy to Mr. Fencil.

If anyone hears any news of interest, would appreciate having it sent in.

In recognition of more than half a century in the Roads' employ. Gold Passes were issued last month to three employes with headquarters in Green Bay. Engineer Lloyd Brasure started with the Road on Jan 24, 1904, Conductor A. W. Eichwald on Dec. 31 1903, and Passenger Trainman E. P. Stien on Nov. 1, 1903. The passes, which are good on all Milwaukee Road trains, included their wives.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Joseph Binstock who has been operator and of late agent at Walworth, has retired and is leaving for Mexico City to enjoy a winter vacation. J. Leland Frindell, third trick operator from Rondout, has taken over the agency at Walworth temporarily, and C. E. Hamilton is the night operator.

Agent Campbell of Morton Grove has laid off for the rest of the winter and is escaping the snow and cold in southern travels. Agent Matt Grenning of Rondout has found California to his liking at this time of the year and is visiting relatives out there.

Vincent Freihofer is the new office stenographer, filling the position vacated by Ruth Habbegger who has been appointed secretary

to Superintendent Schwartz.

We are sorry to report the untimely death of the daughter of Conductor Edward Riley; also wish to express sympathy to Brakeman Ben Moore whose wife passed away in Chicago on Jan. 2.

Vacationists from the division included Train Dispatcher G. D. Sanders who visited relatives in New York and his parents at Chillicothe, Mo.; Cap Ruthe of Somers who made the California round trip; and Harry Jewell and wife who went to Hot Springs.

Conductor Steve Cudahy of Walworth has been reported as being ill for some time.

Chicago Terminals BENSENVILLE



Reva Fay Smith

Reva Fay Smith, daughter of C&M Conductor Ben Smith, graduated Jan. 24 from the Washington High School in Milwaukee. She was one of the top 10 in her class and received a scholarship to Mt. Sinai Hospital School of Nursing in Chicago. Reva is

also a very talented accordion player.

Sympathy to the family of Fireman Paul Penrod whose father, George, passed away in December. George Penrod was a gang foreman at Libertyville and had been employed by the Road for 38 years.

Marjorie Bell has joined the clerks in the teletype room, as has Ronnie Moellenbrink. Marge is a relief clerk and Ronnie is a regular clerk on the afternoon trick.

Phil Scorza is the new second train clerk at Bensenville. Phil used to be on the same job a few years ago, then went to work at Galewood.

Brothers John and Len Phillips are holding down the first and second trick jobs as clerk to the hump yardmaster.

GALEWOOD

Norma Gunderson, Correspondent

As a pre-Christmas gift, Baby Maryann arrived at the Schultz home in Lake Zurich. Dolores Schultz is a comptometer operator now on leave of absence.

Robert Blohm, timekeeper at the freight

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QUIZ answers

1. Four.
2. Five.
3. Not otherwise specified.
4. A station to which freight shipments must be prepaid.
5. Yes.
6. FGEX. (The suffix X denotes a private car line.)
7. A rate which is shared by two or more railroads.
8. A railroad operating over an extensive territory.
9. The weight of cars and contents so drawn.
10. Three.

house, retired recently after 50 years of service. He was presented with a purse by the men he worked with as an expression of their good wishes for a happy retirement.

Ray Emerick is the new timekeeper for Galewood platform taking over the duties of Robert Blohm.

Robert McCutcheon, son of R. McCutcheon, auto mail clerk, is serving as cook for the KMGAG officers mess in Taegue, Korea.

Marie and Archie Sinclair (checker in the communication room) are enjoying the Florida climate at this writing.

Floyd Hooper of house 6, Division Street, is taking over in Ray Emerick's spot as trailer dispatcher in the freight house.

Hattie Blackman, bill clerk, returned recently from Hollywood, Fla., with the usual coat of tan.

Edward J. Lemke, car record department, has returned to work after recuperating from a serious operation.

Sympathy is extended to the family of Leon Christensen, platform foreman, who passed away Jan. 22, leaving a wife and four children. His wife, Stelle, wishes to thank his friends for their kind remembrances during his illness.

Corinne Zulauf, night telephone operator, is on an extended leave of absence, due to ill health.

Coast Division

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

The first half of the season for the Milwaukee bowling league ended with a tie for first place between the freight office and roundhouse, both winning 34 games and losing 26. On the play-off for the winner of the first half the roundhouse edged out the freight office by 132 pins. Hal Schutzman is holder of the high single game of 244, and Bill Price is holder of high series of 604. High team single game is a big 947 held by the Supervisors, who also hold the high team series with 2,649.

Jack McMahon, retired B&B carpenter, passed away Dec. 12 following a long illness.

Frank McConnell, retired hostler at Tacoma, passed away on Dec. 28. Frank, one of

the old timers on the railroad, was about the first man employed here when the shops were being built. Before coming to the Milwaukee he was on the Northern Pacific and Great Northern. For years he was a locomotive fireman and then went to hostling, holding that job until he retired in 1947.

C. E. Thrasher, retired roundhouse foreman, passed away at Port Angeles. Mr. Thrasher was well known on the railroad having worked at Deer Lodge and Tacoma as a machinist, and at the time of his retirement as roundhouse foreman at Port Angeles.

William Farrow, lineman's helper, passed away on Jan. 22 at Snoqualmie Falls, following a heart attack.

Tom Johnson, machinist at Tacoma shops, was in an automobile accident near Marysville, Wash. It seems that his car skidded on the icy pavement, then went into a ditch and caught fire, with the result that he was badly burned.

E. H. Foster, general foreman's clerk at Tacoma, is retiring on Feb. 15 after 45 years of service. Foss spent the largest part of his service in Deer Lodge where he was chief clerk to master mechanic before coming to Tacoma. He and his wife are planning on an extensive trip around the country, visiting with their son in Shreveport, La., and taking in the Mardi Gras at New Orleans, and also going to Boston, to visit their daughter.

About 70 friends and associates of C. E. Barrett, district general car foreman at Tacoma, attended a dinner at the New Yorker Cafe on Jan. 2 to wish him well on his promotion to assistant superintendent of the car department at Milwaukee. The toastmaster for the evening was H. J. McMahon, district safety engineer, and Vice President L. H. Dugan, Seattle, presented Mr. Barrett with a farewell gift from his many friends on Lines West. Among officers who attended were C. E. Crippen, general manager, Lines West; Superintendent J. T. Hansen; J. V. Anderson, assistant general storekeeper; Barry Glen, division master mechanic; O. R. Anderson, general passenger agent, Lines West; L. V. Anderson, superintendent of transportation,

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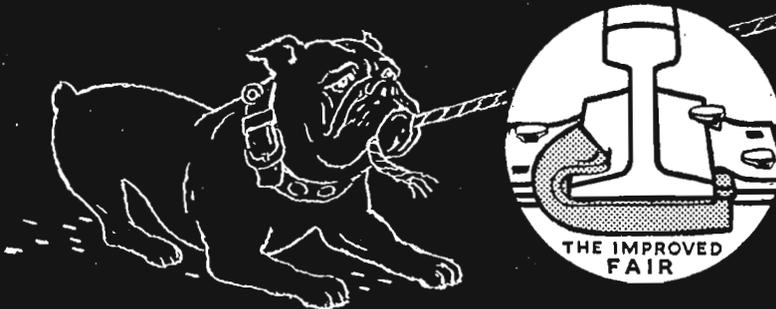
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Lines West; and L. K. Sorensen, retired general manager. The group also included car department representatives of the Northern Pacific and the SP&S, as well as representatives of the Transcontinental Freight Bureau in Seattle and Portland.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Tacoma experienced some of its coldest weather in history last month, with the thermometer dropping to 10 degrees. For the first time in 50 years, Dash Point residents saw ice form on salt water in Dumas Bay. As the tide changed, the sheets moved out and eventually broke up.

Christmas bundles from heaven were welcomed by brakeman Conductor Fred Wyman; a son born Dec. 25, his first child.

Fireman C. K. Clover, son of Chief Clerk Fay Clover, welcomed his second child, Marc Kingsley, on Dec. 26.

Assistant Cashier Hazel Gottlieb has returned from a month's vacation visit with her sister in Los Angeles.

Although the calendar says January, it's Daffodil Festival time already. This year's festival, which is sponsored jointly by the Tacoma, Puyallup and Sumner Chambers of Commerce, the Northwest Bulb Growers and Orting Red Hat Days, will be Apr. 5 to 11, inclusive.

of E. H. Sowle, auditor of machine accounting in Chicago.

In recognition of a half century of service, a Gold Pass was issued Feb. 1 to Oliver A. Bremseth, L&R Division locomotive engineer. It was issued in favor of Mr. and Mrs. Bremseth who live in Minneapolis. Mr. Bremseth started his service with the Road on Nov. 23, 1903.

Terre Haute Division

REA BUILDING

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

We had a letter recently from Gus Boyd, former agent at Terre Haute, who is now located at Paoli, Ind. Gus retired about two years ago and immediately went into farming and raising livestock. He tells us he is very much interested in his work.

Fred Pearce, retired chief clerk, and wife went to California early in January to visit relatives around Los Angeles until plowing time. Fred will cultivate his garden as usual this spring.

Engineer Floyd Chenault's wife was again in the Mayo Brothers hospital during January.

Charles E. Denny, retired section foreman, and wife will make their annual trek to Los Angeles in February.

Claude D. Armstrong, retired conductor, and wife of Corpus Christi, Tex., will go to California in February and will also visit Terre Haute in the spring before returning home.

Mrs. Charles E. Garrigus of Hart, Mich., widow of yard conductor, is spending the winter in Florida this year.

Fred Hughes, retired locomotive engineer, and wife of Sullivan, Ind., will go to Hot Spring, Ark., in February to stay a month or two.

Elmer Jenkins, retired conductor, and wife of Clay City, Ind., went to Florida the latter part of January.

Frank Wyatt, yard conductor who retired in 1936 and who is nearing 95, left for New Orleans the latter part of January to enjoy the Mardi Gras and also escape some of our cold weather. Frank has attended several previous Mardi Gras celebrations.

Fred C. Mancourt, clerk in this office, passed away Jan. 23 at his home in Terre Haute. He had undergone surgery at Mayos on Nov. 23 and seemed to be recuperating until the time of his death. He was also a clerk in the Chicago accounting offices for several years.

Everett A. Smith, clerk at the Terre Haute freight house, was transferred to the Rea Building during Fred Mancourt's absence. Clerk Ray Williams has replaced Smith at the freight house.

The Women's Club held its monthly potluck dinner on Jan. 21 and an unusually large number of employes, wives and children attended. In addition to a musical program, the installation of officers was held. Mrs. John A. Graam was installed as president for a second term; Mrs. Earl Peters, vice president; Mrs. Patrick V. Bailey, treasurer; Mrs. Carl Roberts, recording secretary; Mrs. Clarence Graff, assistant recording secretary; Mrs. Thomas Mulvihill, corresponding secretary; and Mrs. Oscar Bond, historian. Past presi-

La Crosse & River Division

FIRST DISTRICT

Richard K. Sowle, son of Kenneth Sowle, store department employe at Tomah, was pictured recently in an Associated Press Wirephoto rescuing a woman from a burning building. The caption stated: "A sailor from West Warwick, N. J. restrains a woman panicked by a Newport, R. I., fire from leaping three stories to possible death below. Sowle heard the woman's screams from an adjoining roof and rushed to her aid . . . A fire ladder was raised and the woman was rescued unharmed." Richard, incidentally, is the nephew

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3. Erie Railroad.
4. Georgia Railroad.
5. Grand Trunk Western Railroad.
6. Maine Central Railroad.
7. New York, Susquehanna & Western Railroad.
8. Reading Company.
9. Southern Pacific Company.
10. Texas & New Orleans Railway.

dent Mrs. Aaron Wright was installing officer. We were glad to see conductor Tom Mulvihill at the dinner. Tom hasn't been out much for a few months due to illness.

HULMAN STREET YARD

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

Timothy I. Colwell, the Magazine's Terre Haute Division editor, made front page headlines in the Terre Haute Star on Jan. 9, with his photograph and the announcement that he had been elected Potentate of Zorah Shrine Temple.

William Mack Chambers, 59, retired conductor of St. Bernice, died at the Veterans Administration Hospital in Indianapolis Jan. 9, after an illness of five years. He was a member of the American Legion and the Brotherhood of Railroad Trainmen. He is survived by Mrs. Chambers, three daughters and a son, Robert, a carman at Hulman Street. He was a brother of Walter Chambers, retired conductor, and an uncle of Switchman Ellis Effinger.

William C. Laughlin, 76, retired switchman of East Hulman Street, died Jan. 12. He was a member of the Retired Railroad Men's Association.

Sympathy is extended to James Long, retired signalman of Marshall, Ill., in the death of his wife Dec. 28.

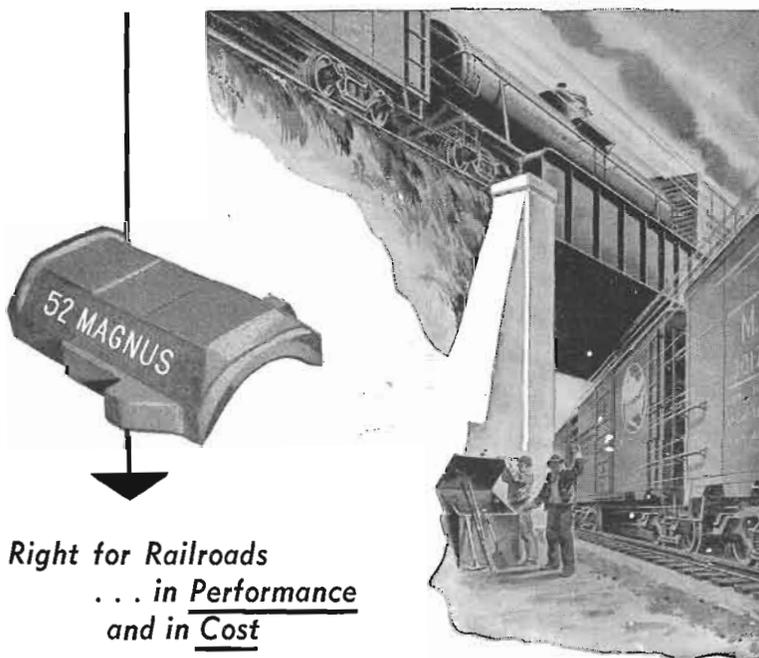
Gateman A. S. Anderson is a proud grandpa. A baby boy named Stephen Allen was born at the home of his son and daughter-in-law Dec. 27.

A wedding of interest to railroad people of the division was that of Miss Wilma Jean Botner, daughter of Carman Paul Botner, and Robert DeBolt, son of Carman Albert DeBolt. The ceremony took place at the First Church of The Nazarene in St. Bernice on Jan. 9. The young couple were married by the bride's grandfather, the Rev. Charles E. Botner of the M. E. church. They will make their home in St. Bernice.

A report comes to us that Ralph Hornung, retired bridge foreman, and wife are enjoying their retirement at Elmore, Ind.; also that Howard Melsheimer, retired B&B foreman, who has been seriously ill and in the hospital, is now at his home in Elnora.

It looks as though Yardmaster C. A. Grigsby is the first grandfather of the year on this

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(Advertisement)

division. A boy, David Lee, was born to his daughter and son-in-law, Gwen and Carl Martin of Marion, Ind., Jan. 1.

Brakeman William Scott Jr., is back home after a year in the Army, during which he was stationed in Germany. He is the son of Engineer William Scott.

Conductor and Mrs. Harold Blair received the happy news that they were grandparents Jan. 21. A son, James Joseph, was born to their son and his wife, Mr. and Mrs. J. J. Blair.

William Webster, retired engineer, has been seriously ill at his home here.

Scale Inspector L. E. Okray of Milwaukee was over the division in January. He has taken over the position formerly held by A. E.

Oertel, retired inspector.

Carman Hersey A. Pearman died suddenly at his home in Clinton Jan. 11. Sympathy is extended to Mrs. Pearman and his children. He was a brother of Carmen Ward and Bruce Pearman.

Yardmaster C. A. Grigsby was on vacation in January, visiting in Toledo, Ohio. He was relieved by Yardmaster Marshall Elliott.

W. O. Reynolds, retired conductor, and Mrs. Reynolds celebrated their 49th wedding anniversary Jan. 22 at the home of their daughter and son-in-law, Thelma and Conductor Hubert Ingram, at St. Bernice.

J. W. Ball, retired conductor, and wife spent several weeks in Phoenix, Ariz., early this year.



CUB SHOW TRAVEL BOOTH. A Milwaukee Road locomotive bell held the keystone position in this travel display set up by Cub Scouts of the R. J. De Lano School for Crippled Children at Kansas City for the recent Kansas City Area Scout Show in the Municipal Auditorium. The booth also displayed Milwaukee Road travel posters, train markers, lanterns, telegraph instruments and the like. Mrs. W. H. Rogers, wife of a Milwaukee Road affiliated yard clerk at the Milwaukee-Kansas City Southern Joint Agency, is chairman of the Mother's Council at the De Lano School



LOOKING BACK. James Scribbins of the Milwaukee depot ticket office force recently won the grand prize in the 1953 photo contest sponsored by the Milwaukee Chapter of the National Railway Historical Society with this picture of the Chippewa-Hiawatha which he took on a near-zero day in February, 1949. It was taken near North Avenue, Milwaukee. The "Chip" has, of course, been dieselized since.

FREELoader At Coffee Creek, Mont., the children of Agent J. P. Shannon have a fascinating playmate in an antelope which recently adopted the Milwaukee Road depot as a home. Like a house pet, it follows them around and waits for handouts at mealtime. The children are Jo Ellen, 5, and Eddie John, 3.



UNDER THE WIRE. A cup of hot coffee puts Carl J. Geigler, Milwaukee shops carpenter, back on his toes after giving his 33rd pint of blood at the Junior League Blood Center on Jan. 26, his last before becoming 61 the following day, and beyond the age limit for blood donors. Toasting the veteran contributor are Nurse Mary Ellen Makens and Carol Esamar, blood center interviewer. (Milwaukee Sentinel photo)



IN KOREA. Railroading with the 724th Transportation Railway Operating Battalion, M/Sgt. Vincent W. Shoop of Rapid City, S. D., checks the assignment of his men in Korea. Before entering the Army, Sergeant Shoop was employed on the Black Hills line out of Rapid City, most recently in the B&B department. He holds the World War II Victory Medal and the UN and Korean Service Ribbons.



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SAFETY AWARD. President J. P. Kiley receives the Service Recognition Certificate Award of the Minnesota Safety Council from Governor C. Elmer Anderson of Minnesota at the annual meeting of the council held in St. Paul on Jan. 5. At the extreme left is A. V. Rohweder, president of the Minnesota Safety Council, and at the extreme right is R.

W. Keller, manager of the Minnesota Editorial Association, who served as toastmaster at the luncheon. The award, highest honor that can be bestowed by the council upon an individual, was given to Mr. Kiley in recognition of his active interest in the Minnesota Safety Council and for his interest in safety matters generally.



PREXY TO PREXY. Frank J. Newell, assistant public relations officer, Chicago, oldest ex-president (seniority—not age, he insists) of the St. Paul Passenger Association, having served in 1924 when he was traveling passenger agent, "passes the gavel" to John H. Linstad, Burlington Route depot passenger agent in St. Paul, newly elected president, at the group's annual Past Presidents and Election Dinner meeting on Jan. 13. Left to right: Mr. Linstad; Hilmer M. Larson, Milwaukee Road assistant general passenger agent, Minneapolis, who was president in 1935; Mr. Newell; Oliver R. Anderson, general passenger agent, Milwaukee Road, Seattle, president in 1947; and Edward P. Bruers, stationmaster, St. Paul Union Depot, president during 1953.

THE MOST REVEREND RAYMOND P. HILLINGER, D. D.,

is shown in the drawing room of a parlor car on the Midwest Hiawatha, en route to Rockford, Ill., on Jan. 13, where he was enthroned as the fourth Catholic Bishop of the Diocese of Rockford. Accompanying him in the extra cars was a delegation of approximately 100, including members of his family, church dignitaries and members of the laity who live in and near Rockford. In Elgin he was greeted at the station by about 1,000 persons, including priests, nuns and school children, who welcomed him to the Rockford Diocese. The party detrained at Davis Junction and went by automobile to Rockford—a distance of about 10 miles.



THE MILWAUKEE ROAD MAGAZINE

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BIG BOY on the Rondout Patrol. This portion of a tank was photographed last summer as it made its way out of Milwaukee. Watching the big load are Conductor Harry Mulligan and Rear Brakeman Herman Rohde. For details see page 8.

