

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

**A Safe Day
In Freight Service ... page 4**

FEBRUARY 1956

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THE MILWAUKEE ROAD MAGAZINE

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IN THIS ISSUE

	Page
Freight Rates—Up or Down? By President J. P. Kiley -----	2
A Safe Day in Freight Service -----	4
A. M. Castle & Co. to Locate On Franklin Park Site -----	9
They Guard the Shops -----	10
Superintendent G. H. Rowley Retires at Madison -----	11
Did You Know? -----	12
Keeping Well: Reducing Your Weight By Dr. Raymond Householder -----	13
Quiz -----	13
Here's How We're Doing -----	14
Appointments -----	15
Retirements -----	16
Home Department -----	18
About People of the Railroad -----	23



Freight Rates—Up or Down?

I cannot recall a time during my years in railroad service when freight rates were as much a matter for public attention as they are now.

This new interest was sparked by the so-called Cabinet Committee Report, which was submitted to President Eisenhower last April. The real kernel of that report is its recommendation that transportation be recognized for what it is—a keenly competitive business—and that the rigid regulations applying, for example, to rates charged by railroads be relaxed so that they may compete in the true sense of the word.

In many cases the railroads could haul goods for less than their competitors, but national transportation policy prohibits their doing so. Consequently, the public is denied a saving the railroads could provide.

Today only about half of the country's inter-city traffic moves by rail, and this half is not a true cross-section of all the traffic moving. Truck operators, whose rates are for the most part not as rigidly controlled as those of the railroads, have under-bid the railroads for a large share of the higher-rated traffic.

As a result, the railroads have for many years been forced to get along on skimmed milk while their competitors grew fat on the cream.

The railroads contend that their greatest need is for the freedom to compete, particularly to be able to adjust rates downward where necessary to meet competition. That being the case, it may seem inconsistent that the railroads are this month petitioning the Interstate Commerce Commission for a general rate increase.

Actually, there is no inconsistency here. The Cabinet Committee's recommendations have not been enacted into law and may not be for months to come. They may never be. Meanwhile, employe wage increases during 1955, coupled with higher health and welfare costs and the tripling of the Railroad Unemployment Insurance tax, have sent operating costs skyrocketing. On The Milwaukee Road alone those increases will amount to \$12.6 million per year, or approximately \$3 million in excess of our railroad's net income for 1955.

It goes without saying that these higher costs can be met only out of revenue, and revenue is the product of two factors—rates and volume.

It follows logically that if volume cannot be increased through competitive rate making, then higher rates on existing traffic are necessary to survival.

Milwaukee Road to Pay \$1,650,000 into Unemployment Insurance Account in '56

THE MILWAUKEE ROAD'S payments into the railroad unemployment insurance account is expected to be approximately \$1,650,000 in 1956.

This is an increase of \$1,100,000 compared with total payments by the Milwaukee of \$550,000 in 1955. The difference is explained principally by the fact that on Sept. 30, 1955 the balance in the account had dropped to \$395,272,000, and the railroads' rate of payment into the account was automatically increased from 1/2 per cent to 1 1/2 percent, in line with provisions of the Railroad Unemployment Insurance Act.

These percentage figures refer to percentages of a railroad's taxable payroll, or that portion of the payroll represented by not more than \$350 for any one indi-

vidual per month.

Contributions to this fund are made only by the railroad companies themselves. Employees are not required to pay anything into the unemployment insurance account.

The act referred to above specifies that the rate paid by the railroad companies for any calendar year depends on the balance in the account on Sept. 30 of the preceding year, according to the following schedule:

If the balance is \$450 million or more, the rate will be 1/2 per cent; \$400-\$450 million, 1 per cent; from \$350-\$400 million, 1 1/2 per cent; \$300-\$350 million, 2 per cent; \$250-\$300 million, 2 1/2 per cent; less than \$250 million, 3 per cent.

Yardmasters and Dispatchers Receive Wage Boosts

SINCE the first of this year The Milwaukee Road and other major railroads have entered into agreements with the Railroad Yardmasters of America and the American Train Dispatchers Association, involving wage increases.

The Milwaukee Road arrived at a settlement with the yardmasters on Jan. 5.

Under this settlement the yardmasters were granted a monthly increase of \$43. Of that sum, \$6.80 is in lieu of a medical and health plan, and \$10 represents a "conversion factor", in the event the organization should move for a five-day work week.

The same terms were incorporated into an agreement reached between the

union and most of the other major railroads at the end of January.

The agreement between the American Train Dispatchers and the major railroads was reached on Feb. 2 although, like that with the yardmasters, it was made retroactive to Oct. 1, 1955.

The dispatchers were granted a total increase of \$34 a month, \$6.80 of which is in lieu of a health and welfare plan. Another \$8.20 of the total amount represents what the language of the agreement refers to as "an adjustment of differential inequities" between the dispatchers and certain employes in other classes of railroad service.

ASSEMBLY LINE IN REVERSE

The railroad business differs from most others in some fundamental respects, one of which is that it is an industry of movement—movement over vast areas of the map is the principal commodity it has to sell. Consequently, the factors of production as they apply to the fixed plant enterprise apply to us only in a very limited sense. Ours, you might say, is an assembly line in reverse. Instead of bringing the business into the plant, we must take our plant out to where the business is. The men, the locomotives and the right kind of rolling stock must be where they are needed when they are needed, or the business is lost. Then, too, we must handle that business in terms of time, weather and the customer's greatest convenience.

—from an address by President J. P. Kiley before the Honorary Directors Association of Rockhurst College, Kansas City, Mo.

E. F. Conway Heads Chicago Police Association



E. F. Conway

E. F. CONWAY, Milwaukee Road superintendent of police, was elected president of the Chicago Railway Special Agents and Police Association at a meeting on Dec. 22. The term of office is one year.

The 200 members of the association include representatives of the police organizations on all railroads in the Chicago switching district. Meetings are held monthly for the purpose of exchanging information and discussing mutual problems. In November of each year an annual banquet, held in the Sherman Hotel, is attended by approximately 500 railroad police officers, Chicago police officials, sheriffs from Chicago area counties, representatives of the Federal Bureau of Investigation and judges of all criminal courts.

The association was founded in 1903.

Mr. Conway came to The Milwaukee Road in 1920 and has been superintendent of police since July 1, 1953.

I&D Division Wins Safety Trophy Third Time

As this issue of the Magazine went to press announcement was made that the Iowa & Dakota Division had won the President's Safety Award for 1955 with a casualty rate of 1.73. Having finished in first place in 1952 and 1954, this makes the third victory for this division, and the first time in the 15 years of the contest that the same division has finished in the top spot three different years.

A. C. Novak is superintendent of the I&D Division.

E. G. Kiesele, superintendent of safety for the railroad, said that no fatalities and only four reportable injuries occurred on the division, which ran up a total of 2,300,000 man hours of work last year. The division operates 1,164 route miles of railroad in Iowa and South Dakota.

The Milwaukee Road as a whole finished the year in fourth place among the 16 top Class A railroads.



No. 91 leaves South Minneapolis at 7 A.M., which means an early breakfast for Conductor Ganske, but he and Mrs. Ganske enjoy this opportunity to talk things over alone before the family is up. "You know how it is when you have several children", he says. "You just naturally have problems and a lot of things to talk about. A fellow likes to get matters settled before leaving home. It helps him keep his mind on his work."



For Conductor Ganske, as for all safety-minded men in road train service, the operating rules have become deep-rooted habits. Coming into the yard office, he checks his watch against a standard clock the very first thing. Later, as shown in the cover picture, he checks his watch with that of the locomotive engineer.

5th of a series

A SAFE DAY IN



Right: Required reading, and another well-worn habit! Gordon Ganske has registered for his run, and, with a clearance form (listing all train orders for his train) and copies of the orders themselves, he stops by the H&D Division bulletin board to read the Safety Rule of the Day and other bulletins. One of the sets of train orders he later gives to the engineer. Other boards in the office are for I&SM and Twin City Terminal employees.





Well-rested and in a cheerful mood, Gordon and his flagman, Frank Tibbetts, wonder with a grin what it will be like to railroad without the familiar old spiked fusees which are currently being replaced by the spikeless type. The men have checked to make certain their lanterns are in good working order. Flagman Tibbetts holds the all-important red flag.

FREIGHT SERVICE



A "blue flag" reading "carmen working" has been placed at the rear of the train while a carman checked the train's mechanical equipment, including the air brakes. Here, with the job done, Car Inspector Roger Erickson takes the flag in hand and waves "on your way" to Conductor Ganske, and the train is ready to roll.

February, 1956

At 6:15 on a January morning, it's cold in South Minneapolis yard.

Turning his car in at the parking lot near the yard office, the conductor made a mental note to give the motor a tune up the first nice day he had off. Winter driving was hard on it. And now it would stand there in the near-zero cold at least until tomorrow night—assuming he was to be called for the first run back from Monte.

What the car needed, he thought, was a good long trip to limber it up. South, maybe . . . ! It was a pleasant thought.

But as he opened the car door the thought was quickly dispelled. The wind stung his face and the snow crunched beneath his heavy galoshes. Far down the yard, section men were cleaning switches, and the scraping of their shovels came to him as sharply as though they had been only a few feet away.

The snow had crusted just enough to be slick, he noted as he stepped over the rails. Many safe years in road freight service with the Milwaukee had taught him to notice such things. The work day wouldn't begin officially until he had signed the register for No. 91, but he knew that if it was to be another safe day, he had to have his wits about him every minute, right from the start. "We'll have to be extra careful of our footing today," he thought. "I'll remind the boys."

It was a lot more comfortable inside the yard office where he went about the routine of getting off on another trip. First he checked his watch against the standard clock, then picked up his orders from the operator and registered for the run. While he was reading the bulletins on the H&D board, his flagman and head end brakeman came in. They read the Safety Rule of the Day together and were discussing it as they left the office.

No. 91, a way freight with 60 cars for Montevideo, Minn., and intermediate points along the 133-mile route, was waiting down in the yard.

Watching from the yard office, one might have seen the three men pause for a moment just outside the door. They seemed to be talking about conditions underfoot. Then they walked on down the yard, their breath streaming white behind them. Soon they disappeared from sight.

Another day—another safe day in road freight service—had begun.

□ □ □

THE above account is largely fiction, but it might well be the story of Gordon



Having left the yard limits, Conductor Ganske and Flagman Tibbetts settle down at the desk in their rolling office to make out their reports. With the safe operation of his train, and the personal safety of himself and crew uppermost in his mind, Gordon sits where he can easily look through the narrow window of his modern "bay window" caboose to see how his train is running.



At Cologne, Minn., first stop west of Minneapolis, Gordon opens the way car—in this case a heated reefer—and, with the help of Flagman Tibbetts, unloads the l.c.l. onto a baggage truck, as Frank Mosser, agent at Cologne, checks the merchandise. Note picture at right showing how wheel of truck is locked before work starts. This prevents its rolling when the men are on it.

There has been a heavy snowfall at Cologne, making it more important than ever to watch one's footing. As the crew picks up and sets out cars at Cologne, Gordon is careful to avoid rocks and lumps of ice before getting off moving cars.



Ganske, who came to the Milwaukee in 1942. He is typical of approximately 1,570 employes who run this railroad's freight trains, because he takes his job seriously and likes it. And he takes safety seriously, both for himself and for everyone who works with him. In 19 years he has never suffered a disabling reportable injury.

He and Mrs. Ganske and their five children live in their own home at 3805-36th Avenue South, in Minneapolis. It is an attractive two-story house which Gordon has completely modernized and decorated.

Like her husband, Mrs. Ganske also feels that railroading is an important part of her life. She has a brother, Warren Hocum of Montevideo, who is a

conductor running on the H&D between Montevideo and Aberdeen. He has also been with the Milwaukee for 19 years. Mrs. Ganske's father, the late Charles Hocum of Montevideo, was a locomotive engineer on the H&D Division, who retired 14 years ago.

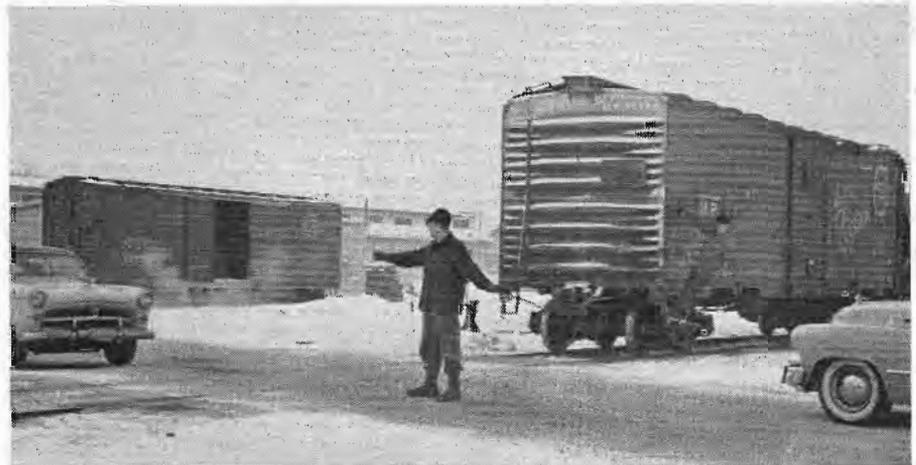
The Ganskes enjoy a happy home life in which their church, the enjoyment of family fun, and sports of various kinds play an important part. The happiness of their home life is also enhanced by the knowledge that Gordon knows the meaning of safety on the job.

The pictures on these pages highlight some of the many job situations in which he, like hundreds of others, have found safety . . . first, last and always . . . to be the order of the day.

With the work at Cologne almost completed, Gordon examines the switch points to make sure the switch is completely closed and the main track properly "lined". As the caboose passes over the switch, westbound, he will watch from the caboose to see that it is still properly closed.



While at Cologne there is switching to be done, and the conductor takes a position at the crossing to provide protection for passing automobiles. Crossbuck and stop signs provide additional protection. Brakeman James Shea rides the side ladder of the end car.



Below Right: Ordinarily Gordon is called for a return run from Montevideo to Minneapolis the following day. Most of the time little Susan is the first one to greet him when he reaches home.

THE COVER

It's early morning at South Minneapolis yard, and Freight Conductor Gordon Ganske gives Engineer John Dragseth copies of the orders for their train, and the two men check their watches before departure of No. 91 westbound. Conductor Ganske had earlier checked his own watch against the standard clock in the yard office. After the watch check and a brief discussion of the orders, Engineer Dragseth repeated the discussion with the head end brakeman, James Shea (in cab) and the fireman.

This ritual is almost as old as railroading, having been found essential to the safe operation of any train—freight or passenger.





Mr. and Mrs. Gordon Ganske and their five children in their attractive home which Mr. Ganske remodeled and decorated himself. The children, left to right: Kenneth, 17, Susan, 5, John (on floor), 8, Douglas, 11, and Paul, 15. "Be sure and mention our dog", Susan insisted. "Her name is "Winnie." Winnie, who preferred not to pose, is being held by Kenneth.

A SAFE DAY IN FREIGHT SERVICE cont'd

Gordon is a believer in physical fitness as a key to good health, as well as safety on the job. The older boys share their father's interest in weight lifting and work out regularly in the little gymnasium they have set up in the basement. Here Paul, a husky 15-year-old, easily puts 105 pounds over his head, as his father and brother Kenneth look on.



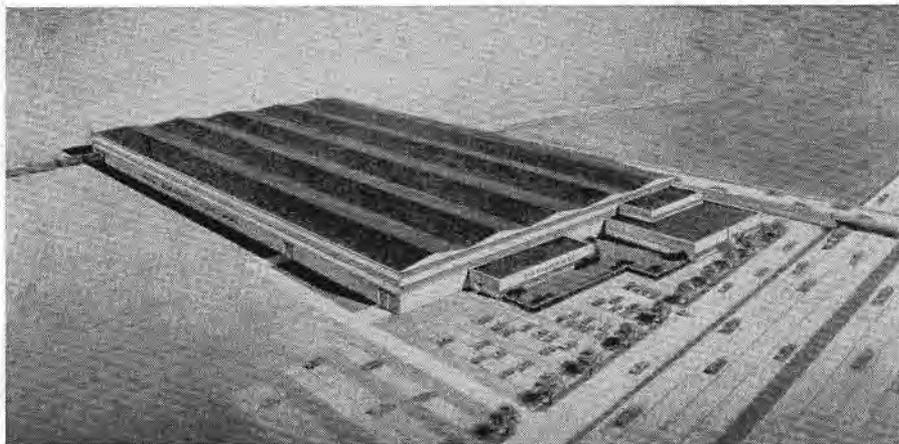
"All of us in safety work feel that we can help every one of you avoid painful injury and help you maintain your earning power," E. G. Kiesele, superintendent of safety, said at a recent safety meeting, "if you will understand, first, before you are injured, just how important safety can be; and, second, how to avoid getting hurt.

"This is especially important for men in road freight service. Your work involves the exercise of judgment and *constant alertness*, because the trains must run in all kinds of weather.

"During 1955 road freight trainmen on our railroad suffered 52 casualties, which was 23 per cent of the Milwaukee Road total. But in recent weeks I have had the feeling that you men in road freight service are more conscious of safety than ever before, and that for reasons which each of you alone knows best you are giving new thought to the business of banishing accidents from the job. I hope this continues to be the case."

In Minneapolis for a round of safety meetings, E. G. Kiesele (left), superintendent of safety, meets Conductor Gordon Ganske in the South Minneapolis yard office. Between them is Safety Engineer H. V. Allen, and at right Emmett Snee, Twin City Terminal assistant superintendent. Conductor Ganske is an H&D employe.

A. M. Castle & Co. to Locate On Franklin Park Site



Architect's drawing of the new plant to be built by A. M. Castle & Co. at 3400 North Wolf Road, Franklin Park, Ill. The view is in a general northeasterly direction, with the service track showing at left. Bensenville Yard lies just beyond the upper limit of area shown. The proposed toll road appears in the foreground.

A. M. CASTLE & CO., one of Chicago's oldest and largest steel distributors, announced recently that it had contracted for the construction of a \$4½ million general office and warehouse building in Franklin Park, Ill., covering 380,000 square feet on a 20-acre site. The move is of special interest to The Milwaukee Road, as the plant will be the first constructed on the Clearing Industrial District's new Franklin Park development on land recently acquired from this railroad. The building is expected to be ready for occupancy in August of this year.

The location at Wolf Road near Franklin Avenue is just south of Bensenville Yard, and will be served by The Milwaukee Road in connection with that company's distribution of steel to Seattle and intermediate points.

A feature article regarding the new development, on which the Castle company's plant will be located, appeared in the September issue of this magazine.

The Castle company operates branch warehouses in Seattle, San Francisco, Los Angeles, Berkeley, Milwaukee, Kansas City, Baltimore and Rockford.

S. J. Cooley, Milwaukee Road industrial commissioner, announced early this month that trackage was under construction in the new development, and that by April an additional mile of lead trackage will be built into the area to serve the Castle plant and other industries to be constructed in the area at a later date.

Clearing Industrial District's pro-

gram for the Franklin Park development is well under way, Mr. Cooley said, and provides for the construction of sewers, water mains, paving and tracks at an initial investment of \$1,800,000. Clearing anticipates industrial plant construction costing approximately \$50 million within the next five to ten years.

The Milwaukee Road is the only railroad serving the area.

Announcement of the Castle company's plans to build in Franklin Park climaxed the Milwaukee Road industrial department's biggest year. During 1955 the department located 143 industries on industrial sites along the railroad, and sold 194 parcels of land not required for operating purposes, for \$1,207,273. Another \$124,000 was realized from the sale of old buildings retired from service.

At the close of the year the department listed 10,296 leases of land and buildings which produce an annual rental income of \$1,314,469.

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

MILWAUKEE ROAD engineering and maintenance officers will play important roles in the annual meeting of the American Railway Engineering Association in Chicago Mar. 13-15. The Milwaukee has 101 members in the association, which functions as the construction and maintenance section, engineering division, of the Association of American

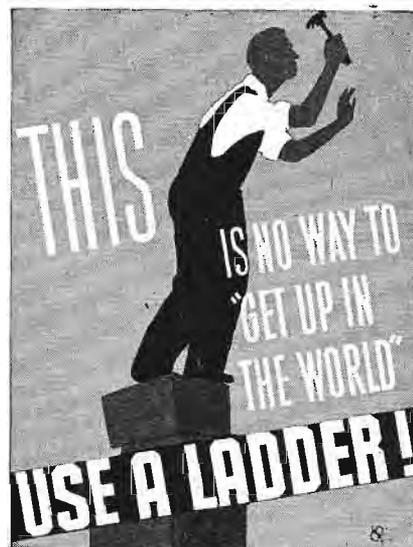
Railroads. H. B. Christianson, special engineer, who is a director of the association and a member of the general arrangements committee, will be featured on the program, together with E. E. Burch, bridge engineer; G. A. Kellow, special representative of vice president; C. V. Lund, assistant to chief engineer; Assistant Engineer W. M. Ludolph and Assistant Division Engineers S. M. Dahl and R. J. Brueske. Research work of the engineering division of the AAR during 1956 will involve some 30 projects at a cost of more than \$365,000.

Dividend on Series A Preferred Stock Declared

AT the meeting of the Milwaukee Road board of directors held in Chicago on Feb. 8 a dividend of \$5.00 per share on the Series A preferred stock of the company was declared out of 1955 earnings, payable Mar. 9, 1956 to holders of record at the close of business Feb. 18, 1956.

The board also approved payment of contingent interest at the full rate of 4½ per cent per annum on the general mortgage income bonds, Series A and B, and contingent interest on the Terre Haute bonds at the full rate of 1½ per cent per annum on Apr. 1, 1956, as well as the equal semi-annual installment of interest at the rate of 5 per cent per annum on the income debentures, Series A, on Mar. 15, 1956.

The board also announced that consideration would be given at its meeting on Mar. 14 to a dividend on the common stock of the company.



NATIONAL SAFETY COUNCIL



Above: The plant security office at the entrance to the shops in Milwaukee. The gate at the left has been lifted to let the car pass, the driver having identified himself. Fire Patrolman Jack Fletcher stands in front of the building.

Right: Lt. Richard Weckwerth of the Milwaukee Road police force at the auto call board in the plant protection office. As fire patrolmen "pull the box" at the fire alarm and watch stations during the day and night, the time is automatically recorded on paper ribbons in the boxes atop the panel. The panel, together with the patrolman's telephone, which he can jack into each "box," affords two-way contact between the office and all parts of the shop area for reporting trouble and relaying messages. The security force formerly occupied other quarters in the shops.



THEY GUARD THE SHOPS

DURING the past year visitors at the shops in Milwaukee have seen at the entrance a neat brick building of modern design which serves as headquarters for an operation which the average Milwaukee Road employe knows nothing about.

The building houses the auto-call system, city and plant telephones, and other security facilities, as well as the lockers for the 13 men who make up the police protection and fire prevention force for the 160-acre shop area, largest on the railroad.

Members of the force are on duty

around the clock to guard against the possibility of fire, vandalism or theft of equipment, whose total valuation is in the millions of dollars.

Crossing gates have been placed at each of the roadways branching out into the shop area from the plant protection office, where a man is stationed at all times. Thievery and trespassing have been cut to the minimum since the new facilities were installed, according to Lt. Richard Weckwerth, who is in immediate charge of the security force. "You'd be surprised at the number of people who

go through these gates in the course of the day, and the kinds of questions people ask us," he said. "Of course, practically all of the people are on business, and there is no problem."

The nerve center of the protection system is the control board in the building at the entrance, which connects with the 46 auto call stations located at strategic points throughout the shops. Twenty of these are combination fire alarm and watch stations, while the others are single purpose units.

In addition to making the rounds of

The Milwaukee Road Magazine



Lt. Weckwerth and Fire Patrolmen John Newman (left) and Carl Gurrath inspect fire hose on drying rack of their own design in old roundhouse No. 2. The force maintains 8,000 feet of fire hose in the shop area.



Left: One of the principal duties of the force is the maintenance and refilling of 750 fire extinguishers of various types. Fire Patrolman Carl Gurrath checks weight of extinguisher as Fire Patrolman John Newman operates the valve on a supply tank of liquid carbon dioxide.

Below: Fire Patrolman John Newman "pulls the box" at a combination watch and fire alarm station in the freight car shop, indicating that all is well.



these stations at regular intervals, the security force is charged with the inspection and maintenance of 90 water hydrants and 20 hose houses in the shop area. They also maintain 750 fire extinguishers in the shop and Milwaukee terminal areas, as well as those on diesel locomotives operating between Chicago and Deer Lodge, Mont. Each diesel unit carries two extinguishers.

The plant security force is another example of the many important jobs done behind the scenes to keep a big railroad running smoothly.

Superintendent G. H. Rowley Retires at Madison

GLENN H. ROWLEY, superintendent of the Madison Division, whose entire 46 years of railroad-ing were spent in the service of The Milwaukee Road, retired Jan. 31. Friends and rail-road associates



G. H. Rowley

honored him at a dinner held in Madison on Jan. 25, which was his 65th birthday.

Mr. Rowley, a native of Mitchell, S. D., started with the Road in 1909 as a trucker and clerk. In 1912 he transferred to Dubuque and was chief clerk to the division superintendent there when during World War I he enlisted in the AEF Transportation Corps. Following his discharge from the Army, he returned to the railroad in the office of the general superintendent at Savanna and later served as chief clerk at Sioux City and to the assistant general manager in Chicago.

In 1928 Mr. Rowley was appointed trainmaster and served at Dubuque, Madison and the Milwaukee Terminals until 1921 when he returned to Savanna as assistant superintendent. He was promoted to superintendent of the I&SM Division in 1947 and was stationed at Austin until 1952, since which time he has been at Madison. With Mrs. Rowley, he will continue to live in Madison, following a visit of several months in California.

Mrs. Miller, 94, Dies; Widow of Former President

MRS. MARY LOUISE ROBERTS MILLER, 94, widow of Roswell Miller, Sr., former president of The Milwaukee Road and chairman of the board when he died in 1914, passed away Dec. 25 at her home in Caradoc, N. Y.

Roswell Miller succeeded to the presidency of The Milwaukee Road in 1888 upon the death of Alexander Mitchell. He relinquished the position in 1899 to become chairman of the board of directors.

Mrs. Miller is survived by a son, Roswell Miller Jr. of Millbrook, N. Y., and a daughter, Mrs. Dorothy Miller Stewart, East Craftsbury, Vt.

did you know? . . .

The railroads of the United States last year chalked up their best passenger safety mark since record breaking 1952. In 1955, according to the Association of American Railroads, there was only one fatality for each 1,800,000,000 miles of passenger travel, a rate of 0.06 for each 100 million miles. This record again establishes the American railroads as by far the world's safest mode of transportation.

In Chicago, hub of rail travel in the United States, the Travelers Aid Society is noted for its ability to interpret the babel of tongues spoken by foreign travelers in difficulty. In addition to its own staff of linguists, the society also calls on people working in the city's railroad stations. A recent compilation of their own and the volunteer staff showed that at Central Station employes could handle a total of 18 languages, including Tagalog, a rare one spoken principally in the Philippines. North Western and Union Stations each yielded interpreters of 11 languages, and Dearborn Station employes who were proficient in eight.

On the special events calendar for summer, a golden jubilee celebration is listed on June 30 and July 1 at Murdo, S. D. Citizens are already planning the events which will highlight that week end.

The history of Murdo dates from its founding in 1905 by homesteaders who followed the extension of The Milwaukee Road across the Dakota prairies. At that time the region was cattle country. The railroad played an important role in encouraging settlement by hauling tank cars of water from Chamberlain and Rapid City—the area suffered a severe water shortage—and Milwaukee Road payrolls, during the years that Murdo was headquarters for the old Black Hills Division, were an important factor in local prosperity. The town was named for one of the last great cattle barons, Murdo Mackenzie of the famous Matador Ranch. The Post Office Department shortened the name in 1945. Murdo is the county seat of Jones County, in which The Milwaukee Road is the largest taxpayer.

This month treasurers of counties in North Dakota in which The Milwaukee Road operates received vouchers to cover in full the railroad's 1955 mileage taxes. The total amount, for the Milwaukee's 367 miles of road in the state, is \$211,170.09. A large percentage of the tax payments will go toward support of North Dakota schools, while the remainder will help maintain branches of state and local governments, police, fire, health and other public services, and public highways, bridges and airports. The Milwaukee Road's North Dakota tax bill for 1955 is about double what it was 10 years ago.

Industrial News Review reports that the "slide rule crew" on one railroad recently estimated that a loaded car, rolling at 7 m.p.h., packs the same wallop as an automobile slamming into a wall at better than 340 m.p.h.

Although Benjamin Franklin died 50 years before the first common carrier railroad was operated in America, his experiments in electricity, his inventions and his progressive spirit probably contributed to and influenced the development of the American railway system.

Observances last month of the 250th anniversary of Franklin's birth served to focus attention on the great man's contribution to world progress and the recognition it has received. In the railroad industry, Franklin is commemorated by 33 railroad stations in the United States named in his honor. In addition, 23 stations bear such names as Franklin Park, Franklin Springs, Franklin Grove, Franklin City, Franklin Junction, Franklinville and so on, most of them named for the great patriot and statesman.

Although The Milwaukee Road has been completely dieselized since January, 1955, two steam locomotives remained on reserve duty in the Green Bay yard. When last month they, too, went to the scrap yard, a staff writer for the Green Bay Press-Gazette wrote of their passing as follows—to be sung to the tune of "Casey Jones":

*All you old railroaders here in District
Two
Gather round and hear how steam is
through.
Hear how the Milwaukee, after 85
years,
Let the last iron horses go, despite
your tears.
Old nine-eleven and nine twenty-six
Made their last long runs in a beck of
a fix:
Their fires out and their boiler pres-
sure sunk,
And a diesel locomotive hauled them
off to junk.*

Among curious documents preserved in the archives of the British Railways is a copy of rules issued in 1830 governing travel and operations on the Liverpool and Manchester Railway, one of the first common carriers in England. Here are a few of the rules:

(1) Any person desiring to travel from Liverpool to Manchester, or vice versa, or any portion of the journey thereof, must 24 hours beforehand make application to the station agent at the place of departure, giving his name, address, place of birth, age, occupation, and reason for desiring to travel.

(2) The station agent, upon assuring himself that the applicant desires to travel for a just and lawful cause, shall thereupon issue a ticket to the applicant,



who shall travel by the train named thereon.

(3) Trains will start at their point of departure as near schedule time as possible, but the company does not guarantee when they will reach their destination.

(4) Trains not reaching their destination before dark will put up at one of the several stopping places along the route for the night, and passengers must pay and provide for their own lodging during the night.

(5) Luggage will be carried on the roof of the carriages. If such luggage gets wet, the company will not be responsible for any loss attached thereto.



(Answers on page 27)

1. What do the initials CST stand for in a railway timetable?
2. What is line-haul traffic—traffic moving from one city or town to another, or traffic moving from one railroad to another in a metropolitan area?
3. Is a railroad's rolling stock everything that rolls on railway tracks or everything that rolls on both railway tracks and pavements?
4. Is a "B" unit diesel-electric locomotive capable of independent propulsion?
5. What is the difference between a paycheck and a payroll voucher?
6. Effective Jan. 1, 1956, what is the designation of a Class I railroad—a road having annual revenues of \$1,000,000, \$2,000,000 or \$3,000,000 or more?
7. Are sleeping cars owned by the Pullman Company only, by individual railroads, or by both?
8. For what do the initials DW stand?
9. Does the Interstate Commerce Commission have authority over rates charged by a railroad which is located entirely in one state?
10. How does the sleeping car conductor keep track of the space occupied and unoccupied on his train—by memory, by tickets presented, or by diagram?

KEEPING WELL

by Dr. Raymond Householder, Chief Surgeon, Lines East

This article and others on various health topics which will follow are offered as a service to active and retired Milwaukee Road employes and their families. However, since the information provided is necessarily general in nature, the reader is advised not to undertake specific treatment or medication on the basis of these articles alone, but rather to seek medical advice from his own physician whenever he feels such advice is needed.

A RAILROADER as a rule is a pretty good man with a knife and fork. His work usually calls for plenty of food.

That's as it should be—but sometimes, just like other people, he eats too much. As a result, he's overweight.

Surplus poundage isn't good however you look at it. Carrying around excessive fat puts a strain on the heart. Overweight people tend more to develop diabetes and have less resistance to infection. They're also inclined toward high blood pressure.

For people still in their 20's a little extra weight does no harm. But for those over 40 obesity is looked upon by doctors just as trainmen regard a lighted fuse on the track—as a danger signal.

People become overweight because they take in more food than they use up in work or play. In a few instances poorly functioning glands may be a contributing cause. But in the overwhelming majority of cases a person is fat simply because he eats too much.

He forks in more calories—good heat energy—than he burns up. The unused portion is stored as fat.

Some people eat too much just out of habit. Others because they are bored and eating is something interesting to do. Whatever the cause, anyone who really wants to do it can lose weight.

All it takes is a little determination.

Reducing Your Weight

In spite of what the ads say, there are no shortcuts to a trim, slim shape. Somewhere down in the fine print they advise what really turns the trick—a low calorie diet.

Steam baths don't help because the weight you lose from sweating you replace by drinking water afterwards. Massage is a relaxing luxury and good for you, but it won't take off the pounds.

Beware of advertised "reducing" drugs. Such drugs may be dangerous.

The one and only way to take off pounds is to go on a low calorie diet.

Don't rush into it headlong. Rapid loss of weight by reducing your food intake too much may injure your general health. It is wise to have a physical checkup before starting on your reducing schedule. Your physician can tell you whether it's advisable for you to go on a strict diet or take it more slowly. He can also recommend the amount and kind of exercise that should go with a reducing program.

It isn't easy. Eating habits are so ingrained that the average person finds he must use his will power, especially at first.

But the effort pays off in the wonderful feeling of well being and physical vigor that comes as the pounds melt away.

Time Table for Reducing

A Time Table for Reducing and Regulating Weight, a leaflet prepared in the office of The Milwaukee Road chief surgeon for Lines East, and containing suggested reducing diet menus, as well as general diet and health suggestions, may be had by addressing a request to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

here's how we're doing...

	DECEMBER		TWELVE MONTHS	
	1955	1954	1955	1954
RECEIVED FROM CUSTOMERS				
for hauling freight, passenger, mail, etc	\$21,315,860	\$22,734,864	\$250,704,527	\$241,572,774
PAID OUT IN WAGES	\$10,880,370	\$ 9,937,370	\$120,550,821	\$119,340,411
PER DOLLAR RECEIVED (CENTS)	(51.0)	(43.7)	(48.1)	(49.4)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	602,894	591,470	7,276,300	7,035,232
PER DOLLAR RECEIVED (CENTS)	(2.8)	(2.6)	(2.9)	(2.9)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	8,169,254	7,078,118	113,345,124	105,292,672
PER DOLLAR RECEIVED (CENTS)	(38.3)	(31.1)	(45.2)	(43.6)
NET INCOME	\$ 1,663,342	\$ 5,127,906	\$ 9,532,282	\$ 9,904,459
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	109,645	113,222	1,414,263	1,358,719
Increase 1955 over 1954			+55,544	
Decrease 1955 under 1954		-3,577		

Carloading by Commodities during January 1956 compared with January 1955	% of Total Revenue	Carloads			
		1956	1955	1956 + or - to 1955	
				Number	%
INCREASES:					
Forest Prod. excl. Logs & Pulpwood	11.8%	7,962	7,769	+ 193	+ 2.5%
Coal and Coke	8.1	14,608	12,907	+1,701	+13.2
Iron & Steel incl. Machinery	5.5	7,470	5,867	+1,603	+27.3
Petroleum and Products	4.1	6,293	6,189	+ 104	+ 1.7
Merchandise	2.0	7,519	6,874	+ 645	+ 9.4
Clay, Gravel, Sand & Stone	1.9	3,225	2,679	+ 546	+20.4
Live Stock	1.9	3,023	2,737	+ 286	+10.4
Fruit & Vegetables	1.8	2,626	2,398	+ 228	+ 9.5
Cement, Brick, Lime & Plaster	1.1	1,387	1,340	+ 47	+ 3.5
Ore excl. Pooled Ore8	729	464	+ 265	+57.1
Miscellaneous excl. Beer	27.9	29,000	28,082	+ 918	+ 3.3
Total Increases	66.9%	83,842	77,306	+6,536	+ 8.5%
DECREASES:					
Grain	14.2	6,467	9,707	-3,240	-33.4
Logs & Pulpwood	4.1	5,197	5,760	- 563	- 9.8
Autos, Trucks, Parts & Tires	4.1	2,877	3,113	- 236	- 7.6
Meat and Products	4.0	4,961	5,139	- 178	- 3.5
Agri. Impl. & Tractors incl. Parts	2.7	1,280	1,324	- 44	- 3.3
Flour & Grain Products	2.1	5,017	5,502	- 485	- 8.8
Beer	1.9	1,861	2,077	- 216	-10.4
Total Decreases	33.1%	27,660	32,622	-4,962	-15.2%
TOTAL	100.0%	111,502	109,928	+1,574	+ 1.4%

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



J. H. Schnaitman



W. E. Broberg

Office of Vice President-Operations

Effective Feb. 1, 1956:

J. H. Schnaitman is appointed special representative of vice president-operations. Mr. Schnaitman started with the Road in 1917 in the engineering department and subsequently transferred to the accounting department for special assignments. In 1946 he was appointed assistant auditor of joint facility accounts, in 1949 budget engineer, and in April, 1950 auditor of capital expenditures, the position from which he transfers to the operating department.

Finance and Accounting

Effective Jan. 16, 1956:

J. T. Martin is appointed staff assistant. Mr. Martin, who has been with the Road since 1926, was formerly a traveling accountant and special accountant in the office of vice president and controller. He was assistant general accountant from 1949 to 1952, since when he has been general accountant.

W. E. Ross is appointed general accountant. Mr. Ross came to the Road in April, 1952 after prior service with the Chicago Great Western. He started as a traveling accountant and has been special accountant since January, 1953.

Effective Feb. 1, 1956:

W. E. Broberg is appointed auditor of capital expenditures, succeeding J. H. Schnaitman. Mr. Broberg was born in Minneapolis and was an assistant engineer with the Railroad and Warehouse Commission of Minnesota when he entered the service of the Milwaukee in 1929. He started as an engineer accountant, was promoted to head of the valuation bureau in 1930 and later to

assistant engineer. He served on the President's Committee and later was on the staff of the chief statistician until Sept. 1, 1951 when he was appointed assistant valuation engineer, his most recent position.

Law Department

Effective Jan. 1, 1956:

J. R. Scoggin, attorney, is appointed assistant general solicitor. Mr. Scoggin is a native of Bigelow, Mo., and received his undergraduate and law education at the University of Minnesota. He came to the Road as an assistant solicitor in the law department at Minneapolis in 1950 and transferred to the Chicago law department in November, 1952. Before his present promotion he was assistant to commerce counsel.



J. R. Scoggin



J. J. Nagle

J. J. Nagle is appointed attorney. Mr. Nagle is a Chicagoan, graduated from the De Paul University College of Law in June, 1951. Following his graduation he entered the Army and was commissioned in the Army Judge Advocate General's Corps, serving in that branch until his discharge in 1954. Before joining the Milwaukee Road staff he was with the Chicago Title & Trust Company.

Operating Department

Effective Feb. 1, 1956:

K. R. Schwartz is appointed superintendent of the Madison Division with headquarters at Madison, Wis., following the retirement of G. H. Rowley. Mr. Schwartz who started with the Road in 1918, has served as superintendent at various points, most recently of the Iowa Division.

P. J. Weiland is appointed superintendent of the Iowa Division with headquarters at Marion, succeeding Mr. Schwartz. Since starting with the Road in 1916, Mr. Weiland has been roadmaster, trainmaster and assistant superintendent at various points, superintendent at Ottumwa and Sioux City, and since March, 1955, superintendent at Aberdeen.

F. H. Ryan is appointed superintendent of the Hastings & Dakota Division with headquarters at Aberdeen, succeeding Mr. Weiland. Mr. Ryan who came to the Road in 1934 has served as agent, operator, dispatcher and trainmaster, assistant superintendent at Beloit, and since March, 1955 as assistant superintendent of the Milwaukee Division First District.

F. E. Devlin is appointed assistant superintendent of the Milwaukee Division First District with headquarters at Milwaukee. Mr. Devlin started his service on Lines West in 1932 and has served as assistant superintendent of the Rocky Mountain and LaCrosse & River Divisions. He has been assistant superintendent of the Dubuque & Illinois Division at Savanna since October, 1952.

J. J. Nentl is appointed assistant superintendent of the Dubuque & Illinois Division First District with headquarters at Savanna, succeeding Mr. Devlin. Mr. Nentl, who has been with the Road since 1935, was formerly assistant superintendent at Miles City and since July, 1955 assistant superintendent of the Dubuque & Illinois Division at Dubuque.

W. F. Plattenberger is appointed assistant superintendent of the Dubuque & Illinois Division Second District with headquarters at Dubuque, succeeding Mr. Nentl. Since starting with the Road in 1941, Mr. Plattenberger has been trainmaster in Terre Haute, the Twin Cities and the Milwaukee Terminals, and most recently of the Chicago Terminals with headquarters at Galewood.

W. O. Harnish is appointed trainmaster of the Chicago Terminals with headquarters at Chicago, succeeding Mr. Plattenberger. Mr. Harnish was formerly special assistant to general manager at Chicago and trainmaster of the Chicago Terminals Division from De-

ember, 1952 to January, 1954 since when he has been trainmaster at the Twin City Terminals.

G. A. Chamberlain is appointed trainmaster of the Twin City Terminals with headquarters at St. Paul, succeeding Mr. Harnish. Starting with the Road at Aberdeen, S. D., in 1941, Mr. Chamberlain was formerly trainmaster

at Othello, and since December, 1955 of the Chicago Terminals at Bensenville.

Traffic Department

Effective Feb. 1, 1956:

S. J. Cloke is appointed traveling freight and passenger agent at Missoula, Mont., following the retirement of G. R.

Webster. Mr. Cloke who started with the railroad in 1942 at Butte, has been city freight agent there since 1952.

John Lucchesi is appointed city freight agent at Butte, succeeding Mr. Cloke. Mr. Lucchesi has been in the employ of the Road since 1942, as chief clerk in the traffic department office at Spokane since January, 1953.

retirements

The following employes' applications for retirement were recorded during January, 1956

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

ANDERSON, HARRY L.
Chf. Dem. Insp. Chicago, Ill.
BRIKE, LOUISE M.
Forelady Chicago, Ill.
FONVILLE, SHERMAN C.
Waiter Chicago, Ill.
HEISKELL, WILLIAM H.
Waiter Chicago, Ill.
PERKINS, JOHN H.
Chef Chicago, Ill.
STEWART, WILLIAM A.
Porter Chicago, Ill.
TARKOWSKI, CASIMIR C.
Clerk Chicago, Ill.
TAYLOR, CARSON L.
V.P. & Gen. Counsel Chicago, Ill.
THOMAS, CHARLES A.
Waiter Chicago, Ill.
TIDD, WILLIAM J.
Clerk Chicago, Ill.
ZUCHOLA, Rose E.
Clerk Chicago, Ill.

CHICAGO TERMINALS

ADAMSKI, JACOB F.
Carman Chicago, Ill.
CAMPBELL, RILEY E.
Switchman Chicago, Ill.
CARLSON, CHARLES F.
Captain of Police Chicago, Ill.
CODD, PATRICK J.
Loco. Engr. Chicago, Ill.
CONOBOY, MICHAEL J.
Caller Chicago, Ill.
DINY, BERNARD H.
Crew Caller Chicago, Ill.
FOULKES, DAVID J.
Sig. Maintainer Chicago, Ill.
HALBY, VICTOR W.
Yd. Clerk & Crew Caller Bensenville, Ill.
KELLER, JOHN F.
Crossing Watchman Chicago, Ill.
KUMMERS, EVERETT
Clerk Chicago, Ill.
LABNO, JOE
Supplyman Chicago, Ill.
LABRIOLA, FLEMMIE M.
Folder Chicago, Ill.
LICITRA, JOSEPH
Gateman Chicago, Ill.
MACHIS, PAUL L.
Caller-Frt. Chicago, Ill.
MADAY, PAUL J.
Carman Helper Chicago, Ill.
MILLER, ARTHUR C.
Switchman Chicago, Ill.

PERKINS, DAVID R.
Laborer Chicago, Ill.
WINKELMAN, HERMAN P.
Inspector Bensenville, Ill.

COAST DIVISION

BAER, CLAUDE E.
Asst. Portmaster Seattle, Wash.
BOURDLAIES, FRED A.
Train Baggage-man Tacoma, Wash.
DAVIDSON, JAMES G.
Agent-Operator Elbe, Wash.
KATONA, JOHN E.
Blacksmith Helper Tacoma, Wash.
LARSEN, ANTON
B&B Carpenter Tacoma, Wash.
STOCKTON, GEORGE A.
Blacksmith Tacoma, Wash.
TILFORD, JOHN C.
Car Cleaner Seattle, Wash.

DUBUQUE & ILLINOIS DIVISION

CAWBY, ROY T.
Loco. Engr. Kansas City, Mo.
DUEHR, PETER P.
B&B Foreman Savanna, Ill.
GLIENKE, RICHARD W.
Crossing Flagman Elgin, Ill.
HANSON, ANDREW H.
Sec. Laborer New Albin, Ia.

HASTINGS & DAKOTA DIVISION

CUSICK, LAWRENCE
Sec. Foreman Ellendale, N.D.
GOLIE, MARNEL P.
Brakeman Montevideo, Minn.
HESSE, HARRY G.
Pumper Bird Island, Minn.
HOLMAN, MARTIN L.
Pumper Bristol, S. D.
MANCHESTER, THOMAS H.
Hostler Aberdeen, S. D.
MENZIA, STEVE
Coal Shed Foreman Roscoe, S. D.
MILLER, GUY E.
Conductor Montevideo, Minn.
STEFAN, LUDWIG G.
Carman Aberdeen, S. D.
WARNER, TIMOTHY A.
Conductor Montevideo, Minn.
WOSEPKA, LULU K.
Trucker Britton, S. D.

IDAHO DIVISION

BLAIR, WILLIAM A.
Ex. Gang Laborer Spokane, Wash.

HELIOFF, JOHN
Loco. Engineer Cle Elum, Wash.
MORGAN, CHARLES R.
Mach. Helper Othello, Wash.
NOYES, OLIVER A.
Ex. Gang Laborer Metaline Falls, Wash.

IOWA DIVISION

ANDERSON, CLYDE P.
Loco. Engineer Des Moines, Ia.
DLASK, MILO
Stower Cedar Rapids, Ia.
HILDRETH, JOHN E.
Mach. Operator Marion, Ia.
KAPAR, JOSEPH
Ex. Gang Laborer Marion, Ia.
McCUTCHEM, GEORGE E.
Brakeman Des Moines, Ia.
NOACK, ALFRED
Ice House Laborer Perry, Ia.

IOWA & DAKOTA DIVISION

BECK, HENRY F.
Sta. Fireman Sioux City, Ia.
HART, WILLIAM J.
Switchman Mason City, Ia.
HENDRICKSON, JOHN
Conductor Mason City, Ia.
ISAACSON, CLIFFORD
Sec. Foreman Burbank, S. D.
KEADOS, TONY
Sec. Laborer Mitchell, S. D.
KYLIOUS, ALFRED M.
Warehouse Foreman Yankton, S. D.
LEHMANN, CARL R.
Laborer Mason City, Ia.
LEUM, GILBERT E.
Mach. Helper Sioux Falls, S. D.
SIMON, LELA E.
Station Helper Chamberlain, S. D.

IOWA & SOUTHERN MINNESOTA DIVISION

HOLMES, THOMAS W.
Loco. Engr. Austin, Minn.
JOHNSON, CHARLES
Agent Sherburn, Minn.
LANGDON, JAMES B.
Clerk Faribault, Minn.

LA CROSSE & RIVER DIVISION

BOGERT, JOEL V.
Carman New Lisbon, Wis.
BROWN, THOMAS
Sec. Laborer Frontenac, Minn.

The Milwaukee Road Magazine

BYERS, BIRT J.
Loco. Fireman.....St. Paul, Minn.
CARRIER, CLAIR C.
Loco. Engr.....LaCrosse, Wis.
CLARY, JOHN R.
Loco. Engr.....LaCrosse, Wis.
COLGAN, WILLIAM A.
Conductor.....LaCrosse, Wis.
COURTNEY, GEORGE T.
Loco. Engineer.....Milwaukee, Wis.
FIBEGER, FRED F.
Switchman.....LaCrosse, Wis.
FUELLMAN, BENEDICT F.
Loco. Fireman.....Watertown, Wis.
KOSS, EDWARD L.
Carman Helper.....Wausau, Wis.
LINDEMANN, WILLIAM
Sec. Laborer.....Hastings, Minn.
LITTLE, IVAN E.
Roundhouse Foreman.....Portage, Wis.
MEITNER, CLARENCE E.
Sec. Laborer.....Watertown, Wis.
MILLER, OSCAR F.
Clerk.....LaCrosse, Wis.
REED, WILLIAM H.
Loco. Engineer.....LaCrosse, Wis.
SAWDY, ALEX L.
Foreman.....Wausau, Wis.
SCHAUPP, HENRY J.
Conductor.....Wausau, Wis.
SOLBERG, VICTOR A.
Mach. Helper.....Tomah, Wis.

MADISON DIVISION

BUDZ, FRANK
Ex. Gang Laborer.....Elkhorn, Wis.
LIETZ, JOHN J.
Loco. Engr.....Madison, Wis.
SHIPLEY, JAY J.
Loco. Engr.....Madison, Wis.
SMERZ, RUDOLPH T.
Loco. Engineer.....Milwaukee, Wis.

MILWAUKEE DIVISION

BEST, CARL C.
Sec. Laborer.....Elkhart Lake, Wis.
CLARK, RAYMOND P.
Brakeman.....Milwaukee, Wis.
COLEMAN, JEREMIAH J.
Crossingman.....Green Bay, Wis.
FENDE, JOHN
Boilermaker Helper.....Channing, Mich.
LITTLE, HERBERT E.
Conductor.....Green Bay, Wis.
NIMZ, LOUIS J.
Clerk.....Green Bay, Wis.
O'NEIL, FRANCIS P.
Clerk.....Fond du Lac, Wis.
PIEPER, LOUIS H.
Loco. Engineer.....Milwaukee, Wis.

MILWAUKEE TERMINALS & SHOPS

BRANDT, JOHN W.
Inspector.....Milwaukee, Wis.
CAVANAUGH, WILLIAM M.
Carman.....Milwaukee, Wis.
EBBERT, WILLIAM H.
Switchman.....Milwaukee, Wis.
GRIJALIBA, MICHAEL
Sec. Laborer.....Milwaukee, Wis.
HORN, ARTHUR J.
Caller-Frt.....Milwaukee, Wis.
JENDUSA, JOSEPH
Car Inspector.....Milwaukee, Wis.
LINEHAN, WILLIAM J.
Helper.....Milwaukee, Wis.
MIKA, FRANK
Mach. Helper.....Milwaukee, Wis.
OTTO, HERMAN A.
Elec. Helper.....Milwaukee, Wis.
PHANEUF, GORDON J.
Mach. Helper.....Milwaukee, Wis.
SMITH, EDWARD H.
Switchman.....Milwaukee, Wis.

Retirement and Unemployment Benefits Not Taxable

WITH the Apr. 15 deadline on federal income tax returns not far 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 official instructions, which accompany Form 1040, *Individual Income Tax Return*, state that benefits under the Railroad Retirement Act should not be reported as income.

The unemployment and sickness benefits received under the Railroad Unem-

ployment 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. Each employer is required by the income tax law to furnish all its employes with Form W-2, which is the only form acceptable to the Internal Revenue Service as a statement of wages paid and income tax withheld.

SMITH, FRED J.
Switchman.....Milwaukee, Wis.
STACHULA, LORENZ
Boilermaker Helper.....Milwaukee, Wis.
STROSTA, JOHN P.
Asst. Stockman.....Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

BAKER, GEORGE B.
Frt. & Pass. Agent.....Missoula, Mont.
FARRACE, LOUIS
Sec. Foreman.....St. Regis, Mont.
McGRATH, ALBERT L.
Loco. Engr.....Three Forks, Mont.
PAROHA, PAUL
Ex. Gang Laborer.....Two Dot, Mont.
TADEWALDT, FRED C.
Loco. Engr.....Lewistown, Mont.
WEBSTER, GEORGE R.
T.F. & P.A.....Missoula, Mont.

TERRE HAUTE DIVISION

AUSTIN, ABNER, C.
Carman.....Terre Haute, Ind.

BROWN, ALVA L.
Millman.....Terre Haute, Ind.
FLYNN, JOHN L.
Switchman.....Bedford, Ind.
McCANNA, BERNARD, A.
Clerk.....Chicago Heights, Ill.
McNARY, HENRY E.
Car Repairer.....Terre Haute, Ind.
McPHEETERS, CLARENCE H.
Carman.....Terre Haute, Ind.
ROHDE, WALTER J.
Working Foreman.....Bedford, Ind.

TRANS-MISSOURI DIVISION

ANDERSON, GEORGE E.
Carman.....Roundup, Mont.
BAUM, GOTTLIEB
Car Inspector.....Mobridge, S. D.
KEELER, DONALD C.
Conductor.....Miles City, Mont.
KNOTT, RALPH L.
Conductor.....Mobridge, S. D.
LINDA, JOSEPH F.
Loco. Engr.....Mobridge, S. D.
McINTIRE, JOHN C.
Agent-Operator.....Roundup, Mont.
ROGERS, ALVA J.
Boilermaker Helper.....Miles City, Mont.
SEVERSON, IRVING A.
Conductor.....Harlowton, Mont.
SHERMAN, PERCY
Loco. Engineer.....Mobridge, S. D.
TOMOVICH, TOM S.
Sec. Foreman.....Miles City, Mont.

TWIN CITY TERMINALS

ANDERSON, REUBEN
Machinist.....Minneapolis, Minn.
BETROSOFF, BROSEK
Car Cleaner.....Minneapolis, Minn.
GALLOW, HERMAN A.
Switchman.....St. Paul, Minn.
JOHNSON, RICHARD
Clerk.....Minneapolis, Minn.
LINDBERG, HERMAN A.
Machinist.....Minneapolis, Minn.
MERRILL, TYLER W.
Tractor Driver.....Minneapolis, Minn.
NIZNIK, FRANK
Laborer.....Minneapolis, Minn.
RINGSTAD, DAVID C.
Carman.....Minneapolis, Minn.
SHIELDS, MARK O.
Switchman.....St. Paul, Minn.



"Please, George, don't bring your diesel vs. steam arguments home with you."

home department



Ted Schmidt enjoys a spot of lunch in his back yard retreat. The bent wood rocker was salvaged from a neighbor's rubbish pile and had been in the Schmidt basement since 1918.

A Museum In His Own Back Yard

WHEN Ted P. Schmidt, retired Council Bluffs car foreman, started a little building project in the summer of 1954 he was thinking in terms of a shed for storing his outdoor Christmas displays and the clutter of old things in the attic and basement. Surprisingly, then, there is now in the back yard of the Schmidt home on West Graham Avenue a one and a half story house, and no one is more surprised than the builder.

Mr. Schmidt had several projects in work when he retired on Jan. 1, 1953. Prominent on the list were his animated Christmas displays, consistent prize winners in the annual city-wide contest; his duties as city councilman (he has since served a term as mayor); and collecting and restoring antiques, the latter a husband and wife hobby in the Schmidt household. In the planning stage was a shed or cottage to provide house room for the family's accumulation of old furniture, china and glass, Mr. Schmidt's

collection of guns and old books, and other articles of sentimental value which were out of place in their modern home.

The building Mr. Schmidt designed appears to have been transplanted from the English countryside. The frame construction has a concrete base, wall siding of fibreboard, and a fireproof shingle roof. The work took 15 months and Mr. Schmidt did all of it, including such professional jobs as fabricating the windows and laying the brick for the curved chimney pot.

Its two spacious rooms are completely furnished with antiques of walnut, mahogany and oak. Cupboard and wall shelves hold the Schmidts' large collection of china and glassware and old-fashioned whatnots. On the open hearth stands a pair of small leather and wood clogs, souvenirs of a trip which Mr. Schmidt took with his father to Denmark in his boyhood.

Some of the pieces were contributed



The well is a dummy, just for atmosphere, the one horse shay is real. In winter the latter is replaced with a sleigh. The kerosene lamp at the door once illuminated the platform of a railroad station.

by relatives and friends who were glad to find a suitable repository for their own family mementos. Visits around the countryside turned up other treasures. At a farm home in Nebraska the Schmidts traded a spare desk for an old

scarred pump organ. Still mechanically perfect, it required only sanding and refinishing to look like new. In another attic they found a couch dating back almost a century which folded out like a sofa bed. Reupholstered in velvet by Mrs. Schmidt, it is now as serviceable as its modern counterpart.

In building their private museum the Schmidts did not attempt to reconstruct a particular period. "That would have taken the fun out of it. The things go together, and that's all that counts." Fellow collectors of antiques hold their project in high favor, however, and since the building was finished last fall the Schmidts have had a steady stream of back yard visitors, even from out of the state.



The antique couch which Mrs. Schmidt reupholstered and restored to its original function as a sofa bed. The portrait of George Washington above is a handwritten copy of the Declaration of Independence.

Weeks of patient sanding and refinishing gave the old pump organ a new lease on life. The former owner planned to cut it down for a desk.

All photos courtesy the Omaha World-Herald



February, 1956

New Ways With Baking Mixes



Sour Cream Spice Cake



Corn Bread Triangles

THE homemaker who must bake frequently is finding it increasingly convenient to rely on packaged mixes. Not only do they simplify family meals, but they are excellent short cuts for company desserts. Here are two suggestions for adapting standard mixes to at-home entertaining.

The feature of this cake is its old-fashioned flavor. Just add sour cream and spices to a package of instant yellow mix:

Sour Cream Spice Cake

- 1 cup sour cream
- 1/4 tsp. soda
- 1 pkg. instant yellow cake mix
- 1/2 cup water
- 2 eggs, unbeaten
- 1 tsp. cinnamon
- 1/2 tsp. allspice
- 1/4 tsp. cloves

Combine sour cream and soda, blend and set aside. Then empty cake mix into a bowl, and add water, eggs, spices and sour cream mixture. Beat 3 minutes until smooth and creamy. Pour batter into two 9-inch layer pans which have been lined on bottoms with paper. Bake in a moderate (350°F.) oven 30 to 35 minutes. Cool. Frost with butter frosting. BUTTER FROSTING: Cream 1/2 cup butter or

margarine with a dash of salt. Measure 3 1/2 cups (1 lb.) sifted confectioner's sugar and add part of it gradually, blending after each addition. Add remaining sugar alternately with 5 tbsps. milk (about) until of right consistency to spread, beating vigorously until smooth and creamy. Add 1 tsp. vanilla and blend. (Instant Swans Down recipe)

Hot corn bread is always greeted with delight. This is a special treat, garnished with chopped nuts and crumbled bacon. Good for a coffee party.

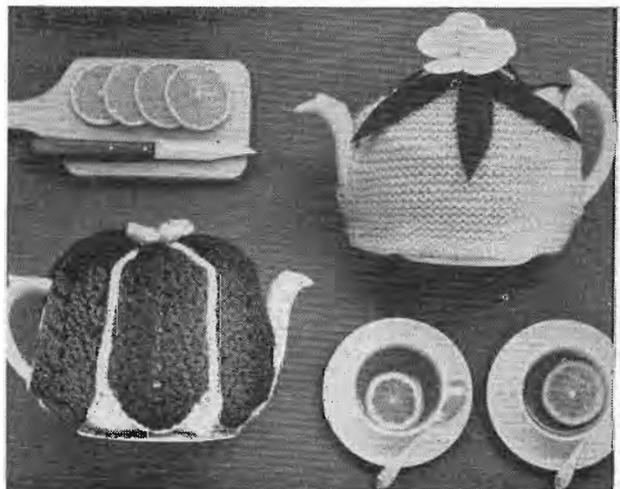
Corn Bread Triangles

- 1 pkg. corn muffin mix
- 1/4 tsp. baking soda
- 1/2 cup buttermilk
- 1 egg
- 5 strips bacon, cooked crisp
- 1/2 cup chopped salted peanuts

Combine corn muffin mix and baking soda and mix well. Add buttermilk and egg. Mix lightly until just blended. Turn into greased jelly roll pan, 15 x 10 inches square and 1 inch deep. Crumble bacon and scatter over top of batter with chopped peanuts. Bake in a hot (400°F.) oven 10-12 minutes. Cut into triangles and serve hot with butter and honey-in-the-comb. (Pan-American Coffee Bureau recipe)

AND ONE FOR THE POT.

The old fashioned custom of dressing up a tea pot with a cozy will keep the last cup as hot as the first. The crocheted and knitted versions shown here fit snugly over the pot, leaving the handle and spout exposed. To better enjoy "the brew of friendship," make one or both. Directions are available, free of charge, from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



Tricks for the Home Handyman

THE SPIRAL guard made for telephone cords can also shield the insulated wires of a soldering iron. A rubber guard keeps tools from fraying the insulation and prevents short circuits.

FOOD TIPS FOR BUDGET MEALS



TO ADD variety to everyday meals without adding expense, try some of these combinations. They're simple to fix and very easy on the budget.

When preparing wood surfaces for painting, wrap a piece of screening around a wood block to clear away loose, scaling paint. It won't gouge the wood and it outlasts sandpaper.

Impale a sponge ball on the handle of a cold chisel to make the tool easier to handle. Cut a core through the center of the ball, then slip it over the handle.

To keep the wooden handles of tools in good condition, polish them regularly with linseed oil. It keeps the wood from drying and helps end splinters.

If oil runs down the spout of your oil can and stains the shelf or furniture, force a metal or rubber washer over the spout to catch the drip.

An ordinary hacksaw blade is handy for tearing sandpaper accurately. Fold the sheet and hold the blade in the fold, then tear the sheet in two. Another way—lay the sheet face down with the blade across the back and tear upward.

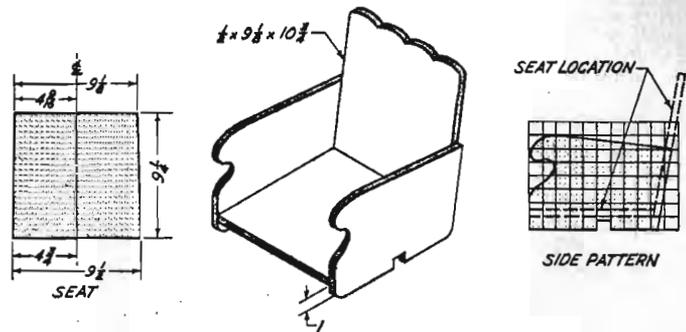
To locate rough spots that need further sanding, slip an old nylon stocking over your hand and run it lightly over the area you have sanded. Any spots that are still rough will snag the stocking and indicate the need for further sanding.

Try this the next time you edge, join and glue two boards: Slip a piece of folded abrasive paper or cloth between the two edges and sand off the high spots that prevent the boards from meeting evenly.

To sand intricate carvings or molding, fold a strip of fine sandpaper over the end of a stick sharpened to a chisel-like edge. Hold the stick like a pencil and work it along the surface. (*The American Home*)

- Add chunks of drained pineapple to creamed chicken and serve over fried sweet potato cakes.
- Next time you have mashed potatoes, whip in pimiento cream cheese and top with minced chives.
- To corned beef hash, add a finely chopped tart apple.
- Top chocolate ice cream with coconut sautéed in butter.
- Add excitement to a luncheon salad with thinly rolled cheese pastry wrapped around nutmeats and baked.
- Serve rarebit over thinly rolled biscuits instead of toast, and prepare the biscuits with tomato juice instead of milk.
- To 4 mashed and seasoned sweet potatoes add 1 mashed avocado, a bit of nutmeg and $\frac{1}{8}$ cup cut up orange sections. Serve with fried chicken.
- Instead of toast, use slices of fried eggplant as a base for creamed chicken.
- Pour creamed corned beef over wedges of cooked cabbage.
- Serve creamed chipped beef over hominy browned in bacon drippings.
- Add sliced hard cooked eggs to rarebit and pour over crisply fried slices of crumbed tomatoes.
- Instead of meringue, top your next lemon pie with marshmallow sauce and a sprinkle of crushed mints.—*The American Home*

How to Make a Sled Seat



A SLED seat of a simple design makes it possible for small children to enjoy a sled ride without the fear of jouncing off. A seat can be made from a $\frac{1}{2}$ or $\frac{3}{4}$ -inch x 10-inch x 4-foot board.

Cut the parts as shown on the diagram. Lay out the sides after drawing a full-scale 1-inch grid on the board. Scallop the back as shown, or make some other variation at the top edge for a decorative effect. The seat board tapers slightly from $9\frac{1}{2}$ inches at the front edge to $9\frac{1}{8}$ inches at the rear. Use a plane to bevel the rear edge of the seat to the same angle as the rear edges of the sides so the back will fit flush.

Put glue on all joints before assembling, and fasten with 4-penny finishing nails. First join the back to the seat by

nailing through the back into the beveled edge at the rear of the seat. Lay the assembly on its side. Align the sides so the lower edge of each side projects one inch below the lower edge of the seat and then nail through the sides into the seat and back.

Before painting, the seat should be sanded and all sharp edges rounded. Paint with two coats of a bright outdoor enamel.

The seat shown will fit a sled of standard make. The lower projection of the sides fits between the main side rail, and the notches fit over the cross brace to keep the seat from sliding. If greater stability is desired, the seat may be bolted to the sled. (*National Lumber Manufacturers Association*)

YOU[★] are eligible

★(as a Milwaukee Road employee)

for this non-cancellable, non-assessable, guaranteed premium,

\$1,000.00 insurance policy

(payable in case of death from any cause.)

for only \$1.00 per month

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

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

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

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

- (a) On payroll deduction plan
- (b) No medical examination
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Please have the C.M.St.P. & P.R.R. CO. make premium
deductions each month for the following: Please print

My Name Payroll No.

Deduction \$.....per month for \$1000.00

SSA No. Occupation.....

Address

City State.....

Date of Birth

Beneficiary Relationship.....

Dependent Wife \$.....per month for \$1000.00

Name Date of Birth.....

(add \$1.00 a month for each year over 60)

Dependent Children \$.....per month for \$500.00

First Name Age Date of Birth

.....

.....

.....

(If additional children add attachment)

Signature _____

Date _____



“Competition gives us better values

— we got a good buy on our TV set!”

Inquiring Reporter: What do you folks think of the proposals in Congress that would give *regulated* forms of transportation more freedom to price their services in competition with each other — and with unregulated trucks and barges, too?

Husband: Well, we’ve just bought a new TV set at a very good price — with every store in town competing to give us the best value. Competition *always* gives us more for our money.

Wife: Isn’t there competitive pricing in transportation, too?

Inquiring Reporter: Not always. Present government regulations frequently require regulated carriers, such as all railroads and some trucks, to make freight rates higher than would otherwise be necessary — just to protect competing forms of transportation.

Husband: I read about that. Didn’t a Cabinet Committee appointed by the President recommend a change?

Inquiring Reporter: Yes. The Committee says that if each form of transportation were given the right to make

rates related to its own costs and needs, everybody would benefit — including consumers like yourselves.

Wife: I should think so. After all, freight charges are part of the cost of everything we buy.

Husband: Like our new TV set, for example. Yes indeed, you can say we favor competitive freight rates!

For full information on this vital subject, write for booklet, “Why Not Let Competition Work?”

Association of American Railroads
937 Transportation Building, Washington 6, D. C.

about people of the railroad



Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

William A. Crowe retired Feb. 1 after 56 years of continuous service in the engineering department at Minneapolis. He started at the beginning of the century on the Bowdle extension and in his early years with the Road was employed on location and construction work at many points on the Hastings & Dakota, Iowa & Southern Minnesota, Dubuque & Illinois and River Divisions. During this period he was resident engineer at Wabasha, Kellogg, Minneiska, Waubay and Appleton. As resident engineer he was in charge of the construction of the new yard and stock yard at Aberdeen in 1920, of Pig's Eye Yard at St. Paul in 1925, and of the Hollandale line in 1926. He was at Austin as assistant engineer from 1931 to 1936 when he transferred to Minneapolis, which had been his headquarters until his retirement.

ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary F. Shields, Correspondent
c/o General Agent

Don Lilledahl, tracing clerk in the general agent's office, married Roseann Braun of Minneapolis in St. Joseph's Catholic Church in St. Joseph, Minn., the home of the bride's parents, on Jan. 21. Roseann is a pretty brunette (Don calls her "Pepper") and the wedding picture proofs indicate they will have a beautiful collection of candid shots in their wedding book.

Several St. Paul traffic department members attended the wedding, arising at the ungodly hour of six on Saturday to make the ceremony at nine, and it was 26 below zero in St. Joseph that morning! Julie Swanson, chief clerk in St. Paul, caught the garter, and people are

Travel by train in these modern days is just about a vacation in itself, and can be one of the most pleasant parts of a holiday.

—Philip Hampson in the
Chicago Sunday Tribune

wondering how an old married man happened to be standing with the bachelors when it was tossed. Everyone wished the Lilledahls happiness and prosperity in their marriage.

John Peterson's wife presented him with twin girls last month. John is employed in the yards.

Stu Olson of the passenger department met Warren Hull, his wife and father-in-law when they were in St. Paul for the "Strike It Rich" program during Winter Carnival festivities.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Conductor Arthur Morgan is enjoying the cold weather in Florida. Of course, not as cold as here.

Our window cashier, Joe Kulisheck is at this writing in a St. Paul hospital for a check up.

After nearly 49 years of continuous service at this office I have decided this is the year to retire, probably during July.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

John Olsen, bill clerk in Local Freight, is the proud father of Peggy Ann born Jan. 22.

Johnny Hemingson, formerly employed in Local Freight and now a traffic agent for the CGW, was married Nov. 23.

Harry Nee is in Mt. Sinai Hospital at this writing.

Ray Schwietz recently left the traffic department to work for the Pennsylvania Railroad in Minneapolis.

Al Wareham, chief clerk in the local, went to New York Jan. 27 to attend a meeting of the executive committee of the United States Golf Association.

It is not generally known that the late Albert Einstein, the famous scientist, enlisted in the U.S. Navy Bureau of Ordnance during World War II. He never discussed the work he did for the armed forces, but he was fond of telling that he was one Navy man who was not required to get a Navy haircut.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Store department office personnel have moved to the first floor of the store building and are proud of their new quarters.

Charles Gardner, retired store house employe, passed away on Jan. 18.

Gust A. Larson, veteran car inspector in the train yard with 44 years of service, retired on Feb. 1. Herman Arthur Lindberg, machinist in the locomotive and car department wheel shop, retired recently with 42 years' service. Brosek Betrossoff, car cleaner in the coach yard, retired on Jan. 1, having been ill since last October.

Trans-Missouri Division

WEST

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

Mr. and Mrs. H. G. Swartz, former Miles City residents, were injured in an auto accident near Bozeman when their car skidded on the ice and went down a 40-foot embankment. They were treated in a Bozeman hospital Jan. 4 and re-



SURPRISED PARTY. Harry S. Fritz, retired Trans-Missouri conductor, entertaining his grandchildren at the family surprise party held recently in honor of his 80th birthday at the home of his son Woodrow in Spring Valley, Calif. Locking at Grandpa's pictures of old-time locomotives are (from left) Billy Fritz, Gail Tickson, Maurine Fritz and John Tickson. Mr. Fritz started with the Road in 1907 at McIntosh, S. D., and later moved to Moberly where he retired in 1941. He now makes his home in San Diego.

ported to be in a satisfactory condition. Mr. Swartz retired as yardmaster after the first of the year. They were en route to Missoula to make their home.

Clayborn M. Lynch has been assigned as car department clerk at Miles City.

Brett Allen, eight-month-old son of Mr. and Mrs. Vern Hill, succumbed to injuries received in a fall in his home in Miles City Jan. 3.

Word has been received of the death of Willis B. Fairchild, 85, retired TM conductor of Bothwell, Wash. He had been confined in a Seattle hospital by a long illness. Mr. Fairchild was a long time resident of Miles City and moved to Bothwell following his retirement in 1938.

Gayle Murphy became the bride of Jack McGuire, son of Mr. and Mrs. John J. McGuire, in a holiday wedding in the First Methodist Church of Miles City. The couple are now living in Missoula where Jack is working on his master's degree in education at Montana State University.

Mrs. Henry J. Pluister, 62, died in a Billings hospital Jan. 7 after a long illness. Her husband, a retired engineer, passed away in 1945. She had been making her home with her daughter.

Benjamin B. Smith, 88, retired conductor, passed away at a Miles City hospital Jan. 19. He was hospitalized for only a short time. Mr. Smith had been a resident of Miles City since 1908 and was an old timer in train service. He retired in 1937. He is survived by his wife, a son, a brother, two grandchildren and two great grandchildren.

New officers and committee members were installed at the January meeting of the Miles City Milwaukee Women's Club. Taking office were: Mrs. E. L. Hubbs, president; Mrs. Darrell Goodspeed and Mrs. L. V. Hinricks, vice presidents; Mrs. Howard Sweeney, recording secretary; Mrs. Gladys Brundage, treasurer; Mrs. S. E. Moss, corresponding secretary; and Mrs. W. D. Ostrom, historian. Committee chairmen include: Mrs. Dwight Roberts, safety; Mrs. H. E. Zuelke, social; Mrs. Pete Leo, publicity; Mrs. George Meier, membership; Mrs. Duncan Finlayson, sunshine; Mrs. Arlie Wickerwham, constitution; Mrs. Vern Jones and Mrs. Herb Lathrop, welfare; Mrs. Frank Spear and Miss Charlene Moss, program; Mrs. Harold Hurst, refreshment; Mrs. M. E. Hanraham, Mrs. A. O. Thor and Mrs. Julien Pessein, telephone; and Mrs. Ed Lynam, ways and means.

Albert E. Reich, 45, store department employe at Miles City, passed away at a Miles City hospital Jan. 22. He had suffered a heart attack several months previously. He was born at Larvik, N. D., on April 13, 1910, attended the schools there, and was married to Lunden Wahl at Linton in 1931. The



RESTING EASY. Mr. and Mrs. Fred Rennich pictured at home in Lind, Wash., where Mr. Rennich, Idaho Division sectionman, is taking it easy since retiring on Jan. 3. Mr. Rennich spent his early years in Java, S. D., went west with his parents to Odessa, Wash., in 1905, and operated a farm near Warden before starting with the Road. He is a veteran of 37 years of service.

family moved to Miles City in 1941. He is survived by his wife, a daughter, his father, two brothers and three sisters.

The Miles City Milwaukee Employes Federal Credit Union held its annual meeting and potluck supper in the Eagles Hall Jan. 16. Pete Leo was elected president; Mrs. Howard Dahl, vice president; Cassio Hashisaki, reelected secretary-treasurer; and Matt Hilt and Chester Handley, directors. Other appointments were: credit committee, A. Kelm, H. Herigstad and H. Lathrop; supervisory committee, A. Sweeney, V. Rask and D. B. Campbell. During the past year the credit union has had a 100 per cent growth in terms of shares. The dividend rate paid to shareholders was increased to 4 per cent, and the loan business of the organization was more than doubled.

George A. Anderson, car department at Roundup, has received his Silver Pass in recognition of completing 45 years of continuous service.

IF THE OTHER FELLOW HAD NO SUBSIDY

If highway property were to be user-financed and tax-paying in exactly the same way that railway property is, then state and local governments and the public schools would be rolling in wealth. The states could abolish their sales taxes and income taxes, and still be rich. If waterways and airports, also, were to appear on the tax rolls—yielding revenues instead of consuming them—then government's income would rise still further . . .

If all transportation were to be placed on a self-sustaining, tax-paying basis—exactly as the railroads are—then there would be no "railroad problem". There wouldn't be any passenger deficit either—because highway and airway transportation would cost a lot more than it does now, and the railroads' passenger service would be relatively far more attractive to customers.

—*Railway Age*

Idaho Division

Mrs. Ruth White, Correspondent
Office of Superintendent, Spokane

J. P. Sullivan, a familiar figure behind the depot ticket window in Spokane for many years retired on Jan. 6. His service dates back to April, 1916, with his work taking him from the Milwaukee's Spokane city office to ticket selling in Portland and Butte, and back to the Spokane Union Station in 1937. He will continue to live in Spokane and work among his flowers as his hobby.

E. L. Hanson has been assigned to the position left by Mr. Sullivan.

Engineer W. J. Krause has received his Silver Pass in recognition of 45 years of service.

Ed Betzel, operator who retired from service at Manito, Wash., passed away Jan. 17 in Prescott, Wis., according to word received here. His wife Margaret survives him.

Mary Quimby passed away Jan. 7 in the Colfax Hospital where she had been ill for several weeks. She was the wife of Retired Conductor Frank Quimby who survives at the Malden home where they had lived for 47 years. Mrs. Quimby was a charter member of Malden Chapter 149 of O.E.S.

Malden Chapter of the Women's Club installed officers and exchanged Christmas gifts at the monthly meeting on Dec. 27. A potluck dinner was enjoyed by members and their families in the evening.

Spokane Chapter of the Women's Club has installed officers for 1956 with Mrs. George W. Weseman as president; Ethel Sprinkel, vice president; Mrs. L. J. Diezinger, treasurer; Harriet Ashton, recording secretary; and Mrs. N. B. Jones, historian. Mrs. Weseman has appointed the following committee chairmen: constitution and by-laws, Mrs. R. E. Joiner; house and purchasing and ways-means, Mrs. L. J. Diezinger; good cheer, Harriet Ashton; welfare, Eva

Breeden; membership, Mrs. Jack Webb; program and social, Mrs. A. L. Titus; auditing, Laura Berkey; and publicity, Mrs. Ruth White. The meeting date has been changed to the third Wednesday of the month and for the February meeting a potluck lunch for members and employees is planned, taking the place of the monthly luncheon which was open to the public and for which a charge was made.

While the Hoehns of Othello station were vacationing in California, Louisiana, Minnesota and the Dakotas, Glenn Michael of St. Maries relieved at that location.

John E. Richtie, section laborer at Elk River, retired recently. He is now living in St. Eureka, Calif.

Conductor Jack Webb decided to retire during January when he was too "young" to hold a regular passenger run out of Spokane. His service dates back to March, 1910. The Webbs plan to make Spokane their home, as it has been for several years since moving from Malden. Mrs. Webb has been very active in the Women's Club, just completing two years as president.

Lois Jean Sprinkel, daughter of the late Agent Sprinkel, is currently serving with the 5010th USAF Infirmary at Eielson, Alaska, with the rating of second lieutenant. Since receiving her nurse's training in Milwaukee, she has spent considerable time in Alaska with the AF. At Eielson she is in the chapel choir. This fine vocal group recently was awarded first place in the USAF chapel choir contest which was conducted via tape recorder.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

The marriage of Barbara Jean, daughter of Frank Newhauser, inbound rate clerk, to Richard Klima takes place at St. Rose's Church on Feb. 11. The Newhausers have three daughters and two sons married to date, and following the February nuptials will have a son and daughter still at home. Plans call for a wedding breakfast at home and a reception at the Polish Falcon Hall.

Susan Elizabeth Stelzel arrived on Jan. 20 and was received with open arms. Dad is Kenneth Stelzel, yard clerk at North Milwaukee, and mother is Carolyn (Gretza) Stelzel, former Fowler Street clerk. There are also Michael, 4, Patty, 3, and Dennis, 2.

Edward Falkner, tractor operator in house 7, celebrated his 10th wedding anniversary Jan. 19. The Falkners have three children, Sandra Lee, 9, Rosaline Ann, 7, and Linda Louise, 4.

Frank Schlosser is planning to take off with Mrs. for his annual vacation

IN THE CLEAR.

Coldevin Anderson who retired recently as section foreman at Watson, Minn. (center), receiving his Silver Pass for 45 years of service from Roadmaster LeVere Natzel as Assistant Superintendent R. L. Hicks stands by. Mr. Anderson retired with a clear safety record of 24 years without an injury to himself or his men. He and Mrs. Anderson are moving to Santa Ana, Calif.



jaunt. He has no particular place in mind, just as long as it's in Florida.

Mary McCormick collected an array of finery in anticipation of her sister, Helen Barry's, wedding at their home in Janesville Feb. 4. Mary was an attendant for her sister, who married P. Edward Campion at St. Patrick's Church, with Father Dennis Barry of Milwaukee officiating. A reception and breakfast was held at the Monterey Hotel.

Mrs. Art Horn, wife of former warehouse caller, passed away on Jan. 30. Mr. Horn retired on Jan. 6, having been with the Road since 1923.



DOUBLE FIFTIETH. A festive occasion for Mr. and Mrs. Eldred Pattengill of Milwaukee shows Switchman Pattengill (right) receiving his Cold Pass for 50 years of continuous service from J. J. Dombrowski, superintendent of the Milwaukee Terminals. The presentation was made Jan. 8 at the couple's golden wedding reception at Moser's Cafe and witnessed by a large group of fellow employees.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Don Keenan, former H&D operator and son of the late rules examiner and chief dispatcher, J. S. Keenan, has put his shingle out above the Stout Drug Store in Aberdeen. He passed his exam for certified public accountant with flying colors.

The engagement of Agent Melvin Geist, Hillsview, and Carol Jean Bieber of Eureka has been announced.

Ticket Agent J. S. Nilan has returned from a visit with his daughter's family in Alabama, where his son-in-law, Robert Barthle, is a lieutenant colonel in the Army. He was relieved by E. L. Olson.

P. J. Weiland is leaving for Marion, Ia., and Claim Adjuster W. H. Applegate for Omaha. F. H. Ryan is our new superintendent in place of Mr. Weiland.

Brakeman Tom O'Hearn is recuperating at home, following an operation.

Fishing, hunting and vacationing are on the agenda for Tim Werner, M. P. Golie and Rusty Miller who retired recently after many years of loyal service to the Road.

A smart husband hides his money in clothes that need mending.

EAST END

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

Retirements were big news around Montevideo last month. Freight Conductors Tim Warner and Marnel Golie started it, and Passenger Conductor "Rusty" Miller followed. The latest to sign on the dotted line is Coldevin Anderson, section foreman at Milan for many years. Coldevin is moving to California, having bought a home at Santa Ana, but the others are remaining in Montevideo for the present.

Tom Darrington, one of the three brothers who have been serving in the Navy together on the USS Waldron, is back braking on the H&D. His brother Mike has reenlisted for another six years.

Homer Arnold, expressman at Monte for several years, died suddenly after a short illness. He was the son of Charlie Arnold, retired H&D conductor at Montevideo.

Brakeman J. D. Anderson was called back to the Navy for a two-week cruise

recently. He reported that the sunshine of Pensacola was wonderful.

Conductor Jim Fay has returned from San Francisco where he visited his sister. They got a lot of visiting done, too, as it rained all but one of the five days he was there.

The Frank Warners postcarded from New Orleans that the grass is green, the kids play baseball in the parks, and men are running around in shorts.

P. J. Huberty, retired section foreman of Lakeville, 87, died suddenly. He was the father of Conductors Clem and Aleck and Mrs. Mike Dorsey.

J. E. Asplin, train baggageman running out of Minneapolis, has received a Gold Pass in recognition of 50 years of service.

Rocky Mountain Division

EAST END

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

Engineer A. E. Torgimson is on a 90-day vacation, visiting his daughter in Missoula and seeing other places of interest. Engineer and Mrs. Rexroat and family spent their vacation in California; also Engineer and Mrs. Hank Roe, who visited in Whittier. Engineer Thomas Whalen spent six weeks in California.

Engineer L. A. Gibbs and Mrs. Gibbs spent some of their vacation with their daughter and son-in-law in Spokane, Conductor and Mrs. Archie McDonald with their daughter and son-in-law in Portland, and Conductor and Mrs. Thomas Fairhurst Sr. visited their son



SILVER PASS VETERAN. A. G. "Tony" Naatz, supervisor of the keypunch and coding bureau in the office of the freight auditor, Chicago (left), being congratulated by Freight Auditor W. H. Nickels as he received his Silver Pass last month. Starting in the Chicago freight claim department in 1910, Mr. Naatz served in the passenger department, the pass bureau, and in the office of the car accountant for 38 years before transferring to the freight auditor's force last spring. He has been adjutant of Pioneer Post 768 of the Legion since its organization by Milwaukee Road employees in 1934.

and daughter-in-law in Seattle. Engineer and Mrs. Harry Helton also vacationed in Seattle.

Born, to Brakeman and Mrs. Robert Hayercraft, a son on Dec. 30.

Most of us didn't want for exercise last month. At one time we had 26 inches of snow to shovel.

Engineer Harry Keeny has returned to work after recovering from an operation performed about a year ago. He is on the Gallatin Valley local.

Conductor and Mrs. Homer Jenkins are home after a three-week tour of Mexico, Arizona and Nevada. Mrs. Jenkins tells us that Retired Signal Maintainer Clarence Martin and Mrs. Martin are spending the winter in Las Vegas.

Lossie B. Casteel, retired roundhouse hostler, passed away at Lewistown Jan. 4. Mr. Casteel held a 50-year Gold Pass at the time of his death.

Engineer W. J. Craig, Deer Lodge, and Engineer Guy W. Lovely, Alberton, have been presented with Silver Passes in token of 45 years of continuous service.

George Baker, agent at Missoula, retired Jan. 1. He was succeeded by Ralph Coon, who has 43 years of service all on the Rocky Mountain Division. Mr. Coon's parents were also with the Road, his father as a conductor and his mother as a station agent. Starting as an operator in his teen years, Mr. Coon has served at Avery, Stetson, Kyle, East Portal, Saltese, Haugan, Superior, Alberton, Missoula, Clinton, Bermouth, Drummond and Deer Lodge.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Harvey Roe, retired assistant master mechanic, passed away Jan. 16 after a long illness. We also regret to report the death on Jan. 9 of Baggage man Clarence "Buddy" Larkin who was stricken suddenly at his home in Wauwatosa.

Assistant Superintendent F. E. Devlin was recently transferred here from Savanna, and F. H. Ryan was promoted to superintendent at Aberdeen.

Changes in the superintendent's office in Milwaukee find Wesley Gales and Carol Kaiser at the desks as new stenographers, and Irma Knoll as secretary to assistant superintendent. Jim Boeshaar is now chief timekeeper.

The happiest miser on earth is the one who saves friends.

Chicago General Offices

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent



H. L. Anderson

H. L. Anderson, chief demurrage inspector, retired Jan. 31. Mr. Anderson joined the Milwaukee in 1915 as a demurrage representative in the auditor of station accounts and overcharge claims office, transferred to the operating department as demurrage supervisor of the Chicago Terminal district in 1924, and returned to the accounting department as a demurrage inspector in 1942. He has been chief demurrage inspector since June 1, 1954. He was presented with a golf cart and bag as a retirement gift.

OPERATING DEPARTMENT

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

Chief Operator Betty Nelligan of our telephone office was released from American Hospital on Jan. 30 with an on-the-shoulder. Supervisor Telegraph Communications W. D. McGuire underwent surgery at the same hospital Jan 30, and Mrs. AuDell Carlson is confined at home at this writing with a virus infection.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Theodore Petrakos, Thomas Kelly, Gilmore Slater and James Resner have been welcomed into the Milwaukee family.

We are happy to announce the return of Anna Nasheim from a sick leave, and of J. G. Frey who was hospitalized for surgery.

Don Devitt, Eugene Smuda and a former employe, George Sunagel, spent an enjoyable vacation recently in Florida, with a side trip to Cuba. Understand that Veteran Art Slider vacationed in Palm Beach, among other places, in January.

H. W. Kirch, who was hospitalized for surgery, is convalescing at home at this writing.

Jim and Marge Dietz announce the arrival of Patricia Lynn on Jan. 23. Jim's family now consists of two girls and a boy.

Bessie Waldman, Lucille Williams, Bessie Governile, Helen Braun and Loretta Hilsher distributed cigarettes to the veterans at Vaughn Hospital for the Pioneer Post auxiliary on Jan. 27.

The Milwaukee Road Magazine

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

The following is from a letter which acknowledged with appreciation the concert our group gave for the Prairie Club in the Sauganash field house during the Christmas holidays: "It was a real pleasure... to meet you personally," wrote Harold G. Kiehm, promotion chairman. "My only regret is that some members and friends missed what I consider to be our outstanding 'Christmas Lights Walk' program. As the word gets around, the chances are that there'll be many members resolving now to make the 1956 event a *must*." Joseph O. Lange of the host committee added a postscript: "Thank you to your very fine group of singers for their excellent performance."



30-YEAR MEMBERS. Charter members of Austin Chapter of the Women's Club who were among those honored recently at the chapter's 30th anniversary dinner. Seated, from left: Mrs. Sam Siegfried, Mrs. Frank Jeffers, Mrs. I. N. Stromsodt and Mrs. C. P. Nelson. Standing, from left: Miss Rose Krudish, Mrs. William Sucha, Mrs. John Hogan, Mrs. Carl Voelker, Mrs. Marguerite Igou and Mrs. Peter Pauley. More than 150 members attended the dinner which was held in the K.C. Hall at Austin.

OFFICE OF FREIGHT AUDITOR

Clara Fister, Correspondent

Sympathy was extended to Marie Warnimont, interline bureau, whose brother, Henry Joseph Jostock, passed away Jan. 11.

Fred Miller, review bureau, passed away suddenly on Jan. 11. Fred had been with the Road 34 years. He was secretary-treasurer of the Booster Club and our Blue Cross representative.

Al Dinoffria, review bureau, has been reelected president of the Chicago Club of the E.M.B.A. for the 10th year. In the past few months, many employes of the Road have joined the E.M.B.A. insurance plan through Al's help.

Lorraine Syryczuk and Barbara Ewald, waybill filing bureau, and Harriett Johnson, local and interline balance bureau, have left the Road, Barbara to attend Wright Jr. College and Harriett

to attend Augustana College in Rock Island, Ill.

New people in the office are James Macek, Marilyn Moore, Charlotte Ann Kouba, Alberta Cousin, Patricia Guza, Edna Lessentine, Beverly Anderson and Mary Bragwell.

We welcomed Edith Marquiss, bookkeeper, after a stay in Columbus Hospital and convalescence at home.

At this writing, Arthur Peterson, assistant freight auditor, is in Passavant Memorial Hospital.

Lucille Carson, interline bureau, fell on a patch of ice and at this writing is nursing a break in her right arm.

Beverly Klein, formerly of Key punch and Coding, announced the birth of Keith Stephen on Jan. 22. Marge Nielson also had a boy on Jan. 13.

Winter vacationists are Dan Braun and Bob West who went to California, and Walter Stark who went to Florida.

Bernice Kobialko, machine room, became engaged to Chester Gryczan on Jan. 28.

GENERAL

Chicago Union Station Chapter of the Women's Club, at the Jan. 17 meeting held in the Legion Room in the station, installed the following officers for 1956: Miss Marilyn McNicholas, president; Miss Bernice Schmitt, first vice president; Mrs. AuDell Carlson, second vice president; Miss Loretta Kuhn, treasurer; Miss Dorothy Bauer, recording secretary; and Mrs. Florence Klemmer, corresponding secretary. Mrs. Lillian Barry was installing officer.

The social evening included the appointment of the following committee chairmen: auditing, Miss Alice Nelson; constitution and bylaws, Miss Grace Baldwin; good cheer, Mrs. J. L. Brown and Mrs. O. P. Catlin; house and purchasing, Mrs. Dora Hallwachs; membership, Mrs. Helen Zechlin; program, Miss Bauer; publicity, Mrs. Doris Healy Martin; social, Mrs. Elizabeth Shortall; ways and means, Miss Catherine Lowery; and welfare, Mrs. R. W. Hayes and Mrs. J. H. Diehl.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

Mary (Burke) Rothslag of Key Punch was recently hospitalized at the Evanston Hospital with virus pneumonia. She is convalescing at home at this writing.

Honored with a baby shower last month was Joan Koblenz, also of Key Punch. Her friends presented her with many lovely gifts for the baby-to-be.

Thirty years of service with the Road were celebrated last month by Verna Gallagher of Foreign Car Records and Rose Erwin of the statistical bureau. They were presented with clock-radios and flowers by their co-workers.

Our new employes are Shirley Berganski, Frances Rieser and Len Stacy.

It is with deep regret we report the deaths of Jean Izdebski's mother and Anna Littwin's sister.

Virginia Reiche, formerly of Foreign Car Records, reports she now makes her home in Trevor, Wis., and wishes to be remembered to her friends.

QUIZ answers

1. Central Standard Time.
2. Traffic moving from one city or town to another.
3. Everything that rolls on railway tracks.
4. Yes, but it is not equipped to operate singly or as a lead in a locomotive combination.
5. No difference.
6. \$3,000,000 or more.
7. Both.
8. Dead Weight.
9. Yes, on shipments moving interstate or if the rates are in competition with interstate rates.
10. Mainly by diagrams. Tickets presented, plus cash receipts, must check with space occupied.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Arona Puttrich

Jim McCauley did his civic duty by serving as a juror at the Criminal Court.

Jean Wilson is back after a long furlough. We also welcomed Ann Franke upon her return to the office.

Jane Karch, retired from the central typing bureau, is home after a stay at the Highwood Hospital and nursing a broken arm, the result of a fall in her home.

Eleanor Mullaney is a grandmother. Her daughter Berenice gave birth to Jo Ann on Jan. 20.

Jean and Dick Koeller announce the arrival of baby Gary Richard. Jean was formerly employed in the comptometer bureau.

The Irish lassie working in the Conductor Accounts bureau is Ann Gibbons. New employes in Central Computing are Frances Anderson, Betty Nealis and Mary Wedel.

Two of our garden enthusiasts, Jo

Goetz and Donna Anzalone, are busy reading seed catalogues and watching for the first robin.

Leah Aaron is enjoying her retirement by touring the state of California, where she now makes her home. Leah formerly worked in the typing bureau.

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

Draftsman Don Trenning presented us with cigars and candy when Mrs. Trenning presented him with their first child, Judy Lynn, Jan. 20 at Inglewood Memorial Hospital in Harvey, Ill.

W. J. Lohrentz, better known as "Billy," retired as chief clerk to the division engineer of the Milwaukee Terminal and Madison Divisions at Milwaukee Jan. 31, after approximately 50 years of service. A dinner was held in his honor Feb. 3 at the Elks Club. Those present included Mayor F. P. Zeidler, a former employe of the Milwaukee Terminal Division. F. M. Sloane, retired

division engineer of the Milwaukee Terminal and Madison Divisions, was master of ceremonies.

Mr. Lohrentz started with the Road in the district master mechanic's office at Milwaukee Shops in 1905 and transferred to the office of superintendent of motive power in 1906. He has been chief clerk to the district engineer at the Union Station since 1912.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Chief Claim Clerk T. J. Dolle is receiving interesting mail from his wife, son and daughter and the two grandchildren, who are spending some time in San Diego, Calif., and other places of interest. The grandchildren are looking forward to visiting Disneyland.

A. Benson, formerly of the freight office at Tacoma and during recent years outbound revising clerk in Auburn, is now outbound revising clerk in Tacoma.

Word has been received that Doctor Roger Grummel, son of Mike Grummel, Tacoma, is doing all of the surgery at the Talahama Medical Indian Reservation in Oklahoma during the chief surgeon's absence on account of illness.

We are glad to report that Helen Ivory's husband is recuperating at home after several weeks' illness in the hospital. Also, that Dorothy Clover's mother and father, recently in an automobile accident, are doing nicely.

L & R Division

THIRD DISTRICT

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

Mrs. Mabel Loper, wife of Conductor Loper, died Jan. 9 after an illness of two days. She was a member of the Order of Eastern Star, the Ladies Auxiliary of Railroad Trainmen of Fond du Lac and of the Milwaukee Road Women's Club. Immediate survivors are her husband and a daughter, Mrs. John Chapman of Los Angeles. Funeral services were held at Wausau and burial was at Ripon. Among those serving as pallbearers were Conductors C. W. Dolloff, Arthur Dreier and Archie McDonald.

"Heinie" Schaupp, north-end way freight conductor, decided on Dec. 31 as his last day of railroad service. We hope he will have lots of time to fish, a sport he has always been interested in.

Charlie Voight has returned to service as a fireman, following four years in the Navy.

Mrs. Sam J. Loomis, widow of retired conductor, passed away Dec. 10 in a hospital in Chicago, which she had entered

Rail oddities



\$1,000 REWARD

A prominent publisher of books for children has offered to pay \$1,000 for proof that the classic children's story, "The Little Engine That Could," appeared in print prior to 1911.

"ALL TRAINS LOOK OUT FOR BUFFALO HERD ON RIGHT OF WAY NEAR FIRST CROSSING WEST OF GRAYLING." So read a train order sent by a railroad on May 3, 1955, to train crews operating in an area about 80 miles south of Butte, Montana. This was probably the first such warning sounded in 75 years.



Railroads haul fresh grapes farther than any other commodity. The average carload of grapes (shipped in refrigerator cars), travels more than 2,500 miles.



Association of American Railroads 156



At the engineering department send-off for W. J. Lohrentz. From left: Division Engineer B. E. Daniels, Milwaukee; Division Engineer I. C. Brewer, La Crosse; Mr. Lohrentz; and F. M. Sloane and W. Lakoski, retired division engineers, Milwaukee. Details in the column of Correspondent F. L. Clark.

following the sudden death of Mr. Loomis in November.

Retired Engineer Ben Lemke, 91, was recently presented with a 50-year service badge by the B. of L.E. The presentation was made by Retired Engineer Amos Griffith. Mr. Lemke retired from service on this division in 1943 after 50 years in engine service. At one time he was traveling engineer.

Winter vacations in the South were taken by Retired Section Laborer Newt Bennett who went to Miami, and by Agent Kuhn, at Los Angeles.

Train Dispatcher Nels Frizzell has been elected president of the Wausau Boot and Saddle Club. Active in the club since coming to this division, Mr. Frizzell has done much to promote interest in the organization, members of which participate in horse shows.

Mrs. Fred Barthels, 79, wife of section laborer, passed away recently. Funeral and burial services were held in Nekoosa.

Miss Margaret McGinley, cashier in the Wausau freight house, has returned from several weeks' visit in Phoenix and other places of interest in Arizona.

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Mrs. Otto Gloeckler, 72, widow of roundhouse employe, passed away recently at Portage after a long illness. Surviving are her sons Bernard and Charles of Portage—Charles is a fireman on this division—a daughter, Gertrude, of Milwaukee, and two sisters. Mrs. Gloeckler was a member of the Milwaukee Road Women's Club and the Catholic Women's Club; also the Knights of Columbus auxiliary and the Order of Foresters.

Edward Kohlhaas, 71, a telegrapher for more than 40 years, passed away Dec. 26 at Columbus after a long illness. Burial was at Columbus.

Edward Krause, retired engineer, passed away at Watertown recently after a long illness.

Harvey Roe, 69, passed away Jan. 16 in Milwaukee. At one time he was a traveling engineer on the LaCrosse Division.

January 5 was a Red Letter Day for Operator R. J. Finley of Watertown on account of the stork delivering a seven-pound daughter, Cynthia Ann. R. J. says he will be relieved of washing dishes and other chores now.

Ice fishing this year has been very good, everything from perch and bluegills to big northerns. But I still like summer, when you don't have to get defrosted after a trip.

I & D Division

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

Retired Conductor Albert G. Class died at his home in Altadena, Calif., Jan. 4 after a coronary attack. Mr. Class retired Aug. 7, 1950 after 38 years with the Road, all on this division. He is survived by his wife Grace; a son, Kenneth of North Hollywood, Calif.; two daughters, Mrs. Boyd E. Parker of Burbank, Calif., and Mrs. Robert V. Keller, Pasadena, Calif.; six grandchildren and a brother in Minneapolis. Services and interment were at Forest Lawn, Hollywood Hills.

"Nancy Jo" arrived Dec. 31 to brighten the lives of "Coke" and Harold Mahoney, former dispatcher at Sioux City now in the general manager's office in Chicago.

Engineer W. R. Reinke is convalescing at home after a sojourn in a Sioux City hospital; also Conductor A. Harrison.

Sympathy was extended to Retired Conductor T. H. Calligan whose brother, a locomotive engineer on the Missabe Railroad, passed away Dec. 31.

We enjoyed a visit recently with Glen Houser who is busy these days with B.-R.T. business. Although he travels extensively he still maintains his home in Sioux City; says he enjoys reading about his friends in the Magazine.

The best way to show that a stick is crooked is not to argue about it, but to lay a straight stick alongside it.—Dwight L. Moody.

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FIRST DISTRICT

Florence Paullin, Correspondent
Roundhouse Clerk, Mitchell

Sympathy was extended to Retired Engineer Dale and his daughter on the death of Mrs. Dale who passed away in Mitchell on Dec. 28 after a two-week illness. Also to the family of Retired Engineer Fred Diehl. Mr. Diehl passed away at Rapid City on Jan. 10. Another retired engineer, Mr. Rodgers, passed away at Rapid City on Jan. 18. Mr. Rodgers and Mr. Diehl were old timers on the Black Hills Division.

Yep, he up and done it. Engineer George McDougall, with a service date of 1906, retired on Jan. 1.

Engineer Charles Jacobs is relieving Engineer William Clark on 3 and 98 east of Mitchell while Engineer Clark is recuperating from an operation.

Fireman Orville Peterson is in the Veteran's hospital at Sioux Falls and would be pleased to hear from his friends. You can write him at Room 335 South Wing, Veteran's Hospital, Sioux Falls, S.D.

Sympathy was extended to Section Foreman C. C. Ellis whose father was burned to death recently at White Lake, S.D.

Machinist C. E. Donovan, Mitchell, has been confined to the hospital at Sioux City but we understand he is home now.

Ronda Mae arrived at the home of Machinist Apprentice Dean Goetsch on Jan. 2.

Retired Carman Joe Maier of Mitchell is confined to St. Joseph's Hospital here at this writing.

Word comes from Marion, Ia., that a daughter was born to Mr. and Mrs. William Peta on Jan. 14. Bill was formerly yardmaster at Mitchell and Mrs. Peta was the trainmaster's clerk and the former correspondent for this column.

Anyone can carry his burden, however heavy, until nightfall. Anyone can do his work, however hard, one day. Anyone can live sweetly, patiently, lovingly, purely, till the sun goes down. And this is all that life really means.—Robert Louis Stevenson.

LET HIM TAKE DOWN THE UMBRELLA



EAST END

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

Conductor John Hendrickson has retired after 56 years of both freight and passenger service. His last trip was on the Sioux Falls meat train Oct. 13. He will continue to make his home at McGregor, where he has lived for many years.

Charles L. Roth, 76, died Dec. 29 at a Mason City nursing home. He was a conductor for 27 years before his retirement in 1940.

Beverly Hogan, daughter of Conductor J. P. Hogan, has accepted a position as X-ray and laboratory technician at the Swedish Hospital in Minneapolis.

Robert D. Johnston, retired Mason City switchman, 69, passed away from a heart attack Jan. 18. Mr. Johnston had retired in 1944.

Agent E. J. Hackett has been elected to his seventh term as mayor of Calmar.

Charles A. Montgomery, 80, passed away Jan. 22 at the Community Memorial Hospital in Sheldon. He had suffered from a heart condition for a number of years. He was employed by the Road for 46 years and was roadmaster when he retired in 1936. He is survived by his wife, three sons, Leo of Spokane, Harry of Oregon City, Ore., and Robert of

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Mason City, and a daughter, Marie of Sheldon.

An old Mason City landmark is in the process of being torn down—the original freight and passenger station constructed in 1883 at the site where the passenger station now stands. In 1901 the old depot was moved opposite the present passenger depot, and since that time has served as offices for the superintendent, division freight and passenger agent, division engineer and yard forces. It has not been used since the superintendent's headquarters were transferred to Sioux City and other offices moved to the passenger depot building.

Chicago Terminals

UNION STREET

Florence LaMonica, Correspondent

During the holidays we were pleasantly surprised by R. G. Larson, retired agent, who made a trip from his new home in California and dropped in to see us.

Gus Johnson, chief yard clerk at Division Street, is back to work after a long illness.

Nino DiGreggorie is convalescing at home at this writing, after being confined at Wesley Hospital.

The wife of Henry Stephan, rate clerk, recently underwent major surgery in Ravenswood Hospital.

Regret to report the deaths of Mrs. Rose Bonk, mother of Henry Piet, fork-lift operator at house 2, R. Kazlauski, stower in house 2, and Clarence Smith, stower at house 1.

GALEWOOD

Norma Gunderson, Correspondent

J. J. Donohue, auto mail clerk, passed away suddenly New Years Day.

Retired Engineer John Penz and wife celebrated their 45th wedding anniversary recently.

Margaret Metcalf, telephone operator, fell and broke her knee Jan. 25, and at this writing is in St. Anne's Hospital.

David E. Jennings, yard clerk at Healy station, passed away suddenly Jan. 28.

At a meeting of Fullerton Avenue Chapter of the Women's Club on Jan. 10, the following officers were installed for 1956: Mrs. Minnie Tobias, president; Mrs. Ella Uggla, first vice president; Mrs. C. McCants, second vice president; Mrs. Ethel Bloch, third vice president; Miss Clara Cush, treasurer; Mrs. Ruth Brauneis, recording secretary; Mrs. Marie Horatt, corresponding secretary; and Mrs. Norma Gunderson, historian. Mrs. Frances Mason was installing officer.

Appointed to head the various committees were: Mrs. Eileen Barkley, con-

stitution and bylaws; Mrs. Bertha Buchholtz, good cheer; Mrs. Amanda Klank, ways and means; Mrs. Grace Voight, refreshment chairman; Mrs. Hazel Petersen, program chairman; Mrs. Mae Graney, publicity; Mrs. H. M. Borger-son, house and purchasing; and Mrs. Theresa Zopf, auditing.

The outgoing president, Mrs. Ernest Buchholtz, could not attend, due to being confined to Grant Hospital, but at this writing she is home and doing nicely. The entertainment consisted of a program by students of the Marlene Dance Studio.

WESTERN AVENUE

Earl A. Minaker, formerly an inspector in the sleeping and dining car department, passed away Jan. 11 in the Swedish Covenant Hospital in Chicago. He had been seriously ill for about four years. Death came peacefully in his sleep. Mr. Minaker was born in Chicago on Jan. 1, 1896. He started his service with the Road as a steward in July, 1936, was promoted to inspector in November, 1944, and retired because of ill health in August, 1951. He is survived by Mrs. Minaker at the family home in Chicago.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Sympathy was extended to the wife and daughter of Dave Jennings, Healy clerk, who passed away last month. Also to the family of Vern Hollister, Illinois Division conductor, who passed away after an unfortunate mishap.

William Fredericks, I.H.B. conductor, well known to many Milwaukee Road families, lost his wife Sally after a heart seizure and pneumonia in January.

C&M Conductor Ed Beal and wife have sent cards from our much-loved

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haunts in Tucson, Ariz. Yard Clerk Ed Eichwald and wife are also enjoying the healthful benefits of Tucson and Phoenix at this writing. Jim Murphy, visiting his sister Janet, sent us the Tucson newspaper that always lets us know Jim is soaking up that Arizona sunshine.

Car Foreman Kelly has taken time to pass on the following news from the car department:

After 35 years as car inspector at Bensenville, H. Winkelman plans to catch up on some fishing. Jan. 1 was the long awaited day for his retirement.

Mrs. E. Buchholtz, wife of district general car foreman, is in the hospital at this writing, but doing nicely.

Car Inspector Al Kohnde received sympathy on the recent loss of his son.

Car Inspector Buck Sawyer is still on the sick list at this writing.

Mrs. Joanne Reader, general car foreman's secretary and wife of assistant car foreman, has retired to await the arrival of an heir.

February 29 will be a big day for Len Phillips, yardmaster's clerk on the Bensenville hump afternoons—he'll have a birthday! Another in that once-in-four-years group is an old friend at Galewood, Tom Dyba.

Since your correspondent works with the new IBM installation, I think a word of praise is due the rest of the folks who are doing the same work and those who have been so nice to work with. On my own trick of 3 to 11 p.m. are "Blacky" Blackmore, "Hi" Nelson, Jack Verstege, Bob Miller, Leon Scholl and Eugene Waletich, and in the billing department Jack Kerwin, "Tiny" Ortman and Ed Glanz.

Illinois Division Conductor Roy Mantyla has been in Wesley Memorial Hospital for some time.

Train Director Charlie Neumann enjoyed the first vacation of the new year,

that is, a week of it. The rest was spent visiting his wife at a hospital, due to an unexpected operation.

The mother of Relief Train Director Art Weiseman passed away in January.

Trainmaster Larry Harrington has been assigned to Galewood, and Trainmaster Guy Chamberlain to Minneapolis.

The Eugene Youngbirds, with little Dennis, 9 months, enjoyed a rather snowbound vacation with Mrs. Youngbird's parents, the Apples, in Postville, Ia., last month.

A Silver Pass, in recognition of 45 years of service, was presented recently to Edward A. Cheezy, inspector in the Bensenville car department. F. E. Eckhardt, yard foreman at Elmwood Park, recently completed 50 years of continuous service and received his Gold Pass.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Dave P. Valentine, assistant superintendent of transportation, passed around cigars and candy Feb. 1 with the announcement of a new boy in his family, born in Providence Hospital, Seattle. The little fellow has been named "Mark" and joins another brother, Jeffrey, age 2. The Valentines moved here October 10 from LaCrosse where Dave was trainmaster.

Evelyn Hagen, secretary in the office of assistant to general manager, is at this writing confined to Providence Hospital where she underwent an operation. She will be back on the job about Mar. 1.

Wedding bells are scheduled for Feb. 18 for Kay Harris, steno-clerk in the industrial department.

Patsy Coonfield is the new steno-clerk in the industrial department, this being her first venture in railroading.

Henry Williams, clerk in the office of vice president, who was confined to the hospital in January is recuperating at the home of his brother in Fife, Wash.

Gene Ruthstrom, new mail clerk in the traffic department, is at this writing recuperating in the hospital from an accident at home, in which he suffered a head injury.

Clark Jones, former payroll clerk in the traffic department, has been appointed chief tariff clerk. Earl Connelly will take over the duties of payroll clerk.

Leo Kord, reconsigning clerk, underwent an operation in January and at this writing is recuperating at home.

The hands on the dummy clocks in front of many jewelry stores stand at 8:17 o'clock—not, as many people think, because Abraham Lincoln died at that hour and minute, but because the angle of the hands affords maximum advertising space.

D & I Division

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

Yardmaster and Mrs. Arthur J. Cush, Savanna, are proud of their new granddaughter and first grandchild who arrived on Jan. 4. This makes Delia and Clara Cush of the Fullerton Avenue office in Chicago great aunts.

Electronics Engineer Ben Powers of Savanna welcomed his first daughter Jan. 17.

Assistant Superintendent F. E. Devlin, Savanna, was honored at a farewell party held in the Elks Club at Clinton on Jan. 27, with about 65 in attendance. A delicious dinner was served and talks given by Superintendent J. T. Hayes and several others. Mr. Devlin transfers to Milwaukee with the good wishes of many friends on the D&I.

Freight House Foreman R. (Rusty) Eaton was honored at a retirement dinner in the Hotel Radke Coffee Shop in Savanna on Jan. 9. Rusty started railroading on Jan. 5, 1910 and retired on Jan. 28.

Frank W. Ahrens, retired First District conductor, passed away in St. Joseph's Hospital Jan. 17, following a long illness. He started railroading as a brakeman Aug. 4, 1903, was promoted to conductor Sept. 12, 1908 and retired June 25, 1954. Surviving are his widow, two sons, two daughters and two brothers. Burial was in Mount Hope cemetery, Elgin.

First District Brakeman V. W. Hollister passed away Jan. 25 following injuries and was buried in the Savanna cemetery Jan. 28; services held in the Hunter-Fuller Funeral Home. Mr. Hollister started railroading as a brakeman July 24, 1923. Surviving are his son and daughter.

Sympathy was extended to T. N. Bahwell and family (accounting department, Chicago) on the loss of their wife and mother who passed away in Sherman Hospital, Elgin, Jan. 26, following an illness of several months. Surviving are her husband, two sons, a daughter, her mother, three sisters and a brother.

Frank Gajdostik, Savanna mechanical department employe, passed away in Savanna following a heart seizure on Jan. 16. Funeral services were held in St. John's Catholic Church, with burial in the Catholic cemetery. Mr. Gajdostik came to the United States from Czechoslovakia in 1913. Surviving are a brother in Alberta, Canada, and a cousin, Anton Gajdostik, at Savanna.

Hazel Schmidt, sister of Machinist Oluf, retired Switchman Jens and Conductor Bernie Schmidt, passed away in the Evanston Hospital, Evanston, Ill., on Jan. 25 after a long illness. Surviving are three sisters and four brothers.

Yard Clerks Mike Cravatta and Joe Parker, Savanna, coach the St. John Panthers, the Catholic school basketball team. The team, which has a fine record, includes the following sons of Milwaukee families: Denny O'Leary, Tony Rivera and Louis Ramirez, and as reserves, young Mike Cravatta and Jerry Ferris.

Silver Passes, in recognition of 45 years of continuous service, were presented last month to Engineer G. C. Becker and Conductor C. A. Bertholf of Savanna, and to Engineer Edward Boyle, Wooddale. Engineer A. M. Casselman of Davenport and J. A. Hensley, retired Savanna conductor, who had completed 50 years, were presented with Gold Passes.

SECOND DISTRICT

Mrs. Ed Lee, historian of Dubuque Chapter of the Women's Club, reports that the following slate of officers for the coming year was installed on Jan. 13, Mrs. Albert Luedtke serving as installation officer: president, Mrs. Frank Barker; first vice president, Mrs. R. J. Kemp; second vice president, Mrs. Albert Luedtke; recording secretary, Miss Dorothy Doran; corresponding secretary, Mrs. Elizabeth Ploog; treasurer, Mrs. John Litscher; auditor and historian, Mrs. Ed Lee.

J. E. Kohler, Dubuque train conductor who recently completed 50 years of service, has been presented with his Gold Pass.

THIRD DISTRICT

Helen Layton, telephone operator at Kansas City, was recently commended for her handling of long distance calls. R. A. Rupe, district traffic supervisor of the Southwestern Bell Telephone Company, wrote to our company that the PBX instructor who calls regularly at the Kansas City office reported on a recent study that 91 per cent of the calls placed by Helen included the called number. "This is an excellent performance", he said, "and means a saving in faster service and of your PBX operator's time."

Due to a rearrangement of forces at Excelsior Springs in January, Agent I. K. Carey is on first trick, J. W. Zungs is operator on the second trick, and Operator D. D. Nance on third trick. W. M. Stockman, formerly third trick operator,

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is working the relief assignment between Polo, Excelsior Springs, Drawbridge and West Wye Tower.

Operator W. M. Stock, Excelsior Springs, welcomed a daughter, Rhonda Rae, on New Years Day.

Operator V. H. Campbell, on the second trick at Polo, is ill at this writing.

Operator Hope Beasley, second trick at Amana, vacationed in Tennessee last month. V. D. Clingman, who worked the second trick while she was away, has returned to the relief assignment at Newtown and Laredo.

Milwaukee Shops

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

H. J. Montgomery, Correspondent

Make way for another home builder—Anthony Teisl will soon start on his new house at Big Muskego. It's the trend, it seems. For instance, Art Schultz is in Brookfield, John Schnell in Pewaukee, Jack Mulhollon in Hartland and Bob Engelke in Wauwatosa.

The latest blueprint apprentice is Don Chandler who hails from the locomotive electrical department. He will put in three to four months in the drafting room. Speaking of out-of-towners, Don commutes daily from South Milwaukee.

The Jim Rabuns have established residence in Milwaukee, having moved up from Savanna. Besides the boss, Dorothy, the family includes Kathy, 4, and Daniel, 2. Jim is in the electrical department of the M.E. office.

Our favorite office boy, John Trojan, has been shifted to Davies Yard.

Harold Klubertanz, son of Louis, car department supervisor, has been hitting the maples heavily of late, including a 743 series at Harmeyer Majors. He also won \$100 on the Sentinel "Let's Go Bowling" TV program recently, plus several other prizes.

Mr. and Mrs. Joe Smetek celebrated their golden wedding anniversary on Jan. 21 at the Tower Hotel in Milwaukee.

Joe, now 79, was a carman helper in the freight shop until he retired in 1952. All 12 of the Smetek children and their families were present. This writer had the privilege of presenting Mr. Smetek with a large blueprint of a schedule 17 auto car inscribed with the names of his fellow employes of years ago—about 70. A solemn high mass was also celebrated at St. Ignatius Church. Mr. and Mrs. Smetek are in good health and Joe enjoys gardening and cultivating his fruit trees. A son, Peter, who also worked at the shops, is now a captain in the Air Force. Joe says "thanks" to the friends whose names appear on the blueprint scroll.

Machinist Elmer Libert who recently completed 45 years of continuous service has received a Silver Pass, and Machinist B. E. Davey, veteran of 50 years of service, a Gold Pass.

Boilermaker Theo Erchgorst was recently chipping burrs of metal from an engine frame when a burr hit the frame and rebounded, striking his safety goggles. The force of the blow cracked the right lens, but his eye was not hurt. It was the first time since Mr. Erchgorst started with the Road in 1943 that anything had struck his safety goggles. He was very grateful, he said, that he had formed the habit many years ago of wearing them to do work of any kind which might cause eye injury.

Erwin "Jack" Poenisch, 58, retired general foreman, died Dec. 23 at the county general hospital after a long illness. He was with the Road 40 years. Burial was conducted with Masonic rites. Mr. Poenisch was a 32nd degree Mason and a member of Tripoli Shrine, Wisconsin Consistory, McKinley Chapter and Blue Lodge, and the United Brethren Church in Wauwatosa. He is survived by his wife Nettie, two sons, Sgt. Russell Schmiechen, El Paso, Tex., and Glenn, and a daughter, Mrs. June Schanz.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

L. R. Riffle, who has been assistant chief carpenter at Butte, a position which has been discontinued temporarily, resumed work on the Iowa Division as a B&B foreman Jan. 1. His family continued living in Tama while he was at Butte.

Harold Hayes, Gary Eschman and E. W. Waffle, who were working temporarily in the engineering department in Marion, have been released. Harold and Gary will enter the University of Iowa in February, and E. W. Waffle has gone to New Orleans to work for a steamship company.

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G. W. Price, passenger train conductor, has been issued a Gold Pass for a half century of service with the railroad. Silver Passes, indicating 45 years of service, have been issued to F. G. Holsinger and J. A. Neff, train brakemen.

Miss Vernie Johnson, stenographer in the Cedar Rapids freight house, and Gordon Stoddard were united in marriage Dec. 24 in the Cedar Rapids Sinclair Memorial Presbyterian Church. They will make their home in Cedar Rapids for the present.

Recently learned of the 60th wedding anniversary of Mr. and Mrs. Edward J. McLaughlin, who celebrated with an open house at their home in Minneapolis in November. Adjunster H. J. McLaughlin of Des Moines is a son.

Roadmaster J. L. Vavra has a new grandson, born on Jan. 14 in a Marshalltown hospital to Mr. and Mrs. William Kiegel of Tama. The mother is the former Beverly Vavra.

Mr. and Mrs. W. J. Peta, newcomers to Marion, have a new daughter, born Jan. 15 in a Cedar Rapids hospital. Mr. Peta, recently appointed trainmaster on the Iowa Division, came from Mitchell, S.D.

Mrs. D. N. Doumas, wife of assistant agent at Cedar Rapids, was a surgical patient in a Cedar Rapids hospital in January. She is making a satisfactory recovery.

William McCall, warehouse foreman at Cedar Rapids, was in a Cedar Rapids hospital in January.

Dispatcher Harry E. Ramsey, assigned to the second trick in Marion, retired recently. He entered the service of the Road on May 26, 1911 as an operator, was promoted to extra dispatcher in March, 1918 and assigned permanently as dispatcher in Marion on May 1, 1938. Since his retirement he has moved to Arlington, Ia.

Sympathy was extended to Mr. and Mrs. John Cone, whose sister, Miss Emma Johnson, died Dec. 25. She was born Nov. 7, 1893 in Marion and was a member of the Marion Presbyterian church. She is also survived by two brothers, Carl W. Johnson of Walnut Creek, Calif., and Harry W. Johnson of

Riverside, Calif. Burial was in Oak Shade cemetery, Marion.

Frank E. Simon, flagman,, died Jan. 15 following a sudden illness. He was born July 21, 1889 in Cedar Rapids, and had worked for the railroad for 43 years. Surviving are two sisters, Victoria Davis and Matilda Mrstik, both of Cedar Rapids; and two brothers, Theodore Simon of Cedar Rapids and Robert Simon of Independence. Mr. Simon was an Army veteran of World War I, a member of Hanford Post of the American Legion, and of the Brotherhood of Maintenance Employes. Burial was in Oak Hill cemetery.

C. M. Craig, passenger train conductor, Marion, has been presented with a Gold Pass in recognition of his half a century of service.

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

The wedding of two young members of the Milwaukee family in Perry took place on Jan. 14. Charles Glenn, son of Conductor Francis Glenn, was married to Loraine Overton, daughter of Arthur Overton, Milwaukee shop man. The groom who was home on leave from the Marines will enter college for an engineering course after his discharge from service.

Yardmaster Jack Snyder's wife and daughter Marilee took their annual trip to Florida in January. Mr. Snyder takes his vacation during the school vacation, when he can take his boys to some place of interest. Each year they have visited a different part of the United States to give the boys a chance to see places they have studied in school.

Mrs. W. R. Prettyman, wife of retired conductor, died suddenly on Jan. 14 of a heart attack. She was an active member of the Women's Club for many years and had also worked in the Auxiliary of the B. of R. T.

Henry Hall who retired a few years ago after long service as a switchman in Perry yard, died at the Dallas County Hospital on Jan. 15 after several months illness. Burial was in Perry. His wife,

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two sons and a stepdaughter survive. The Masonic Lodge conducted the last rites.

Retired Agent Frank Bean and wife who have been spending their winters in Texas went to California in January. Their daughter Mrs. Ora Delaney, whose husband was a conductor on this division for many years, accompanied them.

Roy Cole, retired employe who lived in

Manilla, died on Jan. 12 after a long illness following a stroke. Roy started railroading as a fireman and was in engine service a long time. He was working in the roundhouse at Manilla when he became ill.

Engineer Lloyd Bailey and Conductor Vernon Vodenik were surgical patients at the Veterans' hospital in Des Moines during January.

Gertrude Donahoe, agent at Fostoria, has been appointed agent at Clive. The job was opened when V. C. McGee went to Lohrville. Miss Donahoe was agent at Wauke before that station became joint with the M. & St. L. The Clive appointment allows her to drive to work from her home in Des Moines.

Fireman Robert Bouvia became the father of a girl in December. He came to this division from Sioux City when the forces were increased in October.

Brakeman Richard Heenan who has been in the Air Force for two years, including a year in Germany, was home on furlough in January. After visiting his parents, Yardmaster and Mrs. E. O. Heenan in Perry, he and his wife and son Rickey went to Othello, Wash., where he will be stationed for the balance of his enlistment.

Harry Upton, son of Frank Upton a switchman in Perry yard for many years, has been appointed director of nurses on the Oklahoma Board of Mental Health. He and his wife, who is teaching at the University of Oklahoma, trained as nurses at McLean Hospital in Boston and after the second World War, in which both served, Harry received his master's degree from the University of Iowa.

In less than a month death claimed two members of the Costello family in

Perry. On Dec. 31 Mrs. M. D. Costello passed away, and on Jan. 19 Engineer Costello died from a heart condition which necessitated his retirement two years ago. They were the parents of Engineer Merle Costello and Mrs. William Fallein, wife of an engineer.

The Brotherhood of Railway Trainmen had a big party at Perry on Jan. 12 for the purpose of introducing the new trainmen and their wives to other members of the organization in Perry. One hundred and twenty five were present to enjoy the buffet supper and an interesting program, including several Grand Lodge officers. William Rierson, field supervisor who is a former Milwaukee Road trainman, was master of ceremonies.

Mr. and Mrs. John Lee have a granddaughter, born on Jan. 12 to their son, Aviation Cadet Kenneth Lee, and wife. John worked at the roundhouse before his retirement.

Melvin Dessenko, joint agent for the Milwaukee and the M. & St. L. at Wauke, was elected to the city council there in January.

A wedding of interest to Iowa Division employees took place in the University Congregational church in Seattle on Jan. 8 when Cynthia Ann Colburn, a granddaughter of the late H. R. Meyer, a division storekeeper, was married to Stanton Holmes Burnett of Seattle. The groom is in service, stationed at Fort Lewis, Wash., and following his discharge will resume his college work, majoring in radio and television. Both young people have been active in production at the Cirque Playhouse in the university district of Seattle. The bride is a second year student at the University, majoring in drama.

Funeral services were held in Council Bluffs on Jan. 28 for Leo P. Davis, retired mail clerk. He was the father of Mrs. O. P. Byrd Jr., wife of the agent at Huxley, Ia.

Mrs. Joe Polich, wife of a Perry yard switchman, was a hospital patient for surgery during January.

Miss Barbara Rogers, granddaughter of the late Engineer William Rogers, was married in Chicago Jan. 21 to William Joseph Keenan of Chicago.

Conductor and Mrs. LaVerne Roland enjoyed a holiday visit with their son, Airman 2/c Robert Roland, while he was enroute from Alaska where he served as a radio engineer for two years, to Orlando, Fla., to serve the balance of his enlistment. When Robert's tour of duty is over he will resume his college studies in radio and electronics.

Engineer Clarence L. Pound has been appointed general chairman of the Brotherhood of Locomotive Firemen and Enginemen. He takes the place of Charles Dulen, who resigned to join the staff of the National Mediation Board

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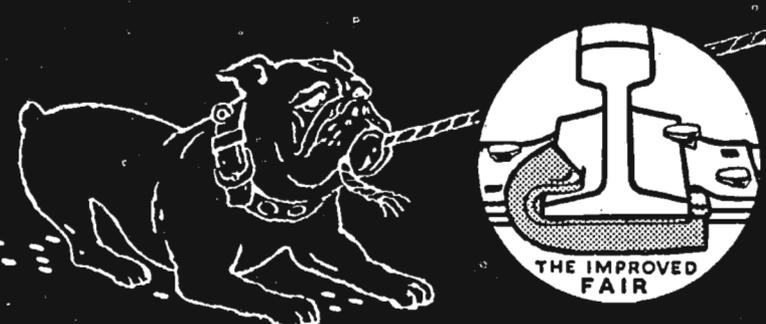
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A. C. Jacobs, retired Waukee agent, is at the Grayson Nursing Home, 1725 6th Avenue, Des Moines, and would enjoy hearing from his friends.

Foreman Blair of the Waukee section was a surgical patient in a Des Moines hospital during January; also Retired Roundhouse Foreman A. J. Kressen of Perry who underwent an emergency operation.

Silver Passes, tokens of 45 years of continuous service, have been presented to Engineer O. W. Fox, Perry, Conductor O. L. Appleby, Des Moines, and Conductor G. Courtney, Perry. Agent F. F. Foster of Maxwell and Glenn D. Moats, section man at Boone, who recently completed 50 years of service, have been presented with Gold Passes.

Decorations in the railroad theme were conversation pieces at the annual Ladies Night banquet held by the Perry Chamber of Commerce in the Fellowship Room of the First Christian Church on Jan. 26. The motif was suggested by Mrs. Walter Callahan, wife of Engineer Callahan of the Challenger crew, who is president of the church group which served the banquet. The Chamber members were pleased to adopt it as a tribute to the new Chicago-Omaha service.

Attractive posters of scenes along The Milwaukee Road, the Union Pacific and the Southern Pacific decorated the walls, and a display of cardboard model diesels, miniature trains and cutouts of wood burning locomotives showed the progress of railroad motive power. "Milwaukee" members on the banquet committee included, in addition to Mrs. Callahan, Mmes. Edward Davis, Harry Fuller, Harold Lientz and Arthur Santee, wives of conductors; Mrs. D. R. Wagner, wife of Engineer Wagner; and Mrs. Harold Hass, wife of machinist. About 175 attended. Walter Hetzell, superintendent of schools at Ames, Ia., was the principal speaker.

COUNCIL BLUFFS TERMINAL

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

We are glad to see back at their regular jobs Switchman Roy Michael and Car Inspector Russ Anderson. Carman Helper Frank Fichter is still absent on account of illness at this writing.

I received a letter recently from Peter J. Johnson, an employe who retired in 1942. He commented on the Road's new look in operation and equipment since he retired and said he would like to hear from his former associates. His address is Route 4, Box 432, Everett, Wash.

In recognition of 45 years of continuous service R. W. Moore, Council Bluffs locomotive engineer, has been presented with a Silver Pass.

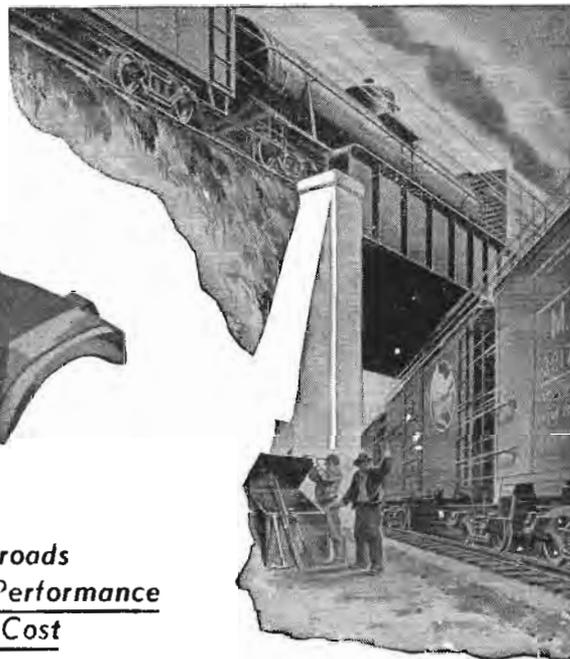
February, 1956

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(Advertisement)

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

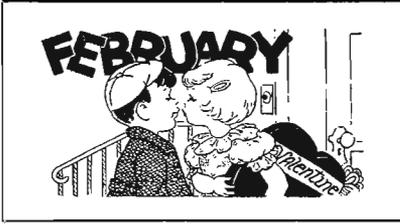
Locomotive Engineer Hubert E. (Scopy) Barnes and Telegraph Operator Patrick V. (Pat) Bailey have received passes good for lifetime travel on all Milwaukee Road trains. Mr. and Mrs. Barnes received a Gold Pass in recognition of Mr. Barnes' 50 years of service, and Mr. and Mrs. Bailey a Silver Pass in honor of Mr. Bailey's 45 years of service.

Brakeman Thomas M. Chambers, son of Walter Chambers, former St. Bernice

conductor, was released from military service in time to spend Christmas at home and returned to work on the railroad early in January.

Otha G. McCurdy, former conductor and yardmaster on this division, died suddenly at Plant City, Fla., on Jan. 8. He was buried in Winchester, Ind. Mr. McCurdy had been retired since 1938 and was 69 years of age.

Locomotive Engineer Carl Van Meter of St. Bernice retired on Dec. 19 after 47 years of service. Conductors Charles C. Draper retired on Feb. 1 after 42 years in train service, and Mark L. Hewitt on Feb. 17 with 40 years of



Feb. 4, 1887—The Interstate Commerce Act, creating the Interstate Commerce Commission, signed by President Grover Cleveland.

Feb. 6, 1815—John Stevens of Hoboken, N. J. was granted first railroad charter in America by the New Jersey Legislature which authorized construction between the Delaware and Raritan Rivers near Trenton and New Brunswick.

Feb. 13, 1893—Following deposition of Queen Liliuokalani provisional government of Hawaii asked annexation by the United States.

Feb. 15, 1898—Battleship Maine sunk by explosion in Havana harbor, provoking American public demand for war with Spain.

Feb. 18, 1688—In earliest protest against slavery, Mennonites in Germantown, Pa., demanded its abolition.

Feb. 22, 1856—The first railroad in California, the Sacramento Valley (SP), opened for operation.

Feb. 23, 1905—In Chicago a lawyer, a coal miner, a mining engineer and a merchant tailor formed an unusual luncheon club which became Rotary International.

Telegraph Operator Claude D. Wilson, known as "Major" to his railroad friends, died on Jan. 19. He leaves a son and a daughter.

Sympathy was extended to Engineer John T. Jones whose mother passed away on Jan. 12. She made her home most of the time with the Jones at Terre Haute.

Engineer W. J. Scott vacationed in California in January.

It was another boy when the stork arrived at Brakeman Donald Kesler's home in Terre Haute on Dec. 31. The Keslers have four other little boys.

Car Inspector Delmont McDaniel is the proud grandfather of "Rickey Lee", born to Mr. and Mrs. Clifford F. McDaniel on Jan. 4. Papa until recently was a switchman at Terre Haute yard.

The new grandson of Conductor Harold J. Blair is "Stephen Michael," born Jan. 5 to Mr. and Mrs. Harold Blair Jr.

Brakeman Hubert Ingram did not work during January, due to illness.

Terre Haute Switchman C. I. Stout underwent surgery at the Mooresville, Ind., hospital in January.

Henry Crow of the Terre Haute freight house was hospitalized the latter part of January. He was relieved as foreman by Clerk Arthur Griffith.

Locomotive Engineer John J. Sweeney, who worked at Faithorn, for the past 35 of his 42 years of service, died on Jan. 24. He was 66.

Sympathy was extended to Robert Newkirk of the local freight house in the death of his mother at Bedford.



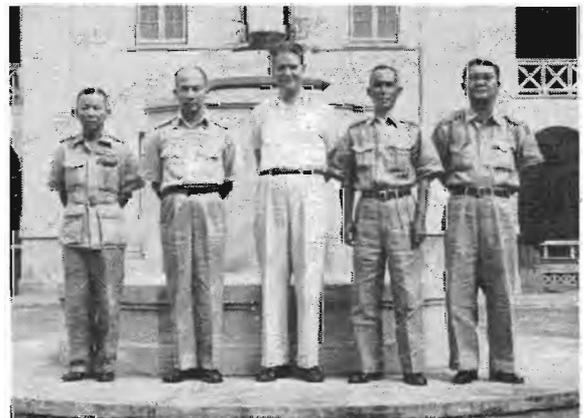
TALKING IT OVER WITH THE FAMILY. Scene at Aberdeen, S. D., on Jan. 18 when 360 railroad employes and their families attended a meeting sponsored by the South Dakota Railroad Association and the Brotherhoods to discuss matters which are vitally important to railroad people. Seated in the foreground are from left: W. J. Quinn, Milwaukee Road vice president and general counsel, Chicago, who spoke briefly; J. H. Hays, general counsel of the Association of Western Railways, Chicago; and Dwight Campbell, Milwaukee Road solicitor for North Dakota and South Dakota, Aberdeen. Mr. Hays addressed the meeting on the subjects of competitive rates and proposed highway financing. T. H. Such, chairman of the legislative board, B.L.F.G.E., was master of ceremonies, and refreshments were served by Aberdeen Chapter of the Milwaukee Road Women's Club.

service.

From San Benito, Tex., comes news of former locomotive engineer Fred L. Lake, who began railroading on this division in 1906 and moved to the Rio Grande Valley in 1919 due to his health. He and Mrs. Lake opened a general merchandise store in La Paloma, and in 1924 Mr. Lake was appointed postmaster there, holding the position in connection with his store until 1949 when he retired and moved to San Benito. Mr. Lake also had farming interests at La Paloma specializing in vegetables, and still grows cotton on his land. The Lakes recently celebrated their golden wedding anniversary. Mr. Lake, now past 70, is busy in Masonic work and Mrs. Lake in the Order of the Eastern Star, and both are active in church work.

Engineers William Walters and Warren White are recuperating satisfactorily from recent operations, and at this writing Conductor Fred Gallatin is hospitalized at Terre Haute for surgery.

TO STUDY AMERICAN RAILROADS. Senior officials of the State Railway of Thailand who are currently on a three-month inspection of American railroads photographed in Bangkok with E. R. Ewin of The Milwaukee Road mechanical department before their departure. Mr. Ewin, on leave from the Western Avenue shops in Chicago since 1949 to serve with the ECA, has been advisor to the Thailand Railway for the past five years. The railway officers shown here expected to spend some time on The Milwaukee Road in mid-February.



The Milwaukee Road Magazine



NEW "MONTANA". A group of traffic department officials pictured last month at Eugene, Ore., on a business trip to the Northwest aboard the new business car "Montana". Seated from left: P. J. Cullen, western traffic manager, Seattle; W. D. Sunter, freight traffic manager, sales and service, Chicago; P. H. Draver, vice president-traffic, Chi-

cago; R. J. Daniel, general agent, Portland; J. E. Marshall, (rear), general freight agent, sales and service, Seattle; and A. G. Brett, district freight and passenger agent, Eugene. The crew members are Attendant C. Parks (left) and Chef T. Green.

REHEARSAL ON THE ROAD. Without uniforms, but in the mood for a little pleasant work, members of the Michigan State University marching band get set for a rehearsal of the vocal portions of their routine while en route to Los Angeles for the Rose Bowl game with U.C.L.A. There's was one of several groups which made up three special trains over The Milwaukee Road - Union Pacific route for the big event on Jan. 2.

PUTTING ON THE DOG. An unexpected treat for kindergarten pupils of Milwaukee's Hampton Avenue School during an educational tour of the Union Station facilities on Jan. 20 was the arrival on No. 27 of Actor Jackie Cooper with Patricia Breslin and his famous basset hound Cleo, who are featured with him on his weekly television show, "The People's Choice". The dog, a notorious scene stealer, is shown here enduring an affectionate pat from Patricia Kelly, age 5. Mr. Cooper rode the Milwaukee round trip from Chicago to appear on a March of Dimes program.



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HUP . . . TWO . . . THREE . . . Everybody's out of step but Willie. But what, exactly, are they? You'll find them (and several more regiments just like them) in the relay houses at Bensenville Yard, throwing switches 24 hours a day. As soldiers, they could use a drill sergeant, but everybody agrees that they are experts at classifying freight!

