

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

FEBRUARY 1955

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THE MILWAUKEE ROAD MAGAZINE

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Understanding What We Hear

SOME TIME ago I commented here on the merits of seeing what we look at. The idea has always appealed to me, because the possibilities which open up when we really *see* what goes on around us are tremendous. Lately, however, I have had reason to believe that it might be well to amplify that suggestion.

I propose that we make it, "Let's see what we look at . . . and understand what we hear."

When I was a boy in school we used to play a game called "telegraph". The teacher would whisper something to one of the pupils who, in turn, would whisper it to another, and so on until it had made the rounds of the class. But when the last fellow in the last row arose and repeated the statement aloud, it never bore more than a slight resemblance to the one with which we had started.

I imagine most of you played that game as youngsters. But, like myself, you had to grow up and see the principle at work among people in their private and business lives to realize that there are few things more charged with danger than the misunderstood statement, the careless remark into which someone reads a meaning injurious to his own peace of mind.

On those infrequent occasions when I learn that feelings of antagonism have developed in a work group, I always wonder where the "telegraph" was short-circuited.

We owe it to the railroad, to our fellow employes, and certainly to ourselves to understand what we hear—first, to hear it *right*, and then to weigh its meaning with intelligence and judgment.

I sincerely feel that the effort to see what we look at, and to understand what we hear, will do more than anything else to preserve good will and friendliness within the ranks, the most priceless tradition on The Milwaukee Road.

J. P. Kiley



COMMENTS FROM OUR CUSTOMERS



"The most agreeable recompense which we can receive for things which we have done is to see them known, to have them applauded with praises which honor us."

—Moliere

BEYOND EXPECTATIONS

"I had a delightful trip over your railroad recently, Seattle to Chicago. It was my first trip in all my railroading years west of Minneapolis, and I assure you it was a grand one, far exceeding my dreams. Your people in Seattle and all along the way certainly treated me well, and I assure you I'll never forget The Milwaukee Road."

G. W. Meyer,
Agent,
The Pennsylvania Railroad
Lock Haven, Pa.

COMPLIMENTS OF MR. CRAWFORD

"Occasionally we should take time out to 'toot the horn' for a modest but courteous employe. I would like to take a minute to do just that for your Western Avenue ticket agent in Chicago, Mr. Crawford.

"He has been serving the many commuters who board the train there for some time now, and is certainly an asset to The Milwaukee Road. If purchasing a ticket, he is always most courteous, thanking one for the amount. . . . And during the recent holidays he always reminded people of their packages as they left the station. On the evening of Dec. 23 when I went up to wish him a Merry Christmas, he handed me a Christmas card and offered me some candy which he had arranged on the counter. His window was also gaily trimmed, lending an air of cheer to the waiting room. When I opened the card on the train, written there was, 'My pleasure is in serving you'.

"The Milwaukee is indeed fortunate to have such an employe as Mr. Crawford. He knows the value of courtesy, friendliness and consideration for others."

T. W. Dougherty
716 Glenshire Road
Glenview, Ill.

HELP FROM ALL SIDES

"Recently I had an appointment in Chicago, but because of weather conditions the Delavan-Milwaukee train was . . . too late to make the Chicago connection. I was told, however, to go to Walworth, Wis., and that I would be able to catch the Sioux there into Chicago.

"Driving to Walworth was hazardous on icy roads, and I arrived at the depot just as the train pulled in, but got stuck in the snow before I was able to park. When the train stopped, though, the conductor noticed my distress and he and another conductor jumped from the train and called for help. It seemed as though in no time people came from every direction and pushed me into the parking lot.

"It was thanks to these two conductors that I was able to make the train, and their courtesy was certainly appreciated. I have ridden often on Milwaukee trains and have always experienced the finest courtesies."

Rev. Henry Rowoldt
507 Racine Street
Delavan, Wis.

WONDERFUL TRIP, WONDERFUL MEALS

"I'm writing to tell you about the wonderful trip I had recently on your railroad to Merrill, Wis. I took the Twin Cities Hiawatha, riding in the Super Dome car between Milwaukee and Portage, and at New Lisbon I got on another train which took me the rest of my journey. The meals on this train were wonderful. I had a chicken sandwich and peach pie with ice cream. It was the second time I made this trip, but the first time I traveled alone."

James Wozniczko
11055 Avenue B
Chicago, Ill.

I&D Division Tops Others in Safety During 1954

ANNOUNCEMENT was made early this month that the Iowa and Dakota Division had the best safety record among the 16 divisions during 1954.

The honor was earned with a 12-month record of no fatalities and only three reportable injuries in 2,353,486 manhours worked. The casualty rate of 1.27 achieved by the employes of the division represented a decrease of 71 per cent compared with the division rate for the year 1953. It is the second lowest division rate since the President's Safety Trophy was first offered, in 1941.

Commenting on his division's safety standing, Superintendent P. J. Weiland said, "I feel that it is because of the fine supervisor-employe relations we have on this division. It's pretty hard to do a good job in anything unless you have the employes with you, and in this case all of the credit is due the employes out on the ground actually doing the work."

Declare Dividend on Series A Preferred Stock

AT a meeting of the board of directors of The Milwaukee Road in Chicago on Feb. 9 a dividend of \$5.00 per share on the Series A preferred stock of the company was declared out of 1954 earnings, payable Mar. 11, 1955 to holders of record at the close of business Feb. 19.

It was also announced that consideration would be given to a dividend on the common stock of the company at the meeting of the board of directors to be held Mar. 9.

A New Railroad in the Far North

THE new railroad in Labrador—the first ever to penetrate that wild northern domain—is 356 miles in length. It extends from Seven Islands, Quebec, on the St. Lawrence River, to Schefferville, Quebec, in the vicinity of Knob Lake, the center of extensive iron deposits.

Curiously, though it is commonly referred to as the Labrador Railroad, it begins and ends in the Province of Quebec. Approximately 200 miles of the road, however, are in Labrador.

The railroad was built for the sole purpose of providing a transportation link between the iron mines and tide-water. When fully completed and equipped, it will cost \$150 million to \$200 million. Diesel motive power is used and all freight cars are equipped with roller bearings.



Barbara Ann Scott pretties up in her dressing room at the Milwaukee Auditorium for her fanfare entrance as Mlle. Modiste.

Backstage at the Milwaukee Auditorium with Freddie Trenkler, "The Clown Prince of the Ice", who has been with the revue since 1940.



Show Business Is Out

"THE SHOW WITH THE STARS", is how it's billed on marquees from coast to coast. A million-dollar extravaganza featuring that golden girl of the ice, Barbara Ann Scott, and a cast of 200, including half a dozen of the world's foremost skaters. Lights, music, comedy, gorgeous costumes, fabulous sets. In other words, it's "box office." The crowds love it.

In the gilded world of show business, the Hollywood Ice Revue occupies a position as the pioneer of all ice shows. Since 1935, when it premiered in Chicago, millions in key cities all over the country have thrilled to its spectacular performances. There's nothing like it anywhere, a generation of followers will tell you. In 20 years on the road it has also become a favorite with railroad people whose business is show business. Because it moves in special cars, often on special trains or by night, few know that it is one of the Milwaukee Road's steady patrons.

Since the Milwaukee handles a large part of all show business moving west

out of Chicago, it is specially equipped to accommodate such tours. This year, for the eighth consecutive year, the ice revue made its regular Midwest circuit over our line. Pictured here are some of the highlights of the trip which the 1955 edition of the show made on a swing between Minneapolis and Chicago via Milwaukee and Omaha this winter.

Starting with the closing performance at Minneapolis, the problem of accommodations and train schedules rested on the shoulders of W. C. Klomp, assistant to general passenger agent, Chicago. Mr. Klomp has spent 30 of his 35 years in the passenger department handling theatrical movements, and it's a matter of record that no company in his charge has ever missed a curtain. Alerted to the company's needs by a constant check with business manager Ludy Kassebaum, Mr. Klomp was on hand to see that things went well and to serve as the troupe's escort at every step of the move.

On the road, the Hollywood Ice Revue carries tons of scenery and equip-



Between trains at the Chicago Union Station, Barbara Ann Scott steps out with her poodle, Pierre, while W. C. Klomp, assistant to general passenger agent, checks schedules with Conductor J. R. Brooks.



Scene during the Wizard of Oz spectacle, one of the eight huge production numbers in the show.

Business

ment. In the current revue, for instance, the props include two converted jeeps. There are also the beautiful sets designed by Raoul Pene du Bois, no less than 624 glamorous costumes—one for Miss Scott made of blue fox tails is valued at \$7,000—200 pairs of skates with blade sharpening gear, a mass of electrical equipment and other paraphernalia, and a varied assortment of luggage for the performers and backstage crew.

Waiting to accommodate the loading of this vast miscellanea at Minneapolis were two end door baggage cars which were built especially in the Milwaukee shops to transport theatrical scenery, four 75-foot baggage cars, three passenger cars, and a tap car and diner. The cars, coupled to the Afternoon Hiawatha, left the Twin Cities at noon and were set out at the Fowler Street yard in Milwaukee early the same evening.

With the ease of long practice, crews began to unload the cars as soon as they were spotted, while close on their heels 10 trucks shuttled the scenery and equip-



▲ The end door cars were spotted at Fowler Street yard where they could be loaded directly from the trucks. On a night move the loading is not completed until about 3 A.M.

► Night loading of one of the four 75-foot baggage cars. The offstage personnel of the revue includes a large crew of stage hands.





On the road Manager Ludolf Kassebaum is in charge of the show. He is shown here with the Jack Bullocks, checking on departure time from Milwaukee.



The Dick Golubski family and singer Cecile Descant pick up timetable information in Milwaukee from A. L. Stuckrad (since appointed city passenger agent) and clerk Ruth Zirwes.



ment to the Milwaukee Auditorium where the show was to open the next day. Two weeks later this procedure was reversed when the company left Milwaukee to play at the Ak-Sar-Ben Coliseum in Omaha, the movement being made via Chicago, where passenger and baggage cars became part of the Midwest Hiawatha. At the close of the Omaha run, the entire company, still under the personal escort of Mr. Klomp, returned on the Midwest to Chicago, there to enjoy a 10-day vacation before settling down for the annual engagement at the Chicago Stadium.

Every year the show we handle is the same glittering spectacle, yet different in the sense that a fresh production and a changing cast make it always new. The star role, formerly occupied by the incomparable Sonja Heinie, has been held by the present unchallenged queen of the ice, Barbara Ann Scott, for four years. A total of 12 countries and 36 states are represented in the skating company, including every world championship—the Olympic champion, two women world title holders, and a number of the top amateur and professional men champions. In addition there is the offstage personnel of about 100, such as the dressers who help performers with their costumes, wardrobe people and the stagehands who hustle the props and scenery about.

The troupe travels as a family, of the large family size, that is. Eight of the men skaters are married to eight of the girls, and this year four of the children are traveling with their parents. There are also a number of pets which come in for their share of attention. Barbara Ann Scott, for one, is devoted to her little French poodle Pierre.

Arrangements to move the revue are always made months in advance and when it moves on, it leaves behind a nostalgic feeling. But there is comfort in the thought that for the Hollywood Ice Revue and the Milwaukee Road there is always another season ahead.

Far Left: Enjoying a visit as the train clicks off the miles are the trio of Honey Eckhardt, Toronto, Arlayne Donnan, San Francisco, and Arthur Newman, New York, while Dale Zimmerman of Akron prepares to join the group.

Left: Most petted member of the company, Pierre the poodle, basks in the undivided attention of his mistress, Barbara Ann Scott, and leading man, Jimmy Grogan.

Bill Long, College Freshman

AMONG the 1,000 students of Beloit College who took their mid-year exams last month is one who is of more than passing interest to Milwaukee Road people. He is Bill Louis Long, son of Louis Herman Long, a diesel electrician at the Bensenville, Ill., yards, who won the J. T. Gillick Scholarship for 1954. Bill expects to finish in the upper 15 per cent of the freshman class.

Beloit College was founded by the group of New Englanders who incorporated the Wisconsin village in 1845 and whose first concern was the educational needs of their young people. The cornerstone was laid in 1846 and the first class of three men was graduated in 1847. Today the college ranks eighth in the country in the number of graduates who have been recognized in "Who's Who."

Forty in Competition For Scholarship

Last year 40 young men whose fathers are with the Road applied for the scholarship which is offered in the name of the company's retired operating vice president. Throughout the judging, however, the name of Bill Long, a June graduate of the Bensenville Community High School, remained at the top, and in the final analysis he was the unanimous choice. His achievement becomes more significant when it is considered that, in the opinion of the judges, more than a dozen would have qualified as winners in competition with any other candidate.

Bill was chosen not only for scholarly achievement, but for what was summed up as his outstanding ability to do many other things in addition to academic work. Although he stood second from the top among his 92 fellow high school graduates and was salutatorian of his class, he also had a fine record as an athlete and student leader.

To mention some of his versatile interests, he had worked on the school paper and played in the band, acted lead roles in both the junior and senior plays, won second place in the state V.F.W. essay contest, participated in track, placed on the all-conference basketball team, and was Bensenville's representative to Boy's State. He also belonged to the National Honor Society, was chairman

Home for the holiday vacation, Bill helped his father with some work on the storm windows. Mr. Long, who has been with the Road six years, built his workshop and did the major finishing on the family's home in Bensenville.



of the town and school referendum committee, and a Phi Beta Kappa award winner. The committee was further impressed with the idea that he had found time to participate in the Boy Scouts, the Youth Fellowship in his church, and play American Legion baseball.

Bill was working at the Bensenville bank last summer when he was notified that he had won. The \$600 yearly grant decided him in favor of Beloit, rather than a college near home, and he enrolled immediately. In expressing his appreciation he said, in effect, that he would do his best to live up to the ideals and standards which are synonymous with the scholarship and to prove that the judges had made a good choice.

Among the first to congratulate the winner and his parents were Mr. Gillick, the veteran of 62 years of Milwaukee Road service, and President J. P. Kiley.

On his few week ends at home, Bill and his mother always have a lot to talk about. Bill is the Longs' only child.



In a letter to the Longs, Mr. Kiley said he was very pleased to have a part in furthering the education of a young man who was so well qualified. Having noted that Bill planned to enter either the field of physics or geology, he wrote, "I am convinced that a sincere student with an interest in these sciences will find great satisfaction applying the skills acquired at college to his life's work. You have my best wishes that your college work will help you achieve your goal."

Apparently Bill is a young man who knows where he's going, for these few months at college have already helped him to the important decision to specialize in geology. "I'm convinced now, that is what I'd like," he says, "and I'll probably choose the option of petroleum in this field. I am also enrolled in a journalism class, and I will go on in writing as far as I am able, as this can always be a useful second choice."

Bill's extra-curricular program is also slanted along those lines. He has become a member of the Geology Club and recently joined the staff of The Roundtable, the school paper, as a sports writer. A pledge to Tau Kappa Epsilon fraternity, he plays fraternity basketball and led the team in the scoring with 28 points in the first game. He was also a member of the bowling team which finished its season last month in second place. Bill averaged 159.

But Beloit standards are high, and even for a serious student there are no short cuts to success. Bill admits somewhat ruefully that he never studied as hard as he does now. There is always the scholarship, however, which is subject to renewal for three additional years. "With this fine incentive, I shan't let anyone down," he said.

C. T. Jackson

CHARLES T. JACKSON, retired chief engineer, passed away at his home in Columbia, Mo., on Feb. 4, following a brief illness. Funeral services were held from the Methodist Chapel at Columbia and he was buried in Miami, Mo. He is survived by his widow, Margaret Hall Jackson, and a brother, George.

Mr. Jackson was born in Miami on July 13, 1881 and was graduated from the University of Missouri with a bachelor's degree in civil engineering in 1903. He entered Milwaukee Road service immediately after his graduation as an instrumentman on location at Helena, Mont., and served later as a location engineer until 1907 when he was appointed assistant engineer at Butte. He was later transferred to Milwaukee, but in 1911 returned to Montana as locating and district engineer at Lewistown and later held various positions on location and construction work in the West. In 1919 he took up permanent headquarters in Chicago, where he was appointed assistant chief engineer in 1939. He became assistant chief engineer, system, in 1947 and served as chief engineer from Jan. 1, 1950 until his retirement on July 31 of that year.

Mr. Jackson's reputation as a civil engineer was almost equalled by his renown in amateur golfing circles. He was a year 'round follower of the sport. He and Mrs. Jackson moved to Columbia following his retirement.

Mrs. E. M. Peterson

MRS. ELIZABETH M. PETERSON, retired chief clerk of the pass bureau in Chicago, passed away in Los Angeles Jan. 20. She had been in ill health for some time. Funeral services were held at the Gesu Church in Milwaukee, Mrs. Peterson's family having been residents of that city.

Mrs. Peterson's signature on railroad passes was familiar to thousands of Milwaukee Road people. She was born in Freeport, Ill., the daughter of the late B. H. McNaney, an early day superintendent of the Milwaukee Terminals, and was graduated from the University of Wisconsin in 1897. Her first position with the Road was in the Chicago pass bureau, starting in 1921. For several years afterward she was employed in the office of the general manager, but she returned to the pass bureau in 1928 with the title of chief clerk, which she retained until her retirement on Dec. 31, 1947.

Mrs. Peterson was one of the organizers of the Milwaukee Road Women's

At Milepost Eleven

RAILROAD stories are better than most—they are funnier, more tragic, more heroic—and some of the best ones come off the section.

But the story retired Roadmaster J. M. Murphy had to tell when he stopped in Chicago on his way to a vacation in Mexico was different from the others. It was a sentimental story which will be appreciated most by the people who know Claude Burris best, and who knew Art Anderson.

Looking back, it seems only natural that Claude Burris and Arthur Anderson should have started working for the Milwaukee on the same day—Apr. 6, 1921—and both of them on the section. They had been born and brought up near each other out in western Iowa, and after they began railroading, they stayed with it. By 1922 "Butch" Burris had advanced to section foreman. Arthur Anderson followed suit two years later, and throughout the years his section has always joined that of his friend at one end or the other. When Mr. Anderson died on Dec. 26, he was stationed at Elk Point, S.D., as foreman of Section 65. Milepost 11 was the dividing line between his section and that of his friend, stationed at Akron, Ia.

Foreman Anderson was a capable and trustworthy foreman, and everyone liked him. While Mr.

Murphy was talking with Special Engineer H. B. Christianson about him in Chicago, he took from his pocket a small card which he said he had just received. It was from Foreman Burris:

"How are you, Jerry?" he wrote. "I saw you at Art's funeral but was sorry I didn't get a chance to say hello. Thought I might see you at the cemetery, but guess you were not there.

"I cannot realize that Art is gone. He has been on one side or the other from me for over 30 years. It was pretty sudden. I was down to the east end next morning. Rail was frosty, so I walked down, and this is what I thought:

"Art is gone . . .

*I have waited for Art
Down at the end.
I knew he was coming,
But didn't know when.*

*Sometimes he was pleasant;
Sometimes he was sore.
Now I'm not waiting . . .
Art's coming no more.*

*Our sections ended
At Milepost Eleven.
Now Art's waiting for me,
And I know it's in Heaven.*

"Take care of yourself, Jerry."
(signed) "Butch"

Club in 1924 and was the club's first recording secretary. Her father who was the Road's first chief train rules examiner at one time, was also a railroad historian, and collected volumes of clippings about The Milwaukee which are now the property of the University of Wisconsin. Mrs. Peterson had been living in California since her retirement.

Choral Club Performs in Chicago Temple

ONE of the highlights of the Milwaukee Road Choral Club's current season occurred on the afternoon of Sunday, Feb. 6, when it performed as guest choir at the fourth annual hymn singing festival held in the Chicago Temple by the Chicago Club of Women Organists.

The Milwaukee Road singers were selected for the "solo" role from among 21 church choirs participating in the

festival. The selection sung was the well-known anthem, "O God, Our Help in Ages Past". They were directed in this number by their regular director, Glenn Jorian. The main temple was filled to capacity.

The distinction of being selected for the place of honor in the festival rates with recent appearances at the Sunday Evening Club in Orchestra Hall and for the Northminster Fellowship at the Fourth Presbyterian Church as a high point in the group's long service to The Milwaukee Road.

News of the Choral Club appears monthly in the news columns of the Magazine.

The lady tourist was posing for a snapshot in front of the fallen pillars of an ancient Grecian temple.

"Don't get the car in the picture," she cautioned, "or my husband will think I ran into the place."

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

Finance and Accounting Department

Effective Feb. 1, 1955:

W. P. Heuel, assistant comptroller with headquarters at Fullerton Avenue, Chicago, is appointed assistant comptroller with headquarters in the Chicago Union Station. Mr. Heuel, a native Chicagoan, is a veteran of the Fullerton Avenue accounting department. Starting in the office of the freight auditor on Aug. 23, 1912, he was promoted to assistant freight auditor in 1921 and appointed auditor of overcharge claims in 1923. In October, 1944 he assumed the additional duties of auditor of station accounts and served in that dual capacity until September, 1950, since when he has been assistant comptroller with headquarters at Fullerton Avenue.

H. C. Johnson is appointed assistant comptroller with headquarters at Fullerton Avenue, succeeding W. P. Heuel. Mr. Johnson has been with the Road since 1922, starting as a special accountant in Chicago. He had served as division accountant at Deer Lodge and as traveling accountant, Lines West, when in 1932 he went to Milwaukee as assistant district accountant and was later promoted to district accountant. He was appointed chief disbursement accountant in Chicago in August, 1940 and auditor of expenditure in January, 1952.

William Krucks is appointed assistant to comptroller with headquarters in the Chicago Union Station. A graduate of the School of Commerce, Northwestern University, in 1940 and later a student of advanced accounting at Loyola University, Mr. Krucks began working for the Road as a tour conductor during college vacations in 1936. He became a full time employe in July, 1942, as a special accountant in the comptroller's office where he was later an assistant tax accountant



W. P. Heuel



H. C. Johnson



W. Krucks



R. P. Kauppi

and later tax accountant. He has been chief tax accountant since December, 1951.

R. P. Kauppi is appointed auditor of expenditure, Fullerton Avenue, Chicago. Mr. Kauppi began railroading with the Great Northern in 1918 and came to the Milwaukee in 1921 as division accountant at Aberdeen, S. D. In 1932 he transferred to Chicago as assistant district accountant and later to Milwaukee in the same capacity, subsequently becoming chief disbursement accountant in Chicago. From August, 1946 to September, 1949 Mr. Kauppi served on the President's Committee, since when he has been assistant auditor of expenditure.

U. F. Budzien is appointed assistant auditor of expenditure. With some prior service in the stores department, Mr. Budzien started in the Road's accounting department in 1918. Most recently he has been chief clerk to the auditor of expenditure.

Traffic Department

Effective Feb. 1, 1955:

H. O. Engel is appointed general freight agent, rates and divisions, Seattle, following the retirement of R. C. Sanders. Mr. Engel is a native of Washington state and started with the Road in 1913. Except for a year in military service during World War I, he has been in the general freight department at Seattle continuously since that time, serving in various clerical capacities until September, 1950, since when he has been assistant general freight agent.

A. R. Villata is appointed assistant general freight agent, rates and divisions, Seattle, succeeding H. O. Engel. Mr. Villata entered Milwaukee service in 1920 as a messenger in the Seattle local freight office and held various positions

in the freight and yard offices until 1936 when he transferred to the traffic department. Having served in various capacities in the rates and divisions section, he became chief clerk in 1950.

R. J. Franzwa is appointed city freight and passenger agent at Denver, Colo., succeeding L. E. Overland. Mr. Franzwa started with the Road in Terre Haute in 1936, and has been in the traffic department there since 1951, most recently as chief clerk.

J. T. Burke is appointed city freight agent at Chicago, succeeding R. W. Keenan. Mr. Burke has been with the general freight department in Chicago since 1924, serving since 1950 as chief payroll accountant.

W. V. Johnson is appointed city ticket agent at Spokane, following the death of W. E. Wais. Mr. Johnson started with the Road in Seattle in 1951, and has been passenger and ticket agent in Butte since May, 1953.

H. R. McElhanon is appointed city freight agent at Milwaukee, succeeding D. A. Frank. Mr. McElhanon has been an employe of the railroad's general freight department in Milwaukee since October, 1951.

R. S. Luce is appointed station ticket agent in Minneapolis, following the retirement of S. F. Luce. Ronald Luce started with the Road in Minneapolis in 1916 and has been in the station ticket office since November, 1917.

Operating Department

Effective Feb. 1, 1955:

R. J. Dimmitt is promoted to assistant superintendent of Iowa & Dakota Division with headquarters at Mitchell, and will continue his present assignment with other duties as required. Starting at Minneapolis in 1920, Mr. Dimmitt has



H. O. Engel



A. R. Villata

worked for the Road in Austin and Chicago. He has been traveling engineer and trainmaster with headquarters at Mitchell since November, 1948.

Mechanical Department

Effective Feb. 16, 1955:

A. T. Ireland is appointed traveling engineer of the Milwaukee Division First and Third Districts with headquarters in Milwaukee.

W. J. Brossard is appointed traveling engineer of the Iowa Division with headquarters at Savanna, succeeding A. T. Ireland, transferred.

L. F. Shanahan is appointed traveling engineer of the Dubuque & Illinois Division First District from Savanna to Nahant; also over the D&I Second District with headquarters at Savanna, succeeding W. J. Brossard, transferred.

M. Wangberg is appointed assistant traveling engineer with headquarters at Milwaukee, succeeding L. F. Shanahan, transferred.

Vice President J. W. Severs is shown presenting a wrist watch to Mr. Lippert on the occasion of his retirement, while Comptroller R. S. Stephenson (center) and members of the office force look on.

F. W. Lippert Retires

F. W. LIPPERT, who had been with the Milwaukee for 44 years, and assistant to comptroller for exactly two years, retired on Feb. 1 with plans to spend the balance of the winter in the Southwest.

In recalling his experiences during those years, it was not difficult for Mr. Lippert to say which had been the most interesting. It occurred only last summer when he was charged with the responsibility of transferring the company's treasury securities from the fiscal office at 52 Wall Street, New York, to Chicago in connection with the closing of the New York office, effective July 31. The transfer involved his making two

round trips to New York with two men from The Milwaukee Road police department, to return with the total of \$12,000,000 in securities. The men and the boxes of securities occupied standard Pullman accommodations on the train, the men sleeping in three-hour shifts.

Mr. Lippert was first employed in the accounting department in 1911, and later worked for the U. S. Railroad Administration and Interstate Commerce Commission. He re-entered Milwaukee Road service in 1925 and was appointed tax accountant in 1934 and assistant general accountant in 1943. In 1945 he became general accountant, and was promoted to assistant to comptroller on Feb. 1, 1952. In addition, in 1946 he was elected general auditor of the White Sulphur Springs and Yellowstone Park Railway Company, which was at one time a subsidiary of the Milwaukee. He retired from that position when he left the Milwaukee.

Mr. and Mrs. Lippert plan to spend most of the winter near Mesa, Ariz., and then to go on to California to visit with former accounting department friends who retired in recent years. They will continue to make their home in Deerfield, a suburb of Chicago.



how are we doing?

	DECEMBER		TWELVE MONTHS	
	1954	1953	1954	1953
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$22,734,864	\$22,764,705	\$241,572,774	\$263,583,565
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS).....	9,937,370 (43.7)	10,308,851 (45.3)	119,340,411 (49.4)	129,922,206 (49.3)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	591,470	577,800	7,035,232	7,441,326
PER DOLLAR RECEIVED (CENTS).....	(2.6)	(2.5)	(2.9)	(2.8)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest....	7,078,118	8,275,359	105,292,672	116,207,015
PER DOLLAR RECEIVED (CENTS).....	(31.1)	(36.4)	(43.6)	(44.1)
NET INCOME.....	5,127,906	3,602,695	9,904,459	10,013,018
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	113,222	103,895	1,358,719	1,482,561
Increase 1954 over 1953.....		9,327		
Decrease 1954 under 1953.....			123,842	

Milwaukee Road Engineers to Address Engineering Association

ENGINEERING and maintenance officers of The Milwaukee Road will play an important part in the annual meeting of the American Railway Engineering Association, to be held in the Palmer House, Chicago, on Mar. 15-17. Technical papers on subjects important to the stepped-up pace of railroad technological growth will be delivered by the seven engineers pictured below. The Milwaukee Road is represented in the association by 104 of its engineering department personnel.

Listed below are the men who will take part in the program, together with a brief description of the subjects they will present:

S. E. Kvenberg, assistant engineer, Chicago—a report on specifications for 4.2 inch pitch corrugated asbestos-cement siding and roofing sheets and their application.

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

S. M. Dahl, assistant division engineer, Milwaukee—a report on clearance allowance to provide for vertical and horizontal movements of equipment due to lateral play, wear and spring deflection.

G. A. Kellow, special representative of vice president—report on 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, Chicago—a report on office and drafting practices.

R. E. Paulson, chief draftsman, Chicago—a report on revision of the association's manual, with respect to specifications for concrete and reinforced concrete railroad bridges and other structures.

CORRECTION

AMONG the more careful readers of the recently-distributed "Economics of The Milwaukee Road" booklet was Fred W. Genrich, Jr., an attorney for the railroad at Wausau, Wis., who has called attention to the fact that a 39-foot, 115-pound rail was shown on page 4 as costing \$69 in 1953, and on page 9 as costing \$71.

Others who may have observed this seeming discrepancy in the figures will be interested in knowing how it occurred. The articles appeared serially from May through November, and Chapter I, prepared in April, reported the 1953 cost, which was \$69. Chapter VI was subsequently prepared for publication in the October issue of the Magazine, and in the meantime the cost had gone up to \$71.

Naturally, when the articles were put together in booklet form the time factor disappeared and the figures appeared to disagree.



H. B. Christianson (standing), special engineer, Chicago, who is a director of the association and a member of its general arrangements committee, is shown with the Milwaukee Road men who will address the A.R.E.A. meeting. At his left, and clockwise around the table, are: R. E. Paulson, G. A. Kellow, I. V. Wiley, S. M. Dahl, W. M. Ludolph, and S. E. Kvenberg.



test your knowledge of railroads and railroading

(Answers on page 32)

1. Is the Central Research Laboratory of the Association of American Railroads located in—Chicago, Washington, or Kansas City?
2. How much do the railroads receive for carrying the average letter bearing a 3-cent postage stamp— $\frac{1}{8}$ of a cent, $\frac{1}{2}$ of a cent or $1\frac{1}{2}$ cents?
3. In which department of railroading are auditors employed—operating, accounting, or law?
4. In which department of the railroad are station agents employed—traffic, operating, or accounting?
5. What unit is used in measuring personal injuries of railway employes—per working day, per thousand-man hours, or per million man-hours?
6. What is a freight claim—(1) the delivery of a freight shipment to the consignee, or (2) a demand upon the railroad for the payment of overcharge, loss or damage sustained by the shipper or consignee?
7. In railway accounting, are capital expenditures monies spent for—maintenance of plant and equipment, for additions and betterments to railway property, or for bonds and stocks owned by other companies?
8. Which was introduced first in railway train dispatching—the telephone or the telegraph?
9. Are brake shoes used on—car retarders, on turntables or on passenger and freight cars?
10. Were dining cars introduced on the railroads of the United States—before or after 1900?

A German and a Russian were fishing on opposite sides of the river that divided their respective zones. The German caught fish after fish, while the Russian didn't get a bite. Finally the Russian yelled across, "How is it you catch fish and I get none?"

The German thought a minute and then replied, "I guess on your side they're afraid to open their mouths."

a statement on
TRANSPORTATION TAXES

By **W. P. Kennedy**

President, Brotherhood of Railroad Trainmen



W. P. Kennedy

The accompanying article was written by Mr. Kennedy as the introduction to a booklet entitled "A Statement on Transportation Taxes", published recently by The Public Affairs Institute of Washington, D.C. Mr. Kennedy's subject is one of first importance to everyone employed in the railroad industry.

As many Milwaukee Road people already know, W. P. Kennedy retains seniority on the Milwaukee, having worked as a switchman in the Twin City Terminals from 1912 until he became general chairman of the trainmen's organization on the Milwaukee in 1921. He has been president of the Brotherhood of Railroad Trainmen since July 19, 1949.

—Editor

WHEN it became apparent that Congress was not going to repeal the transportation taxes, I asked the Public Affairs Institute to prepare a review of the arguments advanced in Congressional committee hearings for repeal of these excises. In response to this request the Institute has provided a systematic outline of the principal arguments advanced by representatives of the different segments of the transportation industry.

The travel industry is united in a demand that the tax on passenger fares be repealed. The tax was enacted during the war to discourage people from using scarce passenger-carrying facilities. It served its wartime purpose but when the war ended the tax was continued as a source of revenue. It is still discouraging the patronage of the public agencies of passenger transportation.

The for-hire carriers of passengers—railroads, motor buses, airlines—have reason to object to the continuance of the tax. These agencies are struggling to meet the formidable competition of the automobile. The trend to the automobile since World War II has been pronounced and it is unfair for the government to place a special burden on the passenger transportation industries that are feeling the effects of this competition. The government should stand to one side in this contest and allow the

decision to be made on an economic basis.

There can be no question about the trend in the railroad passenger service. The Interstate Commerce Commission reports that the losses in passenger service climbed from \$140 million in 1946 to \$704 million in 1953. Unemployment among railroad workers has followed abandonment of passenger services. The industry, including management, workers and investors, is on the alert for ways and means of increasing the patronage of the passenger carriers.

Railroad management has made commendable efforts through such schemes as reductions in fares for family travel, excursion fares and round trip reductions to attract more patronage. The 15 per cent tax has been a major obstacle to the success of these efforts, and at 10 per cent the tax still thwarts the development of policies designed to increase railroad passenger business. For example, the 10 per cent tax added to each fare for any trip contemplated by a family constitutes a substantial additional cost.

The case for repeal of the passenger tax does not rest solely on the financial results to the railroad and motor bus carriers. Repeal of the tax is desirable also because in discouraging travel the tax retards the development of one of the most wholesome characteristics of American life. The unhampered movement of people from one section of the country to another long has been a great civilizing influence. We need these frequent visits of people in all walks of life from different sections of the country with one another. The country can ill afford the discouragement represented by this tax to the intermingling of people and the interchange of ideas among the residents of the several states.

The tax on passenger fares has had a damaging impact on our relations with Central America and the Caribbean islands. We repealed the application of the tax to South America in 1947 on the ground that these countries needed all of the dollars they could obtain from tourist travel. The tax was left in force on travel to Central America and the Caribbean islands. The effect has been to divert travel to nearby South America. The

consequence of this discriminatory application of the tax has been growing resentment against the United States among the neighboring peoples of Central America and the Caribbean. We should eliminate this irritant to our good neighbor policy.

The 3 per cent tax on freight charges, like the passenger tax, increases as the total charges increase. Thus, we have federal taxes which discriminate against taxpayers (shippers and travelers) depending on the distance to markets and destination. The distant shippers of the same commodity (and the long-distance travelers) have the highest charges and the highest taxes.

Because the 3 per cent tax on freight charges is applied every time a product is shipped (from raw material to retailer), the amount of the tax in the final selling price may be many times 3 per cent. Although this tax contributes to higher retail prices, the consumer has no way of knowing how much of a freight tax he is paying when he buys an article at retail. Hidden taxes are bad taxes because the amount of their impact is not known.

The freight tax has caused a distortion of the competitive relationship between railroad and truck carriage of goods and has further encouraged the private haulage of freight to escape the tax. Also, it is a burden to consumers and discriminates among shippers.

I believe that in a period such as the present, when unemployment is growing and consumer purchases are lagging, the wartime excises should be eliminated. As an urgent part of that program I believe that repeal of taxes on passenger fares and freight charges, because of their heavy and unfair impact on the railroad and the other for-hire transportation industries, should have the earliest consideration.

R. C. Sanders Retires

ROLAND C. SANDERS, who has been general freight agent—rates and divisions, Lines West, since 1938 and an employe of The Milwaukee Road for more than 49 years, retired Jan. 31.

He was honored at a retirement luncheon in the Washington Athletic Club on Jan. 7, which was attended by President J. P. Kiley and many of his fellow officers and employes on the railroad.

Mr. Sanders was born in Kansas, and being the oldest of the three sons of a country doctor, early inherited his well-known nickname of "Doc." His entire business career has been with this company, mainly at the Chicago headquarters, where he ran the gamut of many jobs, starting in January, 1906 as office boy. After World War I, and with the return of the railroads from federal control to private operation, he was appointed chief of the tariff bureau, effective Mar. 1, 1920, in charge of the general freight office. Shortly thereafter he became an assistant general freight agent and served in various capacities under that title, until 1938, when he was appointed general freight agent for Lines West, with headquarters at Seattle, the position he held until retirement.

Mr. Sanders has the distinction of being the author of numerous freight tariffs

revising the entire rate and transit structure on grain and many related commodities, pursuant to the decision of the Interstate Commerce Commission in the famous "Western Grain Case" ICC Docket 17000, Part 7 of 1930 and 1934, which was the subject of review by the United States Supreme Court. This represented the most comprehensive revision of freight rates on the railroad and was worked out cooperatively with other western railroads over a period of more than two years. The contribution of others of his staff in working out this complex of tariffs was readily and generously recognized by Mr. Sanders.

The Sanders' immediate retirement plans contemplate a trip to Hawaii with Mrs. Sanders on Matson's "Lurline", sailing from San Francisco and returning via Los Angeles, where they will visit their son Robert and family who recently moved there from Chicago. They also have a daughter, Mrs. Virginia M. Rathke, in Seattle.

The Sanders' reside on Magnolia Bluff, in what is regarded as one of the most interesting residential areas in Seattle, surrounded by the rugged scenic grandeur of the Cascade and Olympic Mountains, the salt waters of Puget Sound and in the midst of its delightful temperate climate. They expect to travel with the sun and on occasion return to Chicago, for a visit with their many friends.

He was honored at a dinner given by his associates of the North Pacific Freight Bureau on Jan. 12.



R. C. Sanders

Columbus of the Two Pants Suit

AMONG the folks in history, it is now permissible to include the name of J. L. Semmlow, rate clerk in the Chicago passenger traffic department.

Mr. Semmlow was unaware of his claim to distinction until recently when, riding home on the Road's suburban line, he was attracted by an article in the Chicago Daily News. The clothing firm of Benson & Rixon ("Our Best Ads Aren't Written"), he read, claimed to be the pioneer of the two pants suit and was looking for the man who bought their first one 39 years ago.

Memory stirred in Mr. Semmlow, and, back home, he straightway rum-

"Very cool", is the admiring comment of steno Rosaire Gennuso on J. L. Semmlow's new two-pants suit.



February, 1955

maged through his souvenirs. There it was, just as he remembered, the dish inscribed with a calendar in gilt that he had received as a premium when his parents bought him a Benson-Rixon children's outfit in 1909.

Mr. Semmlow was seven then, "—a little young for even a one-pants suit", the Daily News observed in reporting his find. "But he kept the dish and about six years later he got his first suit—a Benson-Rixon two-pantser—about the time they first appeared on the market.

"Armed with the dish and his memories, Semmlow presented himself at the Benson-Rixon store. There had been other claims to the two-pants title, but the store officials decided that his asayed the best: 'It was a blue serge', he recalled fondly. 'I wore it at my confirmation'."

Hailed as the "Christopher Columbus of the two-pants suit", Mr. Semmlow was presented with a new one. "This sure will surprise my wife Marilyn and the youngsters", he said as he was fitted for a size 39 long. No longer a devotee of blue serge, he selected a natty charcoal with a brown fleck—a two-pantser, of course.

Railroad Retirement and Unemployment Benefits Not Taxable

WITH the new deadline of April 15 on income tax returns just a short time off, the Railroad Retirement Board reminds persons receiving retirement and survivor benefits under the Railroad Retirement Act that these payments are not subject to federal income taxes. The pamphlet of official instructions which accompanies Form 1040, *Individual Income Tax Return*, states that benefits under the Railroad Retirement Act should not be reported on an income tax return.

The unemployment and sickness benefits received under the Railroad Unemployment Insurance Act are also exempt from income taxes, and these likewise should not be shown on a federal income tax return.

The board also states that railroad employes who need a statement of earnings for income tax purposes should not write to the board for it. Form W-2, which is the only form acceptable to the Internal Revenue Service as a statement of wages paid and income tax withheld, is provided by the railroad company.

*We wouldn't be a Winter hater
If only it would come much later:
Nor would it make us quite so surly
If it would leave us fairly early.
The Winter season's fine as such . . .
The trouble is there's too durn much.*

—Minneapolis Tribune

r e t i r e m e n t s

The following employes' applications for retirement were recorded during January, 1955

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

BECKETT, FREDERICK W.
Sleeping Car Cond. Chicago, Ill.
GALLAGHER, MARGARET M.
Clerk Chicago, Ill.
HITZFELD, VICTOR L.
Genl. Agent Chicago, Ill.
LIPPERT, FRANK W.
Asst. to Comptroller Chicago, Ill.
MAX, Edward M.
City Ticket Agt. Seattle, Wash.
MUCKERHEIDE, ELMER J.
Asst. Engr. Chicago, Ill.
O'CONNOR, FRANK C.
Clerk Chicago, Ill.
SANDERS, ROLAND C.
Genl. Frt. Agent Seattle, Wash.

CHICAGO TERMINALS

BARANSKAS, MIKE
Frt. Handler Chicago, Ill.
BENSON, WILLIAM H.
Mach. Helper Bensenville, Ill.
GLOBE, MIKE
Carman Chicago, Ill.
GNIADEK, CAROLINE
Car Cleaner Chicago, Ill.
JENNINGS, ARCHIE
Loco. Engr. Chicago, Ill.
KALESHOFF, ALEX C.
Section Laborer Chicago, Ill.
NICHOLLS, CYRIL D.
Machinist Chicago, Ill.
STEWART, JAMES
Loco. Fireman Chicago, Ill.
VOLKER, LEONARD H.
Clerk Galewood, Ill.

COAST DIVISION

COORS, WILLIAM F.
Electrician Tacoma, Wash.
FLEMMING, AUGUST T.
Cabinet Maker Tacoma, Wash.
GAY, MERLE N.
Electric Foreman Tacoma, Wash.

STEWART, WILLIAM G.
Carman Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

BARBER, CLARENCE
Brakeman Ottumwa, Iowa
BEAN, JAMES C.
Laborer-Coal Chute ... Washington, Iowa
BRENNAN, CHARLES E.
Switchman Savanna, Ill.
CRUME, LEWIS A.
Helper Ottumwa, Iowa
DOWELL, FRANKLIN M.
Ex. Gang Laborer Seymour, Iowa
FARLEY, CLYDE E.
B&B Foreman Richland, Iowa
GIDDING, HOWARD M.
B&B Carpenter Savanna, Ill.
GILL, EDWARD F.
Checker Ottumwa, Iowa
KLEINOW, FRED W.
Hostler Marquette, Iowa
KUNTZELMAN, LLOYD H.
Loco. Engr. Savanna, Ill.
LEAVENS, LUTHER J.
Box Packer Savanna, Ill.
SHEPPARD, TINNIA M.
Coal Shed Laborer Clinton, Iowa
SPENCE, GUY
Telegrapher Elgin, Ill.
WYLIE, CHESTER F.
Machinist Nahant, Iowa

HASTINGS & DAKOTA DIVISION

BOLSTAD, L.
Sec. Laborer Edgeley, N. D.
DERIAN, PHILIP J.
Baggage Station Aberdeen, S. D.
GEISER, WALTER A.
Agent-Oper. Graceville, Minn.
GUSE, ERNEST P.
Laborer Montevideo, Minn.
HENSTEIN, OLAF M.
B&B Carpenter Montevideo, Minn.
LARSON, RAYMOND L.
Trainman Aberdeen, S. D.

LIEBENOW, ALBERT C.
Trainman Aberdeen, S. D.
SCHABLE, WILLIAM H.
Sec. Laborer Clinton, Minn.

IDAHO DIVISION

BUETI, NICOLA
Sec. Laborer Spokane, Wash.
ESEKE, RICHARD D.
Loco. Engineer Spokane, Wash.
HANSEN, WALTER P.
Ex. Gang Laborer Spokane, Wash.
HOOK, HARRY O.
Conductor Spokane, Wash.
LANCASTER, JULIUS E.
Sta. Fireman St. Maries, Idaho

IOWA DIVISION

BLAYLOCK, JOSEPH J.
Sec. Laborer Cedar Rapids, Iowa
BROOKS, ELMER B.
Switchman Perry, Iowa
CARVILLE, THOMAS J.
Sec. Foreman Amana, Iowa
JENSEN, HERMAN A.
Loco. Engineer Council Bluffs, Iowa
LEWIS, CLARK
Agent Cambridge, Iowa
METELA, WILLIAM
Trucker Cedar Rapids, Iowa
SHAW, RALPH D.
Loco. Engr. Perry, Iowa
WRIGHT, RALPH W. E.
Dispatcher Perry, Iowa

IOWA & DAKOTA DIVISION

HUFFMAN, JOHN W.
Conductor Mason City, Iowa
KOENEKAMP, ADOLPH W.
Coal Shed Oper. Sioux Falls, S. D.
PRAMER, WALTER W.
Loco. Engr. Mason City, Iowa
REAB, RALPH L.
Laborer Mason City, Iowa
SAAROSY, LOUIS C.
Loco. Engr. Sioux City, Iowa
SMILEY, GUY F.
Loco. Engineer Sioux Falls, S. D.
SMITH, CLIFFORD I.
Loco. Engineer Rapid City, S. D.
SPRINGER, FRANK L.
Loco. Engineer Aberdeen, S. D.
VAN GROUW, JOHN
Sec. Laborer Okaton, S. D.
VELTHOFF, HENRY G.
Inspector Mason City, Iowa
WAGNER, FRED C.
Loco. Engineer Sanborn, Iowa
WELLS, NOBLE E.
Loco. Engineer Marquette, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

FULLER, CLARENCE E.
Carman Austin, Minn.

our safety score

reportable employe casualties on The Milwaukee Road through January, 1955, compared with 1954

Month	Fatal	Percent Increase or Decrease			
		1955	1954	1955	1954
January	19	20	-5
Casualty Rates	4.32	4.23	+2

KALVIG, WILBUR M.
 Sec. LaborerLake Preston, S. D.
 LAWLER, JOSEPH D.
 SwitchmanMadison, S. D.
 MAJUSIAK, STEPHEN A.
 Sec. ForemanMedford, Minn.
 WOLFF, PAUL W.
 Sec. LaborerBrownsdale, Minn.

LA CROSSE & RIVER DIVISION

BLOOMQUIST, ELMER
 Loco. Engr.Wausau, Wis.
 CADDEN, ROBERT
 Roundhouse ForemanWausau, Wis.
 CROSS, HUGH M.
 Sec. LaborerPoynette, Wis.
 LUMLEY, WILLIAM P.
 InspectorLaCrosse, Wis.
 MASTER, OLE J.
 Ex. Gang LaborerWatertown, Wis.
 RENZEL, ERWIN M.
 BrakemanMilwaukee, Wis.
 SCHULTZ, AUGUST F.
 CrossingmanWatertown, Wis.
 SCHULTZ, LOUIS E
 Loco. EngineerMerrill, Wis.
 TESKE, PAUL W.
 TinsmithTomah, Wis.
 VETSCH, WILLIAM
 Bridge TenderRiver Jct., Wis.
 VOELTZKE, FRANK L.
 Warehouse ForemanWausau, Wis.
 WETZEL, WILLIAM F.
 Sec. LaborerWest Salem, Wis.
 ZOELLE, HARRY G.
 SwitchmanWatertown, Wis.

MADISON DIVISION

ALLEN, BURLEIGH A.
 Agent-Tel.McFarland, Wis.
 ANDERSON, CHARLES M.
 Coal Shed. Oper.Lone Rock, Wis.
 HENNING, WILLIAM F.
 CrossingmanJanesville, Wis.
 OTTO, WILLIAM A.
 Loco. Engr.Milwaukee, Wis.
 SALERNO, GEORGE
 Machinist HelperMadison, Wis.
 SCHULZ, JOHN E.
 Loco. Engr.So. Beloit, Ill.
 SEGEBRECHT, RUDOLPH C.
 Sec. LaborerMadison, Wis.

MILWAUKEE DIVISION

BAUER, GEORGE J.
 Loco. EngineerMilwaukee, Wis.
 CLARK, STANLEY
 Ex. Gang LaborerMilwaukee, Wis.
 CORMIER, HARRY C.
 Mach. HelperGreen Bay, Wis.
 REDISKE, RUDOLPH J.
 Loco. EngineerMilwaukee, Wis.
 SCHOEPPER, FRANK C.
 Loco. EngineerGreen Bay, Wis.
 WOODWORTH, NANCY B.
 Steno-ClerkMilwaukee, Wis.

MILWAUKEE TERMINALS & SHOPS

BATES, WALTER W.
 Master MechanicMilwaukee, Wis.
 BENKOWSKI, ANTHONY F.
 B&B ForemanMilwaukee, Wis.
 BIALECKI, STEFAN A.
 CarmanMilwaukee, Wis.

Retires After 63 Accident-Free Years



Engineer L. C. Saarosy pictured as he completed his last run on the Arrow at Sioux City. (Sioux City Sunday Journal photo)

LOUIS C. SAAROSY, senior engineer on the I&D Second District and a Gold Pass veteran with a perfect 63-year personal safety record, retired Jan. 1. A large group of associates and local officers were on hand to congratulate him as he brought the Arrow into Sioux City on his last trip from Mitchell.

Mr. Saarosy was born in New York City and his family became homesteaders at Scotland, S. D., when he was a small boy. He is fond of relating how his father and uncle *walked* the entire distance to file their claim, and how his grandmother walked the 18 miles from

the town to their sod hut carrying a 50-pound sack of flour.

Mr. Saarosy started railroading as a station helper at Scotland in 1892 and moved to Sioux City in 1900 as a laborer and helper in the roundhouse. He entered road service as a fireman in 1902 and made his date as engineer in 1908. He is a charter member of the Firemen and Engineers lodge and has been a member of the B. of L. E. since 1910.

During the days of steam Mr. Saarosy spent a lot of time at the terminal, applying "spit and polish" to his locomotive and keeping it in tip-top condition. He was known to be as fussy about it as some men are about their cars. His supervisors also consider him to be one of the railroad's best salesmen. Through years of traveling he has made countless friends about the country and has acquired a Christmas card list of almost 1,000 names. For many years he has also maintained contact with relatives and friends in Europe and helped them with food and clothing, including some behind the Iron Curtain.

In a radio broadcast from KSCJ in Sioux City shortly after he retired, Mr. Saarosy stated that, for his money, retirement is a great way of life. His own plans include catching up on odd jobs and correspondence and visiting old friends. "You've got to get out and do things," he said. "Take an interest in your hobbies. Travel." He and Mrs. Saarosy plan a lot of the latter, particularly as their three daughters live in California.

BORCHERT, MARSHALL F.
 Loco. EngineerMilwaukee, Wis.
 CASEY, JAMES J.
 City Frt. AgentMilwaukee, Wis.
 CHRISTIANSON, CARL E.
 BoilermakerChanning, Mich.
 DREAZY, FRANCIS H.
 CarmanMilwaukee, Wis.
 DWYER, MARY F.
 ClerkMilwaukee, Wis.
 FLECHSIG RICHARD G.
 Sheet Metal Worker ...Milwaukee, Wis.
 FRANTA, JOHN C.
 Pipefitter HelperMilwaukee, Wis.
 GRZELAK, JOSEPH
 B&B CarpenterMilwaukee, Wis.
 HENKE, GUSTAV W.
 BoilermakerMilwaukee, Wis.
 HENKE, HARRY J.
 MachinistMilwaukee, Wis.
 HUSTING, HENRY V.
 CrossingmanMilwaukee, Wis.
 KEHOSS, WILLIAM J.
 Machine HandMilwaukee, Wis.

KNUTH, HENRY
 MachinistMilwaukee, Wis.
 KOSEFF, PETER W.
 CarmanMilwaukee, Wis.
 KRUGER, BERT
 Machine HandMilwaukee, Wis.
 LINDSTROM, JAMES W.
 SwitchmanMilwaukee, Wis.
 MATTHES, EUGENE F.
 MachinistMilwaukee, Wis.
 MAZIARCZYK, ANDREW F.
 MachinistMilwaukee, Wis.
 O'NEILL, JAMES M.
 Blacksmith HelperMilwaukee, Wis.
 OSBERG, WILLIAM
 Carman HelperMilwaukee, Wis.
 PFEIFFER, JOHN
 InspectorMilwaukee, Wis.
 ROBEL, EMIL
 CarpenterMilwaukee, Wis.
 RUNO, JOSEPH
 Boilermaker Helper ...Milwaukee, Wis.
 SLIWINSKI, IGNATZ
 CutterMilwaukee, Wis.

SOMMERS, RUDOLPH
 Carman Helper Milwaukee, Wis.
 SPUDA, WILLIAM A.
 Carman Milwaukee, Wis.
 THOMPSON, MONROE
 Laborer Milwaukee, Wis.

OFF LINE AND MISCELLANEOUS

GILMARTIN, WILLIAM A.
 Export & Import Agt. New York, N. Y.
 MATTHEW, DANIEL O.
 Porter & Messenger New York, N. Y.
 WILLMONT, GRACE F.
 Clerk New York, N. Y.

ROCKY MOUNTAIN DIVISION

DENNISON, ALVIN
 Ex. Gang Laborer Great Falls, Mont.
 HINDMAN, SAMUEL E.
 Elect. Welder Deer Lodge, Mont.
 KEIL, ELMER W.
 Asst. to Supt. Motive
 Power Deer Lodge, Mont.
 McNEIL, JAMES B.
 Boilermaker Harlowton, Mont.
 O'NEILL, JAMES M.
 Opr. Engineer Great Falls, Mont.
 RASMUSSEN, GUNNAR
 Clerk Harlowton, Mont.

TERRE HAUTE DIVISION

PHIFER, CORNELIUS
 Carman Terre Haute, Ind.
 RAY, ROBERT C.
 Carman Terre Haute, Ind.
 SNODGRASS, JOHN W.
 Machinist Helper W. Clinton, Ind.
 STOKES, HARRY R.
 Laborer Terre Haute, Ind.
 VERDEYEN, GEORGE F.
 Equip. Maintainer Terre Haute, Ind.

TRANS-MISSOURI DIVISION

BOEHMER, TRYGVE A.
 Asst. Rndhse Foreman. Miles City, Mont.
 BRADLEY, GEORGE W.
 Loco. Engineer Miles City, Mont.
 FEIOCK, PETER
 Sec. Laborer Mobridge, S. D.
 HUBER, JOHN J.
 Sec. Laborer Mobridge, S. D.
 LLOYD, RICHARD M.
 Supr. Sig. & Comm. Miles City, Mont.
 OLSEN, WICLIFFE
 Loco. Engineer Miles City, Mont.
 THOMPSON, OLIVER N.
 Laborer Mobridge, S. D.

TWIN CITY TERMINALS

BUCKLIN, LEO B.
 Working Foreman Minneapolis, Minn.
 ERICKSON, CARL A.
 Mach. Helper Minneapolis, Minn.
 HENNESSEY, NELLIE C.
 Switchboard Oper. Minneapolis, Minn.
 JENSEN, EDWARD M.
 Machinist Minneapolis, Minn.
 JOHNSON, JOHN A.
 Ex. Gang Laborer Minneapolis, Minn.
 METZGER, GEORGE H.
 Car Cleaner St. Paul, Minn.
 OSWALD, ALBERT E.
 Laborer Minneapolis, Minn.

home department

Old Fashioned Desserts

Old fashioned desserts such as upside down cake and tapioca pudding are top seasonal favorites especially when they appear for family meals in a new guise. Here are two new recipes for these nostalgic dishes, which are quick and easy to prepare:

Tapioca Crumb Squares

- 1 cup fine graham cracker crumbs
- 1/3 cup finely chopped walnuts
- 2 tablespoons sugar
- 1/4 cup butter, melted
- 1 pkg. chocolate tapioca pudding
- 2 cups milk
- 1 egg

Combine crumbs, nuts and sugar. Add melted butter and mix well. Press two-thirds of mixture firmly on bottom of 8x8x2-inch pan. Bake in moderate oven (375°F.) 5 minutes. Cool.

Combine pudding mix and 1/4 cup of the milk in saucepan. Add egg and blend well. Then add remaining 1 3/4 cups milk. Cook and stir over medium heat until mixture comes to a full boil and is slightly thickened. (Mixture will continue to thicken as it cools.) Remove from heat, let stand 15 to 20 minutes, stirring several times just to mix. Pour over baked crumb mixture. Sprinkle with remaining crumbs. Chill until firm, cut in squares and serve with whipped cream. Serves 9.

The delicious crunchy topping of brown sugar and coconut plus the fruity flavor of pineapple makes this upside down cake something special. It's a wonderful dessert for entertaining as well as for family meals.

Coconut Upside Down Cake

- 1/4 cup butter or margarine
- 1/8 cup firmly packed brown sugar
- 3/4 cup shredded coconut, toasted
- 4 slices pineapple, cut in wedges
- 1 1/2 cups sifted cake flour
- 2 tsps. double-acting baking powder
- 1/4 tsp. salt
- 3/4 cup granulated sugar
- 1/4 cup butter or other shortening
- 1 egg, unbeaten



Tapioca Crumb Squares



Coconut Upside Down Cake

- 1/2 cup milk
- 1 tsp. vanilla

Melt butter in an 8x8x2-inch pan or 8-inch skillet. Add brown sugar and toasted coconut and mix well. Arrange pineapple wedges on sugar mixture and set aside.

Sift flour, measure, add baking powder, salt and granulated sugar and sift three times. Cream butter. Add sifted ingredients and egg, milk and vanilla. Stir just until flour is dampened, then beat vigorously 1 minute. Pour batter over mixture in pan and bake in moderate oven (350°F.) 50 minutes, or until cake springs back when pressed lightly. Cool in pan 5 minutes, then invert on plate and let stand 1 minute before removing from pan. Serve warm with whipped cream.

(Frances Barton recipes)

How to Find Wall Studs

A USEFUL hint from The American Home magazine:

1. Tap the wall, using a wooden block. A wall sounds hollow between studs, solid over them.
2. Studs usually run in a vertical line above baseboard nails.
3. After you have found the stud, verify the location with a *small* drill.

The Milwaukee Road Magazine

Ideas for Sandwich Fillings

Here are our sandwich suggestions for the month. Be generous with the fillings and pack lettuce separately. The well balanced lunch box meal should also include some fruit and milk every day.

Chopped roast beef and celery, grated onion, chili sauce, salad dressing.

Chopped hard-cooked egg, grated carrot, sliced ripe olives, mayonnaise.

Bleu-cheese spread, chopped crisp bacon, chili sauce.

Shrimp (cut up), chopped green pepper, celery, mayonnaise.

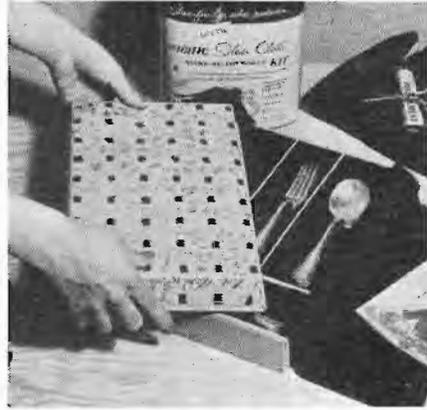
Chopped cabbage and nuts, grated carrot, mayonnaise.

Cream cheese, chopped crisp bacon, pickle relish.

Peanut butter, deviled ham, chopped dill pickle, mayonnaise.

Cottage cheese, chopped peanuts, peach preserves.

Sliced roast pork, apple butter.



A dime store flatware box lined with tarnish-preventing cloth is good for storing frequently used silver. The cover is an inverted cake tin.

IF YOU want your silver tableware to look its best at all times, it's easy to provide yourself with tarnish-proof protectors. You can make them yourself with a cotton flannel containing particles of silver which absorb tarnish gases in the air before they can reach the silver. Here is how to make some of these "shine savers."

For Flatware: A basic roll for a 6-piece place setting is made from two pieces of cloth, one 15 by 12 inches and the other

10 by 6. Cut them with pinking shears to eliminate hemming. Place the smaller piece on top of the lower right-hand corner of the larger one, so that the 10-inch edge of one piece falls along the 12-inch edge of the other. Stitch the pieces together at sides and bottom. Then make individual pockets with vertical rows of stitching—three 1½-inch pockets, one 2-inch pocket, one 2½-inch pocket and one 1-inch pocket. These sizes hold most forks, knives and dessert spoons. Tablespoons require 3-inch pockets. The top portion of the larger piece will fold down over the pocket. Finish the roll with an outside tape to tie about the middle.

For Holloware: Make individual drawstring bags. A 13 x 13-inch bag (finished size) will fit an average coffee pot or pitcher; a 12 x 12-inch bag an average teapot; a 9 x 9-inch bag a sugar bowl. Use a tape to measure the inches under and around the pieces. Add 4 inches to the height dimension. Then measure the circumference at the widest point. Take half of this measurement and add 2 inches for the bag width. Fold the bag in half on the height dimension and stitch the sides. Make a ½-inch top hem for the drawstring. (*Pacific Mills Silver Cloth*)

How Sight Affects Hearing

THE CLOSE partnership of eye and ear has long been known to psychologists, according to the American Hearing Aid Association. The national organization pointed out recently that scientific tests proved people who wear glasses hear better with their glasses on, and people who wear hearing aids see better when their hearing impairment is corrected.

Speech is normally controlled by the ear, so any substantial loss of hearing which exists at birth or occurs soon thereafter will hinder both language development and the establishment of adequate speech habits.

The AHAA also warned that speech defects may arise as the result of hearing losses that begin *after* childhood. It explained that if the ear can no longer serve as a monitor when one talks, slow degeneration of speech is the result. Enunciation disintegrates, the tones of speech become monotonous, intonations lose their life, and the quality of the voice becomes rigid. Finally, control over the loudness of the voice suffers.

The association urged people who suspect they or their children may have a hearing loss to undergo an immediate check by a qualified physician or hearing aid consultant.



FOR A FRESH NEW LOOK. Two new patterns for clever fingers to make are shown here, one to brighten the home; another to freshen a tired wardrobe. The sturdy chair set is formed of bows and mesh work; quick and easy. Only three balls of crochet cotton are needed to enhance your favorite armchair this way. The glamour stole is made of nylon yarn in a filigree design that is gossamer fine. Make it any desired length, adding fringe at the ends. Free direction leaflets for making CHARMING CHAIR BACK SET and HAIR-PIN LACE STOLE may be had from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

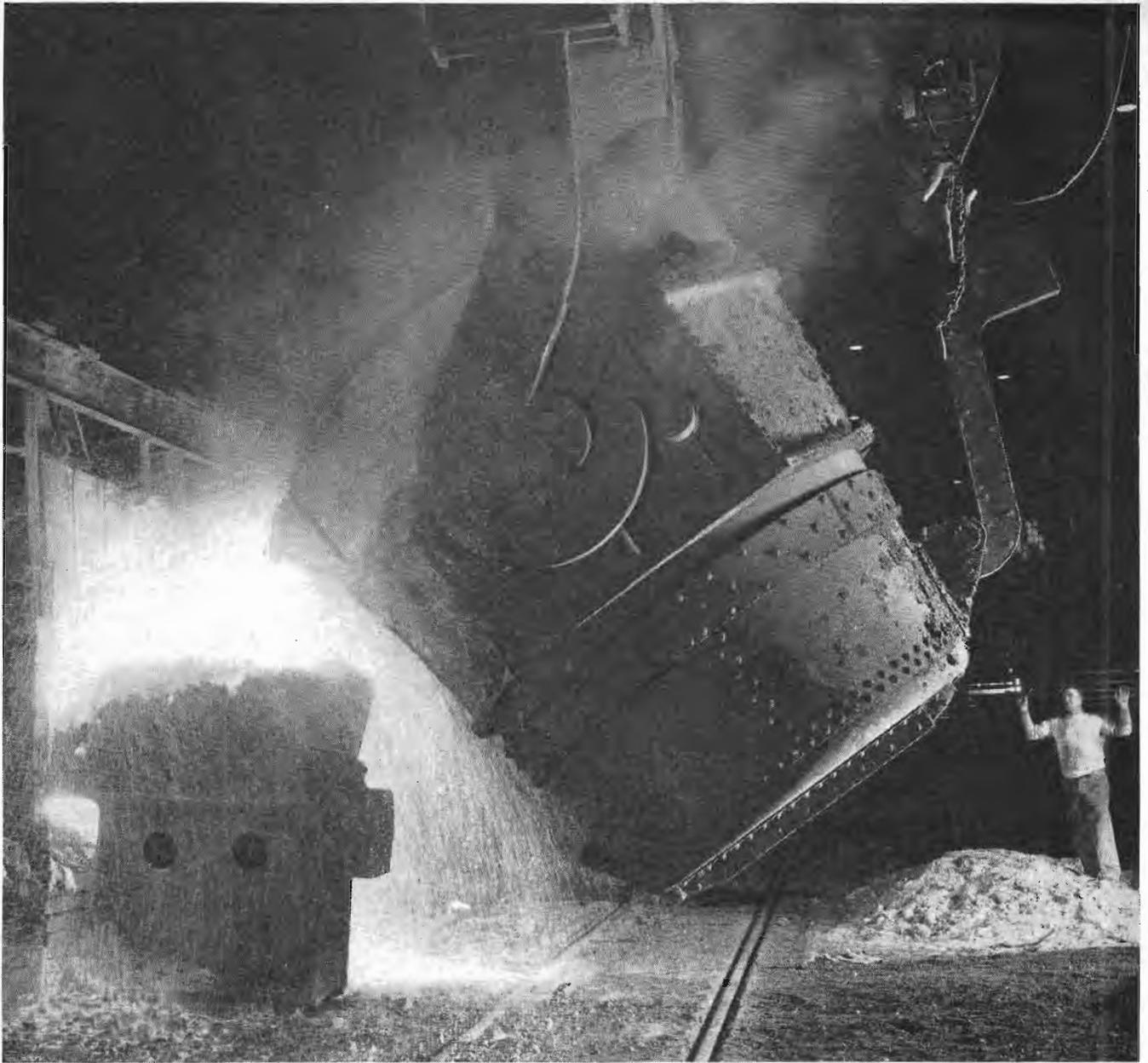


PHOTO GREAT LAKES STEEL CORPORATION, DIVISION OF NATIONAL STEEL CORPORATION.

Suppose steel couldn't price its own product

The steel companies and the railroads have a great deal in common. Each is basic to the nation's economy and defense. Each is a large and good customer of the other.

However, while steel management is entirely free to exercise its judgment in adjusting prices to obtain business and meet competition, railroad management is not. It is prevented from doing this by regulations originally aimed at curbing railroad monopoly, a situation which disappeared many years ago.

Steel can adjust its prices overnight by management decision—

which is as it should be in a free economy. The railroads must first submit proposals to the government before they can raise or lower rates, and then are frequently subjected to delay.

Steel can quickly stop the manufacture of any item which dwindling demand causes to be made at a loss. The railroads are prevented from abandoning many unprofitable services without recourse to long and involved regulatory processes—and then are often denied approval and forced to continue unneeded services at heavy expense.

Because of these and many other inequalities, the railroads—vital to the country and its economy—operate under increasing difficulties that handicap their managements in taking steps aimed at giving the best possible service to the public.

The railroads do not seek relief from all regulation. They ask only that the regulations under which they operate be modernized in line with today's highly competitive conditions in the transportation industry.

[From an advertisement recently published by the Eastern Railroad Presidents Conference. —Editor]

about people of the railroad

I & S M Division

Erle Jorgensen, Division Editor
Office of Agent, Austin

New deductions for 1955 income tax have arrived at the homes of K. K. Kelley, switchman at Austin yard, and P. M. Minnick, agent at Cresco, Ia., in each case a son.

Telegrapher A. E. Sexter and wife are vacationing in California for three months, visiting their son. Retired Superintendent R. C. Dodds and wife are also in California at the home of their son Robert and family.

R. A. Lamp has been appointed agent-telegrapher at Grand Meadow, Minn. Telegrapher S. O. Jones is now working his assignment at Owatonna, and as extra dispatcher at Austin.

John Christie, retired section laborer at Austin, passed away Jan. 21 at the age of 70.

August Damm, retired engineer, is confined to St. Olaf Hospital at Austin at this writing, on account of a stroke. Conductors C. L. Weigle and F. F. Kent are both at home after surgery, and Operator P. E. Berg is still off duty on account of a back condition. Conductor A. Johnson of the Albert Lea patrol crew is on sick leave. Retired Switch Foreman A. E. Thompson is now at home after undergoing treatment at Rochester, Minn.

Max Riedell, retired machinist, passed away at his home at Wykoff, Minn., Jan. 11. Burial was at Wykoff where he and Mrs. Riedell made their home after his retirement.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

The Women's Club at Malden held a Christmas party following the regular meeting on Dec. 28, at which officers were installed. An exchange of gifts and a luncheon served by Mmes. Lloyd Hanson, Clare Howton, Howard Barrill and Clyde Sumner completed the meeting. On Dec. 30 the club gave a potluck supper at the club rooms for Joe Blond, home on leave from the Army air base at Amarillo, Tex. He is the son of Mrs. A. A. Blond, widow of Agent Blond.

Engineer G. Todd has been enjoying his three years of retirement. He says he has no trouble keeping busy; just moves out where the fishing is good. Just recently he returned from a trip south. Mrs. Todd who is a teacher in the Spokane schools plans to retire soon.

Joining the group of retired is Conductor Harry Hook. When asked how long he had been working for the Road he said, "Who said anything about working? I went on the payroll in 1909." (If you like your work, it really isn't work.) Most of his time was served on the POR line, and he finished up still carrying the Gladstone bag that went into the creek with him during a flood season on that branch some years ago. He and Mrs. Hook are on their way to Oregon and Cali-

fornia at this writing to visit family and friends, then on to Missouri. Mrs. Hook has also retired from the teaching profession.

Received the following in the mail recently: "Mr. and Mrs. Richard Eseke have retired from railroad service as of Jan. 1". That's true, too. The wife should also retire. Mr. Eseke started his railroad service with the NP in Spokane at the age of 16 as call boy, worked for the GN and WI&N, and came to the Milwaukee when that line was purchased. With 51 years and four months of service, all but one year on engine service, Mr. Eseke has run everything used for locomotion on the railroad. His last years were on the switch engine in Spokane yard. He holds a Silver Pass.

Ralph Dieziger and Helen Danquist were married recently at the bride's home. The groom is the son of Leo J. Dieziger, telegraph lineman at Plummer Jct.

H & D Division

EAST END

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

Glad tidings have come from Korea that Operators Cliff Birkholz and Richard Mohagen are en route home, both on the same boat.

Agent W. D. Smith is on an extended vacation at the present writing. He and Mrs. Smith have joined up with Retired Dispatcher Claude Williams and wife. During his absence, Sammy Simonson is at the Montevideo agency.

We are sorry to report the death of Engineer Barney Donovan after a long illness.

Dr. B. R. Karn of Ortonville, company physician for a number of years, passed away suddenly of a heart attack while on a visit to Minneapolis. Doc's son Rich is an H&D brakeman.

Clayton Severson has returned to his position as night yard clerk after being employed as roadmaster's clerk in Aberdeen several weeks.

CAB TO SADDLE. Engineer Martin Forster of the H&D Division shares with such notables as Robert Taylor, Rudy Vallee and Victor McLaughlin the honor of being an honorary member of the exclusive Escort Club of Minneapolis. Mr. Forster was a charter member of the club when it was organized in 1932. He is shown here astride his powerful motorcycle, although not in the uniform of the club.



John Krum, retired, has gone to St. Petersburg on his annual southern trip.

January has been transportation month as far as Scouting is concerned, and here at the Montevideo office, we were well aware of it. Several groups of Scouts visited the offices, more groups rode the trains, and all in all, the Scouts around Montevideo really have an inkling now of what goes on around a railroad. Train Director Pat Maloney, who has escorted enough youngsters through the yards to know what the average boy is interested in, showed them the works. Railroad souvenirs given to the youngsters included a Hiawatha pin, a pencil, a sucker and a railroad comic book.

Chicago Terminals

UNION STREET

Florence LaMonica, Correspondent

John Chambers, brother of Fred Chambers, stower, passed away, services being held Jan. 20.

Henry Schindalga, foreman at house 3, underwent surgery recently at Loretto Hospital. At the present writing he is recuperating at home.

Frank Urbanowicz, switchman at Kinzie Street, became the father of a baby daughter on Jan. 17 at Augustana Hospital. Her name is Margaret.

Nate Abrams, paymaster at Union Street, is proudly wearing his 30-year pin. Nate is thought to be the youngest 30-year man on the railroad. We also noted an interesting item about Nate's wife, Ilene, in the Northtown News regarding her instructions in creative millinery at the Washburne Trade School evening classes to women in the millinery industry who wish to advance in their profession, and to teachers and novices who wish to learn both for economy and as a hobby. Mrs. Abrams is highly skilled in her field and derives great satisfaction in instructing her students.

GALEWOOD

Norma Gunderson, Correspondent

Tom Dyba, route clerk, returned to work Jan. 3 from a long leave of absence because of illness.

Sympathy is extended to Auto Mail Clerk Al Boeck, whose mother passed away Jan. 5 due to breaking her hip Dec. 31; also to Agent A. E. Ward, whose father passed away at Poynette, Wis., Jan. 19.

John Wagner, retired foreman, visited the new office Jan. 12. Congratulations are in order, he being the proud grandpa of a baby girl.

Judith Sottysik returned to work in the car record dept. Jan. 18, following an extended leave of absence.

The reason for the big smile on Car Inspector John Williams' face is because he became a grandpa Jan. 19, his daughter giving birth to Robert John.

Frank J. Lucas, checker, and his wife celebrated their golden wedding Jan. 23. A reception was held at Central Park Hall with their four children, 12 grandchildren, four great-grandchildren and over 200 friends present. Frank has 47 years of service with the company.

Caller Davis F. Wilson, who came from England in June, 1949, is now an American citizen.

Foreman Charles Garry is spending his vacation in California at this writing.

The following freight house force men are still ill at this writing: Checker Stanley F. Lucas and Stower Dan Harrington, in the hospital; Henry Sosine, bill collector, in Hines Hospital; and Stowers Julian Caveye and Charlie Costello, Jr.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

L'Rae Pidgeon is the new daughter of Earl Pidgeon, chief clerk to general agent. Little Miss Pidgeon, having arrived at 12:19 P.M. on the last day of the year, provided her dad with an extra exemption, thereby earning a year's keep in advance. The Pidgeons also have two boys.

Sympathy was extended to Edna May Henderson, clerk in the general agent's office, on the death of her father, Dr. Fred J. Dingler, on Jan. 2. Doctor Dingler, a dentist, had been a resident of Seattle since 1912.

Ethel Burris, stenographer in the freight claim department who had been confined in Providence Hospital with a broken ankle since the middle of December, is recuperating at home at this writing. Lillian Moody, clerk in the auditor's office who spent a few days in Providence Hospital, is also taking it easy at home.

Rocky Mountain Division

EAST END

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



E. W. Keil

Elmer W. Keil, assistant to the superintendent of motive power with headquarters at Deer Lodge, retired on Jan. 1. He started his service in 1911 as a night electrician at the Milwaukee shops and was the first electrical foreman there to attend the diesel school at La Grange, Ill. Promoted to assistant to superintendent of motive power at Milwaukee in 1950, he transferred to Deer Lodge in July, 1951. During his years as a foreman, Mr. Keil built a high cycle machine for power tools which are used in constructing cars for the Hiawathas and was responsible for many changes and improvements on gas electric cars, diesel locomotives and shop testing equipment. He also holds patents on an ignition system and automatic circuit control means which was used on gas electric cars and leased to the railroad. At Deer Lodge, Mr. Keil has been instrumental in arranging and equipping the new electric shops and meter room, considered to be one of the finest shop installations in the Northwest. He and his wife will keep their Milwaukee address while they spend their time entertaining their three grandchildren and visiting in Florida. Their daughter Kay is roundhouse clerk at Deer Lodge.

Wilbur McKenna, retired engineer, died Dec. 29 at Warm Springs Sanitarium after a long illness. Mr. McKenna was born at Rose Hill, Ia., Oct. 29, 1878. He started his service with the Road in 1907 and retired on July 21, 1951. Before coming to Montana he worked for the Western Railroad in Iowa. Brakemen E. Skates, D. Jennings, J. Brand and L. Plett are working out of Three Forks until senior men get placed on jobs which are under bulletin on account of trains 17 and 18 now terminating their runs at Avery. Born to Brakeman and Mrs. Al Peccia, a daughter, Sondra Lee, on Jan. 14 at Bozeman Deaconess Hospital. Vic Odell, retired conductor of California, was in Three Forks in December to attend Wilbur McKenna's funeral. Brakeman Lawrence Wren is now working out of Three Forks due to the change in passenger runs on 17 and 18. Born recently to Brakeman and Mrs. Charles Bequette, a daughter, Cathy Lynn, at the Bozeman Deaconess Hospital. The name of Nora B. Decco, retired Three Forks telegrapher and former Magazine cor-

Rail oddities



THREE YOUNG LADIES--POLIO PATIENTS AT VANDERBILT UNIVERSITY HOSPITAL IN NASHVILLE--SPENT CHRISTMAS AT HOME IN NORTH CAROLINA AFTER A 560-MILE TRIP THAT MADE RAILROAD HISTORY AND ALSO MEDICAL HISTORY.

THE PULLMAN COMPANY FURNISHED A SLEEPER WITH SPECIAL GENERATORS AND BATTERIES AND SPECIAL WIRING. A RAILROAD LENT A MOTOR ALTERNATOR TO PROVIDE 110 VOLT AC. THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS SHIPPED RESPIRATORS AND A PORTABLE IRON LUNG FROM NEW YORK. TECHNICIANS CAME FROM DENVER, PHILADELPHIA AND CHICAGO TO HELP.



RESPIRATORS GOING EVERY INCH FROM HOSPITAL TO TRAINSIDE; PATIENTS AND THE LIFE-GIVING APPARATUS TRANSFERRED FROM AMBULANCES TO PULLMAN IN A MATTER OF SECONDS; ATTENDED ALL THE WAY HOME BY HOSPITAL SPECIALISTS AND RAILROAD MECHANICAL MEN--THE WHOLE DELICATE MANEUVER WENT OFF WITHOUT A HITCH.



ASSOCIATION OF AMERICAN RAILROADS 1254

respondent, figured in the metropolitan news last month when a poem she had composed for her 1953 Christmas cards was reprinted in the Chicago Daily Tribune. The poem, entitled "An Exchange of Gifts", appeared among interesting quotes from company magazines chosen for publication in the widely read "White Collar Girl" column conducted by Ruth McKay. It had been published in the Magazine last January.

Iowa Division

MIDDLE & WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Four operators who spent from two to four years in different branches of the armed services have returned to work. Donald Dresback displaced a junior man at Adaza, F. J. Kai took the first trick operator's job at Council Bluffs yard, and Duane Anderson displaced the second trick operator at Council Bluffs yard. Larry Harvey, who was holding a regular job when he went into the Army, displaced a junior man at Perry yard, his old job having been abolished.

H. E. Merkle, who was working the Perry dispatcher's office side table job, took the day job at Perry yard when the side table job was abolished.

Hospital patients during recent weeks included George McLellan, yardmaster at Perry, and A. V. Airhart, freight house foreman, who were in Wesley Memorial; Relief Section Foreman Raymond Cross who was at the Veteran's hospital in Des Moines; Mrs. Nels Nihlen, wife of yard clerk at Perry, who was in a Cedar Rapids hospital; and Mrs. Cassie Bristle, who makes her home with her son-in-law, Water Service Engineer Everett Evans, who was hospitalized at Perry.

E. M. Bayliss, who worked all over the system as an extra gang foreman before his retirement, died in Omaha Jan. 14 at the home of his daughter with whom he had been living since his wife's death. He lived most of his life in Iowa, having been born in Creston on Nov. 10, 1866. He held the Persia section during the winter when no extra gangs were working. Raymond Becker, foreman of the Perry yard section who had worked as a

BIG SWITCH. Upon finishing his last run of 45 years of service at Perry recently, Engineer Ralph Shaw promptly fled the bite of an Iowa winter by leaving the next morning for a new home in Burbank, Calif. Shown here waiting to congratulate him as he left the diesel at Perry are, from left: George Tomer, local chairman of division 203, B. of L. E.; Mrs. Shaw; Kenneth Hunt, secretary of division 203; Charles Hunt, chief engineer of Perry division, B. of L. E.; R. W. Riedl, assistant superintendent of the Iowa Division; and Division Master Mechanic W. W. Henderson, Savanna.



machine operator and assistant foreman with Elmer, attended the funeral services which were held in Carroll, Ia.

Retired Agent F. W. Bean and wife celebrated their 61st wedding anniversary at their home in Bagley Jan. 9. Their son-in-law and daughter, Conductor and Mrs. W. S. Delaney, delayed a winter vacation in Florida and Texas to be with them for the event. Other anniversary celebrants were Conductor and Mrs. Robert Peterson and Engineer and Mrs. Clarence Huffman who observed their silver wedding anniversaries. In the future the Petersons will be celebrating anniversaries with their son David and his wife, as David married Miss Juanita Diddy of Perry in a church ceremony during the holidays.

Fireman Don Hoes, who is with the Army in Maine, spent the holidays in Perry with his parents, Mr. and Mrs. F. R. Hoes.

When the agency at Cambridge was closed recently, Agent Clark Lewis retired. He and Mrs. Lewis spent the holidays in Indiana with a son and then went to Texas for the balance of the winter. When they return in the spring they will make their home in Dawson.

Train Dispatcher Ralph Wright of the Perry force also retired recently. He had sold his home and he and Mrs. Wright left for California soon after the first of the year. The Wrights will make their home in the Los Angeles area with their son and two daughters who have been living there for several years.

An old time railroad man will occupy the Wright home, as they sold the place to Ralph Ure who started his railroad service as a clerk in the Perry roundhouse years ago.

Funeral services were held in Perry recently for Mrs. John Palmer, wife of a machinist in the Bensenville shops. The family lived in Perry before moving to Chicago several years ago.

Hans J. Clausen, retired track man who had worked at Manilla for many years, died early in January. A brother of P. M. Boldra, section foreman at Ferguson, was killed in an auto accident. R. W. Kaserbour who had been employed as a laborer on the track force at Templeton for five years, passed away Jan. 18.

Harold Burgess, who was injured last year at Rondout, has been released from the hospital in Chicago and is now recuperating at

his home in Perry.

Jerry McGuire, two-year-old son of Don McGuire of the B&B department, is a polio patient at Blank Memorial Hospital in Des Moines at this writing.

Engineer Owen Fox took a three-month leave Jan. 1 and he and Mrs. Fox went to Florida for the balance of the winter. Before leaving they purchased a beautiful trailer for the trip. They will go to California before returning to Perry.

Sam Anderson, retired machinist who worked for over 40 years without an injury, recently lost the end of a finger in an electric saw in his workshop at home. He was glad, he said, that it didn't spoil any department safety record.

W. J. Barth, who has been making his home in Grand Island, Neb., since retiring as a foreman on the Perry shops force, recently suffered a slight stroke which has confined him to his home.

S. R. Marshall, Des Moines division engineer who retired last fall, died suddenly on Jan. 7. He was walking downtown from his home in Des Moines when he suffered a heart attack and passed away before reaching the hospital.

Judge Walter Newport of Davenport, a nephew of the late Engineer Edward Mullen, died suddenly on Jan. 9. As a boy he spent a great deal of time at his uncle's home.

Engineer Arthur Cortner and Water Service Engineer S. T. Legvold Sr. are grandfathers, and Retired B&B Foreman Lars Legvold is a grandfather, since the arrival of Curt David Legvold who was born to Mr. and Mrs. S. T. Legvold Jr. on Jan. 14. Roadmaster D. W. Loftus is a grandfather to Jeffrey John Loftus, born Jan. 11 at Vallejo, Calif.—father, A 1/C John Loftus. Mrs. W. A. Rogers, widow of Engineer Rogers, is a great-grandmother and Mrs. Mary Tucker a great-great-grandmother to a little Miss Cox, born in Chicago in January.

Notice—Employee Bowlers!

THIS is the last call for all employees who plan to attend the 12th annual Hiawatha Bowling Tournament at the Tom Turkey Inn, Portage, Wis., on Mar. 19-20, 26-27 and Apr. 2-3. The tournament which is sponsored by and for Milwaukee employees with the sanction of the A.B.C. will be conducted on a handicap basis. Entries close on Feb. 27; entry fee, \$2 for each event. For further information and entry blanks write to Joe Brunt (freight house employe), 1201 West Conant Street, Portage, Wis.

"Your eyes," thrilled the ardent suitor.
"They're beautiful—I see dew in them."

"I'm sorry," she replied. "That isn't dew,
that's don't."

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Lyle G. Rodman, operator in the MA office at Marion, and Mary Alice Wilson, daughter of the Virgil R. Wilsons of Tama, were married in the Presbyterian church in Springville on Jan. 2. A reception was held in the church parlor and the couple left later for a trip south. They will live in Springville. The bride is a teacher in the Viola consolidated school.

Hope Beasley of Ottumwa worked as relief operator during Lyle Rodman's absence, and at this writing is working the operator's job for Marl Marchant who is vacationing in Las Vegas, Nev. Ticket Clerk Richard Springer of Marion vacationed in Texas in January and was relieved by Carl Eby. Duane Ness worked as night ticket clerk.

Tom Manton, PSI, Cedar Rapids, enjoyed a winter vacation in Renton, Wash., with his daughter and son-in-law, Mr. and Mrs. Tom Domer.

Mr. and Mrs. B. P. Dvorak spent New Year's with their son Virgil and his family in Terre Haute.

Marion engineering department employees serving as officers of the Kiwanis Club this year are Robert Low who has been installed as president, and Ralph M. Mills, secretary. Other Milwaukee men giving their services are Chief Clerk W. E. Failor, on the finance committee, and Chief Clerk Merwen L. Taylor, a member of the youth committee.

Capt. R. E. Matthewson, son of L. Matthewson, retired lineman, has returned from 18 months of Army duty in Korea and is now at Ft. Lewis, Wash. While he was in Korea his wife, who is of German birth, visited in Coburg, Bavaria, with their two children, and their younger son, Mike, was born in that country. The family was reunited in Tacoma in December.

Chandler Boettcher, son of Assistant Division Engineer L. R. Boettcher of Marion, has returned to Denver University after a holiday visit at home. He is working on his master's degree in business management.

T. J. Carville has retired as section foreman at Amana. He started his service in April, 1902 and was promoted to foreman in December, 1910. He had been employed at various locations on the old KC Division. He and Mrs. Carville will continue to live in Middle Amana for the present.

Section Laborer W. F. Carson, Hedrick, retired recently because of ill health. He started his employment in the M of W department on July 1, 1911. Roger Henson succeeds him as first laborer.

The O. A. Beermans were called to Guttenburg on Jan. 11 because of the death of Mrs. Beerman's sister, Miss Alma Dubbels, who passed away in a Dubuque hospital after a long illness.

Mr. and Mrs. L. Matthewson of South Amana have returned from Highland, Ind., where they had been for several months because of the illness of Mrs. Matthewson's sister. The sister passed away on Dec. 16.

L. B. Overman, section foreman at Delhi, has been granted a 90-day leave because of illness.

Carmen Jones is confined to St. Luke's Hospital in Cedar Rapids for treatment at this

Dinner in the Diner; One of Life's Thrills



Jan Clayton

THE THRILL of having dinner in a dining car as seen through the eyes of a little girl is described on television this month. As the commentator for the Campbell Soup commercials on the "Lassie" and "Dear Phoebe" shows, beautiful Jan Clayton tells of her youthful yearning to travel on a train and to eat in a dining car.

"There was a transcontinental railroad not far from where we lived", she says, "and in the early evenings I could see the passengers at dinner in the brilliantly lighted dining cars. Everything looked so gay, so festive, so romantic, that I wanted almost more than anything in the world to be eating with that happy crowd. Well, that is one thrill I've never outgrown. I never see a train rushing through the night that I don't want to be aboard, and I never pass up the chance to eat dinner in one of those lovely dining cars."

Miss Clayton's opportunity to tell about her liking for train travel will come on the "Dear Phoebe" show on Feb. 25 and will be repeated on the "Lassie" program Feb. 27.

writing. Her position as file clerk is being filled by Mrs. Agnes Edgar.

Ray Burke, chief yard clerk at Cedar Rapids now in the Oakdale Tuberculosis Sanatorium at Oakdale, Ia., will be confined for some time. Cards and letters will undoubtedly be appreciated.

Mr. and Mrs. Billy Hale are the proud parents of a boy, Martin Joel, born Jan. 10. Mr. Hale is chief yard clerk at Cedar Rapids.

Sympathy was extended to Mr. and Mrs. David Sparks whose daughter and son-in-law, Mr. and Mrs. Arnold E. Lewig, were fatally injured in an auto accident near Sumner, Ia., Jan. 7. Mr. Sparks is a stower at the Cedar Rapids freight house.

Roscoe F. Stevens, retired locomotive engineer, 72, died in a Cedar Rapids hospital on Jan. 6 following a 10-day illness. He was born in Ottumwa, began working for the Road at Savanna on Nov. 5, 1907 as a fireman, and was promoted to engineer in 1915. He moved to Marion in 1912 and retired on Dec. 22, 1949. Surviving are a son, Vernon D. of Iowa Falls, and two daughters, Mrs. William Erwin of Milford, N. J., and Mrs. Frank Hoth of Dundee, Ill.

Mrs. Frank H. Hahn, widow of a conductor on the old Kansas City Division, passed away in a Cedar Rapids hospital on Jan. 1. The family had lived in Marion and in later years at Ottumwa, and Mr. Hahn was on the passenger train between Kansas City and Davenport. During recent years Mrs. Hahn lived with her daughter, Mrs. Charles F. Reitz, in Cedar Rapids. She was well known as a writer of poetry and for years was a member of the Scribblers Club in Ottumwa.

Milwaukee Terminals

FWLER STREET STATION

Pearl Freund, Correspondent

Florida is the lure which has again drawn Mr. and Mrs. Frank Schlosser southward on their annual vacation this February. This sunny climate seems to be the current favorite with many.

The two talented daughters of Harry Frinks, checker at house 7, made their second appearance on the WOKY-TV Amateur Hour Jan. 31. Judy, age 12, and Lynn, 7, presented a pantomime of the recording "Mama Doll" which brought in a flood of letters and cards from TV viewers and prompted their second presentation, "Sisters". Needless to say, mother and dad are very proud.

January 14 was moving day in the warehouse when the inbound freight operation was transferred from house 11 to house 7.

Richard Wank, traffic representative of Cargill, Inc. at Minneapolis, paid his friends and former co-workers a visit recently. Dick, our OS&D clerk and tracing clerk for a time, was in Milwaukee to attend the annual traffic dinner.

An old timer who dropped in for a little chat recently was Ed Stelzel, our retired chief clerk. Ed was looking fine and showed no traces of the long illness he had to overcome.

Helen Roelke, still confined at Mt. Sinai at this writing, has suffered the loss of a limb as a result of her recent accident and is now making fast strides toward recovery.

Sympathy was extended to Barbara McPhee on the loss of her sister Jan. 30. Beatrice had been fighting an illness for a long time and her family had bright hope for her, but to no avail. She is survived by two daughters.

Mrs. Jack Klima who entered Misericordia Hospital for major surgery, is now making a fine recovery at home.

Mr. and Mrs. Charles Roessger are the parents of a baby girl, Jill Ellen, born Jan. 14. Grandfather of this little bundle of wiggling humanity is George Roessger, chief clerk. Daughter Virginia recently presented him with a new grandson.

The man who pokes fun at a woman trying to back a car into a garage usually has a more serious look when he tries to thread a needle.

The Milwaukee Road Magazine

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent



Claude Palmer

Claude Palmer, veteran Milwaukee terminal engineer, completed 52 years of service with his retirement on Jan. 15. Ever since 1910 when he was promoted to engineer Mr. Palmer has been active in the YMCA and the Boy Scouts and as Scoutmaster of the Shorewood Presbyterian Church. He was awarded the Scoutmaster Key for outstanding training records. An expert canoeist and marathon swimmer, he is credited with saving 17 people from drowning at various times. His sons emulate him. Richard has won the midwest first aid championship and Dan, a Red Cross life saver, rescued a boy from drowning in Lake Michigan several years ago. Quite a number of Mr. Palmer's Scouts have also distinguished themselves, including one who was awarded a hero's medal during the war for saving the life of a comrade. Mr. Palmer has been interested in the out-of-doors since his boyhood in Catskill, N. Y., and takes charge of some 30 boys at the Scout camp at Lake LeFebvre near Crandon every summer for a month or more.

A letter from Fort Lauderdale, Fla., informed us that Earl J. Gonja, whom many will remember as a veteran terminals employe, passed away there on Jan. 8. Mr. Gonja was with the Road approximately 30 years as switchman, yard conductor and yardmaster. He had retired about two years ago because of ill health and since then had spent his time with his family in Fort Lauderdale. Survivors include his wife, a daughter and two sons.

DAVIES YARD

Charles Pikalek, Correspondent

Eugene Schlegel has presented Miss Alice E. Pierson with an engagement ring. They plan to be married in the spring.

Mr. and Mrs. Merlyn Kruse are proud parents of a baby girl born Jan. 14.

Four oldtimers retired recently who altogether had 164 years of service: John Czupryn, 48 years; William Osberg, 33 years; John Pfeiffer, 40 years, and Ignatz Sliwinski, 43 years.

Sebastian Zaffiro was released from the Air Force Jan. 24, after serving four years. He held the rank of staff sergeant at the time of his release.

Milwaukee Shops

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

H. J. Montgomery, Correspondent

The Chris Jewelers went on a rampage recently at Marino's Alleys in the businessmen's league. Shooting games of 988, 1140 and 1129, they totaled 3257. The 1140 and 3257 are records for the season. Our boy "Monty"

got an almost low 622. Other scores were Bob Reich 704, Hub Olsen 658, Harry Coraline 654 and Dick Goepel 621. The league-leading Lerman Tires went down two games under this pin barrage, losing the second—1140 to 1112. (These are scratch scores.) The Chris Jewelers are in third place at this writing. They bowl Fridays at Marino's at 9:15 P.M.

While this column was on the sidelines in July, 1953, a lifetime Silver Pass for 45 years of service was awarded to John M. (Jack) Bremser, A.A.R. lead clerk in the S.C.D. office. Jack started in the S.C.D. office July 2, 1908, and has held that title these many years. He is a brother-in-law of J. A. Deppe, retired superintendent car department.

Harvey H. Zunker, steno-clerk in the test department, was granted a three-month leave of absence, starting Feb. 1.

Norbert J. Eberhardy has moved to Rocky Mount, N. C., and nary a word from him as yet. We know Norb has been busy but just a line would go a long way toward remembering old friends.

LOCOMOTIVE DEPARTMENT

A. A. Edlund, general boiler inspector with headquarters at the Milwaukee shops, passed away Feb. 7. Funeral services were held at the Lakewood cemetery chapel in Minneapolis on Feb. 10. Mr. Edlund was born on Apr. 18, 1895 and started with the railroad as a rivet heater at Minneapolis in 1911. He was appointed assistant general boiler inspector in May, 1946 and promoted to general inspector on July 1, 1952. Mr. Edlund was vice president of the Master Boiler Makers Association, as well as serving on the executive board of that organization.

Madison Division

FIRST DISTRICT

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

Freight Service Inspector Chauncey Mahaffey and Mrs. Mahaffey ("Florence") of Madison announce the engagement of their daughter Marilyn to Robert King. Marilyn is employed by the United States Armed Force Institute and Mr. King is attending college.

Assistant Trainmaster Frank Love is making a good recovery from his illness and hopes to return to work before long.

Announcement is made by Agent and Mrs. G. C. Schuler of Orfordville of the engagement of their daughter Nancy Ann to Virgil A. Sommerfeldt of Janesville. A May wedding is planned.

Switchman Bob Connelly of Madison had the misfortune to break a leg in an accident at home.

F. L. "Pat" McKune, yard clerk at Madison, has been confined to St. Mary's Hospital. Latest report is that he is getting along fine and will soon be released.

Geraldine Shipley, daughter of Conductor and Mrs. Willard Shipley, is ill in Madison General Hospital at this writing.

Traveling Auditor McGrew of Madison was recently discharged from Methodist Hospital and at this writing is convalescing at home.



NEW DEVICE recently developed at the shops in Milwaukee is this one for draining the fuel from alcohol heaters. Shown with it in the fruit yard at Milwaukee are D. S. Westover, supervisor of refrigerator service, R. E. Miskimins, chief perishable freight inspector, and George Baehr, perishable freight inspector. Several of these devices, which will reclaim the fuel from an automatic heater in less than a minute without spillage, are being distributed to points on the railroad where fuel must be removed from heaters before they are returned to their home station.



BY ANY OTHER NAME. From Germany, via transatlantic telephone, Corporal Bryant had suggested the name of Richard Lowell, "after dad and me," and everyone thought it a splendid idea, even after the baby happened to be a girl. Choosing a form compatible with her dimpled charms, his six-month-old daughter, shown here with a picture of the daddy she has yet to see, has been named "Richelle Lynn." Corporal Bryant was a relief operator on the Iowa Division before entering the Army, and Granddad Lowell Bryant is freight house foreman at Council Bluffs.

Dr. Joyce C. Kline, daughter of Mr. and Mrs. W. J. Kline of Madison who is serving her internship in Michael Reese Hospital, Chicago, vacationed in Miami, Fla.

Edward G. Schmidt, machinist in the Madison roundhouse, retired as of Feb. 1.

Mrs. J. A. Willison, wife of retired machinist, is confined to Lakeview Sanitarium at this writing.

Andrew W. Raditch, retired machinist, is

ill in Wood Veteran's Hospital.

George Salerno, machinist helper at Madison, retired Jan. 1.

Fred Sibell, retired engineer, 66, passed away suddenly at his home on Jan. 6. Mr. Sibell retired in December, 1946 because of ill health.

William P. Tehan, retired boilermaker of Madison, died at a nursing home on Jan. 20.

C. E. Neumann, agent at Middleton, is ill at this writing. Gene Bowar is acting as relief agent.

Mrs. J. M. Brown, Women's Club historian at Janesville, reports that Mrs. Eliza Robinson, the chapter's oldest member, passed away Jan. 19 at the age of 92. She is survived by a daughter-in-law, Mrs. Cecily Robinson, and a grand-daughter, Mrs. Martha Johnson of Chicago.

Janesville Chapter commemorated its 30th anniversary on Feb. 1 with a turkey dinner which was attended by about 35. Mrs. Francis Wiskie, president, gave a talk on the chapter's history. Charter members present included Mmes. J. W. Higgins, James Fox, William Noeser, Frank Oliver, A. M. Boucher, John Dovey, Elmer Duxstad, William Churchill and J. J. McCarthy. A public card party is planned for Feb. 21, with Mrs. T. W. Murphy and Mrs. John O'Hara acting as co-chairmen.

D & I Division

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

Dispatcher and Mrs. Z. G. Reiff, Savanna, vacationed in Pasadena, Calif., last month with their daughter and family.

Engineer Ben Hammen, Savanna, underwent major surgery during January.

New arrivals: A daughter, Deborah Lee, in the home of Switchtender and Mrs. Charles Tyler, Savanna, on Jan. 23 . . . The Walter Miller family of Savanna (chauffeur for motor transport) welcomed a baby girl on Jan. 24 . . . The Julius Kleins, Savanna (B&B department), announce the arrival of a new grandson in the home of their daughter in Chicago on Jan. 13 . . . And we overlooked announcing the arrival of the first grandchild, a boy, in the E. W. Olson family at Dubuque during November.

Sympathy was extended to Engineer H. White, Savanna, on account of the death of his mother in January.

Jeremiah Hummel, retired switchtender, Savanna, passed away in the city hospital on Jan. 19, following an illness of many months. Mr. Hummel retired in 1938 after 52 years of railroading. He is survived by a daughter, son, stepson and stepdaughter, brother George Hummel of Savanna and a sister. Burial was in the Savanna cemetery.

James B. McKay, only son of Retired Engineer George McKay of Savanna, was killed instantly in an automobile accident in Keystone Heights, Fla., Jan. 27. Surviving are his wife and four children, father, stepmother and two sisters.

Section Foreman Lyle Smith, Savanna, was

married New Year's Eve to Miss Ethel Kruse. They are making their home in Mt. Carroll.

C. H. Plattenberger, assistant chief clerk at Savanna, was promoted to chief clerk to the superintendent at Aberdeen, S. D., and left Savanna Jan. 7 to take over his new position.

THIRD DISTRICT

James A. Ferrell, retired switchman, Ottumwa, passed away in the Ottumwa Hospital Jan. 4. Mr. Ferrell had been an employe of the Milwaukee for 46 years, serving as brakeman, conductor and roadmaster, and at the time of his retirement as yard foreman. Surviving are his widow, a son and daughter, two brothers and a sister. Burial was in Memorial Lawn cemetery, Ottumwa.

At an election held by the Milwaukee-KCS Joint Agency Social Club of Kansas City on Jan. 18, the following officers were chosen for the year: A. D. Karr, president; Ralph Cooper, vice president; E. T. Bryant, treasurer; and R. Harold Scully, secretary. The vote was unanimous.

Off Line Offices

CINCINNATI



B. H. Desens

B. H. Desens, traveling passenger agent with headquarters in Cincinnati, has been elected president of the Passenger Traffic Club of Cincinnati for 1955. Mr. Desens has been with the Road since 1937 and was formerly stationed in Omaha where he served a term as president of

the Trans-Missouri Passenger Club. He was appointed traveling passenger agent at Cincinnati in October, 1951.

Bob Hart Jr., son of R. S. Hart, chief clerk in the Cincinnati office for the past 30 years, will be featured in his own television show beginning Feb. 12 on educational station WCET, Channel 48 UHF. The show, entitled "Huntin' and Fishin' with Bob Hart", will be a half hour discussion of outdoor activities in Ohio, Kentucky and Indiana, together with demonstrations and interviews of national scope. Mr. Hart Jr. is well qualified in the field, being a member of the Outdoor Writers Association of America and the Outdoor Writers of Ohio. For the past two years he has written a sports column for the monthly paper of the Evendale plant of General Electric, where he is employed in the test facilities engineering department, in addition to writing a weekly column on outdoor life for a local paper and giving talks for civic groups. Station WCET, which is sponsoring his television debut, is supported by the Board of Education, the PTA, local industry and private subscription.

While the mother smiled, a visitor asked the little girl, "And what, my dear, do you think you will do when you get as big as your mother?"

Said the little girl: "Diet."

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Chicago General Offices

OFFICE OF FREIGHT AUDITOR

Patricia Ptack, Correspondent

Marilyn Tilton of the interline bureau and Eileen Bruhn of the machine room left us recently to await the stork.

Madeline Bingham became a great-grandmother on Dec. 31.

January brides were Elaine Benzinger, who became Mrs. Wally Moskal on Jan. 22, and Milly Schmunk, who became Mrs. John Schwarz on Jan. 15.

Kay Duvall became engaged recently to Michael Kutska. The big day will be in June. Grant Miller is in Bethany Hospital at this writing.

Marge Michalski, formerly of the machine room, gave birth to a baby girl Dec. 28.

Mary Fleming at this writing is in the Edgewater Hospital due to a serious fall. Wilma Todleben is in Belmont Hospital under observation.

The Milwaukee Road bowling tournament will be held at Portage, Wis., the week ends of Mar. 20 and 26 and Apr. 2. All bowlers interested, contact M. Schlee, Milwaukee Road, secretary.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

The year started out very well for the following men: W. P. Heuel, promoted to assistant comptroller, Union Station; Harry Johnson, to assistant comptroller, Fullerton Avenue; Ralph Kauppi, to auditor of expenditure; Urban Budzien, assistant auditor of expenditure; Ray Hoefs, chief clerk; Walter Getz, A.F.E. bureau head; and Harold Rappe, material bureau head.

At this writing Herb Johnson is still confined to Swedish Covenant Hospital.

Congratulations were extended to Emil Rackner on his second grandson, William John, born Jan. 5; also to Al Pieper on his third grandchild, Paulette, born Jan. 22.

Condolences were extended to Guy Burns on the recent death of his mother, and to Jack Fraser on the death of his sister.

Harriett Spira, keypunch operator, is leaving the railroad to take a combined business and pleasure trip heading west; destination California, where the Spiras will make their home.

Dolores Swisher, former keypunch operator, announces the arrival of Deborah Dawn on Jan. 5.

Best wishes were extended to June Fritz when she announced her engagement on Jan. 18, and to Tom Rajski of the machine room and Lucy Macaione of the accounts receivable bureau, engaged on Jan. 29.

OPERATING DEPARTMENT

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

E. J. Muckerheide, assistant engineer communications, retired on Jan. 24, having completed 35 years of loyal service. He started with the Road in 1917 as a signal draftsman and later worked an outside signal and construction and engineering projects in the capacities of signalman, signal foreman, assistant signal supervisor and signal inspector. Following his transfer to communications work in September, 1941, he was instrumental in the development of carrier communication systems now in service. Since the signals and communications department moved from Milwaukee to Chicago in 1953 and until shortly before his retirement, Mr. Muckerheide was in active charge of all communications work on the railroad.

Frank Deutsch, secretary in the general manager's office and star forward of the Cherubs basketball team on the south side of Chicago, is reported holding his own by displaying his usual good form.

Mr. and Mrs. Frank L. Freeman (assistant to general manager), who are spending their vacation in Ecuador at this writing, report on this cold-snowy 25th day of January that the weather is pleasantly warm.

We are happy to report that Mrs. George C. Harder, wife of statistician in the vice president-operation office, is home and much improved in health, having been released from Illinois Masonic Hospital Jan. 21.

C. F. Rank, manager of mail, express, baggage & milk, reports that the handling of Christmas mail on our line went very smoothly, the peak day being Dec. 16—the earliest in our history. Looks like the slogan of "Mail Early" bore fruit.

The honeymoon's really over when he phones that he'll be late for dinner—and she's already left a note that it's in the refrigerator.

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CHORAL CLUB NEWS

Theresa Glasl, Correspondent

Between rehearsals and concerts, there are busy weeks ahead for the club. A concert will be given Mar. 1 at 9 P.M. for Skokie Chapter-Order of Eastern Star No. 1015, at Lincoln and Jarvis; on Mar. 18 at 8:15 P.M. St. Stephen's Church, 3533 N. Albany Avenue; and on Mar. 31 for Myrtle Lodge, 4240 W. Irving Park Road.

An invitation has also been accepted from the Kedzie Avenue Methodist Church, 1847 N. Kedzie Avenue, to present a program on Apr. 20 at 8:15 P.M.

We have another very welcome addition to the soprano section in Barbara Tyckosen from the industrial department. She is the daughter of Assistant Chief Carpenter E. G. Tyckosen, Western Avenue.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Nora Chambers and Joe Boyle were married Jan. 29 at St. Gregory's Church and honeymooned in New York City.

Helen Normoyle and her sisters toured Arizona during their vacation. Myrtle and Ronnie Peltonen spent their vacation touring Iowa and Indiana. Elmeare Martell spent a few days in New York City and then on to Baltimore to visit her sister and family.

It is nice to see Agnes McGrath back on the job again after a long illness.

Congratulations were extended to Ken Stone on his election to president of Lodge 991.

Jean Bishop has taken a leave of absence to await a blessed event.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

It is with a mixed feeling of sadness and joy that we report the retirement of Miss Gertrude Clavey, personal file clerk, after 45 years of loyal and efficient service in the freight claim department. We are sorry, of course, that we can no longer look forward to having her with us, but it is good to know that she can now occupy her time in whatever way she desires. Gertie began her employment with the freight claim department Nov. 30, 1909 as a clerk, was promoted to an operator in 1922, and became personal file clerk in 1924. Gertie has been a genuine friend to all who have come in contact with her and as a token of their good wishes her friends in the department presented her with a monetary

gift. However, since Gertie has been confined to her home by illness it was not possible to have a party in her honor, and J. H. Andrews and H. W. Kirch personally presented the gift to her on the eve of her retirement. In appreciation Gertie has asked that we print the following note: "Gertrude Clavey, who retired Jan. 29, wishes to thank all of her friends for the part they had in her 45th anniversary and retirement gift; also for the many cards and flowers sent to her during her illness. Best wishes to all of you for good health."

Eleanor Meyer, OS&D clerk, has been hospitalized for surgery. However, we understand she expected to return home Feb. 1.

Ed Deutschlander and Eugene Smuda enjoyed a vacation in New Orleans. They drove from Louisiana to Florida, enjoying all the scenic sights along the way.

Mrs. Fred Brodhagan has been hospitalized for some time. Allen Osmundsen and Louis Arnone, adjusters, were blood donors.

Don Devitt vacationed recently in Los Angeles and Pasadena, Calif.

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent



Edith Kohl

Miss Edith Kohl, secretary to assistant chief engineer-structures, entertained members of Union Station Chapter of the Women's Club last month with an account of her recent travels through Europe. The talk was illustrated with colored slides taken at points of interest while touring Eng-

land, Holland, Belgium, France, Germany, Austria, Switzerland and Italy. Miss Kohl's trip also included a stay with American friends in Frankfort who were her guides on side trips to Garmisch, Heidelberg, Oberramergau and Cologne, and to Henri-Chapeil where she visited the grave of a cousin who lost his life in World War II. A highlight of the trip, she reported, was taking part in a life boat drill aboard the S. S. United States in which she found herself shoulder to shoulder with the Duke of Windsor.

Assistant Engineer A. B. Chapman retires this month. He was born in Elmwood, Neb., on Feb. 24, 1890 and graduated from the University of Washington in 1913 with a Bachelor of Science degree in civil engi-

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The family of A. B. Chapman, assistant engineer, Chicago, who is retiring this month—Mrs. Chapman and sons Kyle W., Vaughn V. and Asa Z. (left to right). For details read the column of Engineering Department Correspondent F. L. Clark.

neering and was elected to Tau Beta Pi honorary engineering fraternity. He started with the Road in Seattle as a draftsman on May 16, 1919, was transferred to Chicago in April, 1933 and worked here as chief draftsman, office engineer, bridge engineer, engineer and superintendent bridge and buildings, and assistant chief engineer.

Mr. and Mrs. Chapman have three sons who have worked on various divisions of the railroad during their college vacation days. All three are following medical professions. Doctor A. Zerme Chapman and his wife are at Mussoorie, U. P. India, where Doctor Chapman is a medical missionary and Mrs. Chapman is a teacher in a mission school. Doctor Vaughn V., a dental surgeon in Seattle, recently returned from Ecuador and Panama and is now working toward establishing missionary dental clinics in out-of-the-way places. Doctor Kyle W. Chapman who practiced at Evanston Hospital is now in the Air Force, assigned to Continental Headquarters in France.

Mr. Chapman was guest of honor at a luncheon in Fred Harvey's on Jan. 17 and was presented with retirement gifts of a wrist watch, a billfold and some folding money. He and Mrs. Chapman plan to spend their retirement in Seattle. However, they are planning in the near future to visit their son and his wife in India and also hope to take a trip to Europe, visiting Doctor Kyle while they are there.

R. D. Olson of the signal department is very proud of the fact that Mrs. Olson presented him with a daughter, Christine Marie, on Jan. 9, their first child.

Marge Moline, steno-clerk in the B&B department, and Don Bessey in the architectural are making plans, but not to be blue-printed. Marge reported for work on Jan. 17 wearing a beautiful diamond engagement ring.

George Griesenauer, retired instrumentman of Clearwater, Fla., had a letter published in the Chicago Daily News of Jan. 18, and we thought it interesting, especially for our Golden Agers. Here is what George has to say about retirement:

"How true it is that the important thing of retirement is the attitude we have toward that period of our life. Of course, there are fundamental necessities that are a part of the program. That being recognized, our attitude toward that life determines the satisfaction

we can have and enjoy. There is no 'Utopia,' but the simple life can come nearest to it: simple needs, simple wants, simple pleasures. The 'simple life' in retirement is the key, regardless of location."

Our entire department was saddened by the death of C. T. Jackson, retired chief engineer, at his home in Columbia, Mo., on Feb. 4. The details are reported elsewhere in this issue.

I & D Division

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

It's a girl, Patricia Ellen, born to Mr. and Mrs. P. H. Geelhart (assistant engineer at Sioux City) Jan. 9.

Arthur J. Anderson, section foreman at Elk Point, 56, died recently after suffering a heart attack in Sioux City. Burial was from the residence at Elk Point and at the Congregational Church, with interment in Akron, Ia.

H. B. Olsen, retired agent who now lives at Pine Haven Place, Clarksville, Ark., reports a nice visit with M. G. Meacham, retired conductor of Sioux City who was on his way to Florida and other southern points. He was further surprised with a visit from Conductor and Mrs. Roy W. Leeper who were returning to Sioux City after a vacation in Hot Springs. At the time the Leepers were there they attended a picnic of the Newcomers Club and met other railroaders, including Vic West, retired, and his wife of Flandreau, S. D.

R. I. MacGregor of the engineering department has returned from the Mayo Clinic at Rochester where he was under treatment for several weeks.

Herschel M. Hulce, retired engineer, died at his home Jan. 14 after a two-month illness. Mr. Hulce was born Feb. 8, 1887 at Vail, Ia. He had retired Sept. 1, 1952, after 45 years of service. Survivors include his widow, five sons, Raymond and John of Ventura, Calif., and LuVerne, Richard and Robert of Sioux City; a daughter, Mrs. Dorothy Viken of Huron, S. D.; seven grandchildren, two brothers and six sisters. Funeral services were conducted from Immaculate Conception Catholic Church in Sioux City.

Sympathy was extended to Baggage Agent Lyle C. Riley whose mother, Mrs. Bernice C. Riley, passed away at Granite, Ia., Jan. 13 after a long illness.

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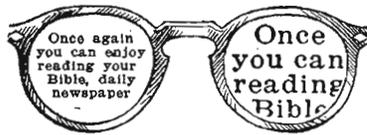
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FIRST DISTRICT

Darlene Ries, Correspondent
Trainmaster's Clerk, Mitchell

J. J. Malone, retired engineer, passed away at Murdo Jan. 14.

Conductor Frank J. Grace, who was confined to St. Joseph Hospital in Mitchell, has been released and is reported doing well.

W. P. Clayton, retired section foreman, passed away recently at his home in St. Cloud, Fla.

EAST END

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

A number of employes who vacationed in warmer climates returned to Iowa's coldest weather of the winter. Among them were Clarence Schrader, section foreman at Charles City, and Conductor Harry B. Larson who vacationed in California; Switchman Harry M. Ervin, in New Mexico; and Conductor F. V. Wolters, in Denver. Marion Schultz, clerk in the freight office, had also returned from Texas.

Alfred K. Foote, retired conductor, passed away at Sanborn, Ia., Jan. 11. He had retired in 1947. Sympathy was extended to his wife and family.

Engineer Lou Walter is still making news with his hobbies of crocheting and woodworking. He recently appeared on Mason City's KGLO-TV program exhibiting the bedspread that won the national prize several years ago and some of his woodworking projects. Wonder if the new bedspread he has started will win another national prize.

Division Freight & Passenger Agent H. H. Jacobs has bought a house and he and his mother are making their home in Mason City.

Shorter work days and weeks give us both time and money to indulge in after-hours hobbies. Tools for home workshops amounted to a \$100 million business a year ago, and it is more today.

Twin City Terminals

ST. PAUL TRAFFIC DEPARTMENT
YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent
c/o General Agent

William Wais, who was well known here, having been in the St. Paul ticket office from 1943 to 1953 when he transferred to Spokane as ticket agent, died in Spokane on Jan. 16 following a heart attack. He was 56 years of age. Funeral services were conducted here at St. Columba's Catholic Church and he was buried in his native La Crosse. Survivors include his wife Mary; a daughter, Mrs. E. L. Peterson of Superior, Wis.; two sons, George of Los Angeles and Thomas of Spokane; two sisters, Alvina Wais of Sheboygan and Mrs. Mary Werel of La Crosse; two brothers, Willard of La Crosse and Joseph of Cashton; and five grandchildren.

SOUTH MINNEAPOLIS CAR DEPT.
AND COACH YARD

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

Light Repair Track Carman James Stewart was married on Jan. 15.

Cutter Fred Tingstad of the schedule car shop is the proud grandfather of a baby girl born Jan. 7.

Store Department Clerk Joe Lagow and wife have returned from a vacation trip to Miami, Fla. This was their 25th wedding anniversary celebration.

Retired employes who visited the store department: Fred Ungert, Paul Anderson, William Anderson, William Leever and Hjalmar Burud. The latter just recently returned from Norway where he visited relatives he had not seen for 50 years.

Charles Yost, retired machinist, celebrated his 100th birthday last Dec. 24. His son Otto is a retired locomotive engineer, and his son-in-law, George Knappik, is a machinist at Minneapolis roundhouse.

H. T. Gardner, retired locomotive truckman in the roundhouse, passed away Jan. 20.

Albert E. Oswald, laborer in the roundhouse, retired Jan. 13.

Sigurd Sjoberg, helper in the car department and former locomotive boilermaker helper, passed away Jan. 8 at the age 52 . . . Eilert Moen, retired carman, died on Jan. 10.

Machinist Albert L. Peterson retired on Jan. 17. He had been with the Road since September, 1922.



MARRIED 50 YEARS. When Mr. and Mrs. Anton J. Schmaus celebrated their golden wedding recently, the group gathered around the family board included 21 grandchildren and three great-grandchildren. "Tony," as Mr. Schmaus is known on the Milwaukee Division, was a brakeman on the Hiawatha between Milwaukee and Minneapolis from its first run until his retirement in 1950 after 44 years of service. He and Mrs. Schmaus now make their home in Cedarburg, Wis. Incidentally, the family these days includes a pet parakeet.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Mr. and Mrs. P. D. Hunter (former Catherine Beringer) stopped in the office with their son to say "goodbye" before leaving for England.

Our condolences to Johnny Seland on the recent loss of his mother.

Agnes Nowak, formerly employed in the local freight department, became the mother of twins girls on Jan. 26.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

If you would like to drop a card to Sam Lundell, former yard conductor at St. Paul, his address is 1320 South Delmar Avenue, San Gabriel, Calif. Sam retired several months ago.

Fireman Henry Rose is spending the winter in Miami, Fla. His address is General Delivery, Miami. Henry is not in the best of health.

My youngest, Richard, entered the Army Jan. 3. He is at Camp Leonard Wood, Mo.

Gladys Murphy Sheehan is vacationing at her brother's home in Florida at this writing.

Tal Hughes, coach yard foreman, is leaving us this month after 46 years of service.

Thirty-five members of St. Paul Chapter of the Women's Club, attending the Jan. 13 meeting, witnessed the installation of the following officers: Mrs. R. A. Burns, president; Mrs. R. E. Lehman, first vice president; Mrs. C. S. Lind, second vice president; Mrs. F. M. Washburn, treasurer; Mrs. J. B. Shafer, recording secretary; Mrs. R. L. Thayer, corresponding secretary; and Mr. W. T. Giles, historian. Chairmen appointed for the new term are: Mrs. John Sitzmore, constitution; Mrs. A. A. Mueller, welfare; Mrs. Emery

Johnston, good cheer; Mrs. F. Matthies, ways and means; Mrs. J. A. Schroer, assistant ways and means; Mrs. Carl Anderson, membership; Mrs. O. D. Wolke, program; Mrs. Lee Rutter, social; Mrs. John Young, publicity; Mrs. George Mueller, auditing; Mrs. Dan Curtin, house and purchasing; Mrs. Matt Medinger, safety; and Mrs. J. S. Walker, telephone.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Attention, uranium prospectors! Conductor Curt Fennell is looking for a late model Geiger counter and a little technological assistance or assistants. Here's your chance to strike it rich.

Changes at the superintendent's office in Milwaukee move Vince Freinhofer to the statistician's position and Miss Irma Knoll, who returned from the signal department in Chicago, to the position of stenographer. Jim Boeshaar is now located in Assistant Superintendent Simon's office.

Rules classes were conducted on the division last month at Milwaukee and Western Avenue and were well attended.

A. D. Campnell is recuperating nicely from a recent operation and is going to Florida to complete his recovery. R. J. Hamblen has been filling in at the Morton Grove agency in his absence.

Don Shields, C&M operator, has returned from military service and resumed at Rondout, displacing C. O. Pifer who took swing No. 7 on the C&M. L. A. Wiegert who was displaced there has gone into the Chicago terminals.

The signal supervisors have completed moving from the third floor to the second floor in the Union Station.

On Jan. 22 the family of Clarence Kitzman, section foreman at Avalon, moved into their new six-room house.

Reverend and Mrs. Stuart Blauw recently became the parents of identical twin boys born at Grand Haven, Mich., where Reverend

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Offices in Principal Cities

Blauw is the pastor of Trinity Reformed Church. Agent James J. Blauw of Avalon is the grandfather.

Government storage of grain at Avalon continues to hold near the half million bushel mark. Commercial shipments during 1954 showed cars moving to points as far distant as Denmark and Belgium.

H. J. Hastrich, retired First District brakeman, passed away in Milwaukee on Jan. 29. Burial was in Milwaukee. Until recently he had been living in Coos Bay, Ore.

The Milwaukee Road Credit Union at Milwaukee held its annual meeting on the evening of Jan. 21 at Moser's Cafe, with an attendance of 105 employes and their families. John Aberling of the claim department presided as chairman. At the business meeting Harold Birge was elected president for the new term, John Aberling vice president, Irma Knoll secretary, and Jane Mayer treasurer. Directors elected for three-year terms were John Aberling, Harold C. Birge, H. C. Deneseus; and for one year, James F. Hamann. Roland Heuer was elected for a three-year term to the credit committee. Many door prizes were awarded, and music, dancing and card playing with refreshments followed.

THIRD DISTRICT

On Dec. 27 the Old Line was 100 per cent dieselized. Steam engines 1238 and 1264 were returned from their strongholds at Waupun and Ripon on that date by Engineers Julius Blank and Eddie Kurtz. Along with them was Conductor Pilot John Munter and Fireman R. Sutter.

LaCrosse & River Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Frank L. Smith, retired perishable freight inspector, 64, died recently at Portage. He passed away suddenly after being released from the hospital here following an operation. Surviving are his wife; sons Glen, station baggageman at Portage, and Don of Prairie du Chien; and two stepsons, Yardmaster Harry Gustafson of Portage and Harry Downs of Wolf Point, Mont. Frank was well versed in fishing and hunting and was well liked by his co-workers.

Charles Peters, 62, former switchman in Portage yards, passed away suddenly Jan. 16. He was a veteran of World War I and was well known on the division. His father was for many years first trick operator at Portage and LaCrosse. He is survived by his wife.

Carol Hull, 11-year-old daughter of Conductor Lucien Hull, passed away after a short illness Jan. 17 at the hospital in Portage.

Henry E. Ward, retired agent, 87, passed away at his home in Poynette on Jan. 19. A veteran of 53 years with our road, he was well known on this division and the branch line to Madison. Surviving are five daughters and a son, Allen, our agent at Galewood.

Mrs. Cleve Topham, 61, passed away suddenly at her home in Portage on Jan. 20. She is survived by her husband, Engineer Topham.

R. C. Curtis, retired conductor, writes from Florida that the weather got down to 41 right after he arrived. He should have been here when the mercury took a header to 16 below.

We are glad to report that Rudy Rost is recovering nicely from his operation in Milwaukee and is thinking of trying some ice fishing.

At this writing Yardmaster George Baxter is in the hospital here, undergoing an operation.

Brakeman Howard Scott was counting on a boy to help out with the 1954 income tax, but on Dec. 27 the doc said, "Sorry, it's a girl, but you still get a deduction", so Lori Lee was very welcome.

THIRD DISTRICT

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

Engineers Elmer Bloomquist and Louis Schulz recently retired, carrying with them the good wishes of their associates. Mr. Bloomquist, who has been in passenger service on the Tomahawk for many years, is a veteran of 46 years of railroading. No doubt he will do a lot of fishing. He and Mrs. Bloomquist will continue to make their home in Merrill. Mr. Schultz, for many years engineer on the Hiawatha, has nearly 50 years of railroading behind him. For the past three years he has been on the Merrill switch engine. He and Mrs. Schultz plan to do considerable traveling but will continue to make their home in Tomahawk.

A dessert party, followed by cards, was enjoyed at the January meeting of the Women's Club at Wausau. A "white elephant" sale has been planned for the February meeting.

Brakeman Edgar Miller is the proud grandfather of a baby girl. The first baby to be born in 1955 in Sterling, Ill., she received many gifts from merchants of that city.

Section Laborer M. E. Brost has returned from a vacation trip to Kentucky. Machinist Lawrence Nowitzke and Mrs. Nowitzke are spending the winter in California.

Margarer McGinley, cashier in the Wausau freight house, spent several weeks in Phoenix, Ariz.

George Jensen, retired switchman, has again remembered to send us the complete story and pictures of the Tournament of Roses in Pasadena.

Retired Roundhouse Foreman and Mrs. Bob Cadden seem to have found St. Petersburg, Fla., to their liking as they spent several weeks there.

Gus Raese, retired engineer, and Mrs. Raese are again spending the winter in Florida. Sam Loomis, retired conductor, and Mrs. Loomis have returned to Arkansas for the winter.

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

Mr. and Mrs. Bert Beasley of Indianapolis, formerly of Terre Haute, celebrated their 50th wedding anniversary recently. Mr. Beasley, an attorney with the firm of Fenton, Steers, Beasley and Klee, has been associated with the railroad for many years as state solicitor and has a host of friends in the Milwaukee family.

Richard Franzwa of our DF&PA's office has been appointed city agent in Denver, effective Feb. 1. Our good wishes go with Dick and his family in this well-deserved promotion.

W. C. Bahr, clerk at Bedford, is on a leave of absence and confined to his home on account of illness.

Walter Sutton, retired hostler, is in the hospital at Bedford at this writing.

Delayed news has been received of the Christmas vacation of Fireman Alva Blackburn and Mrs. Blackburn who spent the holidays with their daughter Betty at Camp Lejeune, N. C.; also of Yardman H. J. Brogan who went west for his winter vacation.

Mrs. Jane Maitlen, mother of the Maitlen boys, Clifford, Harvey and Leo, passed away recently at Terre Haute. Harvey is our store department crane operator, Leo store department stockman, and Clifford a crane engineer in the M. of W. department.

Engineer Floyd Chenault was seriously injured recently when he fell from a step-ladder while doing some work in his garage. He was hospitalized for several weeks with fractures of both arms and wrists, but at this writing is convalescing at home.

George F. Cox, retired engineer, is recuperating from a recent appendicitis operation.

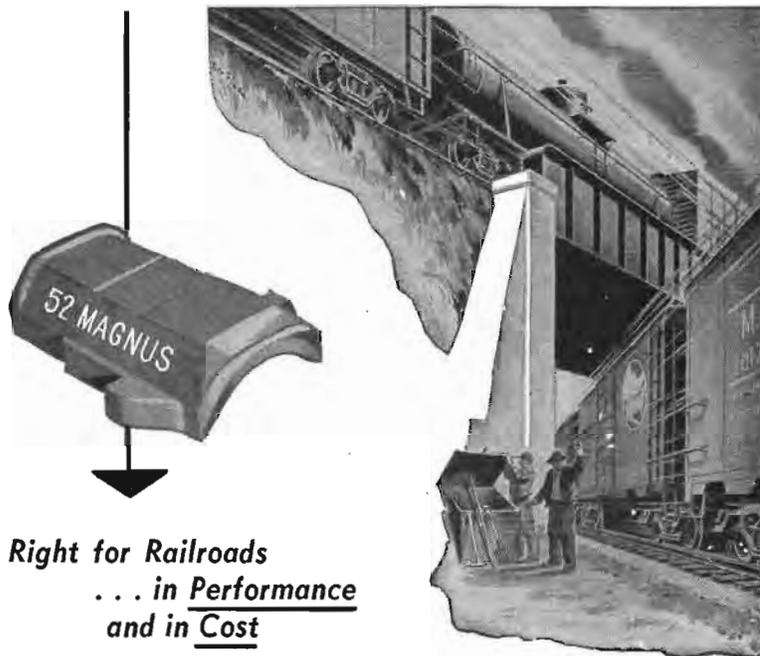
Engineer Walter Alexander, who recently had a check-up at the Mayo clinic, will return there this month for surgery.

Francis Carrico, formerly of the Terre Haute store department who is now in the store department at Milwaukee, is making his home in Waukesha, Wis., having purchased a new home there for his family.

Escaping the chill of winter in these parts,

February, 1955

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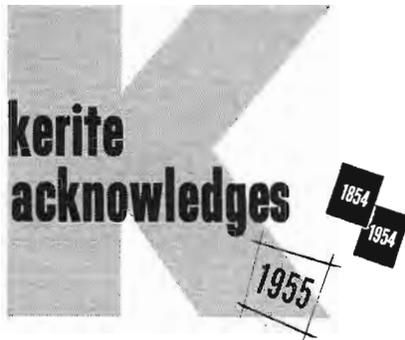
Retired Operator W. D. Hyslop and Mrs. Hyslop of Bedford have spent the past months in Florida; also Retired Roundhouse Foreman Harry Hughes who has been vacationing there with his family. Engineer Ralph Barnhart plans to spend some time in the next few weeks enjoying the Florida climate, while Conductor Wayne Clark will take his family to California for several weeks.

Frank Wyatt, retired Hulman Street yardman who claims the record of being the first man in Terre Haute to retire under the present Railroad Retirement plan, recently underwent a cataract operation and is getting along in good shape. Mr. Wyatt who will be 96 in April has been very active since his re-

tirement 19 years ago, making trips each year over the country and going to New Orleans on several occasions for the Mardi Gras. Last summer he enjoyed some of the home team baseball games and at present is planning, as soon as his eyesight improves, to take in a basketball game or two.

Mrs. George Lundwall of Terre Haute, who was making plans for a visit in Jacksonville, Fla., with her son, George Jr., and family, received word on Jan. 31 that he had just been killed in an automobile accident there. He was the son of our former West Clinton yardmaster who also was chief clerk in the Terre Haute freight office for several years.

The newly elected officers of Terre Haute



with thanks the good wishes received during the celebration of our 100th anniversary.

We have been privileged to form many lasting associations over the past century and hope to merit their continuance.

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Chapter of the Women's Club are Mrs. Pat Bailey, president; Mrs. Oscar Bond, vice president; Mrs. Thomas Mulvihill, corresponding secretary; Mrs. Carl Roberts, recording secretary; Mrs. Arthur Cornell, treasurer; and Mrs. Earl Roberts, historian. Appointed to serve as chairmen on various committees during the year were Mrs. Lawrence White, constitution and bylaws; Mrs. William Hartley, good cheer; Mrs. Vern McFall, welfare; Mrs. William Cravens, publicity; Mrs. Oscar Bond, social; Mrs. John Graam, membership; and Mrs. Wayne Larew, ways and means.

Coast Division

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

Engineer Pat Morrissey retired Feb. 1 after 50 years of service. Pat started his long and colorful service on the old Prairie du Chien Division in 1905. He followed the railroad west and came to the Coast Division in September, 1908 as a fireman. Promoted to engineer in July, 1909, he has worked as such on this division since that time. Mr. Morrissey was presented with a Gold Pass at a party given in his honor Feb. 5 at the New Yorker in Tacoma. His home address is Cedar Falls, Wash.

J. W. Montgomery, former bridge foreman on the I&SM Division, is the new assistant chief carpenter on the Coast Division, taking over the position that J. D. Martin vacated when he was transferred to the Rocky Mountain Division as chief carpenter.

Brakeman Robert L. Swanson of Bellingham had the misfortune to have his house burn completely down. His wife and three-year-old daughter were both seriously burned and are in the St. Luke's Hospital at Bellingham at this writing. Bob was also burned to some extent but was released from the hospital.

Train Dispatcher Cedarholm has returned from a brief vacation, spending most of the time in Montana.

QUIZ answers

1. Chicago.
2. 1/8 of a cent.
3. Accounting.
4. Operating.
5. Per million man-hours.
6. Demand for overcharge, loss or damage.
7. For additions and betterments.
8. Telegraph.
9. Passenger and freight cars.
10. Before 1900 (some as early as 1863).

Jeff Fortney, well known Coast Division extra gang foreman, has been given the section foreman's job at Seattle. G. M. Meacham, formerly section foreman at Duvall, is the new extra gang foreman.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

The Tacoma Passenger Club was host to Seattle-Bremerton and surrounding passenger club members at a dinner and entertainment at the Top of the Ocean Jan. 12. It was one of the best attended meetings in several years—about 95 were present. Ted Cook, who is in charge of the reservation bureau in Seattle, surprised the audience with some very clever magical acts.

January being "Railroad Month" for the Boy Scouts of America, arrangements were made to have the layover Olympian Hiawatha equipment on exhibition at our passenger station. Large groups of Boy Scouts and Cub Scouts from Tacoma and nearby points inspected the train.

William Frederick Washburn, retired locomotive engineer, 82, died at his home here Jan. 9. He was born in Iowa and came to Tacoma in 1910. He retired in 1938 after a long and faithful service record of 45 years. Survivors include his wife and daughter at home, one son and two brothers.

Ralph Moyles of the cashier's department has been confined to the hospital for several days at this writing.

Janitor Al Black whose position was abolished recently is working in the warehouse.

The way has been cleared for the immediate construction of natural gas pipe lines in this area, which means an important new source of energy for industry and an added enticement to industrial growth. Assurance by the Department of the Army that Fort Lewis would be the permanent home of the Second Division has also brought many new families to the Tacoma area.

A six-year-old proudly took home the masterpiece he had created in the art class at school—a stag in pink, with one blue antler and the other yellow. "It's very nice," he was told, "but people just don't see stags with blue and yellow antlers and a pink body."

The little fellow gazed soberly at his painting and then remarked sincerely, "Isn't that too bad!"

THE ANCHOR WITH THE BULL DOG GRIP!

THE P & M CO.

Chicago New York

“¡Valiente!” cried the Spanish admiral

He cheered as his launch fished this man and seven more waterlogged American sailors out of Santiago Harbor, Cuba, on the morning of June 4, 1898. This was straining Spanish chivalry to the break-



ing point, for Richmond Hobson (right) and his little suicide crew had spent the previous night taking a ship into the harbor entrance under a hail of cannonade and deliberately sinking her

to bottle up the Spanish fleet.

Hobson, who planned and supervised every detail of the operation, from placing the scuttling charges to dropping anchor under fire, was actually an engineer, not a line officer.

In Santiago Harbor, he led his first and only action against the enemy. But his cool-headed daring made him as much a hero of the day as Admiral Dewey. And proved again that America's most valuable product is Americans.

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LIFE GOES TO A PARTY as the Chamber of Commerce at Charles City, Ia., sponsors an excursion for farmers and businessmen to the George A. Hormel & Company packing plant at Austin, Minn. Traveling on a nine-car Milwaukee Road special, by way of Mason City, the trip was enlivened as soon as the wheels began to turn with card games, an orchestra, refreshments, and the presence of a Life Magazine correspondent. Shown here are some of the 275 excursionists arriving in Austin for a lunch at the Hormel plant, and committee members affixing banners to the train. (Austin Daily Herald photos)

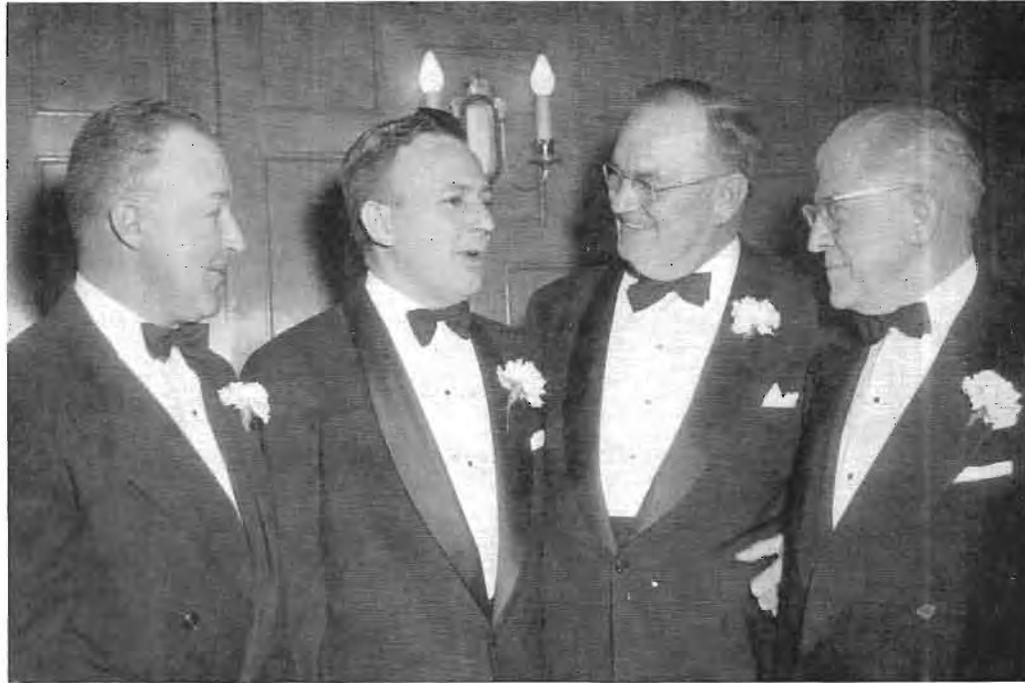


TEACHING IN IRAN. Irving H. Helander, formerly with the Road's mechanical department at Aberdeen and now master mechanic for the United States Operations Mission to Iran, is shown instructing machinists of the Iranian State Railroad in the turning of a complicated counterbalance. The former South Dakota employe is one of the American technicians who are providing training as a part of the United States Foreign Operations program. The Iranian railroad is believed to have more tunnels, bridges and grades per mile than any other major railroad in the world.



PERFECTLY SECURE. Fay F. Clover, chief clerk to the agent at Tacoma, gets his fingerprints taken by Yeoman 3/c James W. Fritzberg as part of his application for a Coast Guard port security card. The cards, a requisite for every person whose work requires him to make calls on the waterfront, are issued upon proof of American birth or citizenship. (Tacoma News-Tribune photo)

AT MILWAUKEE. Shown together just before the 46th annual banquet of the Milwaukee Traffic Club on Jan. 19 are, left to right: E. B. Stanton, vice president of the Northern Pacific Railway, St. Paul; R. H. Heilman, general traffic manager of A. O. Smith Corp., Milwaukee, who was president of the club at that time; J. P. Kiley, president of The Milwaukee Road; and C. F. Dahnke, assistant general passenger agent for the Road in Milwaukee. Mr. Dahnke is a vice president of the club and served as general chairman of the banquet.



WASHINGTON NOTEBOOK. J. B. Cunningham, district passenger agent with headquarters in Washington, D. C., is shown (left) presiding at the annual dinner of the Washington Passenger Traffic Association on Jan. 12, together with Brig. Gen. Edmond C. R. Lasher, assistant chief of transportation, Department of the Army, who was the main speaker. Mr. Cunningham has just completed a term as president of the association.

"THREE GETS HIM FIVE." Sportsman's oath! Agent E. J. Gorman of Platte, S. D., swears he bagged these five Canadian honkers with only three shots. Agent Gorman is one of six brothers known as the Gorman Gang who are employed on the Iowa Division and the I&D Second District: N. J., chief dispatcher at Marion; R. J., trick dispatcher, Sioux City; P. F., agent at Geddes; F. B., agent at Lake Andes; and A. L., agent at Jefferson. Their father, now deceased, was an agent for 54 years.



"WHAT'S MY LINE?" panelist Arlene Francis, choosing the Milwaukee Road line for a trip between Chicago and Milwaukee on Jan. 6, rides the Morning Hiawatha. The lucky man alongside the sparkling TV commentator is Parlor Car Conductor R. T. Adams. Miss Francis, who conducts the morning "Home Show" hour on NBC, was slated to address a meeting of the Mink Growers' Association.

THE MILWAUKEE ROAD MAGAZINE

Chicago Milwaukee, St. Paul and Pacific Railroad Co.
516 West Jackson Blvd., Chicago (6), Illinois

GENERAL YARDMASTER'S VIEW of Bensenville Yard, taken from his tower at the extreme east end of the automatic classification yard. At left a diesel switcher rolls cars down the lead from the classification tracks to the departure yard at right. The building in the center is the locker room for the switch crews.

