

**THE  
MILWAUKEE ROAD  
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

**MARCH 1956**

MARCH 1956

# THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis  
Manager

Marc Green      Marie Hotton  
Editor              Assistant to Editor

UNION STATION—CHICAGO  
PUBLIC RELATIONS DEPARTMENT

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## The Customer's Point of View

As I mentioned last month, the railroads' greatly increased cost of operation made it necessary for them to petition the Interstate Commerce Commission in February for a general increase in freight rates. That increase was granted early this month, although with certain qualifications.

The original request was for a general increase of 7 per cent, that being the amount which most of the railroads, including our own, estimated would be needed to offset wage increases granted last year. The general increase actually authorized, however, was for only 6 per cent, with exceptions which are expected to cut the overall increase to about 5½ per cent. Some commodities, such as grain and some others which bulk large in the Milwaukee Road's total traffic volume, were increased to an even lesser extent, with the result that we can expect to realize an average increase of no more than about 5 per cent. At the level of last year's traffic, this will fall short by about \$3 million of covering added costs, as represented by wage increases, higher health and welfare costs, the greatly increased Railroad Unemployment Insurance tax, and higher material costs.

In all of this we must not lose sight of one fact:

*From the shipper's point of view a higher rate is justified only if it buys a better product.* He will continue to enjoy doing business with us if he feels that we are trying to give him an even finer quality of service—friendly attention to his needs, on-time handling and damage-free delivery.

If we stop to consider that our dealings with customers are personal relationships, just as the railroad paychecks which their patronage makes possible have a personal meaning to us and our families, we will not fail to deliver the service expected of us.

*J. P. Kiley*



## COMMENTS FROM OUR CUSTOMERS



### MORE THAN ANTICIPATED

*(In connection with a recent trip on the Olympian Hiawatha from Chicago to Tacoma.)*

"I am presently stationed with the Army in Japan, and I used your railroad en route here from my home in Massachusetts. Since I had my choice of mode of travel to the West Coast, I chose The Milwaukee Road because I had heard and read of the fine service and equipment of the Olympian Hiawatha, and because of the excellent connections available at Chicago.

"I found that it was everything and more than I had anticipated, and superior to any service I had ever experienced. Everything about the train—operation, equipment, service—was excellent. The dining service was the best I have ever encountered on a railroad. I found the employes all friendly and courteous. Service like this is the best public relations a railroad could have."

*Mfc. Charles M. Smith  
89 High Street*

*Wareham, Mass.*

### A NUN WRITES

*(The following letter refers to services performed at Sioux City by D. W. Woodhouse, chief clerk to superintendent, and Ticket Clerk E. C. Johnston)*

"Recently I traveled on the Challenger to Sioux City to meet a sick Sister and bring her to Milwaukee. We had reservations on the Arrow but the Challenger was late. Your employes were kind enough to delay the departure of the Arrow until I arrived, and not only that, but in the meantime helped the patient to become comfortably settled in the reserved bedroom.

"I have already asked God to bless those who were kind to us, and with this note I wish to commend both the Milwaukee and Union Pacific railroads for their courteous and considerate employes."

*Sister M. Eileen, O.S.F.  
School Sisters of St. Francis  
1501 South Layton Blvd.*

*Milwaukee, Wis.*

### MUCH SMOOTHER RIDE

"With two of my associates, I recently had an opportunity to ride the City of San Francisco from Oakland to Chicago and all of us were pleased with the improvement in the last leg of the trip since the Milwaukee has been included in the operation.

"We noted a much improved road-bed which, to our way of thinking, made it a much smoother ride from Omaha to Chicago. We also were well pleased with the food and service in the dining car. Congratulations to The Milwaukee Road for this improvement."

*J. B. Patton  
Vice President  
Fruitvale Canning Co.  
905 Sixty Sixth Ave.*

*Oakland, Calif.*

### PROTECTING PAIR

*(From a letter received by Leo T. Crowley, chairman of the board of directors.)*

"I am addressing this to you directly . . . with reference to two employes of your organization who I feel went beyond the call of duty recently while traveling on the Hiawatha to Minneapolis.

"Mr. Joe Corbett of Chicago and Mr. Ernest Jensen of Milwaukee saw fit to go out of their way to see that my son, little Jim Russell, age 10, got to Minneapolis safely when I sent him alone to visit his cousins . . . Before permitting him to travel I was concerned as to his safety en route, and while at the Milwaukee Road depot in Milwaukee I ran across Ernest Jensen who stated he was to be the trainman on that run. He voluntarily stated that he would see Jimmie was taken care of as far as La Crosse, and from there he would put him in good hands, which he did, with Mr. Corbett.

"As a widower and he being my only child, and not being able to travel with him always, I felt pleased that railroad employes would be so concerned and do the job . . . Credit should be given to those who do that, and it is a sincere compliment to your railroad."

*James L. Russell  
James L. Russell & Associates  
2113 South 77 Street  
West Allis 14, Wis.*

## THE COVER

THERE'S an appealing glimpse of warm sunshine and happy vacation days ahead in this odd-angle view of Grand Coulee Dam near Spokane, Wash. The tremendous size of the dam is emphasized by the way it dwarfs the shepherd and his flock as they cross over the road extending the breadth of the huge structure. Grand Coulee, considered to be "not the highest, not the longest, but the world's largest dam", will be a "must" for thousands of vacationers this summer, including many who will avail themselves of Olympian Hiawatha service to Spokane, capital of the Inland Empire.

## Declare \$1.50 Dividend On Common Stock

A DIVIDEND of \$1.50 per share on the common stock of The Milwaukee Road was declared out of 1955 earnings at a board of directors' meeting in Chicago on Mar. 14, payable Apr. 6, 1956 to holders of record at the close of business Mar. 24.

A dividend of \$1.00 per share on the common stock was declared at this time last year, followed by a special dividend of \$1.50 per share on the common, paid July 26.

As announced last month, the board declared a dividend of \$5.00 per share on the company's Series A Preferred Stock at the meeting held on Feb. 8, 1956. It was payable Mar. 9.

## LOADED FOR BEAR!



# Railroads Oppose 7¼ Per Cent Payroll Tax for Retirement

THE RAILROADS early this month told a Transportation and Communication Subcommittee of the House Committee on Interstate and Foreign Commerce that there is no justification under present circumstances for increasing railroad payroll taxes for retirement purposes.

Testifying on more than 100 railroad retirement bills now pending before the Congress, Gerald D. Finney, assistant general solicitor of the Association of American Railroads, declared that payroll taxes imposed on the carriers were already greatly above those of other industries.

"There can be no possible justification for increasing railroad payroll taxes for retirement purposes when such taxes are already far greater than taxes paid for the same purposes by industries covered by the social security system," he stated.

While the railroad tax rate is now 6¼ per cent, he continued, that currently paid by other industries is only 2 per cent and at its maximum, not to be reached until 1975, will be only 4 per cent.

"In other words, at the present time other industries, including those such as motor trucks and airlines, which are in direct competition with the railroads, are paying less than one-third as much tax as the railroads are paying for retirement and survivor benefits," Mr. Finney testified.

## Employes and Carriers Would Each Pay 7¼ Per Cent

He pointed out that provisions contained in H.R. 9065 and identical bills would amend the act by providing in general a 15 per cent increase in annuities and at the same time would increase payroll taxes from 12½ per cent to 14½ per cent, which would be equally divided between employe and employer.

"Under the bill," Mr. Finney emphasized, "the railroads would immediately be called upon to pay 7¼ per cent. This 1 per cent increase, according to the Railroad Retirement Board actuaries, would amount to \$53 million annually on a level basis over the years."

The witness added that under actuarial estimates the Railroad Retirement System is operating at a deficit of more than \$86 million a year and that because the revenues provided in H.R. 9065 do not equal added expenditures provided

in the bill, its passage would increase the annual deficit to about \$102 million.

Continuing, Mr. Finney cautioned the subcommittee that the impact of the railroad retirement payroll taxes upon the railroad charges to the public is entirely out of line with that of other industries' social security taxes upon the price of their products.

"This is due not only to the fact that the railroads pay much higher taxes, but also to the fact that in the railroad industry the payroll cost is a much larger part of the gross income than in the case of industry generally," he explained.

In 1954 the railroad payroll was 51.8 per cent of gross revenues, he added, while that for all manufacturing industries was 23.5 per cent of the sale price of their products.

"Thus the manufacturers' payroll tax was 0.47 per cent of the price of their products," Mr. Finney said. "In sharp contrast, the railroad payroll tax was 3.24 per cent of the price of railroad services, or about 7 times as much as in the case of manufacturing industries."

## A. C. Erdall, Minnesota Solicitor, Retires



Arthur C. Erdall

ARTHUR C. ERDALL, Milwaukee Road solicitor for Minnesota, with headquarters in Minneapolis, retired Feb. 29 following 34 years of service in the law department. As announced elsewhere in this issue, he is succeeded by Stuart W. Rider, Jr., who has been assistant solicitor since 1948.

A group of approximately 65 of Mr. Erdall's closest associates in the railroad's various departments, as well as from outside the company, held a luncheon in his honor in Minneapolis on Feb. 27. Among those present was W. J. Quinn, vice president and general counsel, along with several other officers from Chicago.

E. W. Bolmgren, former division engineer at Minneapolis, and now with the Minnesota State Highway Department, presided at the luncheon, following which Mr. Rider presented Mr. Erdall with a collection of 162 letters from

friends and associates. Many of these were in a vein similar to that of the official notice of his retirement, which stated that during his years of service he had "... not only earned the respect and affection of his associates, but his integrity, ability and warm personality have made many friends for this company."

Mr. Erdall was also given a tennis racket as a retirement gift, he being perhaps the only officer or employe of the company to still be playing the game regularly and well at retirement age. He also plays handball every day.

Mr. Erdall received his law degree from the University of Minnesota in 1915. He played on the University of Minnesota football team in 1910-1912 and 1914 and was backfield coach in 1915-1916.

Mr. and Mrs. Erdall make their home in Minneapolis, as do their four children. Mr. Erdall has tentative plans for entering the private practice of law.

## Downing Box Company Locates in Cedar Rapids

THE Downing Box Company is now completing construction of a plant estimated to cost \$1,800,000 on Milwaukee Road trackage in Cedar Rapids, Ia. It is located on a 21-acre site within a 215-acre tract of land which had previously been acquired by the Road's industrial department in line with a program which it has been pursuing for about three years to acquire property for industrial development at strategic locations on the railroad.

The Downing company, which also has a plant on Milwaukee Road trackage in Milwaukee, is the first industry to locate in the new Cedar Rapids development.

The City of Cedar Rapids has extended its city limits to include this property and is installing sewer and water facilities. The box company expects to occupy the building in June of this year.

## THE UNCONQUERABLE MIND

*If you think you'll lose, you've lost,  
For out in the world you'll find  
Success begins with a person's will—  
It's all in the state of mind.*

*Life's battles do not always go  
To the stronger or faster man;  
But sooner or later the man who wins  
Is the fellow who thinks he can.*

—from The Central Reminder

The Milwaukee Road Magazine



View looking toward the north end of Chicago Union Station, showing the new information booth and a corner of the New Fred Harvey shopping center. Inset shows Milwaukee Road portion of the train information board.

## NEW INFORMATION BOOTH for Chicago Union Station

THE 50,000 travelers and commuters who daily pass through Chicago Union Station now find that train information is dispensed at an attractive new booth. It is built into the west side of a new Fred Harvey shopping center occupying the central area of the terminal's main concourse. The center was formally opened Feb. 20, although the information booth went into service earlier.

Strictly modern in design, the booth shows all of the Milwaukee Road's 20 arriving trains and 18 departing trains (exclusive of commuter trains) on back-lighted glass panels, with space for show-

ing time due, time expected, and the track number. Other panels carry the same information for trains of the other three railroads using the station—the Gulf, Mobile & Ohio, Burlington, and Pennsylvania.

The shopping center, featuring a conception of merchandising entirely new to railroad stations, is to be the first unit in a long-range program which will include the modernization of the Fred Harvey restaurants and other Harvey retail units at the Chicago Union Station, as well as facilities at various locations throughout the country.

The new shopping center as it appears from the east end of the station concourse.



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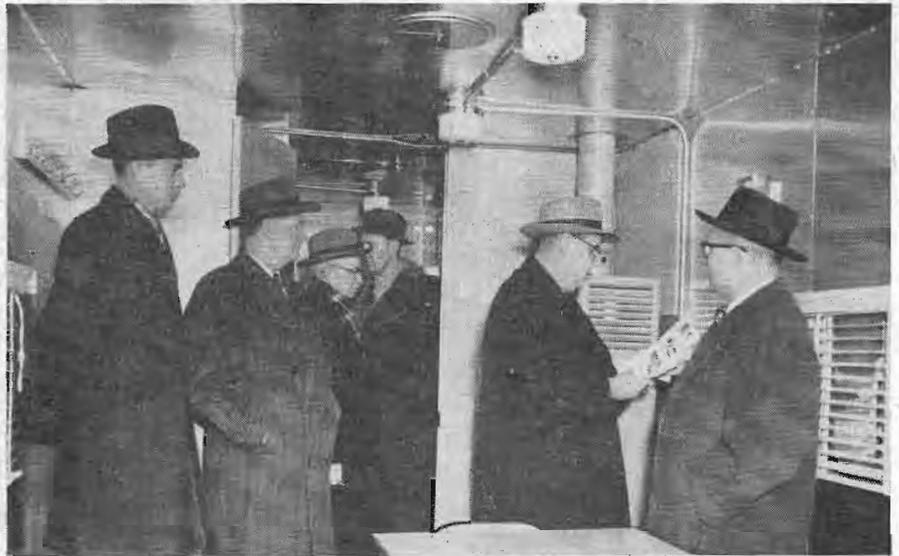
Below: President J. P. Kiley cuts the ribbon to open the shopping center, as Byron Harvey, Jr., chairman of Fred Harvey, looks on. Holding the ribbon are waitresses Mrs. Betty Kelleher (left) and Mrs. Emily Gattuso, from the station dining room, in uniforms harking back to the early day "Harvey Houses" of the Midwest, West and Southwest.



**S**LEEK new aluminum trailers, designed to provide more comfort for the men and easier movement from place to place than was the case with railroad camp cars, have become a home-away-from-home for several of the Milwaukee's signal and communications crews on Lines East.

The first 28 of these trailers were placed on display in Milwaukee on Feb. 3 for inspection by the press and visiting officials of this railroad and others.

These units, built to meet the particular requirements of the signal and communications section of the engineering department, are eight feet wide and 30 feet long, with an inside ceiling height of seven feet. The 28 trailers include eight sets, or "camps," of three units each, plus four two-man trailers for use by Milwaukee Road signalmen who operate apart from the regular



Shown inspecting one of the new kitchen-diner trailers are, left to right (foreground): Chester Miller, automotive engineer; V. E. Glosup, assistant chief engineer, signals and communications; P. H. Linderoth, signal engineer; and R. E. Long, of the Mississippi Supply Co., Chicago, manufacturer's representative.

## HOME AWAY FROM HOME for signal and communications crews

crews and whose work consists of testing signal circuits, relays and other signaling apparatus in connection with Interstate Commerce Commission regulations.

Each of the three-unit camps consists of one trailer with sleeping facilities for six men; one trailer with a small office and accommodations for the foreman and four men; and a combination kitchen and dining unit. The men use the trailers for living quarters only, and travel from one job site to another by train in most instances. The trailers are transported by the two trucks assigned



Three of the 28 trailers on display at Milwaukee Shops recently, together with trucks of the types used to pull the trailers and do other work.



to each camp—one a two-tonner and the other a 3/4 ton pick-up type—which take the trailers to the next work location (one doubling back for the third trailer). The larger truck is equipped with fold-away seats for the 11-man crew so that the men can go with the trailers on very short moves. For the most part, schedules are arranged so that the men can get home for week ends.

Chester Miller, automotive engineer, studies one of the 3/4 ton trucks with motor car mounted piggy-back. Note the rails forming a loading ramp; these can be reversed into an upright position to form a crane boom for the truck's winch. The device was designed by Milwaukee Road technicians.

The smaller truck is equipped with an ingenious device for carrying a small motor car piggy-back. Conceived and developed by the Road's own automotive department, it consists of two light rails mounted at the rear end of the truck in such a way as to permit their being extended to the ground to form a ramp for rolling the car onto the truck bed; or they can be elevated and made into an upright "A" frame for use as a crane boom with the truck's hand winch.

Five of the Road's 13 signal crews on Lines East were expected to be equipped with trailers by the end of March, as were three of the six Lines East telegraph crews. Because of the distances between highways and rail lines at many

places on Lines West, it has not yet been determined whether trailers can replace camp cars in that area.

V. E. Glosup, assistant chief engineer, signals and communications, states that trailers offer a number of definite advantages over the railroad camp car. Among other things, they are less expensive to maintain and operate, and can be parked in a great variety of places, often close to the point of work, whereas camp cars can be placed only where track facilities are available, and at such times as train schedules will permit. In addition, the trailers are expected to be more comfortable for the men in the crews, as trailers can be kept clean more easily, and are warmed in winter by means of forced-air heat. They have air circulation for summer comfort, and can be parked in shady places.

The gas-fired cook stove in the trailer kitchen has been found to be much more convenient and quicker than the old coal cook stove. Also, the new gas-operated refrigerator and freezer, as well as the automatic gas-fired or oil-fired water heater providing running hot water for washbowls and shower baths, are an improvement over similar facilities in the camp cars.

According to Mr. Glosup, the on-the-job efficiency of the trailers now in use will be carefully studied to determine whether trailer equipment should be provided for all Lines East crews, as well as for those working in certain parts of Lines West.

## Sickness and Unemployment Payments Hit Billion

ON Feb. 24 the Railroad Retirement Board made its *one billionth* dollar payment in unemployment and sickness benefits to the nation's railroad workers. The check which brought the total to the billion level was made to a C&NW employe as a sickness benefit.

The railroad unemployment insurance system has been in operation since July, 1939, and was set up originally to provide incomes for railroad workers when they were unemployed. In July, 1947, the program was extended to cover employes when they were not able to work because of sickness or injury.

All benefits under this program are provided to railroad employes at no cost to themselves. The payments are made out of funds provided by the railroad companies alone.

During the 16 years the unemploy-

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## Professor Reviews Transport Policy Before Tax Group



Dr. Sidney L. Miller, dean of the department of transportation at the University of Pittsburgh, with officers of the Western Association of Railway Tax Commissioners at their recent meeting. Left to right: L. R. Norberg, Milwaukee Road assistant tax commissioner, re-elected secretary-treasurer of the association; R. W. Roach, land and tax commissioner of the CRI&P, vice president; Dr. Miller; M. L. Boydston, Milwaukee Road tax commissioner, re-elected president for 1956; and Don Brummitt, tax commissioner of the Wabash, vice president.

MEMBERS of the Western Association of Railway Tax Commissioners, of which Max L. Boydston, Milwaukee Road tax commissioner, is president, were recently given a long-range view of national transportation policy and the merits of the present Cabinet Committee Report in an address by Dr. Sidney L. Miller, professor of economics and transportation at the University of Pittsburgh. The occasion was the annual meeting of the association, held in Chicago on Feb. 14.

Dr. Miller's interesting and learned

ment benefit program has been in effect 1,400,000 unemployed railroad workers have drawn benefits totaling more than \$685 million. In the past eight years 750,000 have drawn sickness benefits amounting to \$315 million.

As stated in this magazine last month, Milwaukee Road payments into the unemployment insurance account in 1956 are expected to be approximately \$1,650,000.

*There are two kinds of people in the world, the good and the bad. The good decide which is which.*

review covered the several studies which have been made in recent years to remedy the flaws in our national transportation policy.

Referring to the failure—to date—to do this, Dr. Miller said: "Whatever the explanation, the fact is this: In the face of major need to modify regulatory law in line with changing transport conditions, action has not been taken—though the way has been pointed repeatedly and lines of action indicated clearly."

He expressed the opinion that the President's Cabinet Committee Report, which would afford the railroads and other carriers the privilege of competing more freely for available business, is "an excellent piece of work."

"It represents," he said, "a sorely needed first step toward the recognition of realities in the field of domestic transport today and toward equity among the several forms of transport."

He warned, however, that "... a long period will elapse before those favored under present law and policy will—if ever—voluntarily forego the fruits of that favor, and even a longer period pass before those favored in the field of transport will demand that favors be withdrawn and equity govern instead."

# did you know ... ?

**PASSENGER** reservations indicate an increase in the number of school children who will take educational sightseeing trips on The Milwaukee Road this spring. From points all along the system thousands of boys and girls will travel to Chicago for tours of the city, some continuing on to Washington, D. C. Trips from Chicago will feature tours of Milwaukee, the Wisconsin Dells, Janesville, a two-day visit to the Soo Locks at Sault Ste. Marie, Mich., and Mackinac Island, and a six-day pre-season trip to Yellowstone National Park. Students traveling in groups enjoy reduced rail fares and special dining car rates. Last spring the Milwaukee Road's passenger revenue from educational tours exceeded \$86,000. This business is handled on regularly operated trains during a period when travel is ordinarily at less than peak volume.

**TOTAL WAGES** and salaries for Americans in 1955, except for those on government payrolls, were 39 per cent above those of five years ago. The total climbed from \$124 billion in 1950 to \$173 billion last year. This was a record high level. It was the result of the greatest number of people working at the highest pay rates in history. Total corporate profits, however, were about the same as in 1950. In that year profits were \$22.1 billion, somewhat higher than the \$21.8 billion estimated for 1955. Despite the greatest production year in history, a large number of corporations earned no more than they did five years ago.

**"OLD SMOKEY"** was the winning name in the contest concluded last month among Milwaukee, Wis., school children to name the locomotive which The Milwaukee Road has offered to the city as a memorial to the age of steam transportation. The locomotive, a retired S-3 in the 4,000 horsepower class, which cost \$255,000 when it was built in 1944, is being donated to the city in recognition of its position as the birthplace of The Milwaukee Road. A city-wide campaign has been conducted to raise funds for its permanent display in one of the

public parks. The "Name the Train" contest drew 1,156 entries which included 68 "Old Smokys," but five-year-old Charles Schmidt won a \$25 Savings Bond for being the first to suggest it. Charles, a kindergarten pupil at the Parkway School in South Milwaukee, is a rail fan who answers to the "play" name of "George, the Engineer."

**PORTAGE SERVICE** for automobiles, unusual if not unique in America, is provided by the Newfoundland Government Railroad to enable motorists to span the 66-mile gap between the trans-Canada highway at Clarenville and Gander in the eastern part of the island. The portage train consists of 10 flat cars, each equipped to carry two automobiles, and two passenger coaches for the motorists. The service enables motorists to transport their cars all the way from Port aux Basques, at the southwestern tip of the island, to St. John's, the capital of Newfoundland and the most easterly port of North America.

**A NEW YORK** shoe repair man had millions of television viewers on tenterhooks last year while he debated the advisability of risking \$32,000 to reach for the jackpot prize on "The \$64,000 Question." The suspense was finally ended by



*"You now have \$32,000. Would you care to try for the income tax on \$64,000?"*

his old father. From Italy papa cabled that the smart fellow is the one who knows when to quit the game and go home.

Today's popular give-away shows have demonstrated to Americans what high income taxes can do to a person's enterprise. Thus far only a few contestants on "The \$64,000 Question" who reached the \$32,000 plateau have risked the jackpot lure. Their reluctance stems partly from the consideration that the additional \$32,000 shrinks to less than \$9,000 after taxation (for a single person earning \$4,000 a year). For instance, Gino Prato, the New Yorker who stopped short of the final round, netted about \$16,600 of his \$32,000 prize. Had he accepted the challenge and won, he stood to keep only \$25,308 for himself. The tax bite would have taken \$38,692. To have actually taken home \$64,000 (after taxes) he would have had to win \$448,711.

**"DEER IN DISTRESS"** was the signal which recently brought a Milwaukee Road train to a halt in the Wisconsin northwoods. The train was a way freight out of Madison which goes to Sauk City and Prairie du Sac, and the deer, one of its hind legs caught between a wire fence, was sighted along the right of way between Madison and Mazomanie. Making the unscheduled stop, the train stood by while a rescue party freed the trapped animal, which turned out to be a doe weighing about 60 or 70 pounds. After receiving a first aid treatment, the doe was turned over to a nearby farmer with instructions to notify the nearest conservation warden. The rescuers, in addition to brakeman R. C. Maves, who massaged the stiffened and frozen leg, included Engineer Jim Keirns, Fireman D. L. Curry, and brakemen Kenneth Powers and Harold Hicks.

**THE CHANCES** are good that every day at least one pair of eyeglasses will be left on a Milwaukee Road train, and equally good that only 20 per cent of them will ever be claimed. Those which remain unclaimed, however, eventually provide vision for someone greatly in

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# appointments

## Law Department

Effective Feb. 15, 1956:



E. R. Eckersall

E. R. Eckersall is appointed assistant general counsel with headquarters in Chicago. Mr. Eckersall, a native of Chicago, received his law degree from Northwestern University in 1933. After some

years in private practice, he joined the law department of The Milwaukee Road in 1939 and remained until 1944, when he went with the firm of Gardner, Carton and Douglas. Since 1950 he has been a partner in the law firm which is now Erickson, Eckersall, Nygren and Holloway. Mr. Eckersall has specialized in defending railroad suits in the courts, and from 1944 until the present he has been retained to handle trial work for The Milwaukee Road in the Chicago area. He is a member of the Chicago, Illinois State and American Bar Associations, the Association of the Bar of the City of New York, a member and past president of the Chicago Society of Trial Lawyers, and a fellow of the American College of Trial Lawyers.

Effective Mar. 1, 1956:

S. W. Rider Jr., assistant solicitor at



S. W. Rider, Jr.

Minneapolis, is promoted to solicitor for Minnesota, following the retirement of A. C. Erdall. Mr. Rider is a native of Minneapolis who was graduated from the University of Minnesota in 1943. Following service in the Navy and the private practice of law, he joined the Road's law department in Minneapolis as assistant solicitor in January, 1948.

G. F. Bennett is appointed assistant solicitor for Minnesota, succeeding S. W. Rider Jr. Mr. Bennett was graduated from the University of Minnesota law school in 1950 and has been with the law department in Minneapolis since that time, except for a leave of absence for military service.

## Operating Department

Effective Mar. 1, 1956:

D. P. Valentine is appointed superintendent of transportation for Lines West of Mobridge, with headquarters at Seattle, succeeding L. V. Anderson who has been promoted and assigned to operating department duties with headquarters in Chicago. Since starting with the Road in 1943 as an operator, Mr. Valentine has served as transportation assistant and as special assistant to general manager in Chicago, and as trainmaster at Minneapolis, Marion and La Crosse. Since last October he has been assistant superintendent transportation, Seattle.

G. M. Robson is appointed trainmaster of the Chicago Terminals with headquarters in Chicago, following the resignation of W. O. Harnish. Mr. Robson started with the railroad in 1948 as a brakeman, and was appointed trainmaster of the Milwaukee Terminals in 1954.

R. O. Odekirk is appointed trainmaster of Milwaukee Terminals with headquarters in Milwaukee, succeeding G. M. Robson. Starting with the Road in 1941 as a switchman, Mr. Odekirk has been yardmaster in Milwaukee since 1948.

## Traffic Department

Effective Feb. 16, 1956:

C. J. Peck Jr. is appointed district passenger agent at Cedar Rapids, Ia. Mr. Peck has been an employe of the Road in Kansas City since 1937, formerly as city passenger agent and as district passenger agent since 1953.

## Engineering Department

Effective Mar. 1, 1956:

H. W. Wellenstein is appointed supervisor of signals and communications on the First and Third Districts of the La Crosse & River Division with headquarters at Milwaukee, following the retirement of J. M. Ellefson. Mr. Wellenstein started with the Road's engineering department in 1940. Since October, 1955, he has been signals and communications supervisor at Aberdeen, S. D.

P. G. Ness is appointed supervisor of signals and communications on the Hastings & Dakota Division, succeeding H. W. Wellenstein. Mr. Ness has been signal maintainer at Montevideo, Minn., since 1945.

R. W. Ivey is appointed supervisor of signals and communications on the East Iowa Division with headquarters at Marion, Ia., succeeding H. O. Fohey. Mr. Ivey has been signal maintainer at Manilla, Ia., since 1942.

need. In Chicago, for example, all eyeglasses which are turned in to the Road's lost and found department, and are not called for by their owners, are donated to the Chicago Woman's Aid. This volunteer organization does not appeal for money, but solicits discarded eyeglasses for their frames. The metal is melted down by a refinery, and the cash thus realized is used to buy prescription glasses for needy people with defective vision. The Milwaukee Road has cooperated with this social service for the past five years. Employees who wish to cooper-

ate may mail their old eyeglass frames, or bits of discarded jewelry, to The Chicago Woman's Aid Club, 32 West Randolph Street, Chicago, Ill.

**SPRING'S BIGGEST** floral fete in the Puget Sound area will swing into action Apr. 9 with the opening of the 23rd annual Puyallup Valley Daffodil Festival. The tribute to the valley's bulb industry will be observed with city-wide salutes at Puyallup, Sumner, Orting and Tacoma. At Sumner, hundreds of daffodil baskets

will swing from light standards throughout the week-long celebration. The calendar of special events lists such attractions as a golf tournament, bowling tournament, flower show, science fair, the annual Elks Ball, a ski tournament, square dance, badminton contest, and countless tie-in programs planned by schools and civic groups. The highlights of the festival will be a two-hour parade of decorated floats, a ball in honor of the queen and her court, and the annual regatta on Commencement Bay which closes the festival on Apr. 15.

# Name Slogan Contest Winners

## Three Best Selected from 500 Entries in Loss and Damage Prevention Slogan Contest

THE MILWAUKEE ROAD marked the new year by launching a new attack against loss and damage to freight shipments. Weapons for the onslaught were the slogans which were chosen in the recent contest among employees.

This is the first public announcement of the results of the Loss and Damage Prevention Slogan Contest sponsored by the claim prevention department, which was kicked off by an announcement in this magazine last November. Designed to stimulate interest in the subject and to bring forth employees' ideas, it was considered very successful, with more than 500 slogans being submitted.

"There were many fine slogans offered for the consideration of the judges," W. L. Ennis, assistant to vice president in charge of claim prevention, said, "It was most difficult to select the prize winning entries".

Joseph Paul, agent at Timber Lake, S.D., came out ahead of the field, winning the \$25 first prize with the slogan, "It's a Milwaukee Tradition to Get It Through in Good Condition".



Joseph Paul, winner of first prize.



C. L. Aleson, winner of third prize.

P. M. Minnick, agent at Cresco, Ia., was awarded second prize of \$15 with "There Is No Invention Like Claim Prevention".

C. L. Aleson, a lieutenant in the Road's police force at Spokane, Wash., won the \$10 third prize. He submitted 17 slogans, and the 17th one turned the trick. Short and catchy, it was "Let's Satisfy and Not Alibi".

"Perfect Shipping" is no catch phrase to Mr. Paul, an employe for 41 years

and agent in a town where he is largely responsible for seeing that freight is handled properly. His slogan was suggested by long experience, he says, and expresses his sincere conviction. "I contend", he says, "that if all employes will live up to it, it will make for better relations with both shippers and consignees".

Similar views are held by Agent Percy M. Minnick whose 14 years of service have been for the most part at various stations in Minnesota and Iowa. "Loss and damage can only be reduced by the cooperation of *everyone* connected with freight handling", he says. "... The reduction of claims means not only greater profits for carriers, but indirectly better working conditions for their employes. It would be nice to see each employe connected with freight handling put forth a little extra effort this year to show what kind of a job The Milwaukee Road can do when we put our shoulders to the wheel."

Lieutenant of Police Aleson, a member of the Spokane force since 1942, based his slogan on observations made in the line of duty. "In the course of assisting with investigations, I find invariably that the basis of a claim can be traced to some carelessness, neglect, or a mistake. Any claim creates dissatisfaction and jeopardizes future business."

Starting in January, the prize winning slogans have been appearing on all correspondence issued by Mr. Ennis' office. The plan calls for using three of the more outstanding slogans every month for the balance of the year.

P. M. Minnick, winner of the second prize, with his wife Dolores and children Michael, 17, Patrick, 15, Colleen, 13, and Kevin, 1 (left to right).



# here's how we're doing...

			JANUARY	
			1956	1955
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passenger, mail, etc.....			\$19,365,891	\$18,597,905
<b>PAID OUT IN WAGES</b>				
(Labor in operating expenses)			10,699,538	9,381,503
PER DOLLAR RECEIVED (CENTS).....			(55.2)	(50.4)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....			704,063	560,873
PER DOLLAR RECEIVED (CENTS).....			(3.6)	(3.0)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest .....			9,310,200	8,470,083
PER DOLLAR RECEIVED (CENTS).....			(48.1)	(45.5)
<b>NET INCOME</b> .....				\$185,446
<b>NET LOSS</b> .....			\$1,347,910	
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars.....			111,502	109,928
Increase 1956 over 1955.....				1,574

Carloading by Commodities during February 1956 compared with February 1955	% of Total Revenue	Carloads			
		1956	1955	1956 + or - to 1955	
				Number	%
<b>INCREASES:</b>					
Forest Prod. excl. Logs & Pulpwood.....	12.5%	8,029	7,862	+ 167	+ 2.1%
Grain .....	12.3	6,583	5,783	+ 800	+13.8
Coal and Coke.....	8.5	13,274	13,088	+ 186	+ 1.4
Iron & Steel incl. Machinery.....	5.6	6,886	5,367	+1,519	+28.3
Merchandise .....	2.4	7,506	7,254	+ 252	+ 3.5
Clay, Gravel, Sand & Stone.....	2.0	3,298	2,561	+ 737	+28.8
Beer .....	1.8	2,090	2,016	+ 74	+ 3.7
Fruit & Vegetables.....	1.5	2,420	2,142	+ 278	+13.0
Live Stock.....	1.2	1,956	1,551	+ 405	+26.1
Cement, Brick, Lime & Plaster.....	1.1	1,547	1,363	+ 184	+13.5
Ore excl. Pooled Ore.....	.7	631	380	+ 251	+66.1
Miscellaneous excl. Beer.....	28.2	30,164	28,404	+1,760	+ 6.2
Total Increases.....	77.8%	84,384	77,771	+6,613	+ 8.5%
<b>DECREASES:</b>					
Autos, Trucks, Parts & Tires.....	4.9	2,518	3,327	- 809	-24.3
Petroleum and Products.....	4.6	5,326	6,023	- 697	-11.6
Logs & Pulpwood.....	4.3	4,616	4,721	- 105	- 2.2
Meat and Products.....	3.4	4,375	4,462	- 87	- 1.9
Agri. Impl. & Tractors incl. Parts.....	3.0	1,449	1,562	- 113	- 7.2
Flour & Grain Products.....	2.0	4,761	4,934	- 173	- 3.5
Total Decreases.....	22.2%	23,045	25,029	-1,984	- 7.9%
<b>TOTAL</b> .....	100.0%	107,429	102,800	+4,629	+ 4.5%

# retirements

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

## GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

KARCH, MARTHA  
Clerk ..... Chicago, Ill.  
FANNER, CLEVELAND G.  
Waiter ..... Chicago, Ill.  
VanWIELE, MABEL U.  
Tab. Mach. Oper. .... Chicago, Ill.

## CHICAGO TERMINALS

BAILEY, MELVIN  
Laborer ..... Chicago, Ill.  
BROWDER, ARTHUR B.  
Clerk ..... Chicago, Ill.  
DeLUCAS, NANCY  
Feeder ..... Chicago, Ill.  
FORD, HALSEY C.  
Laborer ..... Chicago, Ill.  
GRABEK, ALBERT  
Crossing Watchman ..... Chicago, Ill.  
HEHN, FRANK E.  
Janitor ..... Chicago, Ill.  
KING, ALLAN  
Crossing Man ..... Chicago, Ill.  
LeMIRE, GEORGE E.  
Rate Clerk ..... Chicago, Ill.  
MALOMAZEAN, PARSEK  
Mach. Helper ..... Bensenville, Ill.  
MULHALL, CHARLES J.  
Yard Clerk ..... Chicago, Ill.  
NEIMAN, MICHAEL  
Carman ..... Bensenville, Ill.  
OVERGARD, CHRIST  
Ex. Gang Laborer ..... Chicago, Ill.  
PUZAK, FRANCES  
Feeder ..... Chicago, Ill.

## COAST DIVISION

BUSSULAS, JAMES  
Laborer ..... Tacoma, Wash.  
DEVEREAUX, THOMAS  
Switchman ..... Tacoma, Wash.  
HANSEN, MABEL  
Asst. to Gen. Mgr. .... Seattle, Wash.  
MONSEN, EDWARD  
Ex. Gang Laborer ..... Kittitas, Wash.  
PORTER, CHESTER W.  
Roadmaster ..... Tacoma, Wash.

## DUBUQUE & ILLINOIS DIVISION

ANDERSON, FRANK E.  
Loco. Engr. .... Chicago, Ill.  
BEARICKS, CHARLES L.  
Boilermaker ..... Ottumwa, Ia.  
BONNER, MYRON F.  
Brakeman ..... Kansas City, Mo.  
CHRISMAN, BERT  
Sec. Laborer ..... Blakesburg, Ia.  
EATON, JAMES R.  
Frt. Hous. Foreman ..... Savanna, Ill.  
ELDER, ALPHONSUS G.  
Chf. Dispatcher ..... Ottumwa, Ia.  
GALVIN, MARTIN A.  
Brakeman & Cond. .... Dubuque, Ia.

LAIRD, JESSE R.  
Crossingman ..... Dubuque, Ia.  
PROUTY, VERN A.  
Switchman ..... Marquette, Ia.  
VORMAN, ANTON F.  
Crossingman ..... Dubuque, Ia.

## HASTINGS & DAKOTA DIVISION

ANDERSON, COLDEVIN A.  
Section Foreman ..... Milan, Minn.  
ASPLIN, JOHN E.  
Baggageman ..... Minneapolis, Minn.  
BIRDSEYE, ARTHUR E.  
Loco. Engr. .... Aberdeen, S. D.  
CUSHMAN, RALPH E.  
Crossing Flagman .... Montevideo, Minn.  
HOFF, AUGUST  
Weed Mower Helper ..... Roscoe, S. D.

## IDAHO DIVISION

MISTEREK, JOHN C.  
Loco. Engr. .... Spokane, Wash.  
RENNICH, FRED  
Sec. Laborer ..... Lind, Wash.  
RICHIE, JOHN E.  
Sec. Laborer ..... Elk River, Ida.  
VIETS, MABEL D.  
Cashier ..... Spokane, Wash.  
WEBB, JOHN  
Conductor ..... Spokane, Wash.



**TRAFFIC CLUB OFFICERS.** C. F. Dahnke, assistant general passenger agent, Milwaukee, newly-elected first vice president of the Milwaukee Traffic Club, shown with the top echelon of new officers. From left: T. A. Dodge, assistant to the vice president of Union Refrigerator Transit Lines, the retiring president; Mr. Dahnke; G. C. Loeser (front), assistant general traffic manager of the Jos. Schlitz Brewing Co., who became president; and Donald Ploetz, of the Harnischfeger Corp., second vice president. The new officers were elected Feb. 7 at a meeting in the Elks Club. (Milwaukee Journal photo)

## IOWA DIVISION

WILEY, FRANK E.  
Cashier ..... Cedar Rapids, Ia.

## IOWA & DAKOTA DIVISION

DAVID, LEWIS D.  
Janitor ..... Sioux City, Ia.  
HANSEN, CARL F.  
B&B Carpenter ..... Sioux City, Ia.  
McDOUGALL, GEORGE D.  
Loco. Engr. .... Mitchell, S. D.  
SUFFIELD, JOHN C.  
Carman ..... Sioux City, Ia.

## IOWA & SOUTHERN MINNESOTA DIVISION

HOGAN, JOHN H.  
Loco. Engr. .... Austin, Minn.  
JENNERJOHN, EDWARD R.  
Carman ..... Austin, Minn.  
LEGWOLD, CARL C.  
Sec. Laborer ..... Peterson, Minn.

## LA CROSSE & RIVER DIVISION

BARTHEL, FREDERICK L.  
Sec. Laborer ..... Babcock, Wis.  
CADMAN, ORRIN S.  
Clerk ..... Portage, Wis.  
LAWTON, JOSEPH R.  
Loco. Engr. .... Watertown, Wis.  
PARSHEN, LEONARD H.  
Sec. Laborer ..... Columbus, Wis.  
POMRANZ, GEORGE H.  
Loco. Engineer ..... Portage, Wis.  
SCHROEDER, WILLIAM A.  
Switchman ..... Watertown, Wis.

## MADISON DIVISION

DeCOSTER, THORNTON H.  
Car Repairer ..... Janesville, Wis.  
ROSELLEN, CHARLES  
Conductor ..... Madison, Wis.  
ROWLEY, GLENN H.  
Superintendent ..... Madison, Wis.  
SCHULTZ, OTTO W.  
Pontoon Bridge  
Helper ..... Prairie du Chien, Wis.  
SIVAR, RALPH M.  
Loco. Engineer ..... Racine, Wis.

## MILWAUKEE DIVISION

HILL, FRANK P.  
Loco. Engineer ..... Iron Mtn., Mich.  
JOHNSON, FRANK W.  
Ex. Gang Laborer ..... Milwaukee, Wis.  
KNAPP, JOSEPH E.  
Mach. Helper ..... Green Bay, Wis.  
LeSAGE, CLIFFORD P.  
Sec. Foreman ..... Marinette, Wis.

## MILWAUKEE TERMINALS & SHOPS

BARTOS, AUGUST J.  
Checker ..... Milwaukee, Wis.

The Milwaukee Road Magazine

## John Johnson

JOHN JOHNSON, 79, a member of the executive committee of the Veteran Employees Association and general chairman of the Brotherhood of Railway Carmen from 1914 until his retirement in 1944, died in a hospital in Mason City, Ia., on Jan. 28. He had been ill for several weeks.

Mr. Johnson was born Sept. 25, 1876 in Mason City, in the home in which he lived throughout his life. He started with the railroad on the section at Mason City in 1891 and retired as a carman on July 1, 1944.

Surviving Mr. Johnson are his wife, the former Kate Brennan, his daughter Mrs. Herbert Gaffri, his brother William, and three granddaughters, all of Mason City. Funeral services were held at St. Joseph's Catholic Church in Mason City, and burial was in St. Patrick's cemetery there.

BOHLMAN, PETER J.  
Switchman ..... Milwaukee, Wis.

CZERWINSKI, ADAM  
Laborer ..... Milwaukee, Wis.

DOSTA, JOHN  
Blacksmith Helper ..... Milwaukee, Wis.

EADS, WILLIS R.  
Boilermaker Helper ..... Milwaukee, Wis.

GENRICH, WILLIAM F.  
Carman ..... Milwaukee, Wis.

GLAZER, JOHN  
B&B Carpenter ..... Milwaukee, Wis.

KIEFFER, JOHN J.  
Machinist ..... Milwaukee, Wis.

KISSSLER, NICHOLAUS  
Carman ..... Milwaukee, Wis.

LeVAN, ROY I.  
Air Man ..... Milwaukee, Wis.

LOHRENTZ, WILLIAM J.  
Chief Clerk ..... Milwaukee, Wis.

LULAS, THOMAS S.  
Blacksmith ..... Milwaukee, Wis.

MAHLER, KARL  
Carpenter ..... Milwaukee, Wis.

MENTE, JACOB  
Inspector ..... Milwaukee, Wis.

MEYER, ELMER J.  
Loco. Engr. .... Milwaukee, Wis.

ORLANDO, SAM  
Sec. Laborer ..... Milwaukee, Wis.

PAUL, LEONARD  
Telegrapher ..... Milwaukee, Wis.

RODRIGUEZ, FRANCESCO  
Ex. Gang Laborer ..... Milwaukee, Wis.

SCHROEDER, PETER E.  
Yardmaster ..... Milwaukee, Wis.

SMITH, WILLIAM B.  
Storehelper ..... Milwaukee, Wis.

SPATER, JOHN M.  
Pipefitter Helper ..... Milwaukee, Wis.

STACEWICH, GUSTAVE  
Ex. Gang Laborer ..... Milwaukee, Wis.

WEJVODA, JOHN  
Carman ..... Milwaukee, Wis.

## SCHEDULE OF SPRING TV ADVERTISING PROGRAM

THE MILWAUKEE ROAD's advertising program for spring includes one-minute TV spots within or between nationally popular programs. They will feature motion picture films, to be carried on the stations listed below:

### Minneapolis-St. Paul

Station WCCO-TV Feb. 18 through May 12  
Dick Enroth Sports and Weather Show.... Saturday, 10:30-10:35 P.M.

Station WTCN-TV Feb. 12 through May 12

Sunday ..... 5:30-6:00 P.M. .... within "Boston Blackie"  
Monday ..... 6:05-6:10 P.M. .... within "The Weather"  
Wednesday ..... 6:05-6:10 P.M. .... within "The Weather"  
Friday ..... 6:05-6:10 P.M. .... within "The Weather"  
Saturday ..... 6:00-6:30 P.M. .... within "Inner Sanctum"

Station KSTP-TV Feb. 17 through May 11

Friday, approximately 9:45-10:00 P.M., within "Famous Fights With Dick Nesbit" following "Gillette Fights"

### Milwaukee

Station WTMJ-TV Feb. 18 through May 12  
Saturday ..... 6:15-6:25 P.M. .... "Look At the News"

### Seattle

Station KING-TV Feb. 18 through May 13  
Saturday ..... 7:30-9:00 P.M. .... within "Film Festival"  
Sunday ..... 11:00 P.M. .... between "City Detective" and "Amateur Hour" with Ted Mack

### Spokane

Station KXLY-TV Feb. 14 through May 8  
Tuesday ..... 10:30-11:00 P.M. .... "Follow That Man"

### ROCKY MOUNTAIN DIVISION

BECK, ANDERS  
Carman ..... Deer Lodge, Mont.

BREEDING, MARION C.  
Brakeman ..... Deer Lodge, Mont.

GUERRA, LUIGI  
Sec. Laborer ..... Saltese, Mont.

HAWKINS, LLOYD SR.  
Pipe Fitter ..... Harlowton, Mont.

HOBART, WILLIAM W.  
Machinist ..... Deer Lodge, Mont.

McGILL, LAYTON  
Chf. Sub-Sta. Oper. .... Primrose, Mont.

STEPHENSEN, EDGAR W.  
Mach. Helper ..... Deer Lodge, Mont.

TOMICICH, JOE  
Mach. Helper ..... Deer Lodge, Mont.

WEIDENFELLER, JOHN F.  
Blacksmith Helper ..... Deer Lodge, Mont.

### TERRE HAUTE DIVISION

BENTON, CHARLES S.  
Carman Helper ..... Terre Haute, Ind.

BROOKS, WILLIAM H.  
Car Helper ..... Terre Haute, Ind.

DRAPER, CHARLES C.  
Conductor ..... Terre Haute, Ind.

### HEWITT, MARK L.

Conductor ..... Terre Haute, Ind.

### TRANS-MISSOURI DIVISION

FINNEMAN, THOMAS H.  
Brakeman ..... Marmarth, S. D.

SWARTZ, HENRY G.  
Yardmaster ..... Miles City, Mont.

### TWIN CITY TERMINALS

ALLEY, WILLIAM D.  
Laborer ..... Minneapolis, Minn.

BURNS, RAYMOND L.  
Caller ..... Minneapolis, Minn.

CROWE, WILLIAM A.  
Instrumentman ..... Minneapolis, Minn.

DANICICH, PETER J.  
Boilermaker Helper ... Minneapolis, Minn.

FRANCIS, LAWRENCE B.  
Trucker ..... St. Paul, Minn.

LARSON, GUSTAF A.  
Inspector ..... Minneapolis, Minn.

McDERMOTT, MICHAEL W.  
Pipefitter ..... Minneapolis, Minn.

WILSON, GEORGE W.  
Switchman ..... St. Paul, Minn.

## All-the-West Tours A Spring Ad Feature

ALL-THE-WEST vacations to just about anywhere a tourist would want to go are the feature of Milwaukee Road advertising this spring. This results from our association with the Union Pacific and Southern Pacific in the operation of the "City" trains and the Challenger. Combined with the Olympian Hiawatha, these trains service the widest range of vacation spots in the country. This year, in addition to advertising the attractions of Yellowstone, the Rockies, Grand Coulee Dam and the Pacific Northwest with routings via the Canadian Rockies, California, Utah and Colorado, a complete new series of advertisements will feature the Salt Lake City area, the Utah-Arizona parks, Colorado and California. The ads are appearing in the March and April issues of a dozen or so leading magazines, including the National Geographic, Holiday, the American Magazine and the Saturday Evening Post.



(Answers on page 26)

1. Is a regular train superior or inferior to an extra train?
2. At a meeting point between an extra train and a regular train, which train should take the siding?
3. Does the Railroad Retirement Board consist of three, six, or nine members?
4. Is an open station a station that remains open at all hours, a station equipped to receive freight on a C.O.D. basis, or a station to which all shipments must be prepaid?
5. Under the new Interstate Commerce Commission ruling, effective Jan. 1, 1956, is a railroad having gross earnings of \$3,500,000 a year a Class I or a Class II railroad?
6. In passenger train timetables, do dark-face figures showing times of departure and arrival of passenger trains denote A.M. or P.M.?
7. When it is 12 noon standard time in Philadelphia, Penn., what time is it in Salt Lake City—9:00 A.M., 10:00 A.M., 2:00 P.M., or 3:00 P.M.?
8. In passenger train timetables, does

## KEEPING WELL

by Dr. James F. DePree, Chief Surgeon, Lines West

*This article and others on various health topics which will follow are offered as a service to active and retired Milwaukee Road employees 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 GREAT many people suffer the pains of arthritis to a greater or lesser degree, and of course among them are many railroad people.

Fortunately, while arthritis sometimes cripples, most of those afflicted with it suffer only the relatively mild discomfort of stiff and aching joints. Some are able to live nearly normal lives.

Fortunately also, doctors know a great deal more about arthritis than they did in grandfather's time when the term for the disease was "rheumatiz."

an asterisk (\*) indicate that a train is operated daily, daily except Sunday, or Sunday only?

9. Is a milk car classed as a freight train car or a passenger train car?
10. At 10:00 a.m. Monday Railroad A delivered one of its freight cars to Railroad B, consigned to a point on Railroad C. B delivered the car to C at 4:00 P.M. the same day. At 8:00 A.M. Tuesday C delivered the car to the consignee. The consignee unloaded it on Thursday, and at 4:00 P.M. Friday C delivered it direct to its owner, A. The per diem rate is \$2.40. How much was the per diem on the car, and who paid per diem to whom?

## Arthritis

Thousands of victims of rheumatoid arthritis have been helped by ACTH and other drugs. Improvement is steadily being made in treatment of affected joints.

Another form of the ailment, osteoarthritis, does not respond to ACTH. Osteoarthritis is a commoner form of the disease, and usually less severe. Doctors believe it is associated with the aging process.

Health authorities say that if x-ray pictures were taken of all of us, they would show signs of osteoarthritis in almost everyone in the middle or later years. Some can live through to old age without ever realizing they have the disease. Others are kept aware of it only too well by the soreness and stiffness of their joints.

Knowing that arthritis can be disabling, people with mild symptoms sometimes fear they will develop the crippling form of the disease. This alarm is uncalled for. Actually, they should feel hopeful, because there is a very good possibility that the more severe symptoms will not develop. The disease appears to have levels of intensity.

Early medical care is important in the treatment of arthritis, so a swollen finger, wrist or other joint should not be neglected. It may not be arthritis, but if it is, your doctor can prescribe treatments which will do much to ease the pain and help stem the progress of the disease.

Home treatments are of considerable value. These include hot compresses, paraffin baths, use of a room heater, and massage of the affected parts. These treatments, however, should be applied according to your doctor's instructions.

Arthritis has been with us for a long time, and many sufferers tend to take the view that it is a cross they must bear. But a good deal can be done by medical science, so don't just ignore that stiffness or pain in a joint. By seeing a doctor you may save yourself much more discomfort later on.

The Milwaukee Road Magazine

# Mrs. Kennedy's Five Pounds of Sugar

*—and why she can't always have it shipped by  
the most efficient form of transportation*



**D**ING-DING-DING! The cash register at the checkout counter is busy ringing up Mrs. Kennedy's groceries. A sack of flour—three cans of peaches—five pounds of sugar—

There's more than food included in every price the cash register rings up. There are distribution costs—including *freight transportation*. Everything Mrs. Kennedy buys—whether it's sugar or a new suite of furniture—must be shipped to her home town by freight. So it's Mrs. Kennedy who pays the freight bill when the cash register rings.

It is to keep Mrs. Kennedy's freight bill—and *yours*—as low as possible that a Cabinet Committee appointed by the President recommended that our national transportation policy be revised. If the whole business seems remote to you, maybe it will become more meaningful if we tell you the story of Mrs. Kennedy's five pounds of sugar.

Let's say that Mrs. Kennedy lives in St. Louis. A good deal of the sugar sold in St. Louis comes from New Orleans, where it is refined. Between New Orleans and St. Louis, there are three ways of shipping that sugar—by truck, by barge on the Mississippi River, and by railroad.

Let us assume further that the railroads between New Orleans and St. Louis find that, due to increased operating efficiencies, they can reduce their freight rates on sugar and still make a profit. Obviously, the reduced rate on sugar should benefit everyone involved—the sugar producers, the grocery stores, and finally, the hundreds of thousands of consumers in the St. Louis area like Mrs. Kennedy.

**But the proposed rate reduction is never put through.** In this imaginary but representative case, the application for the reduced rate may be held up for months and then finally denied by the Interstate Commerce Commission. *The railroads*

*are forced to charge a higher rate than would otherwise be necessary.* The reason, taken from many ICC decisions, is that the reduced railroad rate would "adversely affect" the competing forms of transport.

In short, in cases of this kind, government regulation shields the other forms of transportation from railroad competition—at the expense of Mrs. Kennedy.

It is precisely this kind of situation which is at the heart of the Cabinet Committee's recommendations for revision of our national transportation policy.

The Cabinet Committee was appointed by the President of the United States to make a "comprehensive review of overall Federal transportation policies . . . and submit recommendations." The Committee consisted of five members of the President's Cabinet and two other high government officials—men of such outstanding national stature that any suggestion that they would consider only one side of a case is absurd.

**The report of the Cabinet Committee** was unanimously approved by its members after intensive study, during which the views of all forms of transportation were given full consideration. Among its key findings and recommendations are:

- That government regulation of rates, as presently applied, frequently denies the public the benefits of the most efficient form of transportation—with consequent heavy financial loss to the entire nation.
- That, in the public interest, no freight rate should be kept higher than would otherwise be necessary, merely to shield some other form of transportation from the effects of fair competition.

**The Cabinet Committee recommendations** would apply with equal force to every form of transportation, and would give no preferential treatment either to railroads or their competitors.

*The Cabinet Committee recommendations, if enacted, would by no means end rate regulation.* The Interstate Commerce Commission would still have power to deny proposed rates which would be above a reasonable maximum or below a reasonable minimum, or below cost, or unjustly discriminatory. Shippers and the public would continue to be fully protected by the ICC against abuses of any kind—including any possibility of a return to transportation "rate wars."

*Each and every kind of freight would continue to "pay its way" on the railroads, which would not be permitted to carry some freight at a loss that would have to be made up on other traffic.* Such a practice would be contrary to the laws of economics, of common sense, and of the United States government.

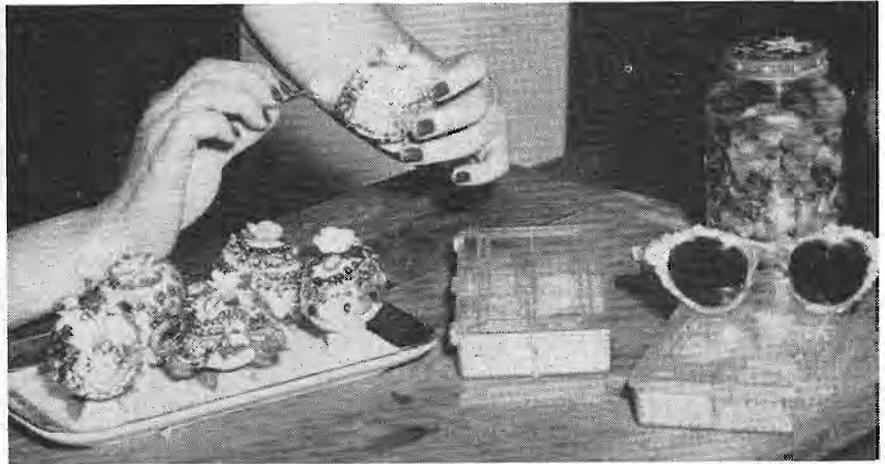
*There would be the widest opportunity for all forms of transportation to grow and prosper.* Each form of transportation has its own natural market—because each has certain definite advantages over the others. Cabinet Committee recommendations would allow *transportation management* the right to offer the most efficient service possible—and *shippers and the public* the right to choose the one that fits their needs. Thus, the principal factor in determining the "fair share" of traffic for each type of carrier would be competition, rather than regulation.

**The growing public support** for the principles embodied in the report of the Cabinet Committee results from the recognition that they concern not transportation alone, but the vital interests of every one of us. In short, Mrs. Kennedy's five pounds of sugar are *your* five pounds of sugar—and they represent everything else you buy as well.

For additional information on the Cabinet Committee report and how it affects the American consumer, write for the booklet, "Why Not Let Competition Work?" It is yours for the asking.

*Association of American Railroads, 952 Transportation Building, Washington 6, D. C.*

## home department



◀ "They almost fill up the room", Jane laughs as she appraises some of her handiwork. The party dress is polished cotton, with the print worked over in brilliants and sequins. Hat and bag for street wear are white straw trimmed with shell flowers. Gloves have matching ornamentation.

▲ Easter eggs on parade, every one a jewel and every one different. Jane gives them to friends with the season's greetings. Materials are shells, sequins, brilliants, and pieces of gold paper. The sun glasses are trimmed, Florida style, with shell flowers.

## Hobbies Unlimited

NEVER underestimate the ingenuity of hobbyists. Practically any material is grist for their mills. For example, Jane Mezak of the freight auditor's office in Chicago recently made a pair of earrings, miniature baskets filled with tiny shell and seed pearl flowers. The dainty enameled pendants were once two peach stones.

What is life without a hobby? Well, it can't be much fun, in the opinion of Jane, a clerk in the interline bureau. In her parents' home on Chicago's west side she discussed her own with enthusiasm.

"I hardly know when or how I started any one of my hobbies", she said. "Due to the fact that I've been interested in art and music most of my life, and because my mother has made clothes and hats for me since I was a child, I seem always to have enjoyed creating beautiful things."

Most of Jane's hobbies are of the art-craft type. She likes to design bouffant skirts of felt or quilted cotton, and articles ornamented with felt flowers. An idea may be suggested by a window shopping tour of the smart shops, a color scheme inspired by a visit to the flower

show.

There is no limit to the designs you can create for a skirt, according to Jane. One of her favorites, a white felt, features ripe red cherries appliqued with green leaves. She has made them in a variety of fabrics, materials like printed cotton, nylon and chintz, with the designs worked over in brilliants and sequins. For Christmas she designed a white tucked felt bordered with little green trees. The trees glittered with metallic garlands, sequined ornaments and little pink gauze bows. In the holiday mood, she wore it under her choral robe at the Milwaukee Road Choral Club concerts in the Union Station during Christmas week—Jane is in the alto section.

A while back Jane became a shellcraft hobbyist after an associate, returning from a Florida vacation, presented her with a set of costume jewelry made of sea shells. Jane took a few lessons from an instructor, and now examples of the art may be found all around her home and the homes of her friends.

They include ash trays and jewelry

trays, shoe ornaments, frames for sun glasses, bracelets, comb-compact-and-lip-stick sets, plastic purses, summer handbags of the basket type, earrings, telephone stands, glove ornaments, vases, waste paper baskets, even hats made of shell-like flowers.

The craft interested Jane to the extent that she spent two vacations in Florida so she could shop for materials which are not available at home. A unique handbag in her collection features the marine motif, a basket ornamented with tinted shells, tiny sea horses, flowers made of fish skins, and specimens of coral and king's crown. Jane experiments with dyes and paints to create unusual color effects.

A sort of hobby show goes on constantly at Jane's home. Her mother's interest is period furniture, her father collects contemporary figurines, and Jane plays the piano. In addition to singing with the Milwaukee Road Choral Club, Jane is a member of the choir at her parish church. It's a busy household, and everyone seems to have fun. "We never have time to be bored," she says.

# FISH — a versatile food

To a fisherman, a fish dinner is the finest meal this side of heaven. Delicious, satisfying and nourishing, here are two recipes that prove the versatility of fish caught in American waters.

This hot, hearty chowder or gumbo will satisfy even ravenous appetites. Serve it for lunch, with carrot and raisin salad, apricots, chocolate squares, and coffee or milk.

## Fish Gumbo

- 1 lb. frozen fish fillets (cod, haddock or ocean perch)
- 1/3 cup butter or margarine
- 2 large onions, chopped
- 2 green peppers, chopped
- 2 No. 2 cans tomatoes and okra
- 2 tsps. salt
- 1/4 tsp. pepper
- 1 bay leaf
- 1 cup cooked rice

Let fillets thaw. Meanwhile melt butter in a saucepan. Add onions and peppers and cook until tender. Stir in canned tomatoes and okra and seasonings. Cook over low heat about 15 minutes (overcooking doesn't hurt gumbo before the fish is added). Cut thawed fillets into cubes. About 10 minutes before serving time, add fish and rice to gumbo. Cook about 8 minutes or until fish flakes easily when tested with a fork. Makes 4 servings.

unusual, fillet of sole in almond sauce suggests fine French cooking. Feature it on a budget dinner with tomato bouillon, cauliflower, green beans with mushrooms, celery and radishes, hot rolls, fruit, cheese and crackers, and coffee.

## Sole Amandine

- 2 lbs. frozen sole fillets (or cod, haddock or ocean perch)
- 4 tbsps. butter or margarine salt and pepper
- 1/2 cup water
- 2 tbsps. butter or margarine
- 2 tbsps. flour
- 1/4 cup milk
- 1/4 cup white wine\*
- 1/2 cup toasted blanched almonds, slivered

Let fillets thaw until they can be separated. Melt butter in frying pan or skillet. Sprinkle fillets with salt and pepper and place in pan with butter. Add water. Cover pan and let simmer gently about 10 minutes, or until fish flakes easily when tested with a fork. Carefully remove fish to heatproof serving platter. Cook liquid left in pan until reduced about one-third. Cream together butter and flour. Add with milk and wine to liquid in pan. Let simmer, stirring occasionally, until thickened. Sprinkle almonds around fish. Pour sauce over fish and reheat quickly in hot oven, or brown quickly under broiler. Makes 6 servings.

*\*In recipes specifying alcoholic beverages, meat stock or fruit juices may be substituted for these products.*

To the gourmet who enjoys something



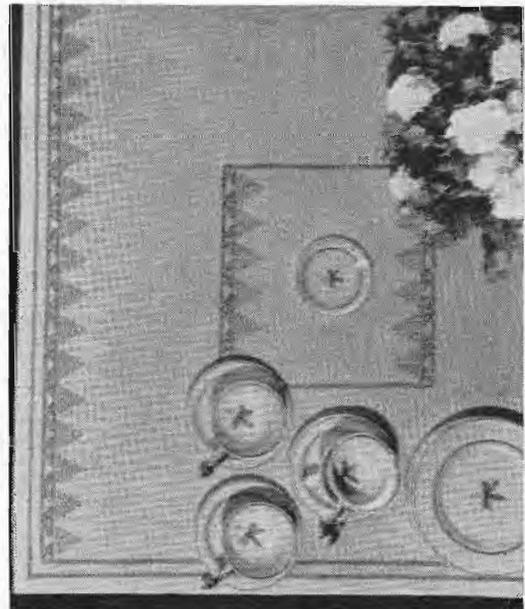
Fish Gumbo



Sole Amandine

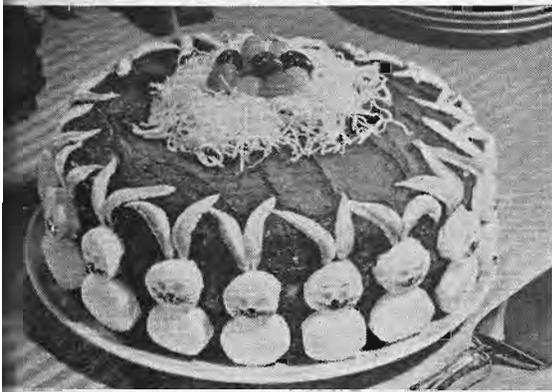
**SPRUCING UP FOR SPRING.** A sparkling collar makes a dark crepe dress come alive for spring wear. This jeweled tab style is crocheted of metallic cotton on which are stitched long and round pearls, and glittering rhinestones. On the direction leaflet you will also find instructions for a round collar embroidered with pearl beads.

The household comes in for a share of sprucing up with a bridge cloth worked in colorful Swedish darning. It's fascinating to do, and can be worked in many color combinations. The direction leaflets for **JEWELLED COLLAR** and **SWEDISH DARNING BRIDGE CLOTH** are available, free of charge, from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



here's how—

## To Enamel Unfinished Furniture



## RECIPE OF THE MONTH

SOMEHOW a decorated cake is more exciting and tastes better than the same cake without decorations. Particularly at Easter time, and particularly if the decorations are little rabbits made of marshmallows.

Here's the recipe for the cake—good, rich chocolate with chocolate frosting.

### Chocolate Bunny Cake

Measure into mixing bowl:

- 1 2/3 cups sifted cake flour
- 2 cups sugar
- 1/2 cup Crisco
- 1 tsp. salt
- 3 squares melted chocolate
- 2/3 cup milk

Mix thoroughly by hand or mixer (medium speed) for 2 minutes. Stir in:

- 1/2 tsp. baking powder
- 1 1/2 tps. soda

Add:

- 2/3 cup milk
- 3 eggs
- 1 tsp. vanilla

Mix thoroughly by hand or mixer (medium speed) for 2 minutes. Pour into two 9-inch layer pans 1 1/2 inches deep which have been rubbed with Crisco and lined with heavy waxed paper. Bake in moderate oven (350°F.) about 40 minutes. When cool, frost with your favorite chocolate frosting.

Here's how to make the bunnies. Cut a marshmallow crosswise. Use the large half for the body and the smaller half for the head. For ears, cut strips from edges of marshmallows and make eyes and whiskers with a toothpick dipped in vegetable coloring. To prevent the marshmallows from sticking, dip the scissors in water occasionally.

*Such is our rising standard of living that in the next 10 years the average home is expected to have products and appliances worth \$5,000; today the average household investment in electrical products is \$1,300.*

WITH a little time and effort, the home craftsman can apply a professional looking finish to unpainted furniture. Tools and materials needed are a putty knife, wood filler or wood putty, No. 0, 2/0, and 4/0 sandpaper, steel wool, a 1-inch and a 3-inch good quality paint brush, rags, turpentine undercoater, and enamel. Be sure that paint for children's furniture does not contain toxic materials.

1. Fill nail holes and cracks with filler or putty. Raise dents with a hot iron over a wet blotter.

2. When the furniture and filler are dry, sand with coarse, then medium, and finally fine sandpaper. Use steel wool on corners. Remove all sand and dust with a rag.

3. Apply finish in a dust-free room of average humidity and temperature about 70 degrees.

4. First apply shellac or varnish-type sealer to the surface of the wood. When the sealer is dry, sand with fine sandpaper, dust surface, and apply enamel undercoater. Both undercoater and en-



amel should be thoroughly mixed by pouring off most of the thin liquid, mixing the sediment with the remaining liquid, and then pouring back the thin liquid and stirring slowly. Allow the undercoater to dry at least 24 hours, sand lightly with fine sandpaper, and remove the dust with rags dampened in turpentine.

5. Apply enamel on small and hard-to-reach surfaces, first with the small brush; then use the larger brush on large surfaces. Work from the middle toward the edges. "Flow" the enamel on and avoid brushing as much as possible. Do not let enamel run or accumulate at edges.

If care is taken, a fine finish should result. (*National Lumber Manufacturers Association*)

## one dollar buys a beautiful garden

WITH a little planning you can stretch a dollar bill into a beautiful garden of annual flowers—flowers that will bloom from seed the first season. It can be an all-white garden, or a border of ivory, flame or garnet, or even tall spires of pink, mauve and turquoise.

For example, in a recent issue of *The American Home*, an article, "A Yard Full of Color For a Buck", lists this beautiful assortment of rose and blue:

<i>Lupine, blue shades</i> .....	\$ .10
<i>Celosia, "Toreador"</i> .....	.25
<i>Larkspur, rose tints</i> .....	.10
<i>China Aster, mixed</i> .....	.10
<i>Petunia, pink</i> .....	.10
<i>Pblox drummondii, buff</i> .....	.10
<i>Alyssum "Royal Carpet", deep purple</i> .....	.25

\$1.00

Just as important, these annuals are

easy to raise, sturdy when transplanted, and undemanding in their requirements.

Common methods of scaring birds out of the garden area, like tying strips of cloth to wires and ropes, or placing garden hose around as make-believe snakes, are only partially effective at best. A lure can be better than a threat, however, according to an *American Home* article. The article, based on data from the U. S. Fish and Wildlife Service, suggests planting extreme-flavored berries—sweet mulberries or bitter deciduous holly—in and around the garden. By attracting birds away from the fruits of your labors in this manner, they can also be kept in the garden area where their enormous appetite for insects and weed seeds can help with two major gardening problems.

*The Milwaukee Road Magazine*

Annual Report for 1955

THE MILWAUKEE ROAD WOMEN'S CLUB

an account of the activities and membership of local chapters for the year ended Dec. 31, 1955

WELFARE AND GOOD CHEER ACTIVITIES

MEMBERSHIP

Chapter	Spent for Welfare and Good Cheer	Value of Donations At No Cost	Families Given Aid and Cheer	Calls Made	Good Cheer Messages Sent	Earned on Ways and Means Activities	Voting Dec. 31, 1955	Contributing Dec. 31, 1955	Total Dec. 31, 1955
Aberdeen, S. D.	\$ 350.89	—	122	114	211	\$ 112.91	154	170	324
Alberton, Mont.	67.97	—	122	28	122	—	83	75	158
Austin, Minn.	59.02	\$96.95	110	222	139	35.10	154	222	376
Avery, Ida.	51.29	—	23	40	121	—	43	89	132
Beloit, Wis.	25.00	—	18	6	37	81.75	99	109	208
Bensenville, Ill.	171.39	—	101	433	506	89.98	140	272	412
Black Hills (Rapid City)	33.40	2.00	46	90	31	22.13	81	97	178
Butte, Mont.	47.89	3.50	40	57	30	45.49	56	62	118
Channing, Mich.	35-63	—	16	16	153	19.60	92	75	167
Chicago-Fullerton Ave.	357.42	—	126	86	236	370.05	407	506	913
Chicago-Union Station	154.74	—	20	28	13	45.00	205	532	737
Council Bluffs, Ia.	111.07	—	26	136	105	22.40	60	77	137
Davenport, Ia.	21.68	—	25	27	35	31.20	69	117	186
Deer Lodge, Mont.	107.88	12.00	35	70	26	—	71	97	168
Des Moines, Ia.	38.91	—	50	153	36	7.00	41	35	76
Dubuque, Ia.	22.43	—	46	50	45	18.13	99	132	231
Green Bay, Wis.	117.64	—	62	85	75	82.09	106	117	223
Harlowton, Mont.	231.61	—	91	56	39	10.37	88	80	168
Iron Mountain, Mich.	43.53	—	29	35	20	12.71	73	94	167
Janesville, Wis.	472.74	—	356	146	60	162.69	211	254	465
Kansas City, Mo.	53.50	—	317	325	42	—	87	130	217
La Crosse, Wis.	128.55	40.50	175	271	355	25.61	155	284	439
Lewistown, Mont.	35.56	—	119	133	75	57.50	87	100	187
Madison, S. D.	74.67	—	64	67	46	—	41	35	76
Madison, Wis.	192.05	—	40	62	95	91.01	106	86	192
Malden, Wash.	32.12	—	20	21	20	—	70	84	154
Marion, Ia.	64.93	—	78	29	87	34.14	118	116	234
Marmarth, N. D.	3.30	—	4	—	51	12.05	24	24	48
Marquette, Ia.	90.21	—	62	76	41	46.11	124	99	223
Mason City, Ia.	61.84	—	26	24	41	27.03	108	105	213
Merrill, Wis.	35.03	—	25	20	61	9.65	42	33	75
Milbank, S. D.	73.31	40.80	37	29	71	40.19	40	70	110
Miles City, Mont.	294.40	74.00	201	729	125	135.10	214	178	392
Milwaukee, Wis.	74.54	3.75	11	22	20	345.21	243	879	1,122
Minneapolis, Minn.	211.03	—	31	64	57	111.17	168	570	738
Mitchell, S. D.	128.82	—	66	36	43	12.06	120	140	260
Mobridge, S. D.	129.65	—	70	124	87	13.25	161	167	328
Montevideo, Minn.	2.65	—	10	30	33	4.22	72	65	137
New Lisbon, Wis.	172.16	—	115	162	141	25.44	93	82	175
Othello, Wash.	22.15	—	29	20	57	4.90	25	56	81
Ottumwa, Ia.	152.88	—	205	47	122	111.23	236	309	545
Perry, Ia.	58.57	—	78	46	103	32.15	231	208	439
Portage, Wis.	63.00	2.00	59	40	44	38.90	102	78	180
St. Maries, Ida.	13.80	—	37	89	27	—	47	70	117
St. Paul, Minn.	76.24	—	69	56	53	44.13	117	343	460
Sanborn, Ia.	160.56	—	36	42	11	20.33	63	55	118
Savanna, Ill.	101.59	—	77	55	164	26.64	168	263	431
Seattle, Wash.	240.94	—	73	84	139	60.81	180	201	381
Sioux City, Ia.	190.94	—	176	124	113	95.15	255	273	528
Sioux Falls, S. D.	116.18	—	62	64	67	83.99	56	94	150
Sparta, Wis.	25.60	—	16	29	13	60.11	35	62	97
Spokane, Wash.	14.64	—	147	231	143	113.50	123	114	237
Tacoma, Wash.	203.03	40.00	430	596	242	299.49	175	295	470
Terre Haute, Ind.	209.45	46.36	110	243	74	173.09	156	141	297
Three Forks, Mont.	25.00	—	1	1	25	—	39	34	73
Tomah, Wis.	365.50	—	237	55	141	64.29	242	236	478
Wausau, Wis.	92.05	28.50	54	53	53	77.30	97	114	211
West Clinton, Ind.	127.03	36.00	51	203	30	10.04	58	79	137
Yankton, S. D.	49.54	1.50	18	19	12	33.09	53	54	107
Total	\$6,689.14	\$427.86	4,900	6,299	5,164	\$3,507.48	6,863	9,538	16,401

Amount donated to local chapters by general governing board during 1955.....\$5,765.00

# about people of the railroad



## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Superintendent, Spokane

Mr. and Mrs. C. J. Bogardus (he is retired roundhouse laborer) spent the winter with their daughter, Mrs. Dale Helbig, at Albuquerque, N. M.

Operator M. A. (Bert) Werner, who is working at Othello, and Helen Hertenstein were married at Coeur d'Alene in February. They are making their home in Lind.

Othello Chapter of the Women's Club holds its meetings on the first Tuesday of each month. Mrs. V. D. Bell, agent's wife, is president. Serving as vice president is Mrs. Glen Tilson; treasurer, Mrs. C. G. Bogardus; and secretary, Laura Berkey.

The A. R. Libertys have moved from Spokane to the Richardson home in Malden. Mr. Liberty will fire out of Malden.

Engineer and Mrs. Jack Seanlan Sr. have returned from several weeks of sightseeing and visiting on the Atlantic Coast.

A source of much interest and curiosity is the Volkswagon being driven by Mrs. Lee Carver, wife of Agent Carver of Tekoa. This little car is becoming quite popular around Spokane.

In recognition of 45 years of continuous service, a Silver Pass has been presented to Earl K. Reynolds, car department inspector at Othello.

James L. Turpin, section laborer at Spirit Lake, was granted a leave of absence to enter the armed service.

Conductor Harold Linehan is expecting to return to work soon, following an operation.

Our long, cold winter induced considerable travel southward this year. Conductor and Mrs. Gil M. Johnson report Arizona to be just the spot. While there they visited Retired Conductor W. G. Webster and Retired Engineer Bob Nelson, both Arizona residents.

Chief Operator and Mrs. P. W. Tift of Plummer Junction have returned from a trip to New Orleans where they witnessed the Mardi Gras. H. W. Kelley relieved Mr. Tift, while Operator L. D. Blue worked as first assistant chief. Before going to Plummer, Mr. Blue broke in at Spokane.

Sympathy was extended to Agent J. J. Holland of Bovill on the recent death of his mother who lived in Spokane.

Cora Guthridge was the successful bidder for the position of cashier in the Spokane freight office, a vacancy created by the retirement of Mabel Viets. W. B. Preees was assigned to the bill clerk position vacated by Mrs. Guthridge.

## L & R Division

### THIRD DISTRICT

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

Mrs. Henry Wagner, a life long resident of this community and wife of retired yard foreman, passed away at Wausau on Feb. 1 after a brief illness. Immediate survivors are her husband and two daughters, Miss Lou Wagner and Mrs. Ceal Lashua, all of Wausau.

Train baggageman Ted Shrake, with Mrs. Shrake and their twin daughters, spent a brief but exciting vacation at Las Vegas with his brother, who will be remembered on this division as "Bob," having worked for a while as passenger brakeman.

Conductor and Mrs. Raoul Bertrand are vacationing in Florida this month. Retired Agent and Mrs. William Adamshack have also left on a leisurely auto trip for places of interest in Florida.

It's a boy, James Frank LaBarge, born to Conductor and Mrs. Ray LaBarge on Jan. 17.

## D & I Division

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

A son was born to Brakeman and Mrs. Clarence Burau on Feb. 7, and a son to Iowa Division Brakeman and Mrs. Al Seymour on Dec. 4.

Switchman and Mrs. Richard Dickman, Savanna, welcomed their first child, a daughter, in February.

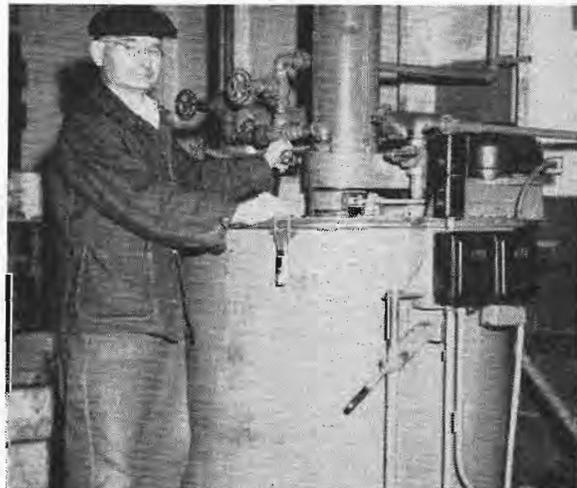
Richard Adams, Savanna, who has been in the Air Force for the past four years, was discharged Feb. 13 at Twyn-dall Air Force Base in Panama City, Fla., and his parents, Iowa Division Conductor and Mrs. Richard Adams, accompanied him home. He has since returned to his duties as a switchman in Savanna Yard.

Henry Klein Sr., father of William, Alfred and John Klein of Savanna, passed away in Finley Hospital in Dubuque, Feb. 4. Services were held in Bellevue, Ia., with burial in St. John's Lutheran cemetery. Surviving are one daughter and six sons.

Mrs. J. H. Haas, sister of J. H. Mulder, chief clerk to district master mechanic at Savanna, passed away of a heart attack Feb. 3 at her home in Milwaukee.

Harry R. Treman, chief clerk at the Elgin freight house for many years, passed away at his home Dec. 29. Mr. Treman entered the service of the Road as a clerk at Hampshire in 1905, worked as a clerk at Kirkland, and transferred

**FINAL CHECK.** Charles R. Morgan, machinist helper at the Othello, Wash., roundhouse, making a last check of the diesel filter-cleaning vat as he retired recently after more than 30 years of service. The Morgan family will continue to live in Othello. Their son Gilbert is a section foreman at Smyrna, and grandson Neil was with the Road for a while as a brakeman working out of Malden. (Ritzville Journal-Times photo)



to the Elgin freight house in 1931, where he assumed the position of chief clerk in 1932.

Mrs. T. J. Bahwell, mother of T. J. Bahwell of the Fullerton Avenue accounting department in Chicago, passed away in Jane Lamb Hospital, Clinton, Ia., following a stroke on Feb. 15.

#### SECOND DISTRICT

George E. Fall, who retired as freight house foreman at Dubuque on Dec. 1, 1948, passed away at Warm Springs, Calif., on Feb. 5. Funeral services were held at the Church of the Nativity in Dubuque, with burial in Mt. Calvary. Surviving are three daughters, one son and a sister. Mr. Fall started work in the freight office at Dubuque in 1907, then was appointed a traveling freight inspector, and returned to the freight house at Dubuque as foreman in 1931.

Conductor and Mrs. C. H. McCauley, Marquette, vacationed in the Florida Keys during January. Cy says he catches cold this time of the year up in this part of the country.

In recognition of 45 years of continuous service, a Silver Pass was presented last month to Engineer E. C. Atchison of Marquette.

#### THIRD DISTRICT

Engineer G. L. Manuel passed away at Ottumwa on Feb. 16, following a short illness. Funeral services were held in Ottumwa, with burial in Memorial Lawn cemetery. Surviving are his widow and mother. Mr. Manuel started railroading as a fireman on Feb. 23, 1929 and was promoted to engineer in March, 1948.

## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

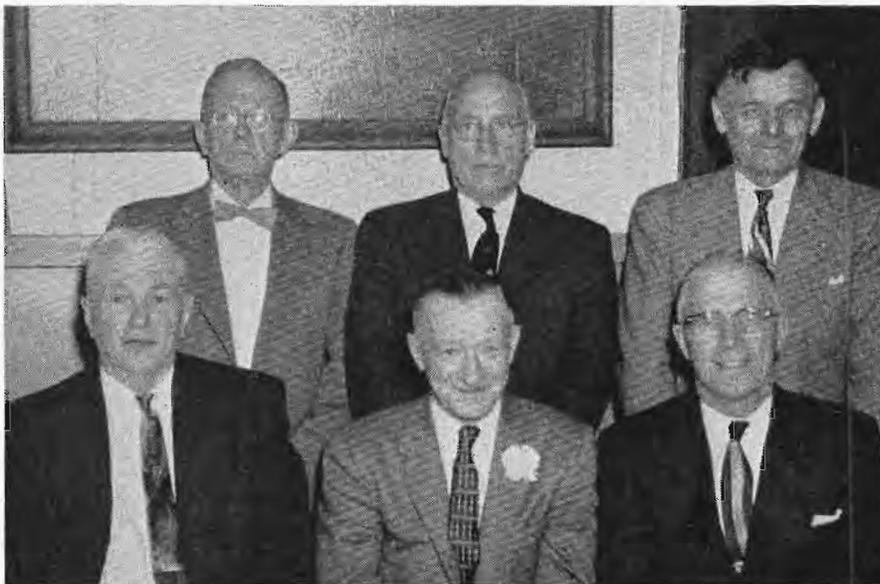
J. E. Boeshaar, Correspondent  
Superintendent's Office, Milwaukee

John M. Ellefson, supervisor of signals and communications with headquarters in Milwaukee, was honored at a retirement party held at the Old Heidelberg Inn on Feb. 11. About 150 attended the dinner and later took part in the program and dancing. Mr. Ellefson, a native of Fulton, Wis., started with the Road in 1911 in a signal construction crew. In 1913 he was assigned to the signal maintainer's position at Rio, Wis., and later to a similar position at Janesville. He was promoted to signal inspector in 1924 and to his last position on Feb. 16, 1946. The Ellefsons, who live in Milwaukee, have a son John and a daughter Jo Anne, both of whom are married.

R. E. Kranz, of the clerical force at Rondout, Ill., has been presented with a Silver Pass in recognition of 45 years of continuous service.

C. W. Alberth, brakeman on trains 146-143 between Walworth and Chicago,

March, 1956



J. M. Ellefson, supervisor of signals and communications at Milwaukee, poses at the retirement party in his honor on Feb. 11. Seated, from left: H. W. Chevalier, retired office engineer-signal department, Mr. Ellefson and G. W. Downing, retired supervisor signals and communications. Standing, from left: E. M. Shoemaker, general chairman of the signalmen's organization, L. B. Porter, retired superintendent of telegraph and signals, and C. R. Schwarz, retired supervisor signals and communications. For details read the column of Correspondent J. E. Boeshaar.

and A. G. Raschke, locomotive engineer, have been presented with Gold and Silver Passes, respectively, in recognition of their long years of service.

Recent misfortunes have beset Fireman Bob Snyder who was injured in an accident on the way to work, and Brakeman W. B. Haggard who broke a leg in another accident.

#### THIRD DISTRICT

Agent Ed Updike of Oshkosh, formerly of Horicon, passed away on Feb. 17. Sympathy was extended to his widow.

Fred W Sawtelle, who was a roadmaster on the Northern Division many years back, died on Feb. 5. Mr. Sawtelle went into military service, and in later years was in municipal service.

## Milwaukee Terminals

### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

H. W. Wellenstein has been appointed supervisor of signals and communications with headquarters in Milwaukee. He succeeds J. M. Ellefson who retired Feb. 29 after 45 years of service. Mr. Wellenstein joined the railroad in 1940 and since October, 1955 has been signals and communications supervisor at Aberdeen, S. D.

G. M. Robson, terminals trainmaster, has transferred to Chicago as trainmaster.

R. O. Odekirk succeeds G. M. Robson as trainmaster at Milwaukee. Mr. Odekirk has been in yard service in the Milwaukee terminals.

Fred J. Smith, veteran freight conductor in the terminals has been presented with a Gold Pass in recognition of 50 years of service.

Engineer Fred M. Kasten, a 45-year veteran has been presented with a Silver Pass.

Otto F. Meltzer, 85, retired city ticket agent, died last month at a Milwaukee convalescent home after a short illness. Mr. Meltzer was born in Black Earth, Wis., and had lived in Milwaukee about 50 years. He was employed by the Road from 1888 until his retirement in 1944. In 1935 he was elected president of the American Association of Railroad Ticket Agents, and remained a director of the organization until his death. Mr. Meltzer's wife, Ida, survives him; also his stepson, Warren G. Bovee, an assistant professor of journalism at Marquette University. Funeral services were held in Milwaukee with interment at Wisconsin Memorial Park.

*The father of Edward R. Murrow, well known radio-television personality of the famed "See It Now" and "Person to Person" programs, is a retired engineer who worked for a private logging railroad in Washington state. As a young man, Ed Murrow himself fired a donkey engine in the same camp.*

## FOWLER STREET STATION

Pearl Freund, Correspondent

Lucille Stowell, secretary and time-keeper, had a fall during our icy weather and suffered a broken arm and shoulder fracture.

Kathleen Novak, former clerk, has undergone surgery at St. Luke's Hospital and is now recuperating at home.

Mike Kurth and Harold Neumann, foreman and check clerk at house 7, have been added to the list of grandparents. Mike's daughter, Marilyn Rotier of Minneapolis, announced the arrival of a baby boy, as did the Neumanns' daughter.

James Raney, temporary messenger on the Broadway run, is leaving us soon to take a position in the office of the division engineer at Butte. Prior to his employment at Fowler he was briefly in the engineering departments at Omaha, Kansas City and Ottumwa, having started his service with the Road in 1953. His father is a carpenter for the Road at Moravia, Ia.

A happy twosome these days is Ollie Yerman, supervisor of the LCL billing department, and Donald Mohr, yard clerk at North Milwaukee, who became engaged on Feb. 4. Ollie is wearing a beautiful diamond.

Agent Ira Wallace enjoyed a vacation trip to Florida.

## Terre Haute Division

Christine Reichert, Correspondent  
Superintendent's Office, Terre Haute

Mr. and Mrs. William O. Reynolds of St. Bernice recently celebrated their 51st wedding anniversary with an open house, a belated golden wedding celebration, as last year illness obliged them to forego the event. The Reynolds' were married Jan. 22, 1905, at Bedford and moved to St. Bernice in 1912. "Slim," who began his railroad service in 1901 at Bedford, retired as a Terre Haute Division conductor on Sept. 1, 1952. When the Reynolds' settled in St. Bernice, the town consisted of three grocery stores, two drug stores, and the bank. With the adjacent coal fields booming, the town grew and the railroad terminal became a very busy place with 15 or 16 yard engines, 32 pool jobs and four trains daily between Chicago and Bedford. With the changing times, quieter days have come to their community. The Reynolds' have four children, eight grandchildren and three great-grandchildren.

Mrs. Samantha Hastly, mother of Locomotive Engineer Forest L. Hastly, has celebrated her 100th birthday. Mrs. Hastly was born Feb. 1, 1856, near Newport, Ind. She lived in St. Bernice and Detroit until five years ago, since which time she has lived with her daughter,

Mrs. Flossie Miller, in Jasonville, Ind. She has one other son, Orville, of Gary, Ind., and several grandchildren.

Sympathy was extended to Conductor E. E. Watson of Jasonville, Ind., in the death of his mother early in February.

A golden wedding anniversary was observed in February by Mr. and Mrs. James Myers of St. Bernice. Jim is a retired carman.

The wife of Retired Engineer E. L. Sewell passed away in February at Terre Haute.

Engineer George T. Hadley, retired since last October, says he and Mrs. Hadley will make their home temporarily in Long Beach, Calif.

Retired Conductor Clifford McBride has undergone surgery at a Clinton, Ind., hospital.

Retired Brakeman Elmer Jenkins is making a trip to Kansas City and Denver.

Word has been received of the death in February of Freddie Stockwell, a clerk in the Terre Haute car department for many years before he left in 1951 to make his home in Torrence, Calif.

## Chicago General Offices

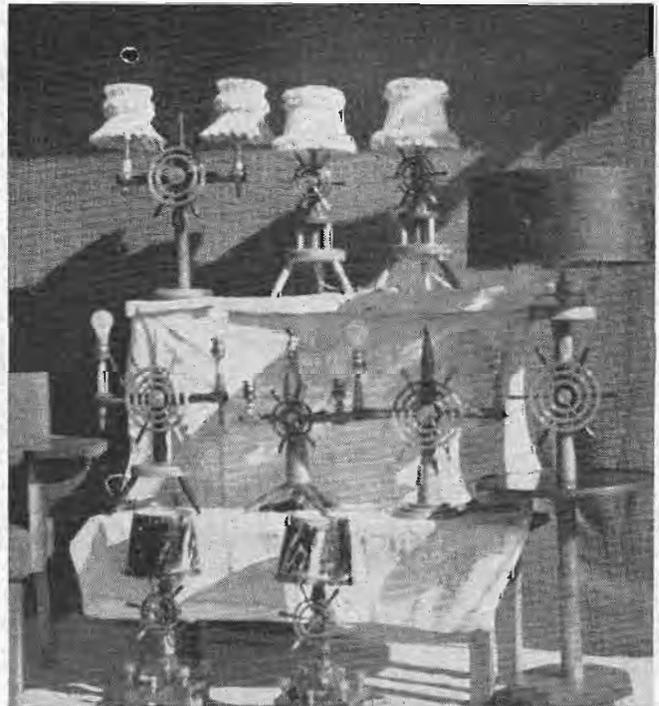
OFFICE OF FREIGHT AUDITOR  
Clara Fister, Correspondent

Announcement of the arrival of a son was made by Tony Dandre, interline bureau, on Feb. 9. The little fellow, named Anthony, Jr., is the second child for the Dandres.

Julia Lindahl of Keypunch and Coding, Genevieve Tanny, interline bureau, and Helen Schultz, machine room, are back from their sick leaves.



**WITH INTEREST.** Alva Lee Brown, mill man in the Terre Haute, Ind., car department from 1918 until his retirement on Jan. 1, pursues an interesting hobby. He designs and makes wood lamp bases. He is shown above, with examples of his handiwork at right.



## QUIZ answers

1. Superior.
2. Extra train.
3. Three.
4. A station equipped to receive freight on a C.O.D. basis.
5. Class I.
6. P.M.
7. 10:00 A.M.
8. Daily.
9. Passenger train car.
10. \$9.60; C paid A.

John Mischke Sr., revising bureau, is on a furlough. He is planning a trip to Arizona.

Marianne Gleich, local and interline balance bureau, and Jack Canty, claim investigator, became engaged Feb. 14.

Richard Straza, machine room, enjoyed a vacation in New Orleans during the Mardi Gras.

Judy Kemnitz, daughter of Carl Kemnitz, review bureau, was featured recently in the Chicago Tribune when she won the first place trophy in the 50-yard free style event of the Women's Junior Central A.A.U. swimming meet at the Lake Shore Club. Judy is just 14.

A daughter was born Feb. 2 to Elaine Maskal, formerly of the keypunch and coding bureau. The baby has been named "Mary Beth".

Mary O'Connor, keypunch and coding bureau, is visiting her home in Limerick, Ireland. She hasn't been home for almost four years and anticipated a wonderful time.

## OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Martha M. Karch, stenographer in the Valuation Section, retired Feb. 3, ending 36 years service in this office. To the best wishes of the office force were added those of her many friends throughout the railroad. Her last day of service was observed by the serving of refreshments and the presentation of beautiful gifts from her fellow employes. She will continue to make her home with her two sisters in the family residence at Deerfield, Ill., where she says the latch string will always be out for her many friends.

With deep regret we report the death of Clifford W. Loitz, bookkeeper in the investment bureau, which brought an end to his gallant fight against an illness of over a year's duration. Entering service in October, 1926, he was continuously employed in this office until the time of his illness. Word of his passing has brought sorrow to his many friends. He is survived by his parents, Mr. and Mrs. Albert J. Loitz of Chicago.

L. S. Rice was appointed assistant auditor of capital expenditures, effective Feb. 1. Mr. Rice has been assistant engineer in charge of the Valuation Order No. 3 Bureau for about seven years. He started his service in September, 1916 in the engineering department in Minneapolis and transferred in 1919 to Chicago, where he has since held various positions.

### OPERATING DEPARTMENT

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

Betty Nelligan, AuDell Carlson and W. D. McGuire are off-the-sick-list and back-on-the-job in the telephone and telegraph offices.

The claim prevention, refrigerator and merchandise service welcomed back Harold Warner, who has completed his assignment of an LCL research study at the Association of American Railroads offices.

Larry Botzon has transferred from the police department to the personnel office, and Walter Vukovich from the chief disbursement accountant's office to the police department.

Ed C. Adams, general manager's chief clerk, has one of those lucky "little women" in his family. Daughter Patricia celebrated her second birthday on Feb. 29, although she is eight years old.

*If there is righteousness in the heart, there will be beauty in the character. If there be beauty in the character, there will be harmony in the home. If there is harmony in the home, there will be order in the nation. When there is order in the nation, there will be peace in the world.—Chinese Proverb*

March, 1956



Martha M. Karch, "Tabby" to the auditor of capital expenditures force in Chicago (center), receiving gifts and good wishes on the occasion of her retirement Feb. 3. (See Correspondent L. J. Hogan's column.)

### AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulon, Correspondent

Jean and Leonard Bigott (A.F.E. bureau) announced the arrival of a boy, their second child, on Jan. 17. Jean was formerly employed in the bill and voucher bureau.

Frank Passaretti, of the T&E bureau, also reports a new arrival, a boy, born Jan. 18.

Sympathy was extended to Natalie Dodd of the computing bureau on the death of her mother; to Norbert Izdepski of the B&V bureau on the death of his mother; to Ted Bahwell, A.F.E. bureau, on the death of his wife and a week later his mother; also to Ella Corless, B&V bureau, on the death of her brother.

Diane Vickery, formerly of the typing bureau, visited the office Mar. 1 with her son, Edmund Glen, just seven weeks old.

Mary Lawler was welcomed back to the payroll bureau after her long siege of illness.

At this writing Fred Winkler, traveling accountant, is still convalescing at home.

Mrs. Catherine Chute, matron of the women's room who was planning to retire Mar. 15 suffered a slight stroke on Mar. 3.

When Maria LaPiana of the keypunch section opened her heart box of candy from the boy friend, Norby Bondi of the auditor of overcharge claims office, on Feb. 22, in the center was a shining engagement ring. Mary Ann Turek of the keypunch bureau also has a beautiful diamond on the proper finger.

Sue Brown is back with us after an op-

eration and is again looking her charming self.

Wynn Kasow of the keypunch bureau fell on the ice recently; result, a broken ankle.

We welcomed the following employes to the Milwaukee family: Florence Precht, George Wdowik, Edward Zegler, Robert Rehman, Arlene Weber, Janet Kestler, Michael Paull, Katherine Tobin, Ted Plucinski, Ronald Warren, Marie Brandt, Olive Readtke, Helen Foote, Shirley Kutil, Mary Ann Turek, Barbara Wangeum, Lucille Zok, Marge Prospiech, Virginia Dybas and Shero Gayton. These employes have been with us since the first of the year.

### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Arona Puttrich

A. M. Dryer, auditor of passenger accounts, and Frank Zapp, bureau head of the conductor accounts bureau, have received their 45-year service pins from the Veteran Employes Association.

Mary Ann Gatto has taken a furlough to await the stork.

Sympathy was extended to Clem Barber on the recent death of her mother, and to Inger Johnson upon the loss of her sister.

Betty and Bob McConahay of Perry, Ia., were recent houseguests of the Trezeks. Betty was formerly employed in this office, and Bob is supervisor of signals at Perry.

At this writing Elmeor Martell is convalescing from a bad fall in her home.

The new mail openers in Conductor Accounts are Theresa Schreiber and Margaret O'Rourke. Margaret is a recent arrival from Ireland.

Margaret Lodge Bergerson is currently on leave to nurse her father, Walter Lodge, retired from the auditor of expenditures, who is recuperating from an operation.

Ruby Dunaven has returned to work after a siege of ill health.

George Wiegref and wife recently enjoyed a glorious three weeks in Florida. Arona and Tom Puttrich entrained for California, touring Los Angeles and the southern-part of the state, with a stop at Tijuana.

#### AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

James P. Cushing, rate clerk, welcomed his first child, Kevin Kelly, on Jan. 7; John J. Jennings, claim investigator, his fifth, daughter Catherine Louise, on Jan. 11; and Larry Heideman of the station accounting bureau his first, Geraldine Helen, on Feb. 4.

New employes on our roster are Arthur C. Linke and John F. Hooper of the record room, Catherine M. O'Connell of the central station accounting bureau, and Richard V. Schaffer, demurrage inspector. Mr. Schaffer was formerly at the Fowler Street agency in Milwaukee.

Mr. and Mrs. F. I. Karczewski celebrated their 25th wedding anniversary with a family dinner at Horwath's restaurant.

George C. Biang was appointed chief demurrage inspector following the retirement of H. L. Anderson. Mr. Biang

started with the Road July 17, 1917 as a clerk at Deering station, progressed to agent at Cragin, and became demurrage inspector in February, 1948.

Mrs. Cecelia Mansfield of the central station accounting bureau is on a leave of absence and hospitalized at this writing due to a foot injury.

Donald P. Ostien, rate clerk, left recently to join forces with the engineering department.

Norbert P. Bondi, claim investigator, has presented Maria LaPiana of the office of supervisor of machine accounting with a beautiful ring for the third finger, left hand. An October wedding is planned. John J. Canty, claim investigator, also presented a ring to his fiancée of the freight auditor's office.

Carolyn Mackreth, bookkeeper in Station Accounting, set sail on Jan. 27 for a European tour.

#### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

John Hamm, head adjuster in the loss and damage department, celebrated 45 years of service recently and was presented with his Silver Pass. His friends and co-workers presented him with a gift as a token of their best wishes.

Kenny French recently moved into a new ranch type home in Morton Grove.

Your correspondent enjoyed visiting Jim and Alice Talbot and the three children recently, and the family is doing fine. They have a new home in Rolling Meadows, Ill.

Jake Mathiesen is having a home built near Elgin and expects to move in this summer. The outer framework is already up.



**RAILROAD FAMILY HEAD RETIRES.** The retirement of Conductor John Hendrickson of McGregor, Ia., following 56 years of service was marked by the presentation of a Gold Pass. Mr. Hendrickson started his service in the yard at old North McGregor when he was 14, the youngest of six brothers who worked for the railroad. Four became conductors, with John holding the longest record. Two of his five sons have also become Milwaukee Road men. Mr. Hendrickson has been a conductor since 1909, running continuously on the I&D Division between Marquette, Ia., and Mitchell, S. D., points. (North Iowa Times photo)

#### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

Ruth Bruner of the earload tracing department is ill with virus pneumonia at this writing. She received a lovely gift from her friends to brighten her stay at Grant Hospital.

On leave of absence due to ill health is Marion Pionke of Foreign Car Records. Her co-workers presented her with a robe for her convalescence.

Marie Gaerte of the reclaim bureau recently underwent surgery at Ravenswood Hospital and is now recuperating at home. She was presented with a "get well" gift.

#### CHORAL CLUB NEWS

Theresa Glasi, Correspondent

The following engagements will be filled during April: Apr. 13 at 8:15 P.M.—Albany Park Lutheran Church, 5858 N. Spaulding; Apr. 20 at 8:15 P.M.—Norwood Park Methodist Church, 7115 W. Hood; and Apr. 27 at 8:00 P.M.—the Lions Club "Ladies' Night" at Kirkland, Ill.

In lieu of the customary Christmas party, the Choral Club members are assembling at the Corner House Restaurant, 100 E. Ohio Street, for dinner on Mar. 10 and afterward will proceed to the Medinah Temple to see the Shrine circus. Harry Wallace has arranged for the circus tickets.

## THE ANCHOR WITH THE BULL DOG GRIP!

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

## ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

Loren B. Sandstrom, former assistant maintainer at Bensenville Yard, is now doing drafting work in Signals and Communications. His home is at Ingleside, Ill.

Signal Draftsman Mike Shanahan was congratulated on the birth of his first child, a boy named Michael Todd. The Shanahans live in Elgin.

We enjoyed hearing from Retired Office Engineer P. G. Savidis, who now lives in Orlando, Fla.

W. J. Lohrentz, who was chief clerk to the division engineer of the Milwaukee Terminal and Madison Divisions before his retirement on Jan. 31, has been presented with a Gold Pass in recognition of 50 years of service.

## H & D Division

### EAST END

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

The new section foreman at Milan, since the retirement of Coldevin Anderson, is Edward Baun, formerly of the Summit section.

John Lanning is the division lineman at Montevideo, replacing D. E. Browne, and our temporary signal maintainer is John Wertisch.

Paul Ness is now permanent signal supervisor of this territory. He and Donna will remain in Montevideo for the present.

New firemen on the H&D are Herbie Adamson, Murray Elverum, Delray Anderson and Rodney Guse.

Assistant Superintendent R. L. Hicks underwent an emergency appendectomy at the Montevideo Hospital recently.

Harry Letz, retired conductor, died recently at a rest home in Estelline, S. D.

Engineer George Anderson fell on the ice at his home in Milbank and sustained a fractured knee. At this writing he is confined to the Sioux Valley Hospital, Sioux Falls, S. D.

Retired Engineer Edgar P. Sheridan, who has been on a disability pension, died at his home in Minneapolis Feb. 1. Conductor George Meyers, who suffered a stroke last April, died Feb. 17 in Minneapolis.

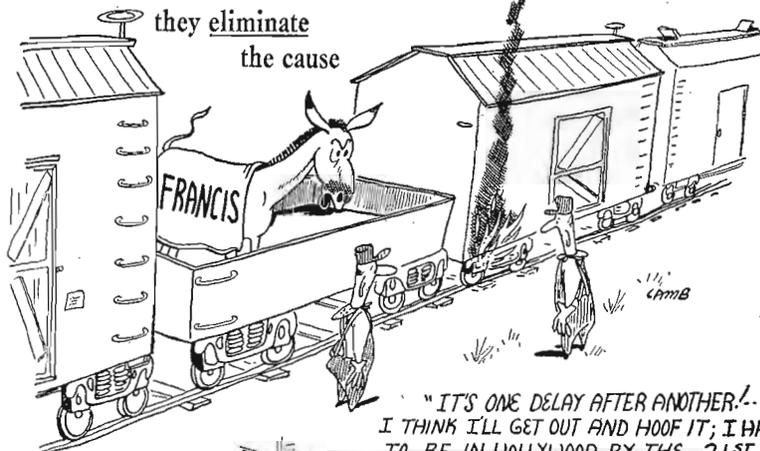
George Schrapp of the Monte roundhouse force has been ill for some time. Walter Beatty, also of the roundhouse, has retired.

Baggageman John Asplin has retired after 50 years of service. He received his Gold Pass at the same time.

Section Foreman Ralph Taylor of Appleton and his wife are enjoying the balmy weather of Mexico at this writing. The Charlie Rosses are in Florida, the Ben Kreiners in Texas, and the Steve

March, 1956

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they eliminate  
the cause



MORAL → A "CRUTCH" IS NOT A CURE

(Advertisement)

Brophys and the Olaf Tweters on their annual trip to Florida.

Retired Engineer B. W. Flannery died recently in Minneapolis. He had been ill for a long time.

The Lial Lilleys (retired engineer) recently celebrated their 50th anniversary, and a good share of the folks present to congratulate them were "rails".

### MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Agent M. M. Geist, Greenway, has been called by Uncle Sam to serve "several" months. He is being relieved by Dean Hill.

Engineer Bruce Talbot put about 7,000 miles on his car when he and his wife drove from Aberdeen to Florida, then to the Mardi Gras, California, Everett, Wash., and back to Aberdeen. In Florida he saw Howard Wheeler and Levi Crull, former H&D enginemen.

Engineer T. J. Tracy has returned to Aberdeen after a vacation spent in California.

Reasonable facsimiles of beards are appearing in the territory due to the 75th anniversary of Aberdeen being celebrated in June. The American Legion horse races are also in June, with our own Fred Harvey as chairman of arrangements.

G. T. Behl has bid in the position of operator at Bristol. At this writing he is working the agency at Groton in place of Sig Fosness who is off for the winter. L. J. Kranzler is working the operator's

job at Bristol.

J. B. Lawson, retired engineer, is now living at the Good Samaritan Home in Groton, S. D., and would enjoy hearing from friends.

Retired Engineer Harry Carlson passed away suddenly Feb. 21.

G. Gulbranson of the local car department has been in St. Luke's Hospital but is expecting to be released soon. Jack King is handling his duties at Aberdeen.

Arliss Owen, former operator, has resigned. Understand he is working for the Rock Island down South.

Agent Virgil Parker, Bristol, had his tonsils removed recently.

## I & D Division

### FIRST DISTRICT

Florence Paulin, Correspondent  
Roundhouse Clerk, Mitchell

Fred Hendriksen, machinist at Mitchell roundhouse who was confined to St. Joseph's Hospital in Mitchell in February is convalescing at home at this writing. Understand that Machinist C. E. Donovan is out of the hospital at Sioux City and recuperating at home.

Mrs. Roy Miner, wife of operator, has been relieving Chief Clerk Louis Illiff at the Mitchell depot.

Fireman L. F. Nelson is back to work on the west end, after a leave of absence. We understand he is quite the fisherman, having caught a three and a half-pound walleye in Lake Mitchell recently.

Most of the men employes around Mitchell are growing beards now, as Mitchell will celebrate its 75th anniversary

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sary in June.

Mrs. Ben Stroh was reelected president at a recent meeting of the Milwaukee Road Women's Club in Mitchell. Mrs. Walter Johnston was elected secretary and Mrs. Louis Illiff treasurer. Mrs. W. J. Dimmitt is in charge of membership.

Richard Binderup, son of Local Storekeeper Harry Binderup, is a member of the freshman team at Dakota Wesleyan at Mitchell, and James Mackey, son of Car Repairer Ambrose Mackey, is on the freshman team at Northern State Teachers College, Aberdeen. They were team mates in Mitchell, at Notre Dame.

Henry J. Dyer, freight house employe at Sioux City who recently completed 50 years of service, has received his Gold Pass. Engineer P. B. Leitner of Sioux City, a 45-year veteran, has been presented with a Silver Pass.

**SECOND DISTRICT**

Fay Ness, Correspondent  
 Superintendent's Office, Sioux City

Mrs. Esther Noonan, cashier at the Sioux City freight house, was the winner of a new Ford in a local drawing. She has resumed her position at the freight house after a leave of absence due to illness.

Retired Engineer Oscar F. Erickson, 84, died at the home of his daughter, Dr. Rachel Jenkins, in Rolling Hills, Calif., Feb. 1 after an illness of several months. Mr. Erickson, a native of Norway, emigrated to the United State shortly after his 18th birthday and entered the service of the Road as an engine wiper in April, 1893. He started firing that year and was promoted to engineer in 1900. He retired in January, 1942. He was the proud owner of a Silver Pass. Survivors include his widow; five daughters, Mrs. Helen Tweedy of Jacksonville, Ore., Doctor Jenkins, Dr. Beulah M. Erickson of Chicago, Mrs. Vern Sykes of Shelton, Wash., and Mrs. Ralph Hillman of Sioux City; a son, Clarence of Sioux City; 10 grandchildren and two great-grandchildren; and a sister, Mother Superior Romange, in Spain. Funeral services were conducted in Sioux City.

Engineer Ford H. Brunson retired

Feb. 16 after almost 54 years of service. Ford started as a caller at Sioux City, entered firing service in 1904, and was promoted to engineer in 1908. He has a perfect safety record, never having been involved in a serious accident for which he was responsible, and has never sustained a personal injury. He and Mrs. Brunson will remain in Sioux City for the present, but it is likely that later they will make their home on the west coast to be near their children.

About 35 friends and fellow employes attended a dinner at the Elks Club in Sioux City on Feb. 20 in honor of Mr. and Mrs. Harold Mahoney. Harold, formerly train dispatcher at Sioux City, is now employed in the general manager's office in Chicago.

**Seattle General Offices**

Margaret Hickey, Correspondent  
 General Manager's Office

Roger Wilhelm, secretary to general manager, passed around cigars and candy on Feb. 5 with the announcement of the arrival of David Charles. David is the Wilhelm's first child.

R. D. Abernathy, telegraph operator in the Seattle relay office, died Feb. 17 as a result of injuries received Feb. 10 when he was struck by a car. Mr. Abernathy was born in Lowell, N. C., and was 62 at the time of his death. He is survived by two sons, Robert D. Jr. in Seattle and Lewis in Alaska. Mr. Abernathy started service with the Milwaukee in 1937. Prior to that time he had been with the Associated Press for about 13 years. He was an enthusiastic golfer and traveler, and had just returned from Cuba a short time before the accident.

Bob Norman, secretary in office of assistant to general manager who has been on a leave of absence for two years to serve in the Navy, has returned to his former position. He had been stationed in Honolulu on a mine sweeper.

*In the average American home today, electricity does the work which would require the labor of 35 servants, each working a 40-hour week, 75 years ago.*

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St. Paul, Minn.





**ON GOLD PASS LIST.** H. J. Dyer, delivery clerk in the Sioux City freight house, who recently passed the 50-year service mark, showing the Gold Pass presented to him on Feb. 7 to Assistant Superintendent R. J. Dimmitt (left) and Freight Agent F. M. Duffy. He started with the Road on Oct. 11, 1905 as a trucker, and in the years between has held the positions of transfer clerk, OSGD clerk, foreman and check clerk.

## Milwaukee Shops

### STORE DEPARTMENT

Virginia Tabbert, Correspondent

The stork has been hovering around this area with bundles from heaven. The Daryl Verfurths welcomed Kathleen Ann on Jan. 9, her daddy's birthday, too. Number 1 in the home of the Glen Langs is Patricia, born Jan. 17. Victoria Ann, born Feb. 8, makes the fourth girl for the George Schwartzes. Vicky has two brothers.

A newcomer is Gloria Ott, steno in the middle district storekeeper's office.

George Sheridan, retired storekeeper, stopped in for a visit before his return home. The serious illness of his brother in Minneapolis prompted his leaving Tucson, Ariz., in January. We were sorry to hear that death claimed his brother and also his brother-in-law within a 10-day period.

## Twin City Terminals

### GENERAL

Leon F. Stelling and his wife are celebrating the arrival of the first girl, born Feb. 27. Leon, ticket clerk in the St. Paul passenger department, has three boys, so the girl is most welcome.

Larry Francis, handy man at the St. Paul freight house, retired Feb. 1.

Minneapolis Chapter of the Women's Club is specializing in home talent from the railroad this year. At the February meeting it was entertained by David and Phillip Taylor, sons of Stationmaster Jim Taylor. The "Fontaine Sisters", in the persons of Jim Taylor, Ken Glocker and Norris Groth, were also on the bill.

*One reason why the dollar doesn't do as much for people as it used to is because they don't do as much for it.*

—Herb Shriner

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Mr. and Mrs. C. F. Lemke have a new daughter at their home.

Retired Machinist Eddie Kerrot is vacationing in Florida at this writing.

Machinist R. S. Anderson of the locomotive department retired recently, following 40 years of service; Blacksmith Helper P. J. Danacek following 31 years of service.

George Sheridan, retired storekeeper, now living in Tucson, Ariz., was a recent visitor in the store department.

Carman Bloyd Crosby and Mrs. Crosby welcomed a new baby girl at their home Feb. 8.

Airbrake Man Herb M. Kassin and his wife and daughter are vacationing at the home of Mrs. Kassin's mother near Los Angeles at this writing.

Welder Haldur J. Johnson and wife are driving to Los Angeles and return, with side trips to San Diego, Boulder Dam and other points.

Sympathy was extended to Carman Clarence Hofmaster in the loss of his father on Feb. 3.

### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

Gregory Williams, messenger at the Local Freight, left Feb. 9 for service with the Marine Corps. Rodney Brannon, a new employe, took his place. Darrell Egertson will leave for service Mar. 12.

David Williams is the new night messenger at the Local.

Arthur Lindquist, LCL rate clerk, has been absent from the freight office since before Christmas. A "pain" in his arm was discovered to be a break.

We are sorry to report the death of Mrs. J. P. Fahey, wife of retired local freight agent.

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## Coast Division

### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

With deep regret we report the death of T. E. (Tom) Corbett on Feb. 1. Mr. Corbett entered Milwaukee Road service on Lines West, Apr. 22, 1908, following employment as an operator on Lines East. He was later made train dispatcher and chief train dispatcher, and in November, 1929, promoted to trainmaster. He was appointed chief dispatcher, Coast Division, on Feb. 8, 1933, district safety engineer for the Coast Division on Nov. 1, 1942, and chief dispatcher, Port Angeles, Wash., in March, 1946. He applied for retirement on July 1, 1950. Mr. Corbett had a deep understanding of railroading and a gift for leadership. He leaves a wife and seven children. He was the brother of the late Jim Corbett, former chief dispatcher at

Tacoma, and of the late Mike Corbett, a dispatcher on Lines East.

Mike Grummel of the wood mill happily announced the arrival of a granddaughter, born Feb. 16 to Doctor and Mrs. Roger Grummel. The precious bundle has a little brother.

Mrs. W. J. Weatherall, wife of district general car foreman, and Mrs. C. P. Miles, wife of dispatcher, are recovering nicely from recent surgery.

Lind E. Forsgren, sub-station operator at Doris, Wash., 28, was killed Feb. 10 when his automobile collided head-on with a snowplow on the Snoqualmie Pass highway. His sons, Robert, 6, and Scotty, 3, and Mrs. Forsgren's nephew, Robert McConnell, 4, were also fatally injured in the accident. Mrs. Forsgren was not hurt critically. The party was returning from Tacoma where they had made funeral arrangements for an uncle.

## Off Line Offices

### PHILADELPHIA

At the annual election of officers of the Philadelphia Passenger Association, E. Paul Schilling, district passenger agent, was named first vice president. E. H. Hatfield of the Santa Fe was elected president and C. M. Hutchinson of the Southern Pacific second vice president. Mr. Schilling, who started with the Road in Chicago in 1936, was city passenger agent in Cleveland before transferring to Philadelphia in 1951.

## Madison Division

On Feb. 19 Beloit Chapter of the Women's Club had a Valentine potluck supper for wives and husbands. Everyone enjoyed a delicious meal and were entertained with bingo or cards. This was the first social event held with the new officers presiding, who were installed Jan. 11. The new officers are Mrs. Al Klein, president; Mrs. William Steuck, first vice president; Mrs. Roy Cuyler, second vice president; Mrs. Eugene Wobig, recording secretary; Mrs. Bill Enking, treasurer; and Mrs. Al Reid, corresponding secretary.

In recognition of 50 years of service,

Gold Passes were presented recently to R. Black, agent at Mazomanie; Carl Strauman, bridge engineer at Prairie du Chien; and Operator J. B. Meyer, Madison. Silver Passes, tokens of 45 years of service, were presented to Engineers O. C. Inman and C. M. Allemang of Madison, and to Conductor Charles Knight, Waukesha.

## Chicago Terminals

### GALEWOOD

Norma Gunderson, Correspondent



Robert Parsons

Robert Parsons, son of Irvin Parsons, trailer supervisor, and Dorothy, switching abstract clerk, was recently promoted to captain in the Air Force Reserve Officers Training Corps at Coe College, Cedar Rapids, Ia., where

he is a junior. Bob is also a member of the school's concert and military band and of the International Relations Club.

George LeMire, rate clerk, retired Feb. 1, due to illness. On behalf of his fellow employes, Assistant Agent R. E. Chalifoux and Chief Clerk W. J. Hamann visited him at home to present him with a gift and their best wishes.

Dick Graham, relief rate clerk, is a suburbanite as of Feb. 11, having moved into a new home in Carpenterville.

Lillian Arenstein, comptometer operator, has taken an extended leave of absence due to illness, and through the Magazine wishes to thank her co-workers for their lovely cards.

Sympathy was extended to Assembler John Rejak whose mother passed away Feb. 22.

Philip Scorza has returned to Galewood as vacation relief clerk Feb. 27.

The Women's Club, Fullerton Avenue Chapter, met Feb. 14 and after a fine dinner and business meeting played

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A jolly trio at the retirement party held at the Union Street freight station in Chicago last month in honor of Foreman P. J. Hagen. From left, Frank Lewinski, checker, Mr. Hagen and Assistant Foreman Pat Debs. (See Correspondent Florence LaMonica's column.)

games in keeping with Valentine's Day. Mrs. Hazel Petersen, program chairman, is busy making arrangements for an outing on May 19; full particulars next month.

In recognition of 50 years of service, a Gold Pass was presented recently to E. W. Anderson, terminals engineer. Engineer J. S. Jacobson and Machinist F. A. Burianek who have completed 45 years of service received their Silver Passes.

#### UNION STREET

Florence LaMonica, Correspondent

A very pleasant party was held in house 5 on Feb. 29 in honor of the retirement of Foreman Peter J. Hagen. Mr. Hagen has been with the railroad 44 years, all at Union Street. He began in 1912 as a caller in house 8 and has been foreman in house 5 for the past 19 years. He and Mrs. Hagen expect to make their home in Capron, Ill., and also to do quite a bit of traveling to points east and west, with a possible trip to Europe.

Agent B. M. Smith was master of ceremonies for the party and called upon several of those present for remarks. S. F. Kirby, K. M. Bruckner and C. Copping of Montgomery Ward and Company spoke, as did H. B. Spamer and S. Kovalis of the Truck Rail Terminals. Almost 100 attended, including the following retired foremen: Joseph Prazak, Rosy Damiano, John Wagner, Fred Wendland and Solly Ruleman.

Mrs. Magro, mother of A. Magro, stower at house 6, passed away Feb. 14.

Carl Rearick, father of William Rearick, Deering station office, passed away Feb. 12.

At the retirement party held for Mr. Hagen on Feb. 29, Agent B. M. Smith presented Frank Sanfillipo with his Silver Pass in recognition of 45 years of

service.

Pat Debs, assistant foreman at house 5, celebrated a one-in-four-years birthday Feb. 29.

## Iowa Division

### MIDDLE AND WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

Retired Engineer Herman Jensen of Council Bluffs had his daughter Olive home for a few weeks recently. Miss Jensen has been with the Department of State for 10 years. She has spent the time in Vienna and Indonesia, and the last four years was chief of the visa section in London. Following her visit home, Miss Jensen went to Calgary, Alberta, Canada, to serve as vice-consul.

The home of Agent Harold Reineir at Ferguson was saddened in February by the death of his 18-month-old daughter. Burial was at Scranton.

Mrs. Phillip Aeck, widow of a veteran conductor, passed away in February at the home of her daughter in Adel, where she had been living during the winter. Burial was in Perry. Mrs. Aeck was a sister of Conductor F. H. McDevitt.

Eva Ruth Timdrell, daughter of Mr. and Mrs. Y. S. Smith of Perry, was married recently at the Bethel Baptist church in Perry to A 1/c William Edward Dowell of Louisville, Ky. The bridegroom's brother performed the ceremony.

T. J. Hanlon, former signal supervisor at Perry now on a similar position in Milwaukee, has been a patient at St.



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Joseph's Hospital there.

Fireman and Mrs. A. K. McKimm became the parents of a daughter on Feb. 8. The baby is the second in the home of the young couple.

R. W. Ivey, signal maintainer at Manilla for many years, has been promoted to supervisor of signals and communications at Marion. He will have jurisdiction over the east Iowa Division territory.

Brakeman Frank Mansfield, with his wife and daughter Connie, was in Del Rio, Tex., in February to attend the wedding of Lt. D. Mansfield of the Air Force, who was married in the air base chapel to Miss Joan Coyne of Aberdeen, S. D. Jack Mansfield, an airman 1/c, served as best man. Brakeman Mansfield has three sons at the Del Rio base.

Engineer and Mrs. Owen Fox stocked up their trailer and started out on Feb. 19 for a tour of the Ozark region, expecting to spend most of their time at Hot Springs, Ark.

Switchman F. J. Brugenhemke, 60, who had been employed about 35 years in the Council Bluffs terminal, passed away in February. He had been ill for several weeks. He leaves a wife and grown children.

Switchman Richard Shappaugh of Perry and Miss Sheryl Briggs of Minburn were married in February. They will live on a farm near Perry which Richard will operate in connection with his railroad work.

February 19 was an important day for Fireman Richard Judd. His grandparents, Mr. and Mrs. Charles Kinder, celebrated their golden wedding anniversary with an open house at the First Christian Church in Perry, and Richard's parents, who live in California, as well as numerous relatives and friends, came to Perry for the event.



**BLUFFS PAIR OBSERVE 50TH.** Karl Otto Larsen, retired Iowa Division carman, and Mrs. Larsen who observed their 50th wedding anniversary last month with an open house at Council Bluffs, Ia. The Larsens were married at Longelse, Langeland, an island off the coast of Denmark, on Feb. 18, 1906 and arrived in Council Bluffs a month later. They have seven children, 20 grandchildren and six great grandchildren.

Brakeman Marvin Terrill, with his wife and son Markey, spent six weeks of January and February on a vacation trip to Clearwater, Fla.

On Feb. 4 Miss Madonna Ryan, daughter of Retired Engineer P. J. Ryan, was married to Eugene R. Maher at St. Patrick's Church in Perry. A wedding breakfast was served at the hotel and a reception held at the Ryan home. The couple will live in Nebraska.

A daughter born to Mr. and Mrs. Masengill on Feb. 4 is one more grandchild for Retired Machinist and Mrs. John Wagner, who now make their home in Dawson, Ia.

Conductor and Mrs. Homer Johnson spent most of February in California. Their son Homer has been hospitalized in Long Beach for several months.

"Pamla Jean" is the name which Agent and Mrs. Ruben Dewald of Adaza gave to their new daughter.

A. L. Brown is a new relief agent on the division, having made his date at Persia in January.

Donald Cushman, car department employe, and wife became the parents of a daughter on Feb. 2. Paul Cushman, a retired car inspector, is the grandfather.

Mrs. A. K. Fullerton, wife of the agent at Bagley, passed away on Feb. 1, following a long illness.

Brakeman and Mrs. William White became the parents of a daughter on Feb. 1.

Mr. and Mrs. Alfred Noack will have another daughter-in-law in spring, as the engagement of their son Keith to Miss Joann Crannell was announced recently.

Fireman F. J. Hedstrom took his vaca-

tion in January and was married at St. Phillip's Church in Green Bay, Wis., to Miss Doris Jacques. They are now housekeeping in Perry.

W. L. Butler, who was agent at Council Bluffs from 1889 until his retirement in 1947, passed away at the home of a daughter in Oskaloosa on Jan. 28. Funeral services were held in Council Bluffs.

Two Milwaukee Road employes at Omaha continue to demonstrate their interest in civic affairs. Agent Ward Locke was reelected secretary of the Sac County volunteer fire department, to start his 15th year, and Frank La Grange, pick up and delivery man, started his 14th year as fire chief.

Operator P. L. Karr, who has been working at Perry yard, had his vacation in January and on the 29th was married at the Presbyterian Church in Manilla to Miss Janice Schwieso of that city. A reception was held in the church parlors. The couple made a trip to Florida where they visited the bride's brother who is at the Air Force base near West Palm Beach.

A daughter born to Mr. and Mrs. Floyd Smithson on Jan. 31 is another granddaughter in the family of Retired Brakeman Albert Smithson.

Mrs. Arthur Stromquist who had a vacation trip to Florida recently spent a few days with Retired Engineer Earl Holdridge and his family who are operating a motel at Largo, Fla. Incidentally, a few days after returning home Mrs. Stromquist slipped on the ice and suffered a broken arm. The accident occurred in front of the office of the family doctor, so there was no delay in getting the arm set. Mrs. Fred Peterson, wife of retired engineer, and Mrs. William Coil, wife of retired machinist, were also accident victims during an icy spell in February.

Mrs. Marge Denise, daughter of Engineer Clyde Ibson, was married recently to Joseph Dodds of Des Moines. The groom, who is in the automobile business, will reenter college in the fall to complete his medical studies which were interrupted when he went into the Army.

#### COUNCIL BLUFFS TERMINAL

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

Switchman Frank Brughenpke passed away recently. He had been ill for some time.

Engineer Bob Moore has just finished 45 years of service and received his Silver Pass.

It was wedding bells for Richard Lake, son of Carman Max Lake, and Miss Greta Gibhart last month. Max also has a son, Leroy, who is a first lieutenant in the regular Army.

L. B. Brughenpke, rate clerk in Omaha, has accepted a position as purchasing agent for Creighton University in Omaha. The new clerk is Robert R. Hardman.

The Kiewit construction contractors have begun to break ground on what is to be a major yard expansion project here.

#### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

Frank E. Wiley, cashier at the Cedar Rapids freight house, retired Feb. 3. He started working for the Road as cashier and ticket clerk at Maquoketa, came to Cedar Rapids in October, 1923, worked in the ticket office 14 years, and the balance of his service in the freight house office.

P. J. Weiland came to Marion from Aberdeen, S.D., to serve as superintendent on Feb. 1. Later he was joined by Mrs. Weiland, who had been visiting in Kansas City with their son Peter Jr. and his wife and twin sons, Paul and Peter III. Their son Jerry, who had been practicing dentistry in Mason City, is now in the Army in San Antonio, Tex. His wife and daughter Anne Marie will join him soon.

K. R. Schwartz has been transferred to Madison, Wis., as superintendent. Mrs. Schwartz was the guest of honor at a dinner in the new parish school Feb. 10 when the Rev. W. H. Blessing entertained members of St. Joseph's choir, which she had directed.

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Retired Lineman L. Matthewson and wife of West Amana have a new granddaughter, Kathleen, born to Captain and Mrs. Robert Matthewson of Tacoma, Wash.

H. O. Fohey, superintendent of signals and communications, and wife have returned to Elgin, Ill., their former home, because of the ill health of Mr. Fohey's brother. R. W. Ivey has been appointed to succeed Mr. Fohey.

W. S. Starbuck, retired employe, observed his 96th birthday on Feb. 7 at his home in Marion.

Helen Irene Reichert, daughter of the Verto Reicherts of Marion, has enrolled as a junior at Marquette University in Milwaukee. She is majoring in English.

The Marion March of Dimes drive netted over \$1,700. It was sponsored by the Kiwanis Club, with Assistant Engineer R. M. Low serving as chairman. Merwen L. Taylor, chief clerk to division engineer and treasurer of the club, also worked for the drive.

Agent C. R. Wink, Oxford Junction, was a surgical patient in a Cedar Rapids hospital from Nov. 25 until the latter part of February. He was relieved by L. L. Binder.

Second Trick Dispatcher J. F. Thompson who underwent surgery in St. Luke's Hospital in Cedar Rapids Feb. 8 has returned home. R. F. Johnston relieved him as dispatcher.

Mrs. Dana A. Bowen, widow of retired agent, died suddenly at her home in Van Horne on Feb. 2. She had been a resident of Van Horne for 40 years. Burial was in Cedar Rapids Memorial Cemetery.

To celebrate the arrival of little Steven William on Feb. 12, Instrumentman W. R. Nelle passed cigars and candy. Mr. Nelle has been with the engineering department in Cedar Rapids since last September. He entered the service of the Road in June, 1953, starting in the engineering department at Aberdeen, S. D., and was in the Army from August, 1953 to August, 1955.

A Gold Pass, token of 50 years of continuous service, has been issued to C. A. King, agent at Miles. Engineer H. H. Rasmus of Ottumwa, a veteran of 45 years of service, has been presented with a Silver Pass.

Rocky Mountain Division

EAST END

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

Brakeman and Mrs. Lawrence Wren spent a six-week vacation touring in California, Arizona, New Mexico and Oklahoma.

Fireman Charles Taylor passed away Feb. 13 near Piedmont, Mont.



A. L. McGrath

A. L. McGrath retired recently from service as an engineer. Mr. McGrath started railroading with the Boston and Maine in 1907 and came to the Milwaukee in 1912 as a fireman. He was promoted to engineer in 1941.

Retired Engineer Grover Embry passed away Feb. 18 in St. Joseph Hospital. Mr. Embry was born Jan. 28, 1885 in Dallas, Tex. He moved to Deer Lodge in 1916 and started working for the Road as a fireman, later being promoted to engineer. Mr. Embry had 40 years of service.

Born, to Conductor and Mrs. Louis Kirwan of Bozeman, a daughter on Jan. 21 at the Bozeman Deaconess Hospital.

At this writing Engineer Cecil Adams is in St. James Hospital in Butte, having undergone surgery.

Mrs. Leta Coffin, widow of conductor, died at her home in Galen on Jan. 22.

*When Abraham Lincoln was postmaster at New Salem, Ill., from 1833 to 1836 the post office was run on a very informal basis. As Mr. Lincoln left his office he would very often put letters to be delivered in his hat. Then, as he proceeded on his way he would meet a person to whom a letter was addressed, remove his hat and deliver the letter. Thus was started the legend that Abe Lincoln "carried his office in his hat."*

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## I & S M Division

### EAST END

Erle Jorgensen, Division Editor  
Office of Agent, Austin

To the list of great-grandfathers we added Operator A. E. Sexter, Owatonna, and to the grandfather's list Agent K. C. Sexter of Northfield, following the arrival of Laurie Kay, daughter of Mr. and Mrs. Robert Trench, on Feb. 22. Mrs. Trench is Agent Sexter's daughter.

Kenneth J. Wencl, agent at Lime Springs, Ia., now on a military furlough, was promoted to specialist third class while serving with the 39th Engineer Combat Battalion at Fort Riley, Kans. He is the son of Section Foreman Robert P. Wencl, Rose Creek.

At this writing the following retired employes are at home following hospital sojourns: George Ames, retired conductor, at his home in Austin; Thomas W. Holmes, retired engineer, also at Austin; Engineers V. E. Thomas and Oscar Haverberg convalescing at home following stays at St. Olaf in Austin.

Moving day is over for Roundhouse Foreman J. W. Goodrich and Car Foreman W. P. Trenkler, who are now settled in their combined office at the Austin shops.

Carl Perl, retired section laborer, passed away recently at Austin; Retired Conductor Frank E. Rickard Jan. 11 at Mankato, with burial at New Elm, Minn.

A. E. Beers, retired engineer, passed away at his home in Minneapolis Feb. 3. Al was born Mar. 18, 1873, went firing Sept. 1, 1898, was promoted to engineer Oct. 19, 1902, and retired May 31, 1955. He is survived by his wife and twin daughters.

Charles Johnson, agent at Sherburn, Minn., retired recently. "Chas", as he

signed all correspondence, entered service as an agent on the I&SM Mar. 2, 1908, worked as agent at Granada and operator at Winnebago and Jackson, and was appointed agent at Sherburn in August, 1926. His brother Joel retired in 1947 after many years as agent at Mapleton, Minn. One son, Robert, is with the railroad as warehouse foreman at Mankato, Minn.

At Austin, Engineer W. C. Jeffers retired recently. Mr. Jeffers entered the service of the railroad Nov. 16, 1905 as a fireman and was promoted to engineer Jan. 9, 1910. He is a man of many hobbies and interests. One of his hobbies is wood working.

Retired Chief Dispatcher O. C. Peed and Mrs. Peed have returned from a vacation in California where they visited Retired Engineer J. L. McCarthy, among other retired employes.

J. E. Lasley, agent at Fairmont, has been assigned to the agency at Sherburn, replacing Charles Johnson, retired; Owen D. Theophilus, operator at Jackson, to the agency at Fairmont; J. W. Malone to the operator's position at Jackson; D. W. Peck appointed agent at Oakland, Minn.

Fireman R. D. Johnson and R. T. Bakke both report the birth of a son.

At this writing plans are being completed for a special train, Austin to LaCrosse, Mar. 14, sponsored by the Austin Chamber of Commerce. Businessmen and farmers of the Austin area will tour LaCrosse industries and be entertained at the Stoddard Hotel for dinner; returning to Austin about 7 P.M. This is the third rail trip for this group.

A Gold Pass, in recognition of 50 years of service, was presented recently to Engineer William Jeffers of Austin. Engineers Guy Blomquist and A. B. Bertilson who have completed 45 years were presented with Silver Passes.



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**Mar. 2, 1949**—Air Force superfortress Lucky Lady II completed first round-the-world flight—23,452 miles in 94 hours.

**Mar. 3, 1931**—Congress adopted an act making it official that "The Star Spangled Banner" is the national anthem.

**Mar. 4, 1839**—America's first long distance railway express service started by William F. Harnden, former railroad conductor, between Boston and New York.

**Mar. 12, 1775**—First steam engine used in the United States in New Jersey copper mine.

**Mar. 17, 1676**—Settlement of Providence, R. I., raided and destroyed by Indians.

**Mar. 23, 1775**—Patrick Henry made his stirring "Give me liberty or give me death" speech in Virginia.

**Mar. 30, 1870**—First allowance of free checking of 150 pounds of personal baggage on a full-fare passenger ticket was authorized by the General Ticket Agents' Association (now the American Association of Passenger Traffic Officers). Originally the allowance applied only to colonists' tickets.

**Mar. 31, 1862**—"Oregon Pony", first locomotive in Pacific Northwest, arrived at Portland, Ore.

*The oldest living thing on earth is believed to be a tree at Rio del Tulle, Mexico. The tree is a cypress which is estimated to be between 5,000 and 7,000 years old.*

*The late Albert Einstein was a struggling young scientist when he won the Nobel Prize and its cash award. Nevertheless he donated it to charity. When royalties from his published works began pouring in he used them to aid others. This was his theory on monetary matters: "I am absolutely convinced that no wealth in the world can help humanity forward. The example of great and fine personalities is the only thing that can lead us to fine and noble ideals."*

**CROSSWORD STRATEGIST.**

Biggest winner to date of the La Crosse (Wis.) Leader-Tribune weekly crossword puzzle contest (No. 41), E. J. Sainsbury, retired Milwaukee Road dispatcher, is shown on Feb. 5 receiving a check for \$425 from a Tribune reporter. Piled in front are the week's other 9,837 entries. The contest begins with a \$100 prize which increases \$25 every week the puzzle goes unsolved. Mr. Sainsbury cleaned up an \$850 jackpot, since a local grocery had promised to match whatever funds he won. (La Crosse Leader-Tribune photo)



**CHALLENGER ON CANVAS.** A hobbyist in oils, and occasionally in water colors, is Harrison Van Delinder, station clerk at Spaulding, Ill., and relief ticket clerk at Elgin on the week ends. He is shown here in his Elgin home, with several of his canvases and a wood carving of General Douglas MacArthur (in his hand). The painting of the train shows the Challenger-Midwest Hiawatha rounding a curve just west of Elgin.

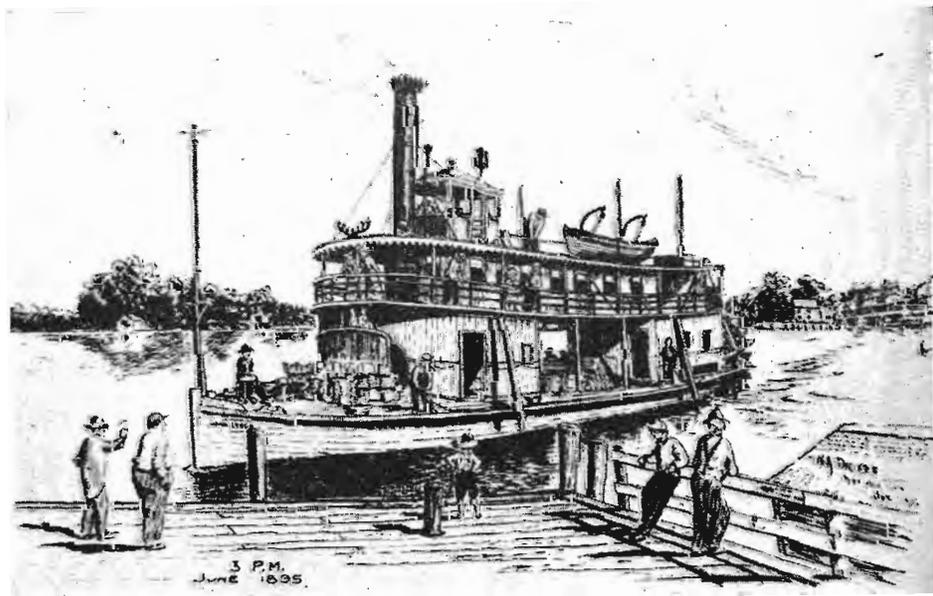
**AND AWAY WE GO.** A. F. Lakmann, retired traveling freight agent, taking his daily workout on the rink at the First National Bank plaza in Minneapolis where he has skated numberless miles this winter. His agility on the ice at age 69 usually draws a crowd. Mr. Lakmann retired from the Minneapolis traffic department in 1951. (Minneapolis Tribune photo)



**"OLD NO. 1" SEES ACTION AGAIN.** Scenes from "The Great Locomotive Chase," Walt Disney's authentic portrayal of one of history's most dramatic spy stories—the famous Andrews Raid of Apr. 12, 1862 for which the Congressional Medal of Honor was first awarded. Featured in the film, along with Fess Parker (of Davey Crockett fame) and Jeff Hunter, is the locomotive which played the part of the "Wisconsin", affectionately known on The Milwaukee Road as "Old No. 1", in this railroad's centennial pageant in Milwaukee on Nov. 20, 1950. Actually, the locomotive is the Baltimore & Ohio's famous "William Mason." The picture, filmed in CinemaScope, is tentatively scheduled for release in June. (Walt Disney Productions.)



**AFTERNOON, JUNE, 1895.** Artist's sketch of the days when the John Lynch, plying Wisconsin's Wolf River, transferred passengers and freight between Oshkosh and Fremont. Although the railroad took over the major transportation job in 1859, river traffic continued for several decades. The drawing is by W. J. Durkee who was born and raised in Winneconne, Wis., all of whose work depicts that area around the turn of the century. The original is in the village hall. Picture furnished by Agent L. J. Campbell of Winneconne.



**THE MILWAUKEE ROAD MAGAZINE**  
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**VIEW OF SEATTLE**, with Union Station, the Milwaukee Road's terminal in the city, appearing in the center.



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PHILIP B. LOTTICH, *Director of Admissions*, Illinois Institute of Technology  
ROBERT STROZIER, *Dean of Students*, University of Chicago

The sons of Milwaukee Road families who plan to enter a university or college in the fall of 1956 should communicate immediately with the J. T. Gillick Scholarship Committee and ask for an application form. Full details about eligibility requirements and the general conditions under which the scholarship awards will be granted will accompany the application form when it is sent to prospective applicants.

**IMPORTANT:** *Applicants for the J. T. Gillick Scholarship awards who plan to enter college for the fall 1956 term must have their completed applications filed by not later than June 30.*

Address all communications and requests for information about the J. T. Gillick Scholarship to:

**C. WILLIAM REILEY, Chairman**

356 Union Station Building



**J. T. GILLICK SCHOLARSHIP COMMITTEE**

516 West Jackson Boulevard

● Chicago 6, Illinois

