

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

Snow Fighting on the Milwaukee . . . page 4

FEBRUARY 1957

THE MILWAUKEE ROAD MAGAZINE

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IN THIS ISSUE

"Old Man Safety" Knows Best By President J. P. Kiley-----	2
Quiz -----	3
Snow Fighting on the Milwaukee---	4
J. J. O'Toole Becomes Consultant; C. A. Nummerdor Retires-----	9
Heat for the Reefers-----	10
"Old Smoky Belongs Here," President Kiley Tells Milwaukeeans---	12
Don't You Be Guilty of Last Minute April Foolishness-----	13
Appointments -----	14
Here's How We're Doing-----	16
Milwaukee Road Carloadings-----	17
Retirements -----	18
All Around the House-----	20
About People of the Railroad-----	24



"Old Man Safety" Knows Best

PERHAPS you remember Mark Twain's classic comment about the business of growing up.

"When I was a boy of 14", he wrote, "my father was so ignorant I could hardly stand to have the old man around, but when I got to be 21 I was astonished at how much the old man had learned in seven years."

Transferring that piece of philosophy to the subject of safety, I think everyone will agree that too many of us pay too little attention to the advice the experts try to give us on how to work safely. Then, when an injury occurs, we wonder if we shouldn't have heeded that good advice more carefully.

The same sort of thing has marked the whole history of safety education. It has been true in industry generally, and it has been true on The Milwaukee Road. There was a time when putting on a pair of goggles, or replacing the old soft-toed shoes with a pair of safety shoes was "sissy stuff". Certainly nobody wanted to get hurt or to hurt his fellow workman, but a railroad man was an individualist, and pretty tough. He knew his job and how to take care of himself without all the protective gear and the constant warnings.

But little by little "the old man", in the form of safety education, has been found to make a lot of sense. He may repeat himself pretty often, and we may get tired of listening to him, but we know he's right and we know that if we don't listen we are headed for trouble sooner or later.

A thorough knowledge of safe practices is a little like good manners. If a person has learned the latter, he doesn't have to worry too much about them when he needs them most. Likewise, if safety has become a genuine habit, it comes naturally and leaves a man free to concentrate on oiling the journals, or throwing the switches properly, or watching the signals up ahead. His attention is not unduly divided by worrying about whether his methods are safe. He knows they're safe. He trained himself that way.

In addition to everything else, the knowledge that one is working safely and that the men around him are doing likewise makes for a sense of *rightness* that contributes to good morale.

Looked at the other way around, a person's awareness of injuries occurring frequently to other employes, and his knowing that unsafe conditions existed on every hand would do more than anything I can think of to damage his morale.

I think we would all do well to listen carefully to what "Old Man Safety" has to tell us. Briefly, it is this:

The only way to lessen the danger of an injury is to make safety a really important part of everything we do.

How Well They Know The Railroad!

SNOW, lowering skies and changing landmarks notwithstanding, the "How Well Do You Know Your Railroad?" picture in the January Magazine failed to stump our readers. Among employes who spotted the locale early in the game, all identified it with certainty as South Minneapolis (or "Garden") Yard.

First with the information was Passenger Brakeman Thomas W. Danaher of Marion, Ia., who wrote: "This is a picture of the yard looking south from 25 1/2 Street. The straight track in the foreground is the old I&M main line, and tracks 1 to 15 lead off to the right. The small building on the right is the old beanery, now a box factory, and beyond it is the new building of International Printing Ink, Inc., erected in 1955. The building in the distance at the far right is the crossing flagman's tower."

"I spent quite a number of years around this yard and recognized it immediately. The coal shed does not appear in this picture, but I have been told it was torn down. My dad, Thomas W. Danaher Sr., who was known as 'Old Tom'—naturally, I was 'Young Tom'



then—was at one time a conductor on the east H&D who later switched in this yard 25 years. I switched here 11 years."

In the vanguard of other employes who answered correctly were Brakeman E. A. Lehmann of the L&R Second District, B. H. Bobbitt, assistant division engineer at Marion, and Switchman J. F. Schultz, St. Paul.

traffic with a trunk line?

9. What is the diameter of the largest wheels of a standard diesel-electric freight locomotive—36, 40 or 42 inches?
10. Does the term "revenue tons" mean tons of all freight transported, tons of railway-owned freight transported, or tons of freight on which freight charges are collected?

IM&D Division Wins 1956 Safety Award

As this issue of the Magazine was ready to go to press, E. G. Kiesele, superintendent of safety, announced that the Iowa, Minnesota & Dakota Division had won the President's Safety Award contest for 1956. Its casualty rate, he announced, was the lowest ever to be reported by a winning division since the contest was established.

On Oct. 18, the Iowa & Dakota and the Iowa & Southern Minnesota Divisions, with one reportable injury, were in first and second place respectively. Following the consolidation of the I&SM with the greater part of the I&D on Oct. 28, no additional injuries were incurred, with the result that the new division closed the year with two reportable injuries and established the new low casualty rate of 0.83. This is the fifth time the trophy has been won by employes in that area. The Iowa & Southern Minnesota Division won the contest in 1942, and the Iowa & Dakota Division in 1952, 1954 and 1955. The trophy will be presented to employes shortly at division headquarters in Austin, Minn.



(Answers on page 40)

1. Is the volume of railway freight traffic today—based on ton-miles—greater or less than it was before World War II?
2. Is the NIT League composed in the main of investors, farmers, shippers, or railroad men?
3. In train dispatching, what do the initials "SD" mean—slow down, stop displayed, or signal department?
4. When there is a published commodity rate, as well as a class rate applying to a specific commodity between specific points, which rate must be used?
5. What is the horsepower of the most powerful diesel-electric locomotive units on the American railroads—1500, 2000, 2400 or 2800?
6. When reasonable doubt exists as to the meaning of the tariff provision, must its construction be

resolved in favor of the shipper or the railway company?

7. Is an interchange track used to transfer cars from one part of a yard to another, from one railway division to another, or from one railroad to another?
8. Is a feeder line a line devoted mainly to the handling of livestock or a branch or short line which connects with and interchanges

CANADIAN TIMBER VIA THE MILWAUKEE

(See back cover photo)

CANADIAN timber began a vast new water-borne movement into Seattle on Jan. 16 as the first of an estimated 36 million board feet a year was hauled into Puget Sound behind the big green and white tug Christine Foss.

"The Christine and her barge looked like just another tow as they trudged up a placid Puget Sound in brisk morning sunshine reflected off snows of the Olympic Mountains," commented the Seattle Post-Intelligencer the next day. "But to officials of the Foss Launch and Tug Co. and The Milwaukee Road, who went out to Four-Mile Rock to greet the Christine at the entrance to Elliott Bay, her arrival was a blessed event."

It marked the completion of a water link between the Pacific Great Eastern Railway at Squamish, B. C., and the Milwaukee Road line out of Seattle.

In effect, as the "P. I." pointed out, this link will allow the Milwaukee to share in the shipping of timber from interior British Columbia to consignees in the Midwest and East. The new movement is expected to add about \$3 million a year to Seattle's water-borne imports.



Scenes like this make beautiful viewing for Olympian Hiawatha passengers . . .



. . . but a busy time for the rotary snow plow.

SNOW FIGHTING ON

WHEN the moist air off the Pacific meets the low temperatures at the crest of the Cascade Mountains, The Milwaukee Road has snow troubles.

Then the huge rotary plow which patrols the summit of that range can be seen emerging through the storm like a monstrous, snarling beast. For hours on end, and sometimes around the clock, the roar of its powerful wheel can be heard beating a path for the Milwaukee's transcontinental trains.

In the Cascades the snow comes deep and often. Farther east, in the Bitter Roots and Rockies, a somewhat different set of meteorological facts produces a similar result; and now and again

the flat lands of Montana, the Dakotas, Minnesota and other parts of the railroad are visited by a white howler which tests men and equipment to the utmost.

The Milwaukee is a snow fighting railroad.

Fighting a railroad's winter battles is hard work, as many a veteran employe will agree. The men who have fought these battles—and who are still fighting them—can be proud of their part in keeping America's principal transportation lifelines open in spite of the weather's worst obstacles. Even today, with greatly improved equipment and somewhat milder winters except for the occasional freak storm, snow fighting is

still a man's job, calling for responsible, well trained employes who aren't afraid of hard work.

For many Milwaukee Road men the mention of snow fighting will bring vividly to mind the blizzard of 1949 which struck across several western states and marked the beginning of a 21-day struggle to open the line between Mitchell and Rapid City, S. D.

The following briefed account of that battle was provided by the Magazine's correspondent in Mitchell for an article appearing in the February issue that year:

"January 2 will long be remembered as the day the blizzard started", he

The Milwaukee Road Magazine



Snow of this depth makes routine work for rotary snow plow No. 900212, one of the two which the railroad recently converted from steam to electric drive. The diesel-electric units which are pushing it are also providing electric power for driving its fan. By putting up its pantagraph, it could operate by electric power from the overhead trolley, although it would still have to be pushed. This picture was taken on Mar. 15, 1955 in Hyak (Wash.) yard at the east end of Snoqualmie Tunnel.

"On the 7th a rotary plow started working west of Murdo, where it encountered drifts up to 25 feet high. The plow broke down and a second rotary was later put into operation west of Kadoka, but it too developed trouble a few miles east of Farmingdale as it fought the great masses of hard-packed snow and ice.

"It is little wonder the plows broke down, as they were working the clock around, opening literally hundreds of deep drifts as much as 700 feet in length. Spare parts were flown to the stricken plows by planes out of Mitchell.

"On the 15th another heavy blizzard struck . . . The men and equipment took (and are still taking) a terrific beating, as they have been working in territories where there are hardly any towns in which men can get food and sleep. They have been living in bunk cars and cabooses.

"The officers and men have done a mighty fine job. All of them—Superintendent Dodds and the trainmen, enginemen and section men alike—stuck with it."

The annals of every snow fighting railroad are filled with stories of courage, determination and devotion to duty which read like fiction to people in most other industries.

Snow fighting isn't easy and it isn't cheap. For The Milwaukee Road and all railroads serving the northern and western sections of the country it is a serious and expensive business. During the year just ended, which was milder

THE MILWAUKEE

wrote. For the next few days this storm raged with unabated fury, with winds of hurricane force. Our passenger train west out of Mitchell to Rapid City on the 3rd got as far as Murdo, where it was forced to tie up. On the 4th the wedge plows started working, but they too got only a little west of Murdo when they were stopped by mountainous drifts.

Snow troubles in Milwaukee. The Southwest Limited, which has long since been dieselized, is shown leaving Union Station in Milwaukee after the blizzard struck that city on Jan. 29, 1947.

February, 1957



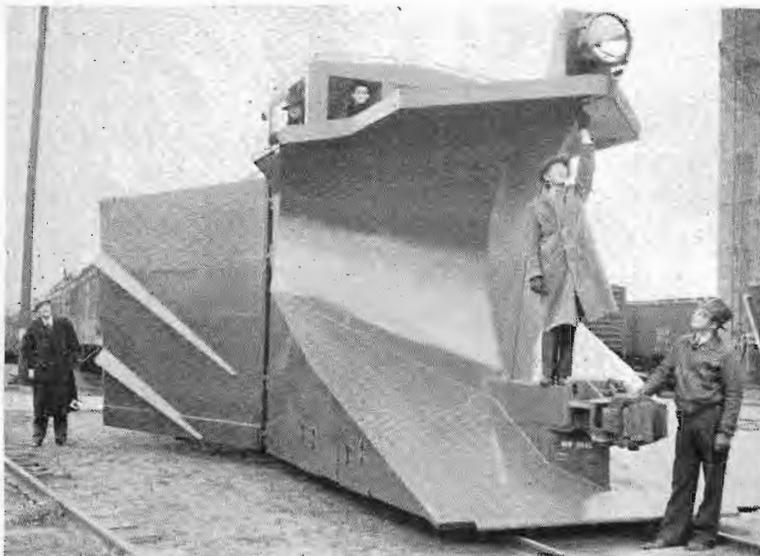


Typical pieces of Milwaukee Road snow fighting equipment:

Left: A "Kiley plow", consisting of a steam locomotive tender loaded with sand, and a remodeled Omaha-type plow. It literally "explodes" snow out of drifted cuts.

Left Below: A so-called Potlatch plow, which not only bucks through drifts but also cleans between the rails and with its wide side wings widens the cuts. It is used mainly on Idaho Division branch lines.

Below: An electric-drive rotary plow operating off the overhead trolley at Hyak, Wash. In the foreground can be seen the rear end and wings of a snow cut widener.



than many in the past, The Milwaukee Road spent approximately \$633,000 for snow and ice removal. In the year 1951 that work cost the railroad more than \$1,458,000. For the railroads as a whole snow and ice removal during the past 10 years has cost more than \$200 million.

Unlike their competitors, the railroads don't wait for the taxpayers to do the job for them. They do it themselves and pay for it out of their own pockets.

The actual clearing of the track is only part of a railroad's total cost of operating through a heavy winter. There are many other expenditures, many of which are not easily figured—such as costs involved in retrieving equipment, repairing communications, added per diem charges on foreign line cars, lost revenues from interruptions in service, and claims for delays and occasional damage to lading.

When the first struggling young railroads appeared on the national horizon

and found that snow fighting was going to be a factor in their business, the job was done mostly with shovels. The shovel is still an indispensable snow fighting tool, but the century and a quarter which have elapsed since the first railroad man dug an engine out of a drift have witnessed an interesting display of ingenuity in meeting this problem.

The shovel was followed by a small plow attached to the pilot of the engine, and this by larger and heavier plows of many types. The "big berth" of snow fighting, of course, is the rotary, which has itself been vastly improved over the years, with The Milwaukee Road having done much of the pioneer work in designing these improvements.

This railroad purchased about a dozen steam rotaries in 1909, and has used them to good advantage all over the railroad, although they are in most regular service on the Rocky Mountain and Coast Divisions. On those mountain di-

visions push plows are of limited use, because of the confined areas in which they would have to work. There the snow usually can't merely be pushed aside. It must be thrown clear away from the track and in only one direction—downhill. Hence, the great use made of the rotaries, which whip the snow up and out in a powerful jet that gets it completely away from the rails. A number of other machines are used in conjunction with it, such as cut wideners, which widen the pathway for the trains and deposit the snow in the center of the track, where the rotary, on its return run, can throw it clear. Among other equipment in general use are flangers, which clear snow from between the rails, and such machines as bulldozers and clamshells for disposing of snow slides, since slides usually contain large rocks and even trees, which ordinary snow fighting equipment is not built to handle. Other equipment—not ordinarily regarded as snow tools, such

The shovel has always figured prominently in snow clearing operations. The scene here is near Oneida, Ia., on the Calmar line. ▼



Snow troubles began early for the railroads. This old picture from the Milwaukee Road archives shows what railmen were up against in the early days. The scene is somewhere on the former Iowa and Minnesota Division during the winter of 1868-1869. ►



SCENES FROM THE HISTORY OF SNOW FIGHTING

as ditchers, spreaders and ballast dressers—are often used very effectively in some kinds of snow fighting.

In terminals, weed burners make fast work of the switch clearing job. These machines, together with gas and electric switch heaters, portable oil-burning pots and melting cans of various types have greatly simplified the task of keeping yards open.

At present the Milwaukee has rotary plows stationed at Tacoma (or Cedar Falls, Wash., at the junction of the Everett line with the main line), Avery, Ida., Deer Lodge, Mont., and at Mobridge, Aberdeen and Mitchell, S.D. Other types of snow equipment are also located at those points, as well as at many other strategic locations on the railroad. Every division, including the Terre Haute, stands ready for that snow storm which everyone fervently hopes will never come.

Except for the rotary, which is the indispensable mountain machine, perhaps the most used piece of snow equipment on the railroad is the Omaha-type plow. Up to about 1952, the Milwau-

February, 1957



The pictures above show scenes from the snow battle waged during the winter of 1936-1937. The one at the top was taken near Scotland, S. D., and the other near Lantry, S. D.

A SOUTH DAKOTA SNOW STORM

... and a note of thanks

The following is quoted from a letter received in the Magazine office from Bernard G. Carr of Bison, S.D., while the accompanying article on snow fighting was in preparation:

"This is a thank you note 25 years overdue. On Jan. 12, 1932 my uncle, Dr. F. E. Lister, drove with me about 15 miles east of Faith, S.D., to see a patient. The day was warm and balmy—too much so—but we were on a federal highway and figured we could make it back if we needed to. While we were at the house, one of those sudden blizzards which happen about once every 20 years blew in without warning. We were still seven miles from town when I became blinded by the storm and ran into the ditch. I tried to shovel us out but the snow blew in faster than I could shovel it away, so I hit for town. That seven miles against the blizzard was seven miles of white fury. The doctor was



just out of the hospital and couldn't have walked a block.

"Even with a horse and rig we couldn't get to the edge of town. When the Milwaukee agent learned that the doctor and the car were stranded just a few yards from the railroad track, he called the crew up. Would they take the engine out? Of course they would! They put a snow plow on the front and another on the back, and in a very short time had covered the seven miles. We found Dr. Lister and returned to Faith, blowing the whistle until it almost split.

"Sometimes you hear people say that the railroads have served their usefulness. When they do I always think back to the time when I was 19 years old and how much our service meant to us and our community. It seemed to be a part of us. I believe that under like circumstances we could still ask for and get the same kind of treatment we did then."

kee ordinarily mounted these plows on old gondola cars which had been shortened and loaded with concrete. They worked very well except when the going was rough. The cars were not strong enough to withstand the bucking. This trouble was remedied when President J. P. Kiley suggested that the gondola cars be replaced by retired steam locomotive tenders of 10,000 gallon capacity, which had cast steel frames. These tenders, loaded with sand or gravel, and equipped with slightly remodeled Omaha plows, have worked so successfully that all of the company's plows of this type have since been converted to "Kiley plows", as they are now known on the railroad.

The greatest problem of snow removal on main lines occurs when snow settles in cuts, but on the Milwaukee that condition has been relieved in recent years by widening cuts and broadening embankments. Snow fencing carefully placed in the vicinity of these cuts also lessens the danger of deep drifting.

One of the Milwaukee's greatest forward strides in its snow clearing job was the conversion of two steam-powered rotaries to electric drive. One was completed in November, 1954, and the other a year later. Plans for the conversion were drawn under the direction of Laurence Wylie, the Road's recently

retired electrical engineer in Seattle, who had for many years made a close study of snow conditions on various divisions with a view to the re-designing of equipment for most effective service.

A rotary plow is not self-propelled, but must be pushed by a locomotive. The power it generates, either by means of oil-fired steam boilers, or electric motors, is solely for the purpose of driving the "fan". The rotaries which the Road converted to electric drive can take their electric power either directly from the overhead trolley in electrified territory, or from the pushing locomotive, whether it be an electric or a diesel-electric. Thus, the plows can operate anywhere, even when storms have torn down trolley lines, or when the plow is needed on non-electrified branch lines. Present plans call for the conversion of two more rotaries to electric drive before snow time comes around again.

While these plows were being converted, they were also redesigned to provide a wider "wingspread", so that they now cut a pathway approximately 16 feet wide, thus doing in many situations the job which formerly required a rotary, followed by a cut widener, and then a second run by the rotary.

Although a railroad like the Milwaukee can expect winter trouble almost anywhere, the deep snows which keep the Cascade Mountains permanently blanketed throughout the winter months present the chief problem. Even there it is not the regular snowfall but the occasional snow slides which cause the greatest trouble. Snow in the Cascades rarely blows. It falls straight down in tremendous quantities, often at the rate of a foot an hour, and last year reached a depth of 16 feet at Hyak, Wash., in early March, which is the deepest snow on record in that area. Despite its depth there and in the Bitter Roots, however, the snow crews housed at Cedar Falls, Wash., and Avery, Idaho, keep it cleared away and the trains go through with few delays except when slides occur.

Before Snoqualmie Tunnel was cut through the crest of the Cascades, the Milwaukee topped the range at Laconia. During those years, and for some time afterward a snow fighting terminal was maintained at Rockdale, complete with roundhouse, turntable, steam plant and pipe lines for thawing snow in the yard at Rockdale. A hotel was maintained there for permanent crews who spent the winter on the job, plowing snow and playing poker, under the direction of a rugged supervisor who bore the proud, though unofficial, title of Snow King. About 20 men, two mallet engines, two rotary snow plows and other equipment were required at that time to keep the Cascade line open.

Snow creates less of a problem on the railroad today than it did only a few years ago. But despite better equipment, a better railroad, and somewhat milder winters, the months of November through March still mean special problems and extra expense for a snow fighting railroad like the Milwaukee.

THIS MONTH'S FRONT COVER

The picture on the cover, showing an electric-drive rotary snow plow at Hyak, Wash., near the summit of the Cascade Mountains, was taken by Laurence Wylie, recently retired electrical engineer. The two photos at the top of pages 4 and 5 were also taken by Mr. Wylie.

J. J. O'Toole Becomes Consultant; C. A. Nummerdor Retires

THE careers of two of The Milwaukee Road's best-known operating department officers were brought into focus at the end of January as John J. O'Toole, Lines East general manager, requested that he be relieved of that position, and Clarence A. Nummerdor, general superintendent of transportation, retired. Mr. O'Toole is being retained in a consulting capacity.

Although Mr. O'Toole will continue to take a relatively active part in the railroad's operation for a period of time, his decision to relinquish the post of general manager marked a milepost in one of the Road's most interesting careers.

It began in 1912, immediately following his graduation from grade school in Chicago. His first job was that of switch tender while he continued his education, attending night school at DePaul Academy. He completed the academy work in 1918 and spent the next three years working days and attending evening classes at DePaul University, where he majored in transportation studies. He was graduated in 1921.

After working in various clerical capacities, he was promoted to trainmaster with headquarters in Minneapolis on Dec. 1, 1936, and a little less than two years later was advanced to assistant division superintendent at Wausau, Wis. He served in the same capacity in Milwaukee from Dec. 1, 1939 to Dec. 31, 1946, when he became superintendent of the Twin City Terminal Division. In August of 1947 he was promoted to the position of general superintendent of terminals with headquarters in Chicago, and moved on to the post of assistant



Vice President W. J. Whalen bids C. A. Nummerdor (right) farewell at the retirement luncheon held in Mr. Nummerdor's honor shortly before he left.

February, 1957



J. J. O'Toole

general manager, Lines East, on Sept. 1, 1950. His appointment as Lines East general manager came on Oct. 1, 1952.

As announced elsewhere in this issue, he is being succeeded by J. H. Stewart.

Mr. O'Toole's intimate knowledge of the railroad's eastern lines, and his general understanding of railroading problems has been an asset to The Milwaukee Road over a period of many years. It is fortunate that he will continue to make that knowledge available to the operating department for a period of time.

C. A. Nummerdor in Railroading 46 Years

C. A. Nummerdor's retirement on Jan. 31 closed a railroad career of 46 years which began at the age of 14 when he took a job as station helper on the Chicago and North Western in 1911. He later became an agent-operator and transferred to The Milwaukee Road as agent at Germantown, Wis., in 1914.

Mr. Nummerdor was appointed trainmaster, with headquarters at Miles City in June, 1939, and later served in the same capacity in Tacoma, advancing to assistant superintendent in Lewistown, Mont., in December, 1941. On Sept. 16, 1946, he was appointed assistant superintendent of transportation, Lines West. On June 1, 1952, he was promoted to the position of general superintendent of transportation with headquarters in Chicago. He is succeeded by Vern P. Sohn, as announced in the appointment section of this issue.

Having served as dispatcher, and later chief dispatcher, before becoming a trainmaster, Mr. Nummerdor brought to his work in the transportation department a thorough appreciation of the importance of efficient car distribution in

the providing of the best possible service to shippers. His work was marked by the emphasis which he gave this aspect of the job.

Although Mr. and Mrs. Nummerdor have been living in Evanston, Ill., they have spent their week ends at their home in Woodland, Wis., for the past five years. They planned to leave for Phoenix, Ariz., very soon after Mr. Nummerdor's retirement. They hoped to remain there until about May, when they will return to Wisconsin. The Nummerdors have a son who is located in Lewistown, Mont.

Mr. Nummerdor remarked on his last day in the office that he was leaving with only one concern. After so many years of getting down to the job early, he anticipated trouble finding something to do with himself at the start of the day.

"I think," he said, "that if I can find something to do the first two or three hours, I'll be all right."

Chicago R.R.B. Office to New Address

THE Chicago regional office of the Railroad Retirement Board which has been located at 844 N. Rush Street since 1942 moved to 3430 W. Diversey Blvd. on Chicago's northwest side on Feb. 4. The move makes additional space available for the board's headquarters offices, which will continue to be located at 844 N. Rush Street.

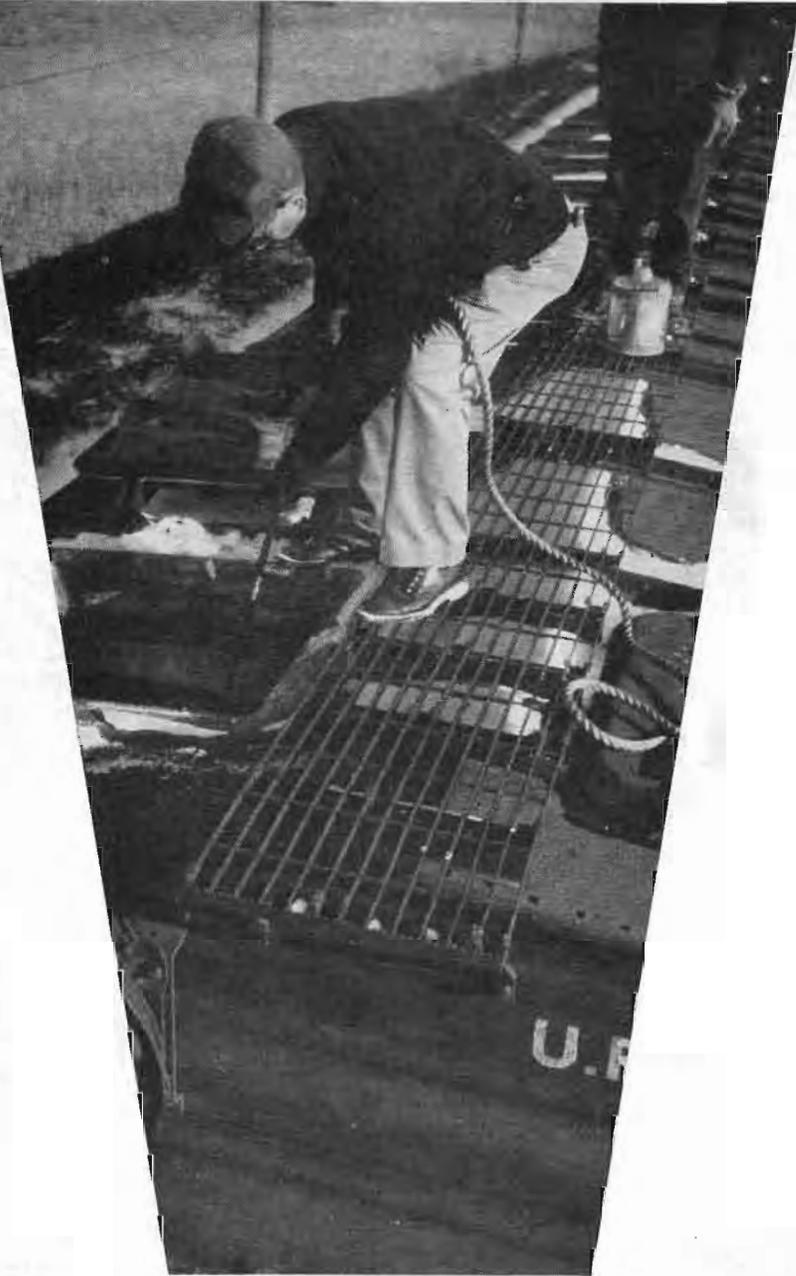
The Chicago regional office employs about 60 full-time workers and a part-time staff. It is headquarters for the board's field service in Michigan, Indiana, Illinois and Wisconsin. Sickness and unemployment benefits for railroad workers in these states are paid through this office.

Another service for railroad employes in the Chicago area is maintained at the Chicago district office at 226 W. Jackson Blvd. This office handles inquiries about sickness, unemployment, retirement, and disability benefits. Persons in the Chicago area who have questions concerning these benefits are urged to call at the district office, rather than at the regional or headquarters offices.

Who remembers when the little voice inside of one was a conscience instead of a pocket radio?

—Indianapolis Times

It is futile to worry about yesterday or tomorrow, and it is foolish to worry about anything so temporary as today.



A refrigerator car of beer, en route to Kansas City from Milwaukee, is serviced at Savanna by Perishable Freight Inspector Lloyd Moore. He has refueled the alcohol burner and is pictured lowering it into place in the bunker. He later went into the bunker and secured the burner in place by means of clamps, as shown in the lower picture.



There are some fundamental differences between a stack of lumber and a bunch of bananas, and no one knows it better than those railroad men who are charged with the job of getting both to destination in proper condition for the market.

The layman, watching a freight train go by, sees only a string of cars moving across the landscape from one part of the country to another. The outside of one freight car looks pretty much like the one behind it, and unless he should see them unloaded he is not apt to consider that some of those cars contain foods which may find their way to his own table within the next few days or weeks.

Naturally, he wants them to be fresh, tasty and nutritious. The railroads share that desire. It is part of their job, and one of their most painstaking tasks.

Nothing involved in the business of railroading, in fact, is more vital to the health, the pleasure and the high living standard of Americans than the proper shipment of perishable commodities, particularly foodstuffs. It is a significant fact that the great bulk of such shipments move by rail.

What are some of these commodities?

The "Code of Rules" issued by the National Perishable Freight Committee and used by all of the railroads, contains a lengthy list of the most common ones.

It starts with acetic acid, ale, asphalt, bakery goods, bananas, battery separators, beans . . . it includes drugs, eggs, liquid latex, lobsters and milk . . . and ends with vegetables, vinegar, water paint, wine and yeast.

Each commodity in the list requires special knowledge and special attention on the part of a corps of perishable

The Milwaukee Road Magazine

Heat for the Reefers

Heat, like Refrigeration, Helps the Milwaukee Keep Its Loss and Damage Bill in Check

freight inspectors—the well-known PFI's. In general, it is a job calling for refrigeration in summer, heat in winter and expert judgment all the time.

Careful Inspection a "Must"

Consider, for example, the precautions set forth in one of the circulars issued by the Road's claim prevention, refrigerator and merchandise service department on the subject—in this case having to do with the protection of potatoes.

"When falling temperature is 20 degrees above zero," it states, "one heater (in forward bunker of refrigerator car) will be lighted. Second heater (in rear bunker) will be lighted when falling temperature is 5 degrees above zero." It goes on to say, however, that the rear one should be extinguished if the temperature rises above the latter mark, and if it goes above 20 degrees, the front one should be extinguished also.

Hence the need for regular and careful inspection at terminal points.

Milwaukee Road PFI's will be found wherever the movement of perishables indicates their need. They are regularly stationed at Seattle and Othello, Wash.; Deer Lodge and Miles City, Mont.; Aberdeen and Mitchell, S. D.; Minneapolis and St. Paul, Minn.; LaCrosse, Milwaukee and Madison, Wis.; Chicago, Bensenville and Savanna, Ill.; and Council Bluffs, Ia. The Road's perishable freight inspectors are under the direct supervision of D. S. Westover, supervisor of refrigeration service, whose headquarters are in Milwaukee.

During January, 1957, alone these forces performed almost 19,000 separate services and inspections in connection with the handling of perishable shipments. At stations where no PFI is regularly located, the local agent and his force perform the protection service and

keep all of the necessary records.

On The Milwaukee Road perishables are protected during cold weather by the use of both charcoal heaters and automatic alcohol heaters. At present, the company uses approximately 4,000 of the charcoal type, plus some 2,100 of the alcohol type which have been acquired within recent years. Another 500 of the latter are on order. The alcohol heaters are growing in popularity throughout the industry because of their greater versatility and improved safety features.

It is interesting to note, by contrast, that when The Milwaukee Road established its refrigerator service and claim prevention department in 1919 it had about 500 charcoal heaters to take care of 7,000 carload shipments monthly that needed heat, plus some 900 oil-fired heaters, but the latter were not suitable for service in moving cars.

Today's charcoal heaters are operated according to outside temperature, while alcohol heaters employ thermostats and automatically regulate their heat output in accordance with the temperature changes inside the car. The usual practice is to place heaters in the ice bunkers at the ends of the refrigerator car so that the heat travels beneath the floor through the car's regular ventilation system and rises up through the load.

Heated Cars Are Carded

Every car in which a heater is placed is so identified by a "Heated Car" card placed on or near the door on each side. This card is an additional reminder to the handling personnel on whatever railroad the car moves over to make the necessary inspection of the heaters. It is customary, since heaters must generally be serviced at interchange points anyway, to remove those belonging to the delivering line and replace them with



Virgil Taylor, perishable freight inspector at Council Bluffs, opens the bunker hatch on a car of citrus fruit for inspection and service.

those of the receiving line. This practice minimizes bookkeeping and the later backhauling of heaters to their owners.

Milwaukee Road PFI's regularly keep a record of all inspections they make, noting each type of service performed, such as the lighting, refueling or extinguishing of heaters, and the opening or closing of vents in the bunkers. These records play an important part in fixing responsibility if loss occurs from incorrect heating in a car that has moved over two or more railroads between point of origin and destination. Since most railroads keep similar records, there is rare-

(Continued on page 13)

Mr. Taylor refuels a charcoal heater in the bunker of the refrigerator car.



"Old Smoky Belongs Here,"

President Kiley Tells Milwaukeeans

OLD SMOKY, the 412-ton locomotive whose bid for lasting glory has intrigued public fancy the past year since it was offered by The Milwaukee Road to the City of Milwaukee as a memorial to the vanishing age of steam, has been guaranteed a niche in the railroad hall of fame.

Fresh from the shop, it went on display late in 1956, and on Jan. 21 title was officially conveyed to city officials. The transfer was made by President J. P. Kiley on Jan. 21 in a ceremony aboard a Milwaukee Road parlor car in Milwaukee Union Station. The ceremony followed a dining car luncheon attended by city officials, members of the Steam Locomotive Exhibit Committee, officers of the railroad, and others.

The site chosen for exhibiting the deposed rail monarch is a large tract in the South Harbor zone, west of the Naval Reserve Armory and near the intersection of East Conway and South Bay Streets. Interested citizens, organizations and business concerns have established a

trust fund of \$7,000 to provide for its permanent maintenance in first class condition.

In a brief presentation speech, President Kiley remarked that when The Milwaukee Road was converting from steam to diesel power several communities spoke for locomotives to display in city parks. Regretfully, because of maintenance costs and the need to protect such exhibits, none of those invitations could be accepted. However, he pointed out, the relationship of The Milwaukee Road to the City of Milwaukee—its birthplace, home of its largest concentration of employes and headquarters for its principal shop and store installations—constituted a bond impossible to deny.

"For more than a century we have been in a very real kind of partnership with the people of Milwaukee," he said. "We've taken the years, good and bad, in stride with you—and I hope you will agree that we have been useful to each other. So we had to say 'yes' when you

asked for a locomotive, and we made it the biggest and best we had. The city of Milwaukee is the only place on the railroad where a Milwaukee Road locomotive will be preserved for posterity in a public park. It belongs here."

In its heyday Old Smoky was indeed the biggest and best of its type, a 4,000 horsepower giant capable of doing 100 miles an hour. It was built by the American Locomotive Company in 1944 and as No. 265 gave yeoman service on The Milwaukee Road for 10 years, clocking about 900,000 miles on freight and passenger runs. Since being retired in 1954 it has been "resting" at Milwaukee Shops.

Tribute to Romantic Period

In addition to recognizing a family tie, its gift to the city was a tribute to that romantic period in railroad history when the steam locomotive brought prosperity to outposts of civilization and helped to establish this country's great cities. Milwaukee school children were the first to display interest in such an exhibit and to enlist city officials in seeking its support. They also suggested the name for the locomotive. Its historical and educational value is expected to increase as steam power disappears completely from the railroad scene.

Old Smoky was turned over to the city with the original equipment complete and in perfect running condition. Because of its weight it was necessary to move it to the display site when the ground was frozen. The wheels were set rolling on a bright day in November. To maneuver it into place, a 408-foot spur was laid from a track near East Bay Street over a path graded by the department of public work. The project included laying 200 feet of permanent track at the exhibit site. Rails, ties and most of the materials were donated by private firms, and the job was done by 18 volunteer railroad construction workers.

The mammoth locomotive, well greased, was pushed into place by a switch engine, after which the spur was ripped up. Later a concrete platform was built around the exhibit and a battery of lights installed. As a protective measure, a high fence was erected to keep vandals at a distance.



President J. P. Kiley accepts the Resolution of Thanks plaque. Members of the steam locomotive exhibit committee are, from left: J. W. Nicholson, city purchasing agent and secretary-treasurer of the committee; Alderman J. H. Collins, committee general chairman; Dr. Ralph Sproule Sr., master of ceremonies; Mayor Frank P. Zeidler; and J. Donald Ferguson, president and editor of The Milwaukee Journal.



Old Smoky's arrival at the exhibit site in November was watched with interest by a crowd of "supervisors." Later the locomotive was surrounded by a concrete platform and a protecting fence. After the dedication this spring, conducted tours will permit children to make a closer inspection. (Milwaukee Journal photo)

At the title transfer ceremony on Jan. 21, President Kiley was presented with a handsomely engrossed plaque which expressed the city's thanks for "a lasting memorial to a romantic yesterday, fully cognizant of the very important part played in the development of our great city by the railroads, and in particular by that railroad which has taken its name from our city and has carried it in honor all the way to the west coast. . . . This locomotive will be . . . viewed with

wonder and delight by our citizens and especially by our children and our children's children."

Afterward railroad officials and members of the locomotive exhibit committee visited Old Smoky, which had been brought to life for the occasion, its headlight blazing and a smudge pot sending a plume of smoke curling from its stack. Conducted tours of the exhibit are planned after a formal dedication this spring.

HEAT FOR THE REEFERS

(Continued from page 11)

ly any delay in determining which line, if any, is responsible for the loss. Perhaps the most important result of this system of tight control over the quality of the Road's heater service is that it gets an increasingly high percentage of shipments through to destination in good condition.

The handling of perishables is very important business on the Milwaukee, and heater service like refrigerator service is being given very close attention by the Road's claim prevention forces. It is their intention to make that service the very best the shipper can buy.

Great merit, or great failings, will make you respected or despised; but trifles, little attentions, mere nothings, either done or neglected, will make you either liked or disliked in the general run of the world.

—Chesterfield

don't you be
guilty of

LAST MINUTE APRIL FOOLISHNESS

A preview of the night before Tax Day, based on human nature and information from the American Institute of Accountants, the national professional society of Certified Public Accountants.

NOW TO FIGURE UP THAT OLD INCOME TAX!

In other words, Ralph, the fight is on: fight the form, fight the deadline and fight the temper. This is the night of Apr. 14, and tomorrow is the deadline for filing your federal income tax return for 1956. You, like millions of other people, have succeeded in putting this matter off until you have all of one evening to rush through a job that might save you more money than you earn in a week.

NO, ALICE, I'LL NOT NEED YOUR HELP THIS YEAR. TOO MANY COOKS SPOIL

THE SOUP YOU KNOW. YOU SIT RIGHT THERE AND READ YOUR PAPER.

A typical year's spoilt soup included one million returns filed without signatures—or with only one signature instead of the required two on a joint return). Also, arithmetic errors resulting in over-payment by taxpayers of more than \$19,000,000—not to mention an even larger amount of underpayments. Uncle Sam, who checks every return, catches these errors. But don't expect him to look for all the deductions or exemptions you missed.

MUST GET ORGANIZED! ALICE, WOULD YOU MIND BRINGING ME THAT PEN FROM THE DINING ROOM TABLE?

Best you bring him a pencil for that first draft, Alice, especially if he is going to itemize deductions. Since Mr. Organizer waited until T-Day-minus-one, chances are he will only have time to repeat last year's performance and take the 10% standard deduction in the end. But it

is early yet, and he realizes that many taxpayers can save by itemizing such expenses as charitable or religious donations, interest paid on mortgages or loans, medical and dental expenses, and state and local taxes.

WHATEVER DID I DO WITH THAT TAX BLANK? ALICE, DEAR, HOW ABOUT GETTING IT FOR ME OUT OF MY COAT POCKET IN THE HALL CLOSET?

Alice retrieves beautifully, and she is also good for a \$600 exemption on the tax return. And, Ralph, don't forget to take a \$600 exemption for yourself. Anyone 65 or over gets an additional \$600 exemption, and there is still another exemption for blindness. These special exemptions for age and blindness do not apply to dependents, but you can get the regular \$600 exemption for each dependent, as explained in the instructions—even when you provide less than 50% support in some cases.

(Continued on page 16)

appointments



J. H. Stewart



F. G. McGinn



P. J. Weiland



V. P. Sohn



J. A. Jakubec



L. W. Palmquist

Operating Department

Effective Feb. 1, 1957:

J. H. Stewart is appointed general manager, Lines East, with headquarters in Chicago, succeeding J. J. O'Toole (see page 9). Mr. Stewart has been with the Road since 1911, starting at Terre Haute. He has served as trainmaster and assistant superintendent, superintendent of the Milwaukee Terminals and the D&I Division, general superintendent at Milwaukee, and assistant general manager, Lines East. Since July, 1955, he has been general manager, Lines West.

F. G. McGinn is appointed general manager, Lines West, with headquarters in Seattle, succeeding J. H. Stewart. Starting as an operator in 1930, Mr. McGinn has served as trainmaster and assistant superintendent at various points, as superintendent of the Iowa and the Milwaukee Divisions, and as assistant to vice president—operation in Chicago. He was most recently assistant general manager, Lines East.

P. J. Weiland is appointed assistant general manager, Lines East, with headquarters in Chicago, succeeding F. G. McGinn. Mr. Weiland started with the Road in 1916 and after serving as trainmaster and assistant superintendent was, in turn, superintendent of the Kansas City, Iowa & Dakota, Hastings & Dakota, and Iowa Divisions. He has been general superintendent at Milwaukee since June, 1956.

V. P. Sohn is appointed general superintendent of transportation with headquarters in Chicago, following the retirement of C. A. Nummerdor. Mr. Sohn, who entered Milwaukee Road service in 1918 as an agent-operator, has

been dispatcher and chief dispatcher at various locations and special representative to vice president—operation. He was formerly superintendent of transportation, Lines West, and since June, 1952, superintendent of transportation, Lines East.

D. P. Valentine is appointed superintendent of transportation, Lines East of Moberge, with headquarters at Chicago, succeeding V. P. Sohn. Mr. Valentine came to the Road in 1943, since when he has been a dispatcher, transportation assistant in Chicago, special assistant to general manager, and trainmaster in Minneapolis, Marion and La Crosse. He was formerly assistant superintendent transportation in Seattle, and since October, 1955, superintendent of transportation there.

Q. W. Torpin is appointed superintendent of transportation, Lines West of Moberge, with headquarters in Seattle, succeeding D. P. Valentine. Coming to the Road in 1944 as an agent-operator, Mr. Torpin has served as dispatcher, special assistant to general manager in Chicago, and trainmaster at Portage and Faithorn, and most recently in the Milwaukee Terminals.

J. A. Jakubec is appointed general superintendent at Milwaukee, succeeding P. J. Weiland. Since coming to the Road in 1920, Mr. Jakubec has been a trainmaster, assistant superintendent of the Chicago Terminals, and division superintendent at Aberdeen, the Chicago Terminals and Milwaukee. He was general superintendent in Milwaukee from May, 1953 to March, 1955, since when he has been general superintendent in Minneapolis.

L. W. Palmquist is appointed general superintendent at Minneapolis, succeed-

ing J. A. Jakubec. Mr. Palmquist started in the engineering department in 1928 and since has served as trainmaster, assistant superintendent and superintendent of the Hastings & Dakota and the La Crosse & River Divisions. He was general superintendent at Milwaukee from March, 1955 until June, 1956 when he was appointed general superintendent with headquarters in Chicago.

R. R. Brown is appointed general superintendent at Chicago. Mr. Brown has been with the Road since 1927, as trainmaster at various points and as assistant superintendent of the Milwaukee Terminal Division. He is a former superintendent of the Kansas City Joint Agency and was most recently superintendent of the Chicago Terminals.



R. R. Brown



F. J. Kuklinski

F. J. Kuklinski is appointed superintendent of the Chicago Terminals with headquarters at Bensenville, succeeding R. R. Brown. Mr. Kuklinski started with the Road in 1929 at Milwaukee where he has been yardmaster, phone director and trainmaster of the terminals. He was promoted to assistant superintendent of the Minneapolis Terminals in May, 1953 and transferred in that capacity to the Chicago Terminals in May, 1955.

The Milwaukee Road Magazine

D. O. Burke is appointed assistant superintendent of the Chicago Terminals with headquarters at Bensenville, succeeding F. J. Kuklinski. Since starting with the Road in 1935, Mr. Burke has been a chief dispatcher, transportation assistant to general manager in Chicago, and trainmaster in Milwaukee, Deer Lodge and Miles City. He was most recently trainmaster of the Twin City Terminals.

W. J. Peta is appointed trainmaster of the Twin City Terminals with headquarters at Minneapolis, succeeding D. O. Burke. Mr. Peta started with the Road in Mitchell, S. D., as a switchman in 1947 and became yardmaster there in 1952. Since October, 1955 he has been trainmaster in Marion.

Agricultural and Mineral Development Department

Effective Feb. 16, 1957:

H. J. Wood is appointed agricultural agent with headquarters at 2423 North Southport Ave., Chicago, following the resignation of E. F. Vandrell. Mr. Wood will serve our territory in Illinois, Indiana, upper Michigan and Wisconsin. Mr. Wood, a native of Stoughton, Wis., is a veteran of the Marine Corps and a graduate of the University of Wisconsin with a B. S. degree in agriculture, education and commercial agricultural engineering. He has been with the Road the past three years as chief clerk in the agricultural and mineral development department office in Chicago.



H. J. Wood



F. J. Casey

Purchasing Department

Effective Feb. 1, 1957:

F. J. Casey is appointed assistant purchasing agent with headquarters in the Union Station, Chicago. Mr. Casey entered the service of the Road in 1920 as a store helper at the Bensenville roundhouse and later was storekeeper at various locations in the Chicago Terminals. He transferred in 1929 to the

J. F. Kolanda

JOHN F. KOLANDA, secretary-treasurer of the Railway Employees' Department of the AFL-CIO, whose career in the labor movement began on The Milwaukee Road, died in Chicago on Jan. 3. His death, at 67, resulted from a heart seizure.

Mr. Kolanda was a native of Bohemia who started railroading in the car department at the Milwaukee Shops as a tinner helper in 1905 and became a tinsmith in 1907. In 1910 he joined the sheet metal workers union, in which he was first active as financial secretary of Local 176 and later as chairman of the grievance committee and secretary of the local shopcrafts' federation. He performed his last shop service in 1922 after he became general chairman of the

organization on the Milwaukee.

He served in the latter capacity for 30 years, during which he was also secretary-treasurer of the shopcrafts' system federation No. 76 and for several years chairman of the general chairmen's association on the Milwaukee. Starting in 1951, he was legislative representative of the department in Washington until he was elected secretary-treasurer in 1954.

Funeral services for Mr. Kolanda were held in Berwyn, Ill., and interment was in Woodlawn cemetery, Chicago. He is survived by his wife Emma in Berwyn; a daughter, Mrs. Harry Addleman of Pasadena, Tex., and a stepdaughter, Mrs. Edward Kotiza of La Grange Park, Ill., a stepson, Kenneth J. Miorana of Orinda, Calif., and five grandchildren.

purchasing department where he became chief clerk and office manager to purchasing agent in 1942. Since 1951 he has been senior buyer.

Mechanical Department

Effective Feb. 1, 1957:

D. D. Fisher is appointed district general car foreman with jurisdiction over all car department matters in the Chicago Terminals, the Terre Haute Division, the Milwaukee Division between Chicago and Fox Lake, and the D&I Division from Bensenville to Davis junction inclusive, with headquarters at Bensenville.

J. E. Palmer is appointed district general car foreman having jurisdiction over the St. Paul Terminal and the Duluth Division with headquarters at St. Paul Yard, succeeding D. D. Fisher.

H. A. Grothe is appointed district general car foreman having jurisdiction over the Milwaukee Terminals and the Davies repair track with headquarters at Davies Yard, succeeding J. E. Palmer.

G. L. Wood is appointed district general car foreman with jurisdiction over Minneapolis Shops, Terminal, repair track and coach yard, and that part of the H&D Division between Minneapolis and Aberdeen, with headquarters at Minneapolis Shops, succeeding H. A. Grothe.

J. D. O'Neill is appointed general car foreman at Western Avenue, succeeding J. J. Doherty.

H. F. Shannon is appointed assistant district general car foreman in the Milwaukee Terminals with headquarters at Davies Yard, succeeding J. D. O'Neill.

Two Milwaukee Road Cities Make "All-America" List

Two cities which The Milwaukee Road helped build, Tacoma, Wash., and Elgin, Ill., have been named among the 11 "All-America Cities" in a recent contest co-sponsored by the National Municipal League and Look Magazine. The 11 cities were selected from a total of 164 which had been nominated for 1956 honors. Tacoma was the only city in the northwestern part of the United States to make the grade, while Elgin was rated above Springfield and Park Ridge, among other Illinois cities, to be named the only Illinois city on the list. Among the other nine selected was Anchorage, Alaska.

Tacoma was given the award on the basis of its cleanup of vice, greater citizen participation in government and civic projects instituted under its council-manager form of government.

Elgin, which also adopted the council-city manager form of government recently, was cited for a number of projects involving unusual citizen participation, such as consistently early completion of its Community Chest drive. Also cited were the citizens' school survey which has now been given nation-wide attention, the establishment of a new mental health clinic, and the annual presentation of the Hiawatha Pageant by the Boy Scouts of the Elgin Area Council.

When a man forgets himself he usually does something that everyone else remembers.—Changing Times

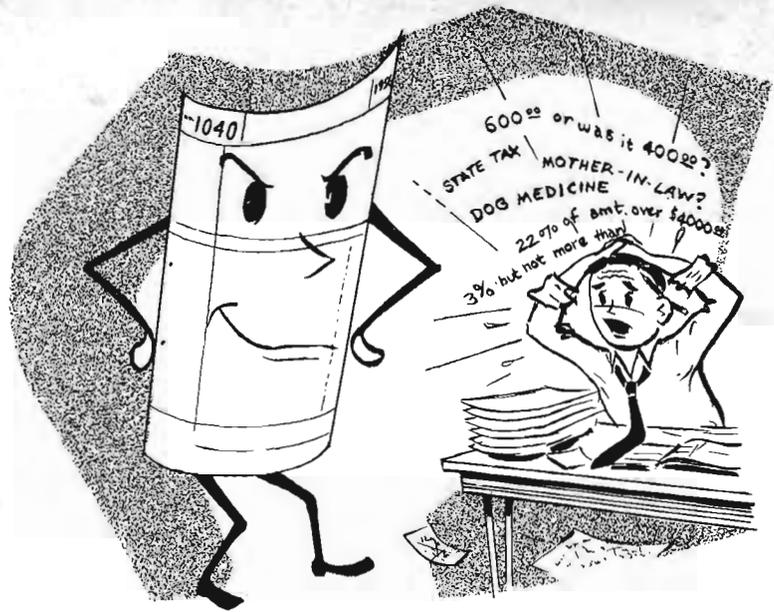
LAST MINUTE APRIL FOOLISHNESS

(Continued from page 13)

NOW THAT YOU ARE UP, HONEY, WOULD YOU ADD UP THIS COLUMN OF FIGURES AND ENTER THE TOTAL IN ITEM 10? CERTAINLY, I'M SURE IT'S ITEM 10. OKAY, SHOW ME, JUST SHOW ME, WHERE IT SAYS ITEM 11 IN THE INSTRUCTIONS!

Without taking sides on this particular issue, it might be suggested that everyone who may have to file a return (including anyone whose income was less than \$600, but who wants a refund for tax withheld) should read carefully the instruction book which the government provides free. Since there is usually some change in the tax laws each year, you might miss a deduction or exemption to which you are entitled if you fill out the form without first reading the instruction book.

THEN OF COURSE WE'LL ENTER IT IN ITEM 11. WHERE ELSE WOULD YOU PUT IT? LET'S TRY TO BE INTELLIGENT ABOUT THIS THING ALICE!



Yes, Alice, try to be intelligent about these tax matters. Remember how stupid it was of you not to give birth to the twins before midnight December 31, which would have qualified two more dependents for 1956? And as if that weren't bad enough, how about the \$5000 you won on that quiz program? Didn't you realize that such a prize is taxable?

DOESN'T THIS TAKE THE CAKE. LOOK AT THIS, ALICE. HOW CAN THOSE TAX PEOPLE IN WASHINGTON EXPECT ME TO REMEMBER EVERY LITTLE DOCTOR BILL I HAD TO PAY FOR YOU LAST YEAR?

You can itemize and deduct all medical-dental expenses in excess of 3% of your income, within certain top limits. Be sure to list fees of doctors, dentists, hospitals and nurses. You may not de-

here's how we're doing



	DECEMBER		TWELVE MONTHS	
	1956	1955	1956	1955
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$21,517,587	\$21,315,860	\$256,393,960	\$250,704,527
PAID OUT IN WAGES	10,526,645	10,880,370	125,639,866	120,550,821
PER DOLLAR RECEIVED (cents).....	(48.9)	(51.0)	(49.0)	(48.1)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	674,474	602,894	8,581,092	7,276,300
PER DOLLAR RECEIVED (cents).....	(3.1)	(2.8)	(3.3)	(2.9)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest.	7,847,407	8,169,254	113,687,088	113,345,124
PER DOLLAR RECEIVED (cents).....	(36.5)	(38.3)	(44.3)	(45.2)
NET INCOME	\$ 2,469,061	\$ 1,663,342	\$ 8,485,914	\$ 9,532,282
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	104,335	109,645	1,377,794	1,414,263
Decrease 1956 under 1955.....	—5,310		—36,469	

Milwaukee Road Carloadings



JANUARY 1957 compared with JANUARY 1956

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in January 1957 over January 1956	NUMBER OF CARLOADS			
		JANUARY		INCREASE	
		1957	1956	1957 over 1956	% of increase
9.3%	Grain and Soy Beans.....	8,470	6,467	+ 2,003	+ 31.0%
6.5	Iron and Steel.....	7,300	6,494	+ 806	+ 12.4
4.6	Oil and Gasoline.....	6,167	5,869	+ 298	+ 5.1
3.4	Automobiles and Parts.....	3,361	2,877	+ 484	+ 16.8
2.7	Agri. Impl., Machinery & Parts.....	2,053	1,280	+ 773	+ 60.4
2.2	Forwarder Traffic.....	2,396	2,068	+ 328	+ 15.9
1.9	Gravel, Sand & Stone.....	2,763	2,694	+ 69	+ 2.6
1.7	Liquors, Malt.....	2,083	1,861	+ 222	+ 11.9
32.3%		34,593	29,610	+ 4,983	+ 16.8%
	loading of these commodities DECREASED in January 1957 under January 1956	JANUARY		DECREASE	
		1957	1956	1957 under 1956	% of decrease
11.5%	Forest Prod. (Excl. Logs & Pulpwood)...	7,090	7,962	— 872	— 11.0%
9.3	Coal and Coke.....	14,458	14,608	— 150	— 1.0
3.8	Meat & Packing House Prod.....	4,232	4,961	— 729	— 14.7
2.5	Fruits & Vegetables (Fresh).....	1,894	2,626	— 732	— 27.9
2.2	All Other Prod. of Mines.....	1,152	1,828	— 676	— 37.0
2.1	Livestock.....	1,694	3,023	— 1,329	— 44.0
2.0	Grain Products.....	4,633	5,017	— 384	— 7.7
1.9	All Other Animals & Prod.....	1,116	1,539	— 423	— 27.5
1.8	All Other Prod. of Agri.....	1,925	2,020	— 95	— 4.7
1.8	Merchandise.....	6,019	7,519	— 1,500	— 19.9
1.7	Logs and Pulpwood.....	4,482	5,197	— 715	— 13.8
.8	Cement, Lime, Plaster & Stucco.....	715	818	— 103	— 12.6
26.3	All Other Mfgs. & Miscellaneous.....	24,071	24,774	— 703	— 2.8
67.7%		73,481	81,892	— 8,411	— 10.3%
100.0%	Total Loadings and Net DECREASE	108,074	111,502	— 3,428	— 3.1%

duct expenses paid or reimbursed by insurance, but your medical insurance premiums count as medical expense. Now, Ralph, do you remember when you twisted your back removing the storm windows last August? If you were absent from work due to an injury and received "sick pay" from your employer or his insurance company, you do not have to pay tax on \$100 per week of this income. The same applies to sickness, except that unless you were hospitalized for at least one day, the payments for the first 7 calendar days of absence are *not* tax free.

HOW LONG HAVE YOU BEEN HIDING THESE RECEIPTED BILLS AND CANCELLED

February, 1957

CHECKS IN THIS DESK DRAWER? FINE THING, ALICE! WHAT IF YOU FORGOT WHERE YOU PUT THEM?

There is little chance that Alice has forgotten where she was carefully filing the receipts of bills paid. She knows you must keep receipted bills and cancelled checks to prove payment of such important, deductible items as state and local taxes, interest included in mortgage payments, union dues, the fee Alice had to pay the employment agency for her part-time job, and child-care expenses (you may be entitled to a deduction of up to \$600 if, while you worked, it was necessary for you to pay someone to care for a child under 12 or anyone who is physically or mentally incapacitated).

tated).

I GIVE UP! THIS IS IMPOSSIBLE. ALICE, WE'LL JUST HAVE TO GO TO JAIL.

This fight may be over late in the 14th round of April. It happens to the best of last-minute filers: the form wins by a TKO. If you want to give yourself the best possible break on your federal income tax, the American Institute of Accountants advises that you prepare your return carefully, file early and save your records to back up deductions.

ALICE, PLEASE! HOW CAN I CONCENTRATE ON THE NEWSPAPER WHEN YOU INTERRUPT WITH SILLY QUESTIONS? NATURALLY, I'LL LOOK OVER YOUR FIGURES BEFORE I SIGN THE FORM.

Transportation Tax Branded "Wrong-Way Discrimination"

THE federal excise tax on transportation is "wrong-way discrimination" that "operates against the fellow with least ability to pay," James G. Lyne, chairman of the Federation for Railway Progress, told a subcommittee of the House Ways and Means Committee on Dec. 4.

"Charging the fellow who rides a train or a bus 10 per cent tax while you have no matching taxation on the big automobile with a chauffeur at the wheel is flagrant discrimination," Mr. Lyne declared in a written statement submitted to the subcommittee which is conducting hearings on transportation taxes imposed by the government at the beginning of World War II to discourage civilian travel and shipping. He said the 3 per cent excise tax on freight is threatening the nation's common carrier transportation system by giving "artificial encouragement" to private carriers, adding:

"When you make the going hard for the common carrier, it is the 'little fellow' you are penalizing. The 'big fellow' among shippers of freight has the money and credit to buy all the trucks or barges he wants—to enable him to transport his freight in his own vehicles, and save himself the transportation excise tax.

"But the 'little fellow,' who hasn't either the money or the volume to enable him to buy his own trucks or barges, is absolutely dependent on the common carriers to move his products. And it is this 'little fellow' who has to pay the 3 per cent on his freight expense that the big company with its own vehicles and barges escapes."

Mr. Lyne urged repeal of the transportation excise tax on the grounds that it "constitutes an unreasonable and unwarranted injustice to the common carriers of this country" and piles "inequitable and anti-social burdens upon the 'little fellow,' both as a traveler and as a shipper and receiver of freight."

"The tax also jeopardizes the reserve strength that these common carriers should be accumulating, if our nation is to be safe militarily," he said.

A one-ring circus was visiting a town in the hills. The folks there recognized all the instruments in the band except a slide trombone.

One old settler watched the player for quite some time, then said, "There's a trick to it. He isn't really swallowing it."

retirements

during January 1957



GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYEES

McCLIMANS, FREDERIC E.
Steward Chicago, Ill.
REILLY, WILLIAM
Telegrapher Chicago, Ill.
WILLIAMS, LAWSON
Waiter Chicago, Ill.

CHICAGO TERMINALS

ASHER, RALPH H.
Loco. Engr. Chicago, Ill.
COOPER, ALLEN L.
Pipefitter Bensenville, Ill.
DERRICKSON, EDWARD R.
Telegrapher Chicago, Ill.
GABRIEL, GOTTLIEB
Crossing Flagman Chicago, Ill.
GLYNN, JAMES
Checker Chicago, Ill.
JAMROZEK, STANLEY
Carman Chicago, Ill.
KAWA, FRANK
Carman Chicago, Ill.
LIESER, MATHIAS
Caller Chicago, Ill.
MATRICK, LOUIS P.
Asst. Ex-Gang Foreman Chicago, Ill.
MILLER, PAUL H.
Clerk Chicago, Ill.
TEWS, BYRON E.
Switchtender Chicago, Ill.

COAST DIVISION

ARNEBURG, KARL
Burner Tacoma, Wash.
DEENY, GERTRUDE A.
Clerk Seattle, Wash.
JOHNSON, ERNEST W.
Carman Tacoma, Wash.
SORENSEN, ARTHUR J.
Agent Enumclaw, Wash.
TURNER, JOSEPH M.
Sec. Foreman Maple Valley, Wash.
VASQUES, FELIX
Ex. Gang Laborer Morton, Wash.
WILSON, RUSSELL
Foreman Seattle, Wash.
WINTERMUTE, CHAUNCEY
Electrician Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

BAKER, JOHN G.
B & B Carpenter Savanna, Ill.
BRADLEY, HERMAN J.
Switchman Ottumwa, Ia.
CURRAN, FRANCIS J.
Sec. Foreman Green Island, Ia.
HEITMAN, JOSEPH M.
Asst. Car Foreman Savanna, Ill.
KILBURY, HAROLD M.
Sec. Foreman Byron, Ill.
MEYERS, DIEDRICK C.
Inspector Savanna, Ill.
NANK, MARTIN H.
Crossingman Dubuque, Ia.
SCHESSER, JOSEPH H.
Sec. Laborer Elangge, Ia.

SOLTOW, LIONEL A.
Inspector Savanna, Ill.
WELLMAN, GEORGE B.
Switchman Ottumwa, Ia.

HASTINGS & DAKOTA DIVISION

BAGAAS, INGVALD
Agent & Operator Watson, Minn.
HATCHER, HOMER D.
Sec. Foreman Aberdeen, S.D.
KREBS, HENRY
Sec. Foreman Hosmer, S.D.
PAAR, JOHN F.
Mach. Helper Aberdeen, S.D.

IDAHO DIVISION

BOYLE, FRANK T.
Loco. Engr. Spokane, Wash.
CRIDER, JOHN R.
Inspector Othello, Wash.
McCABE, ARTHUR A.
Train Director Avery, Ida.
MOORE, CHARLES R.
Conductor Malden, Wash.
PARKER, GRAFTON R.
Conductor Cle Elum, Wash.
ROSEBORO, JOSEPH B.
Mach. Helper St. Maries, Ida.

IOWA DIVISION

O'NEILL, JOHN E.
Sec. Foreman Storm Lake, Ia.
PETACK, GEORGE
Ex. Gang Laborer Marion, Ia.

IOWA, MINNESOTA & DAKOTA DIVISION

BLOMQUIST, GUY B.
Loco. Engr. Austin, Minn.
HAVERBERG, OSCAR
Loco. Engr. Austin, Minn.
PETERSON, WILLIAM A.
Agent Parker, S.D.
REMINGTON, GLENN P.
Sec. Laborer Austin, Minn.
SEXTER, ARTHUR E.
Tel. Operator Owatonna, Minn.
TONDER, JULIUS J.
Ice House Laborer Austin, Minn.

LA CROSSE & RIVER DIVISION

AUMAN, FRANK J.
Lieutenant of Police Wabasha, Minn.
CARLSON, ANDREW
Ex. Gang Laborer Lewiston, Wis.
CAVANAUGH, RALPH D.
Carman Wisconsin Rapids, Wis.
FINN, THOMAS M.
Switchman LaCrosse, Wis.
JOHNSON, HJALMER R.
Conductor Wausau, Wis.
KASTEN, OTTO C.
Crossingman Wausau, Wis.
LAMBERT, STEVE G.
Crossingman LaCrosse, Wis.
LOPER, ROBERT A.
Brakeman Wausau, Wis.

The Milwaukee Road Magazine

MURPHY, JOSEPH M.
 Conductor Milwaukee, Wis.
 PAULUS, HERMAN E.
 B&B Foreman LaCrosse, Wis.
 PRECHTER, HANS
 Carman Helper LaCrosse, Wis.
 SCHACHINGER, FRED J.
 Warehouseman Wausau, Wis.
 SCHULTZ, JOHN W.
 Crossing Watchman Watertown, Wis.
 THOMPSON, RICHARD E.
 Cashier Wabasha, Minn.
 ZIEBELL, LEO A.
 Inspector Wausau, Wis.

MADISON DIVISION

BOSTICK, HUGH H.
 Janitor Madison, Wis.
 DEMPSEY, JAMES A.
 Inspector Madison, Wis.
 KUELLING, PERRY E.
 Loco. Engr. Mineral Point, Wis.
 LOVAAS, JOHN A.
 Loco. Engr. Janesville, Wis.
 McCONNELL, WILBUR F.
 Conductor Madison, Wis.
 STRNAD, EDWARD
 Pontoon Bridge
 Engr. Prairie du Chien, Wis.

MILWAUKEE DIVISION

BRAULT, ARCHIE J.
 Sec. Laborer Crivitz, Wis.
 COLE, WALTER S.
 Custodian Beaver, Wis.
 IRVIN, ALBERT E.
 Conductor Milwaukee, Wis.
 IVENS, ARTHUR J.
 Loco. Engr. Milwaukee, Wis.
 STALLMAN, GEORGE H.
 Conductor Milwaukee, Wis.
 STROMMEN, ELVIN O.
 Conductor Milwaukee, Wis.
 SUCHARADA, JOHN F.
 Sec. Foreman Wausaukee, Wis.

MILWAUKEE TERMINALS & SHOPS

BAKKE, ARVID M.
 Switchman Milwaukee, Wis.
 CARLSEN, RICHARD J.
 Signalman Milwaukee, Wis.
 CARNEY, ROSWELL E.
 Machinist Milwaukee, Wis.

THE WAVE FROM THE ENGINEER

We have never seen a railroad engineer who hasn't answered the wave of a youngster. And it's a mighty nice thing. There is no thrill equal to that of being able, as a small youngster, to command the attention of the man who drives that great thundering beast of the rails. There's the timid, or the frantic, waving of the small hand. There's the calm consideration of the great man himself. There's the moment when it's not certain if he will condescend. And then . . . and what a relief it is . . . he lifts his big paw in acknowledgement. He always does it. And may he, with our blessings, always continue to do it. It's one of those nice bits of tradition in a world that can use every bit of friendliness there is.

Madison (Wis.) State Journal

FINN, JOE
 Ex. Gang Laborer Milwaukee, Wis.
 GERHARD, ARTHUR
 Cabinet Maker Milwaukee, Wis.
 JONES, ARTHUR
 Machinist Milwaukee, Wis.
 NIMKE, MARTIN J.
 Switchman Milwaukee, Wis.
 OLBINSKI, FRANK J.
 Switchman Milwaukee, Wis.
 PETERSON, AUGUST F.
 Blacksmith Milwaukee, Wis.
 PHILLIPPI, FRED
 Welder Milwaukee, Wis.
 STASEWICH, PETER L.
 Machinist Milwaukee, Wis.
 TROJAN, JOHN F.
 Clerk Milwaukee, Wis.
 WASZAK, JOSEPH L.
 Carpenter Milwaukee, Wis.
 WISNIEWSKI, JOHN
 Carman Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

BRANCE, PHILLIP W.
 Blacksmith Deer Lodge, Mont.
 DECHANT, HENRY J.
 Asst. Wire Chief Butte, Mont.
 DUNTON, FRANK E.
 Inspector Deer Lodge, Mont.
 EDWARDS, WALTER H.
 Sig. Maintainer Haugan, Mont.
 SCHWIETERING, JAMES A.
 Sec. Laborer Bozeman, Mont.

TERRE HAUTE DIVISION

DOWNING, CHARLES E.
 Laborer Latta, Ind.
 REED, OTTO O.
 Operator Cheneyville, Ill.
 ROBBINS, ALBERT M.
 Inspector Bedford, Ind.
 WHITAKER, SAMUEL M.
 Clerk Terre Haute, Ind.

TRANS-MISSOURI DIVISION

ALEXANDER, EDWARD L.
 Brakeman Miles City, Mont.
 ATANASOFF, NAUM
 Sec. Laborer Miles City, Mont.
 COWARD, RUSSELL R.
 Conductor Harlowton, Mont.
 ERICKSON, HENRY
 Conductor Mobridge, S. D.
 LATCH, JOHN A.
 Laborer Miles City, Mont.

MANCHESTER, SILAS N.
 Sec. Laborer Roundup, Mont.
 WILLIAMS, ELVIS B.
 Loco. Engr. Miles City, Mont.

TWIN CITY TERMINALS

HNIDA, JOHN
 Car cleaner Minneapolis, Minn.
 JORGENSEN, HARROLD
 Cooper Minneapolis, Minn.
 KNAPPIK, GEORGE R.
 Machinist Minneapolis, Minn.
 LOPEZ, RAMON
 Machine Wiper St. Paul, Minn.
 MUELLER, ARTHUR A.
 Switchman St. Paul, Minn.
 MURPHY, WILLIAM J.
 Switchman Minneapolis, Minn.
 ROEBUCK, FRANK A.
 M & B Trucker Minneapolis, Minn.
 SCOTT, ROBERT E.
 Yard Clerk Minneapolis, Minn.

A BLAST of circus music was the inspiration for the name of a Milwaukee Road town, according to Loren L. Bryson, sectionman at Hawarden, Ia., who recently did some research on early Iowa history. The year is believed to be 1867, and a group of engineers had come up the Sioux River to found a town midway between Sioux Falls and Sioux City. Back in their hotel at Sioux City after laying out the town lots, the discussion finally got around to choosing a name. In a temporary lull of suggestions, the caucus room was penetrated by the shrill pipe of a calliope, and quick as buckshot the die was cast. Calliope, Ia., became a station on the Sioux City and Pembina Railroad in 1879 and part of the Milwaukee when the latter line was deeded to the Chicago, Milwaukee and St. Paul in 1881. Later it was incorporated with the town of Hawarden. Settlers had their last Indian scare in 1877, but it turned out to be the advance guard of a party going into winter quarters in the Iowa lakes region.





RAILROAD FABRICS TO BUY AND SEW

A yard wide, the Railroad Herald print incorporates the insignia of most of the nation's railroads.

THE TEXTILE industry, in exploring new avenues of inspiration, recently discovered the colorful insignia of the country's railroads with delightful results. The end product is the interesting material shown here, the sprightly Railroad Herald cotton. See how the Milwaukee Road rectangle is repeated at frequent intervals throughout the pattern?

Although it was created with railroad people and hobbyists in mind, this interesting fabric is proving to have a generally popular appeal among home sewers. The print is a riot of color on a background of soft cream. It is sold by the J. C. Penney Company as part of its Needle 'N Thread line of sanforized broadcloth retailing at 49 cents a yard.

First placed on sale in the fall of 1955, the demand for this material quickly exceeded the stock, and it was necessary to reprint it several times during the season. When the following spring the pattern was discontinued, the demand persisted. Special requests, including those from railroads themselves,

eventually prompted the company to list it again, and it is now in plentiful supply. In its multiple uses it is being featured in skirts, ties, shirts, sports clothes of many kinds, tablecloths, curtains, quilts and many other items of wearing apparel and interior decoration.

The railroad motif has also been the inspiration for several other materials of enduring design. Notable among them is the "Chessie" print featuring the Chesapeake and Ohio's slumbering kitten. Appropriately enough, it is seen frequently in children's slumber togs.

Newest in the line is the handsome "Historic B&O Trains" fabric, designed for the Baltimore & Ohio by the F. Schumacher Company of New York, creators of the famous Williamsburg and other authentic patterns. The material is a cotton print 36 inches wide depicting historic locomotives and cars in the B&O transportation museum in Baltimore—the Tom Thumb, the Atlantic, the John Hancock, Lafayette, and the car that carried Lincoln's body into

Washington, among others. Although it was created for draperies, the fabric is easily adaptable to many other articles in the decorating and clothing line.

The "Historic B&O Trains" print features historic cars and locomotives in the B&O's Baltimore museum.



The Milwaukee Road Magazine

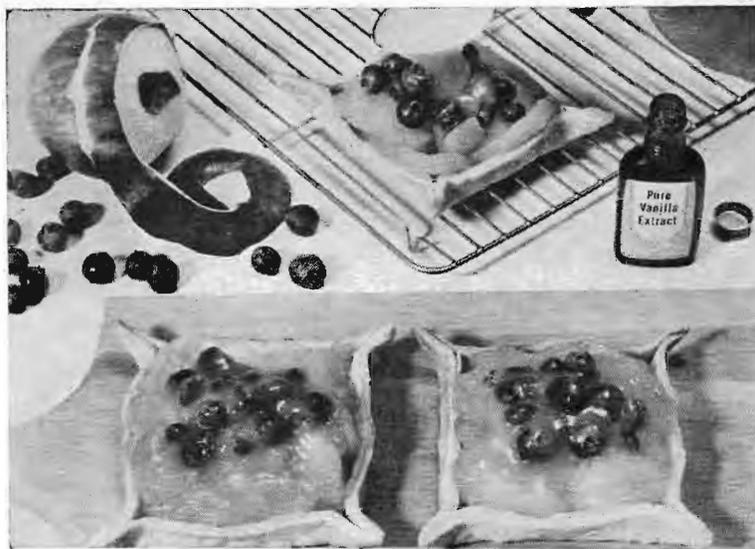
February Food Bulletin



ANGEL JAM CAKE, made from a mix, is a delicious party dessert. Bake it in one of the new square tins, and ice with $1\frac{1}{4}$ cups peach, pineapple or raspberry jam. Then whip four egg whites until they stand in firm peaks, gradually adding half a cup of sugar. Blanket sides and top of the cake with the meringue and place in a 450 oven for about 5 minutes. . . . Want your roasts to have an enticing dark color? Dip a pastry brush into molasses and brush the meat several times while roasting. It also improves the flavor. . . . Next time you plan a frozen fish dinner, add a bit of zesty flavor by serving it with cranberry sauce varied with a stir of grated lemon rind or a little curry powder or horseradish. . . . Here's a hearty sandwich suggested by Better Homes & Gardens magazine—Braunschweiger Burgers: Fry bacon (2 strips for each burger) until crisp, and drain. Then brown $\frac{1}{2}$ -inch slices of Braunschweiger in a little of the bacon fat, about two minutes per side. On toasted buns, place the hot sausage, bacon, thin slices of onion and tomato, and your choice of pickle relish, catsup or chili sauce. . . . For ski fans or just fireside sitters, BH&G suggests these "Ski-balls": Set out mugs and place in each $1\frac{1}{2}$ tps. of sugar and a long cinnamon stick poked through a clove-studded lemon slice. Now pour in freshly brewed hot tea; good with cinnamon toast. . . . New and delicious flavors are easy to achieve by adding just one-eighth teaspoon of spice to a can of soup. Try tomato soup with basil, chicken-rice with curry or green pea with nutmeg. . . . Next time mashed potatoes grace the dinner plate hold the butter. Instead, add a generous spoonful of deviled ham and a sprinkle of minced parsley to each portion.

Sometimes it is better to have loved and lost than to do the homework of three children.

February, 1957



VANILLA—our most popular flavor

MANY arguments are advanced to explain the popularity of vanilla as a flavor (Americans eat more than 400 million gallons of vanilla ice cream a year), but the best answer seems to be that it is a true diplomat—sweet and aromatic, yet gentle enough to appeal to a bland appetite.

Bakers, homemakers and chefs reach for vanilla more often than any other sweet flavoring, yet few know anything about it. The interesting fact is that the bottle of vanilla extract on their shelves started out as an orchid in the jungles of Madagascar, or in Mexico. Between them, these areas supply most of the vanilla beans for this country. The orchid produces the fruit, or bean, from which the flavor is extracted.

Vanilla was discovered by Cortez in Mexico. The Indians had used the beans, which were native to the country, long before the white men arrived. For more than 300 years it was impossible to bring the fruit outside Mexico, but eventually a practical process of artificial pollination was developed and vanilla was introduced in Madagascar. When harvested, the bean is green and has little flavor. The latter is developed by a long curing process, during which it is sun dried and stored in the dark. The beans shrink to the size of a pencil and turn the deep brown color more familiar to people.

The bean is highly regarded by gourmets. They either chop it and steep a piece in hot milk, or store the bean in a canister of sugar until the sugar acquires the flavor. The common form of vanilla

sold in this country, however, is pure vanilla extract, a simple extraction of vanilla flavor suspended in alcohol. The latter keeps the extraction soluble.

Most of the world uses the pure vanilla flavor. The French, though, have a large capacity for teaming it with other flavors, notably with chocolate. They also use it with coffee, butterscotch and caramel, with fresh and stewed fruits, and in preserves.

Dieters find many uses for vanilla. For instance, a dash of vanilla makes it possible to flavor a fruit dessert with less than the normal amount of sugar. Where half a cup of sugar would normally be used for four, with the addition of two teaspoons of vanilla extract, the amount can be reduced to about two tablespoons.

Here is a flavorful recipe in which vanilla enhances the flavor of fruit:

Vanilla Apple-Blueberry Tarts

- $1\frac{1}{2}$ cups water
- $\frac{3}{4}$ cup sugar
- $1\frac{1}{2}$ tps. fresh lemon juice
- $2\frac{1}{2}$ cups sliced fresh apples
- $\frac{2}{3}$ cup fresh blueberries
- $1\frac{1}{2}$ tbsps. cornstarch
- 3 tbsps. water
- 1 tsp. pure vanilla extract
- 4 baked pastry tart shells

Combine first 3 ingredients in a saucepan and boil 3 minutes. Add apples, cover, and cook until tender (about 5 minutes). Remove apples and divide among the baked tart shells. Sprinkle blueberries over the tops. Blend cornstarch with the water and add to the apple syrup. Cook until clear and medium thick, stirring constantly. Add vanilla and pour over tarts. (Note: If desired, pastry shells can be baked over the backs of custard cups or cupcake pans.)



FOR YOUR WARDROBE AND YOUR HOME. These needlework designs are well worth the time and work of knitters and crocheters. Knitted of orlon and wool, the lovely three-piece set of cap, long fringed scarf and cuffed mittens is warm insulation against icy blasts. It is worked in stockinette stitch and the cable pattern. The crocheted



bedspread is an heirloom piece that could become one of the prized possessions of a home. The motif is a large sunflower crocheted in the raised popcorn stitch. Direction leaflets for SEQUINNED SKI SET and SUNFLOWER BEDSPREAD are free to our readers. Write to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

GARDEN NEWS

IN THE open trial grounds competition for the best new vegetable and flower varieties for 1957, the U. S. Department of Agriculture has announced the following All America selections:

Vegetables: The *Champion* radish, hailing from Holland, perhaps the easiest, earliest and brightest radish for everyone to grow. *Greencrop* snapbean, developed by the University of New Hampshire, an easily grown type of that home garden standby. *Black Beauty* summer squash, originated at the University of Connecticut, the earliest and most prolific of the popular Zucchini or Italian bush type squash. *Smoothie* cucumber, a product of the North Carolina Experiment Station, a rich green slicer without warts or spines; very new and different.

Flowers: *Twinkle* phlox, from The Netherlands, presents the first annual dwarf star phlox, and it comes in shades of pink and salmon as well as bicolored reds, violets, purples, lavenders, rose, cream and white. *Red Satin* petunia from California and *Glitters* from Japan, as reported in the January issue of this Magazine, were the unanimous choice. Latest reports are that they are sensational.

WHAT TO DO FOR COLD FLOORS

IF YOUR home has cold floors, any one of these defects may be the cause: (a) surface material that is naturally cold, (b) drafts blowing across them, or (c) cold penetrating from below.

When the surface alone causes the cold, there's no need to take drastic action since they can be insulated with a carpet or another warm floor covering. If drafts are the cause, it's simple to locate the source and fix them. But cold that penetrates through the floors is a problem. According to an article in the current issue of *The American Home* magazine, however, any floor can be made comfortable.

Floors built on joists have an open space beneath them, and it's from this that the cold comes. According to the article, a simple way to eliminate cold is to remove the insulation from the heating pipes under the floor. Or install additional heating units under the floor.

In many hurriedly built post-war homes, cold masonry slab floors are common. If the builder has not provided the necessary 4-inch gravel base and insulation, the deficiency can be



made up as follows:

- (1) Fasten sheets of 2-inch water-proof insulation to the exterior walls with anchor rails.
- (2) Make sure the insulation extends 12 inches below the inside floor level.
- (3) Nail asbestos-cement board to the outside of the insulation to protect it against moisture or damage.
- (4) To keep water out of the insulation, install metal flashing over the insulation and asbestos-cement board.



The Lunatic Wept



ABRAHAM SIMMONS couldn't feel the frost that lined his tiny stone cage, or taste the swill they fed him, or chafe at his iron chains—so his keepers said. He was a madman.

But then, when his visitor, little Miss Dix, spoke softly, kindly, to him, why did he weep?

Dorothea Lynde Dix knew why. And her knowledge kept her fighting all her life to get the mentally ill away from pits and cages, whips and chains, and into hospitals.

In nearly 40 years, she paused only once—to render heroic service as superintendent of nurses in the Civil War. Then again she began investigating, writing, fund-raising, politicking, until this frail ex-school teacher had pushed a whole country into one of the finest reforms in its history: the sane treatment of the insane.

Dorothea Dix was fortunate in having one powerful ally: the American people. For as history will show, Americans are seldom self-satisfied; they long to do right. That urge has helped them build a strong, stable nation in a troubled world—and it has helped make their country's Savings Bonds a rock-ribbed assurance of security.

The will and purpose of 168 million Americans back U.S. Savings Bonds, back them with the best guarantee you could possibly have. Your principal guaranteed safe to any amount—your interest guaranteed sure—by the greatest nation on earth. If you want *real* security, buy U.S. Savings Bonds. Get them at your bank or through the Payroll Savings Plan where you work. And hold on to them.

Safe as America—U. S. Savings Bonds



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Off Line Offices

NEW YORK CITY

At the 35th annual meeting of the General Eastern Passenger Agents Association of New York on Jan. 3, C. C. Burns, general agent passenger department with headquarters in New York City, was elected president for the coming year. The organization has a membership of approximately 175, including 34 life members and 13 honorary members. Mr. Burns served as vice president in 1956.



C. C. Burns

Mr. Burns has been with the Road's traffic department since 1927. Starting in Indianapolis, he transferred to Cleveland and later to Philadelphia, and was district passenger agent in Washington, D. C., from 1941 until 1947 when he became general agent passenger department in New York. He was promoted to his present position in 1948. Mr. Burns is a golfer and as a hobby shares a venture with Mrs. Burns in growing African violets.

Coast Division

TACOMA

E. L. Crawford, Division Editor
c/o Agent

Greetings were received recently from Ben LaGrange, retired Coast Division engineer. Mr. LaGrange can be reached at 843 Broadway, Fresno, Calif.

Dorothy Clover, who was hospitalized for two weeks, is convalescing at home at this writing.

Owen Nasr is the new superintendent's stenographer, replacing T. W. Carscalen who is now stenographer to A. G. Britzius in Seattle.

Agent M. J. Robertson of Mineral and wife are spending some time in Los Angeles, visiting their son.

Margaret Longpre, Tacoma telegraph operator, spent three weeks in Albany, Calif., with her daughter and family. She also visited Mrs. Zelda Pearl, who at one time worked on the old Missoula Division, now the Rocky Mountain.

Section Foreman J. N. Turner of Maple Valley retired Jan. 11 after 42 years of service.

Mrs. R. J. Schwanke, wife of assistant district roundhouse foreman, who recently underwent surgery in California, is home and doing well.

Ray Grummel, retired Tacoma agent, had a successful duck season, getting his limit of mallards and canvasbacks. Ray leases a large section on Creigers Lake, one of the good places in the state for duck hunting.

Al Fulkerson, operator in the yard, has completed a six-month course in navigation at the College of Puget Sound. Al will really go places in his boat this summer.

Lou Borden, retired general chairman of the Trainmen, who has been seriously ill for several months in Providence Hospital in Seattle, hopes to return soon to his home in Tacoma.

At a meeting of the Milwaukee Road Retired Employees Club in Seattle Jan. 10, W. E. Eshelman, retired Tacoma freight office employe, was awarded a prize of \$50 as the member who had secured the most business for the company during 1956. The award was made from the fund established for that purpose several years ago by Joshua Green, company director. First, second and third prizes total \$100 annually. Mr. Eshelman secured the 1956 business during the Democratic convention in Chicago. Newly elected officers of the club for 1957 are: George Quivey, former Tacoma machine department employe, president; Andy Norwood, former Tacoma car distributor, secretary-treasurer; and Mrs. Clara Claypool, formerly of the superintendent's office in Tacoma, assistant secretary-treasurer.

Section Foreman J. R. Bock and Mrs. Bock of Rainier have announced the marriage of their daughter LaVonne and Lt. Robert Lynn of the National Guard in December. Lieutenant Lynn is an instructor at Shawnee, Okla.

THEIR GOLDEN 50TH.

The Carl Oreys of Kansas City, who are observing their golden wedding anniversary this month with an open house, pictured with their grandchildren, Bill and Wayne, sons of DGI Division Conductor Clee C. Orey. Grandpa Orey retired as an engineer in 1954 after 47 years of service on the DGI Third District.



Holiday greetings were received here from Mrs. K. N. Eldrige, widow of train dispatcher who passed away in 1927. Mrs. Eldrige, who was a house mother at Bradley College, Peoria, Ill., for some time, is now living in the Bueller Home, a residence for older people, where she is very happy and has made many friends. She can be reached at 3415 N. Sheridan Road, Peoria, Ill.

Conductor S. A. Tisher was recently presented with a Silver Pass in recognition of 45 years of service; also Engineer G. W. Webb Sr. of Puyallup and the following Tacoma men: Engineers A. E. Hand and A. J. Kirsch, Roadmaster A. E. Moxness, and R. A. Cook, retired engineer.

Trans-Missouri Division

WEST

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

Mrs. E. L. Hubbs was installed as president of Miles City Chapter of the Women's Club in January. Other officers include Mrs. L. V. Hinricks, first vice president; Mrs. H. Sweeney, second vice president; Mrs. H. Smeed, secretary; Mrs. Gladys Brundage, treasurer; Mrs. D. Goodspeed, corresponding secretary; and Mrs. S. E. Moss, historian. Committee chairmen appointed were: constitution, Mrs. A. Wickersham; calling committee, Frances Pessein, Ida Bell Mauer and Stella McKegney; publicity, Mrs. K. S. Casey; membership, Margaret Myer; ways and means, Echo Lynam; refreshments, Mrs. P. Geelhart; safety, Mrs. D. Roberts; social, Mrs. H. Zuelke; program, Mrs. F. Spear; welfare, Mary Jones and Catherine Leo; sunshine and good cheer, Mrs. Duncan Finlayson; housing, Opal Shine; and auditing, Winnie Walters.

On Jan. 21 a meeting of officers and board members was held at Mrs. Hubbs' home. Since Mrs. Lynam is moving to Aberdeen, S.D., and Mrs. McKegney to St. Paul, Mrs. M. McPherson was appointed to serve on the ways and means committee and Mrs. Earl Knesal on the calling committee.

A. G. Wilson has been appointed chief dispatcher for the Trans-Missouri at Miles City. He succeeds E. J. Lynam, recently promoted to trainmaster on the H&D at Aberdeen.

Fritzie Beever, daughter of Mr. and Mrs. W. H. Beever, was a featured dancer at the annual Robert Burns event held at the Elks Home in Miles City Jan. 25 under the auspices of the Caledonian Society.

Ben Adlard was recently assigned to the car department clerk job at Miles City.

Switchman Billy Norton, son of Mr. and Mrs. W. J. Norton, left for the Army Jan. 31.

The Miles City Milwaukee Employees Federal Credit Union held its annual meeting and potluck dinner at the Women's Club house on Jan. 14. The annual report showed that members have been steadily increasing their purchase of shares with accounts now for 278 members. The union has made 490 loans since its organization. Officers for 1957 are Pete Leo, president, Mrs. H. Dahl, vice president, and Cassio Hashisaki, secretary-treasurer; Charles Strom and Matt Hilt, board members. The credit committee is composed of Al Kelm, Herb Lathrop and Don Campbell, with Ambrose Sweeney, Virgil Rask and Dan Gilmer comprising the supervisory committee.

IM & D Division

MASON CITY AREA

Contributed by Sophia P. McKillip

Erwin L. "Erv" Block, agent at Charles City for many years, passed away Jan. 1 following several months' illness. Burial was at Lawler, Ia., near his place of birth 63 years ago. H. G. Gerling, former operator at Charles City, has been appointed agent to succeed him.

W. H. Colloton, conductor on Nos. 11 and 22, has been ill at Mason City and at this writing is recuperating at home.

Engineer A. J. Reisdorf of Mason City has bought a residence in Flippen, Ark., to use for a future home. He has been in Flippen since November, owing to Mrs. Reisdorf being ill.

L. A. Copp, agent at Sexton, passed away unexpectedly several weeks ago. He had not been ill.

Albert Zack, electrical foreman at Mason City, and Mrs. Zack made their



Newly installed officers of Mitchell, S. D., Chapter of the Women's Club. From left: Miss Ramona Schoppert, treasurer, Mrs. J. A. Thompson, president, and Miss Florence Paullin, secretary; standing, Mrs. Miner Larson, junior past president. For details, read Florence Paullin's column of IM&D Division news.

annual trek to the Rose Bowl festivities.

Agent R. R. Saeugling of Spencer and family have moved to their new home in Spencer.

Paul M. Loftus and Mrs. Loftus attended the inaugural ball at the state capitol in Des Moines in honor of Governor and Mrs. Herschel Loveless, their friends of many years.

Agent Roy R. Miner is back at work in Rock Valley after recuperating from an automobile accident.

J. S. Glynn, recently appointed roundhouse foreman at Mason City, has located a home in Mason City for his family.

Relief Operator R. R. (Bob) Young, who was employed at Mason City, has been appointed agent at Sexton.

SANBORN-RAPID CITY

Florence Paullin, Correspondent
Roundhouse Clerk, Mitchell

Lee Peterson, who has retired after 29 years as section foreman at Kadoka, never had a personal injury of any kind, which is quite a remarkable record. The outstanding experience of his 40 years of service, he says, is being stranded in a blizzard near Weta, S. D., 13 miles west of Kadoka. He and his men were returning from a track inspection when they were caught in it and had to take shelter in a converted tool house that was used as a depot. They were snowed in for three days and two nights, during which all they had to eat was the contents of their lunch buckets. What's more, they had to stand up the entire time, as the floor was wet with snow blown through

the cracks and melted by the heat of the stove. Stanley Core, retired roadmaster, said of Lee as he retired, "The roadmaster is losing one of his best men, and the company its most resourceful, conscientious and reliable section foreman." Lee has just built a new home in Kadoka and is going to spend most of his time this year fixing up the grounds.

James W. Lingbeck, who hails from Austin, Minn., is the new electrician at the Mitchell roundhouse.

"Darla Kay" is the new arrival at the home of Lineman A. L. Ward. The young lady was a New Year present.

Retired Engineer Lon Thompson, father of Assistant Master Mechanic Thompson, who slipped on some ice at his home recently and broke a hip, was in a hospital for some time, but is now recuperating at home in Sioux City.

We heard recently from J. W. Wolfe, retired assistant superintendent from "Monte", and Mrs. Wolfe. John and Jess have a beautiful home in the Black Hills and John writes that he is now in the real estate business at Hill City. So anyone who is thinking of buying a "hunk of Black Hill" would do well to get in touch with John W. Wolfe, Real Estate Broker, Hill City, S. D.

Word comes to your correspondent that Retired Engineer Wesley Gamble is enjoying life in Englewood, Calif.

Engineer Carl Ziekrieh and wife are in Rochester, Minn., at this writing, going through the clinic.

Engineer Rudy Beckman is in the hospital at Rapid City at this writing, having undergone surgery. Engineer Martin Christensen has been laid up also on ac-

count of illness.

Sectionman Pete Bohr of Mitchell retired Jan. 1. He had been with the Road for 13 years, all at Mitchell.

Express Agent Arthur Cashel was honored at a banquet in the Hotel Roberts last month on the occasion of his retirement after 46 years with the company. General Agent Ames of Omaha presented him with an Award of Merit and his associates at Mitchell gave him a purse of silver. Walt Weidling of Cherokee, Ia., is the new express agent. He has moved his family to Mitchell.

Roadmaster Mike Kurshbaum has moved from Mitchell to headquarters at Canton.

Word has been received here of the death of Mrs. John Crum, widow of machinist helper, in Milwaukee.

Jimmie Anderson, oldest son of Carl M. Anderson, clerk at Rapid City, has returned from four years' service in the Navy, during which he was stationed in Hawaii, Japan, Korea and Formosa. He now leaves for Vermillion to begin a premedical course at the University of South Dakota.

Ray Hosking, cashier at Rapid City, and Mrs. Hosking left Jan. 26 for a two-week vacation in California. En route they are visiting their daughter Muriel, who lives in Denver, and their oldest son, Jack, who is attending college there.

A. F. "Pat" Illif, chief clerk at Rapid City, is gradually settling back to earth after being blessed with his fourth grandchild, this time a girl named Ella Mae.

We understand that Agent Lowell H. Shuch of Rapid City is nursing a few sore muscles as the result of a recent basketball game between the Lions Club, of which he is president, and the Cosmopolitan Club. The Lions edged out the Cosmos 12 to 6.

A. J. Vaughn, formerly section foreman at Vivian, took over the section foreman position at Kadoka Jan. 1 and moved his family there.

Pete Roller, retired pump and water inspector, and Mrs. Roller are off for a visit with their daughter in California.

Your correspondent has received letters from the following retired employes who wish to be remembered to their railroad friends in Mitchell: Theo. Reise, Wyoming, Minn., Vern Waldron, Port Orchard, Wash., John Opperman, Portland, Ore., and Mike Lange, Loomis, S. D.

At this writing Mrs. James Mellvoy, wife of Mitchell roundhouse laborer, is confined to St. Joe Hospital in Mitchell.

Agent B. F. Williams of Kadoka has returned to work after spending two weeks in the hospital with a severe attack of "flu". I understand too, that Estelle Nichols, pump repairer, is off on account of illness.

At a meeting of Mitchell Chapter of the Women's Club in the YWCA on Jan. 21, officers were installed, Mrs. K. Gebhart serving as installing officer. The following is the new slate: Mrs. John Thompson, president; Mrs. Harvey Hopkins, first vice president; Mrs. Martin Silvernail, second vice president; Miss Florence Paullin, secretary; Miss Ramona Schoppert, treasurer; Mrs. Walter Johnston, historian; and Mrs. Miner Larson, junior past president. Members appointed to committees were: Mrs. Ambrose Mackey, welfare; Mrs. LuVerne Hanson, good cheer; Mrs. Robert Dimmitt, ways and means; Mrs. Lawrence Halverson, membership; Mrs. Wilfred Potvin, program; Mrs. Perry Paullin, publicity; Mrs. Louis Illif, auditing; Mrs. George Reyber, house and purchasing; and Mrs. Gilbert Lunde, safety.

C. F. Kirwin

CHARLES FRANCIS KIRWIN, a member of a Milwaukee Road family well known in Madison, Wis., died there on Jan. 10 at the age of 92. Before his retirement in 1937 he had been a machinist.

Mr. Kirwin was the son of the late Michael Kirwin, a native of Dublin who emigrated to the United States and worked at the Portage shops for many years before his death. Another son, William, also followed the father's calling. William was an engineer at Portage for 40 years, and two of his sons, Jim and Harry, also became engineers. Charles' son Joseph, although not now with the Road, was at one time employed in the superintendent's office and at the roundhouse in Madison.

Charles Kirwin was with the Road 58 years, the last years as a watchman at the University Avenue crossing in Madison. Surviving him are three daughters, Mrs. Byrl Enerson and Mrs. Thomas J. Jurley of Madison and Mrs. Theresa Griffiths, New York; two sons, Joseph J. and Philip, Madison; 13 grandchildren and six great-grandchildren.

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

January brought several changes in our personnel, with Superintendent J. D. Shea being assigned to the position of special assistant to vice president—operation in Chicago, and Superintendent R. F. Fairfield coming from Minneapolis to succeed him. F. A. Barton of Spokane took over the duties of trainmaster at Terre Haute, and Assistant Superintendent O. L. Clawson retired Jan. 31.

Otto O. Reed of Cheneyville retired on Jan. 7 after 45 years of service as agent-operator on this division.

Conductor M. F. Ernhart, upon completing 41 years of train service, retired on Jan. 17.

Roundhouse Laborer Charles E. Downing of Jasonville also retired in January. He had been with the Road 37 years.

The new member of the Robert Stout family is "David Dale", born Jan. 2. Dad is roadmaster's clerk at Terre Haute.

Retired Engineer Charles Blaker of Farmersburg, Ind., passed away recently. He had been retired since 1951.

Bruce Blaker of the Terre Haute freight house is on leave at this writing, due to illness.

Sympathy was extended to Switchman Walter Zopf of Terre Haute in the loss of his wife on Jan. 2, and to Dorothy Ferguson of the DF&PA office whose



Lee Peterson, section foreman at Kadoka, S. D., who retired at the beginning of the year after 40 years of service (left) being congratulated by Larry Boeding, first man (center), and Agent B. F. Williams. During 38 years as foreman he had never suffered an on-the-job injury. For a full report of his retirement, read the column of Correspondent Florence Paullin.



LEAVE-TAKING AT TERRE HAUTE. Scene at Bohannon's Restaurant in Terre Haute on Jan. 26 when employes from all over the division gathered to exchange good-bys with Superintendent J. D. Shea (standing, eighth from right) and Assistant Superintendent O. L. Clawson

(standing sixth from right). The gathering honored Mr. Shea's departure for Chicago, where he had been appointed special assistant to vice president—operation, and Mr. Clawson's retirement on Jan. 31 after 39 years of service.

father passed away on Dec. 30. Mrs. Ben Carr, wife of retired Terre Haute yardman, also died recently.

Retired Storekeeper Harold Patton and Mrs. Patton have taken up residence in Ft. Lauderdale, Fla.

A Silver Pass was presented last month to Fireman L. W. Barnes of Bedford.

The golden wedding anniversary of Mr. and Mrs. Archie L. West was a social event recently in Manhattan, Ill., where Mr. West has been the Milwaukee Road agent for nearly 50 years. An open house and family dinner at the Manhattan Methodist Church were attended by about 250 guests, including some from out of the state. The Wests were born and raised in Mokenca, Ill. They have one daughter, Mrs. Beatrice May Hollenberg of New Lenox, Ill., and three grandchildren. Mr. West started his railroad service in 1904 with the Grand Trunk Western at Valparaiso, Ind., and was employed by several other lines before joining the Milwaukee. His hobby is military and amateur radio, which he started in 1920. He had a private station before public broadcasting was sent over the air, and has contacted every country in the world. In connection with The Fifth Army, he now operates a personal station with the call letters W-9LRV.

"Well, doctor, was my operation a success?"

"Who's a doctor? I'm St. Peter."

—Mitchell, S. D., Daily Republic

February, 1957

H & D Division

EAST END

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

Arthur Klucas, night yard clerk at Montevideo, died suddenly at the wheel of his car on Jan. 5. He was a brother of Roundhouse Foreman Walt Klucas of Moberg.

Retired Engineer Gus Adamson, who had been living in St. Petersburg, Fla., passed away on Jan. 7 after a long illness. He was buried in Minneapolis.

Lars Neslund, retired carman, died Jan. 7, after being ill for some time.

Brakeman Gordon Bentson is attending electronics school in Chicago after completing his basic training at Great Lakes, Ill.

Engineer W. E. Rush recently received his Gold Pass; also Engineer J. C. Knudson of Mound.

Ingvald Bagauss, agent at Watson, has retired; also Walter Martin, hostler at Minneapolis.

Louis Lang, formerly of Milwaukee, is the new night roundhouse foreman at Montevideo.

Jay Storlie of Minneapolis is holding the position of night yard clerk at Montevideo since the death of Art Klucas.

Retired Engineer E. C. Lischefski and his wife wrote from Long Beach, Miss., that they are enjoying the winter in that interesting, friendly little town. Mr. Lischefski recently underwent eye surgery.

Claude Williams, formerly dispatcher

at Montevideo and Wausau, passed away Jan. 18 in Madison, Wis. He was buried in Princeton, Minn.

Engineer Herman Fandrey and his wife wrote us from Phoenix that it was too hot in the sun to be outside. That was hard to take, as the letter arrived on a day when we were enjoying (??) one of our Minnesota blizzards.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

The heavy January snowfall was indirectly the cause of the death of Henry Hofer, one of our experienced yard clerks, who died of a heart attack induced by snow shoveling. He was pronounced dead at County Emergency Hospital. Henry was an employe of the Road for 31 years, all of them as yard clerk. He is survived by his wife, two married sons and two married daughters, and a daughter, Loretta, 18, at home.

January of this year completed 50 years of service for Ray McGrath, who is almost as quick and active as the day he started. Ray is currently on the messenger desk, but has spent most of his service as a yard clerk. He is looking forward to receiving a Gold Pass.

It has just been reported that Mrs. Elmer Sowle, wife of check clerk at house 7, passed away in Stevens Point Nov. 21.

Jerome Hofkes went to Florida for his vacation, which he must have enjoyed to the fullest extent, for we didn't receive a

single post card.

Amanda Pross, file clerk, sorter and messenger during her 14 years of service, has retired. She started working in the warehouse during the war years.

At this writing, "Casey" Maciolek, carload bill clerk, is recuperating at home following surgery at Mt. Sinai Hospital; John Krohn, clerk at the fruit house, is confined to St. Luke's Hospital, and Clem Vail, carload rate clerk, has been ill for two weeks.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MUSKEGO YARD

Herbert Towl, retired switchman, is in Deaconess Hospital at this writing. Switchman Harold Arndt is a patient at Milwaukee Hospital.

The LeRoy Parves welcomed a baby boy, "Terence Michael", on Jan. 10. The Ellef Andersons are proud of their new arrival of Jan. 13, "Dennis Craig".

Switchman Martin Nimke retired Feb. 1.

Switchman Gordon Watts, making his third appearance on television recently in a bowling tournament, received a \$50 award.

Yardmaster Nathan Hale's daughter Carol, who was formerly an airline hostess, was married to David Wendt on Jan. 26 at Unity Church. They honeymooned in New Orleans.

Walter "Pete" Wilson, who has been on the sick list for some time, is retiring this month.

Sympathy was extended to Claude Huehschen in the recent death of his wife.

Retired Yard Conductor Fred Grieb of Pewaukee has been presented with his Gold Pass. He and Mrs. Grieb are planning a trip to Birmingham, Ala., and he will go on to New London, Conn., to visit his brother.

Yard Conductor Vince Quinn reports that Chapter 8 of St. Christopher's

A New Correspondent— Miss Gotto of Green Bay



It took a slight twist of the arm, but we now have a picture of Miss Florence Gotto who this month is making her third contribution to the Magazine as the correspondent for the Milwaukee Division Second District. She succeeds Mrs. Myrtle Herman, who filled the post faithfully for several years.

Pressed to give us an account of her life's history in about 100 telling words, Miss Gotto responded but literally: "I started working for the Road on Dec. 5, 1916 as secretary to S. H. Vaughan, who was the agent at Green Bay at that time. I was the first woman to work in the local freight office, which then employed 12 men. In 1927 I transferred to the cashier's desk in the freight office and held that position until Sept. 20, 1954 when I assumed my present duties as assistant superintendent's secretary.

"As to hobbies—I raise African violets and bowl. I am not very proficient at either, but they are what I like to do, and I try. And I also play the piano and sing a little."

Catholic Order for Railroad Men held a communion breakfast on Jan. 27 at St. Rose's School. Membership in the Milwaukee chapter is now over 400. Milwaukee Terminals Engineer Vince E. Rounds was elected president for 1957. Railroad men who are interested in joining may obtain information from Vince Quinn.

Mr. and Mrs. John Olson have a new daughter, their fifth child, born on Jan. 13 and named "Jane Louise". We are told that Sharon Olson, whom you may remember as Milwaukee's Red Feather Girl for 1956, is delighted with the new little sister.

UNION STATION

Dorothy Blask, traffic department stenographer, Ramona Kopitsch of the locomotive department, Loretta Guiry of the Kansas City Southern and your correspondent will make up a party to attend the annual get-together of the Railway Business Woman's Association at White Sulphur Springs, W. Va., the week end of Feb. 22.

Roadmaster F. V. McLarnon and his family are on an extended vacation trip at this writing, driving to Texas and up the coast. Aside from a few short business trips, it is his first real vacation in many years.

Miss Elvira Wurch, medical secretary in the station, gave a dinner party Jan. 14 for Mrs. Doris Stullich who is leaving the traffic department in Milwaukee to live in Chicago.

GENERAL

Elmer O. Buffmire, retired L&R Division roadmaster, died suddenly on Jan. 26 at Wausaukee, Wis. Mr. Buffmire was 81 and lived in Milwaukee with his daughter, Mrs. Lois Phillips, roadmaster and trainmaster's clerk for the Milwaukee Division. In addition to Mrs. Phillips, he is survived by a grandson, Foster J. Phillips, who is employed in our engineering department in Milwaukee, two brothers, a sister and a great-grand-

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CHICAGO, ILL.
G. S. Turner

daughter. Funeral services were held from the Morasky Funeral Home and interment will be in Wausaukee in the spring. Mr. Buffmire started with the Road as an extra gang laborer in 1888 and was a section laborer, extra gang foreman, foreman and general foreman before he was promoted to roadmaster on the Superior Division in 1910. He retired on Jan. 1, 1947.

Milwaukee Division

SECOND DISTRICT

F. F. Gotto, Correspondent

Since our last report to the Magazine, the following men have retired: Section Laborer A. J. Brault, Engineer W. F. Smith, Switchman Axel T. Anderson, and Agent A. J. Friess.

We regret to report the sudden deaths of C. E. Shivy, section laborer, and Eli Rolla, roundhouse laborer. Both were employed on the west end.

Engineer Jess Hammett decided to take his vacation so he could see the Rose Bowl parade, but after traveling 2,000 miles he ended up with a bad case of pneumonia and had to watch it on TV.

Brakeman Bog Lorang, who was in the Veteran's Hospital in Madison during November and December, is still on the sick list at this writing.

Hans Nelson, retired section foreman who lives in Oconto, was a recent visitor here. For Mr. Nelson, life begins at 80. He recently remarried and took his wife to the west coast for a honeymoon, and now he is planning a trip to Florida.

THIRD DISTRICT

L. W. Hultman, Correspondent
Agent, Richfield, Wis.

Joe Schafer, second trick operator at Slinger, started his three-week vacation Jan. 15 and took a trip to California, from where he went to visit relatives in El Paso, Tex. E. C. Well received a card from him postmarked Chula Vista, Calif.

F. R. Haasch relieved Mr. Schafer at Slinger until Jan. 28, when he relieved M. E. Hargraves, agent at Merton. The latter will be back in March. E. H. Ro-

mans started as relief operator at Slinger on Jan. 29.

A new arrival at the home of Yours Truly on Dec. 19 has been keeping our household pretty much in a turmoil. But he is getting a big welcome from his brother and two sisters.

This is a new column for the Magazine, which we hope to keep filled with news about people on the Third District, as well as company activities. Your correspondent wants to know what employees in the district are doing—new assignments, interesting stories about things happening on the job, unusual vacations and, of course, news of births marriages and deaths. It is not to be expected that every item submitted will find its way into print, but I hope you will send news to me and help make our column newsy and interesting.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

On Feb. 16 a group of Milwaukee employees is leaving our cold weather and heading south to Mexico. Their trip takes in such points of interest as Mexico City, Acapulco, the Floating Gardens of Xochimilco, Taxco, Cuernavaca, the Shrine of Guadalupe, and so on. The group is being escorted by Matt Grenning, agent at Rondout, who has escorted a number of trips for tour companies and who knows quite a lot about that romantic country. Those accompanying Matt and his wife are Engineer Anton Lukes and wife, Clerks Herman and Edna Klatte, Irma Knoll, Mrs. John Morrissey, Ruth and Malita Brimmer, Store Department Supervisor W. C. Lummer and wife, Edward and Marie Tebrake, Marshall and Alma Borchard, Walter and Anna Bergemann, and three C&NW employees. The group had a get-together at Moser's Cafe in Milwaukee on Feb. 1 to lay plans for the trip.

Elmer Buffmire, retired La Crosse & River Division roadmaster, and father of Lois Phillips, roadmaster and chief carpenter's clerk in Milwaukee, passed away Jan. 26. He was buried in Wausaukee,



THE DIESELS DID IT. The iron horse receives a last nostalgic tribute from Ed Soboda, Milwaukee Road bridge tender and former boiler-maker at Green Bay, Wis. (left), and Clarence Kemnitz, retired North Western employe, who as secretary and president of Local 485, Brotherhood of Boilermakers and Iron Shipbuilders, look sadly at their charter before surrendering it to the A.F. of L. Due to the complete dieselization of all railroads serving Green Bay, the local recently went out of existence after being active since 1907. Mr. Soboda, who is a 45-year veteran, holds a Silver Pass. (Green Bay Press-Gazette photo)



RETIREES AT CRIVITZ. Paul Matykowski, Milwaukee Division B&B carpenter who retired recently after finishing 45 years of service, shown at his home in Crivitz, Wis. He is holding his Silver Pass, and Mrs. Matykowski the Certificate of Recognition presented to him by President Kiley.

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Wis.

The annual meeting of The Milwaukee Road Credit Union was held Jan. 25 at Stanton's Hall in Milwaukee, with Trainman Harold C. Birge, president, presiding. Various committee reports were read, and Engineer T. W. Wade, FSI G. J. Welik, and Superintendent's Secretary Ruth Habegger were elected directors. John Aberling, claim department clerk, will serve as secretary, and Jane Mayer will continue as treasurer. Redcap Gordon Tylicki was elected to the credit committee.

William Bartel, former ticket clerk in the depot now with Bancroft Travel Service, who has contributed so much to the credit union, was presented with a globe in appreciation of his services. Fourteen door prizes were distributed among the 150 attending and a fine lunch was served through the efforts of the committee, Switchman Jim Hamann, Engineer T. W. Wade and Baggageman H. C. Deneseus.

Gold Passes were presented recently to Engineer W. J. Bergeman, Conductor E. O. Strommen and Operator C. S. Kitzerow, all of Milwaukee.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Superintendent, Spokane

After completing his run from Avery to Malden Jan. 18, Engineer D. E. McDowell succumbed to an apparent heart seizure. Surviving at the Spokane home are his widow, Myrtle; two sons, Pat and Stuart; daughter Peggy Ann Dolan and sons J. D. and D. E. Jr. of Spokane; and Stanley living in Pleasanton, Calif. Mr. McDowell began railroading in 1917 and became an engineer in 1943. Funeral services were held in Spokane.

Sectionman Maria Tallarito died suddenly. His wife survives at the home.

Word has reached us that Helen Newcomb Johnson, a former clerk at Avery and Harlowton, passed away Oct. 28 in Los Angeles. Her remains were brought to Spokane. Her father served as an agent for the Road at one time.

When the annual pass for Fred M. Morrow, retired operator-agent, came back marked "deceased", another old-timer's record was closed. He died at Jerome, Ariz., where he was living, at the age of 75. His railroad service began as operator at Mozart in 1914, and he worked at various Idaho stations until he retired at Othello in 1944. His nearest survivor was listed as Florence Hollister, a sister, living in Seattle.

From Malden we learn that Mrs. Jack Scanlan Sr. is recovering from a fall on the ice which resulted in a broken wrist.

Funeral services were held on Jan. 29 for the mother of Brakeman Wally Savitz, Mrs. Florence Savitz of Tekoa, Wash.

Mr. and Mrs. W. D. Hall have moved to Othello where Mr. Hall is roundhouse hostler.

Spokane Chapter of the Women's Club is putting on its annual membership drive and will welcome contributions and members. The chief dispatcher's office has a book of receipts and will take contributions. The club wants to use this medium to thank Engineer L. J. Dulik for his contribution of \$5 early this year.

News of Operator M. F. Bell's release from the hospital and progress is good to hear.

R. E. Beek is now at Spokane headquarters as trainmaster of the Idaho Division, following the transfer of F. A. Barton to Terre Haute.

Little 6-year old Mary, daughter of

our new chief dispatcher, W. A. Smith, formerly of Montevideo, appeared on a talent program for a local TV show and won first place for a song and dance in competition with youngsters up to 6 years.

After cracking and frying 13 dozen eggs, Wayne Rentel, assistant time reviser, doesn't want to see any more eggs for a while—he was chief egg fryer at a breakfast put on recently by the men's club of his church. The hot cakes and ham were mighty tasty, too.

Bessie Ellett is working the second trick Spokane relay operator's job, displacing L. D. Blue.

Rocky Mountain Division

NORTHERN MONTANA

Lewistown Chapter of the Women's Club, which customarily serves dinner at the home of any member who suffers a family bereavement, recently furnished dinner at the home of Art Keeler Sr. following the death of Mrs. Keeler's father, and at the home of Retired Employee Ole Vinge. Mrs. Vinge was chapter president the past two years.

At the Jan. 3 monthly meeting the chapter installed the following officers: Mrs. Myron Olson, president; Mrs. Arnold Syverson, vice president; Mrs. Louis Gamell, secretary; and Mrs. Lloyd Soper, treasurer. Mrs. Vinge was presented with a Past President pin.

Under the direction of Mrs. Keeler, who is chairman of the county blood program, the chapter sponsored the visit of a bloodmobile on Jan. 18. Altogether 108 donors presented themselves, thus enabling the chapter to fill its quota and with some to spare.

Chicago General Offices

OFFICE OF FREIGHT AUDITOR

Betty Chiolak, Correspondent

Our news this month concerns new additions to families.

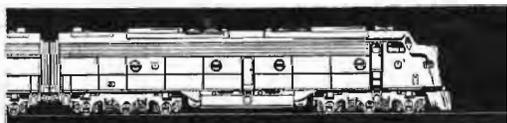
Erna Hendrickson told us that her son Herbert and his wife Gail welcomed a little boy, "Steven August" on Jan. 4. This is her first grandchild. Steven has an Aunt Dorothy and Uncle Norman who also work in our office.

Larry Plucinski and his wife Marion welcomed their addition "Robert Lee", on Jan. 5. The Plucinskis have a girl, Mary Ann, 5 years, and a boy, John, 3.

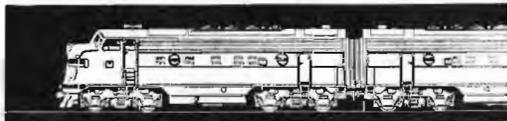
Bernice (Kobialko) Gryezen and her husband, Chester, announced the arrival of "Gregory Mark" on Jan. 25. This is their first baby.

New employes in the last two months are Joel Dorris, Bob Lenzi, Jacqueline Kirkpatrick, Patricia Manzella, Christine Kopecky and Mary Lou Burke.

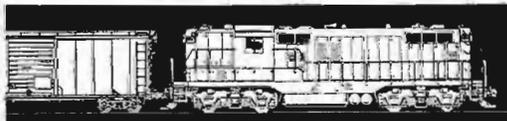
The Milwaukee Road Magazine



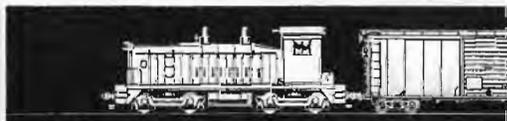
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Deduct \$..... per month for \$1000.00 policy.

Employee's Name.....
First Name Initial Last Name

Date of Birth.....

Soc. Sec. No..... Occupation.....

Payroll No..... Train & Eng. Work No.....

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City..... State.....

Beneficiary..... Relationship.....

★ ★ ★ ★ ★

For Dependent Wife deduct \$..... per month for \$1000.00 policy

Her Name..... Date of Birth.....
(Add \$1.00 a month for each year she is over 60)

★ ★ ★ ★ ★

For Dependent Children listed below deduct a total of \$..... per month for \$500.00 policy for each.

First Name..... Age..... Date of Birth.....

.....

.....

.....

(If additional children add attachment)

Signature.....

Date.....

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if under 39 inc.
40 to 60 inc. the rate is
\$2.50 a month
(over 60 see application)

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**Each dependent
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**2 options on
retirement**

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

R. M. Nordin, Correspondent

We had the pleasure recently of a visit from D. K. Rose, assistant purchasing agent of the Southern Pacific Lines in San Francisco. Mr. Rose, in Chicago for an A. A. R. meeting, spent a day observing our purchasing procedure.

A postscript to our January article on Frank Casey is in order. Frank was appointed assistant purchasing agent, effective Feb. 1.

"MEET YOUR PURCHASING DEPARTMENT": We often hear the term "Milwaukee Road family", and accept it in a matter of fact way. Today's subject is a good example of how closely knit a family we really are.

Morgan J. Pritchard started with the Road in the store department at Milwaukee in September, 1923. January, 1937 saw his arrival in the purchasing department, where he worked at many clerical positions before becoming a buyer in 1952. Home to the Pritchard family is Glenview, Ill. Mrs. Pritchard (Myrt), a former secretary in the store department, is kept busy by daughters Ann, a student nurse at Milwaukee County General Hospital, and Helen, a junior at Marywood High School.

Back to this Milwaukee family angle—Morgan's grandfather and father were locomotive engineers, as is his uncle. Brothers Russell and Jess are former store department employes, and sister Ruth is a secretary in the mechanical engineer's office in Milwaukee. All in all, this adds up to somewhere near 175 years of Milwaukee Road service.

Have you ever thought about the amount of lumber our railroad uses a year? The door you just walked through,

the window sash? How about freight car decking, and siding, cross and switch ties, grain doors, and a hundred or more lumber items you see around every day? The same amount of thought and work was applied to the purchase of those items as went into the purchase of a mechanical part for an engine or switch.

To coin a phrase, Morgan Pritchard is in there pitching to see that the lumber we use is correct in quality, grade, and length for the job at hand, and giving careful attention to the ever fluctuating lumber market to insure that the material we purchase is safe and economical, and available as it is needed.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Francis Bondi and Pat Gorman were married Jan. 5. They will make their home in Springfield, Mo.

Eleanore Karas has retired after 23 years of service in the computing bureau to take over a full time housekeeping job in her new home in Skokie.

At this writing, Norienne Quinn, Clem Barber and Felix Speckt, who have been ill, are showing improvement.

Jean Wilson and Ruth Rinaldi have been granted extensions on their furloughs.

Commodore and Fannie Wau celebrated their 35th wedding anniversary Jan. 20.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Sally Brodd and Don Devitt exchanged marriage vows Jan. 5. I understand Don, now stationed at Fort Leonard Wood, Mo., will be moving soon to Germany.

Americo Cristiani is a new employe in this office.

Kenneth French vacationed in Tucson, Ariz., and Los Angeles; Mildred Hollingsworth in New York and Florida.

Sympathy was extended to Marie Pulaski on the death of her son James Jan. 5.

Anna Nasheim, who was hospitalized for some time, is now convalescing at home.

Retired Veteran Art Slider sent us a note from Pasadena, Calif., where he apparently was enjoying a vacation.

Marge Minkley, who was hospitalized, has recovered and is back on the job.

Howard Balow is proudly circulating photographs of his new home in Long Lake. It is a ranch type, and he expects to take possession in May or June.

Mrs. Clarence Johnson was in an automobile accident, and although she was injured, we are glad to report she can be up and around. The family car, however, came out second best.



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AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Harlyn Hansen of the machine room and his bride Dorothy, of the police department, are back to work after their lovely candlelight wedding in the Bethel Evangelical Lutheran Church. They spent their honeymoon in Florida.

Fellow employees who are ill at this writing include Nile McGinley, bureau head in the bill and voucher bureau, Rudy Thoren, bureau head of the time-keeping bureau, Mike Samp, bureau head of the accounts receivable bureau, and Theodore Gajewski, assistant supervisor of machine accounting.

Donald Carlson, traveling accountant, is the proud father of his second child. Lawrence J. Marino announced the arrival of "Terry Lin" on Jan. 9.

John Ritter, traveling accountant, spent his vacation in Texas, visiting his sixth grandchild, Mark John Hammer, who was born at Mission Air Base.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

Chuck Krawczyk started the New Year right by presenting Pat Jakalski with a diamond ring at the stroke of midnight on Dec. 31.

January 30 was the day Dan Chabowski became engaged to Donna Peterson.

Joan Magnuszewski visited Buffalo, N. Y., and Niagara Falls on an early vacation. Buffalo is the home of her twin brother.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Traveling Auditor J. E. Applebury and wife of Minneapolis are rejoicing over the birth of their first child, a girl, on Dec. 17.

Traveling Auditor T. D. Hakes has been granted a leave of absence due to ill health and is in Phoenix, Ariz.

Felix A. Specht, bureau head of the record room, underwent surgery at St. Mary of Nazareth Hospital Jan. 23, and is recuperating at this writing.

Paul A. Miller, chief file clerk, retired Jan. 1. He has been off duty for some time due to ill health. He was presented with a purse by his fellow employes.

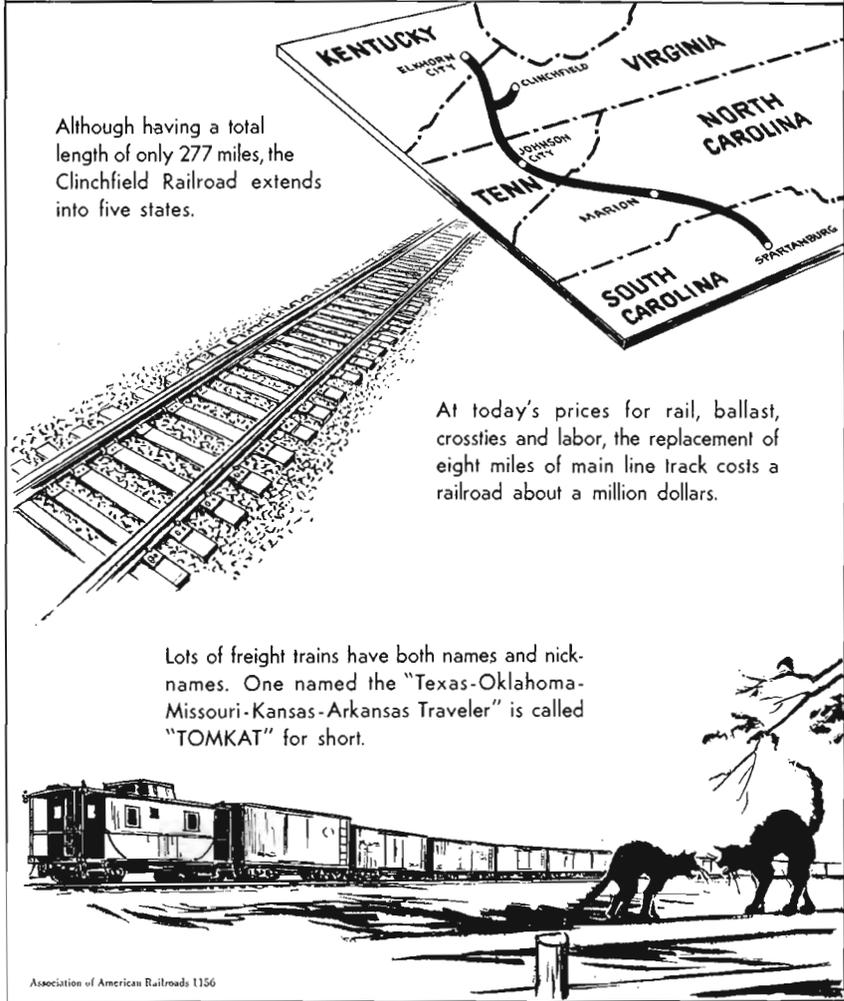
Sympathy was extended to Andrew V. Gallagher, claim investigator, on the death of his brother Frank Jan. 23.

Arthur C. Linke, miscellaneous clerk, left our employ Jan. 25 to enlist in the Marines.

With deep regret we report the death of Charles Brossman, rate clerk, on Jan. 27. He was with the Road 33 years.

Russell E. Vischer, formerly operator

Rail oddities



Although having a total length of only 277 miles, the Clinchfield Railroad extends into five states.

At today's prices for rail, ballast, crossties and labor, the replacement of eight miles of main line track costs a railroad about a million dollars.

Lots of freight trains have both names and nicknames. One named the "Texas-Oklahoma-Missouri-Kansas-Arkansas Traveler" is called "TOMKAT" for short.

Association of American Railroads 1356

and relief agent at Preston, Minn., has been added to our staff of traveling auditors.

Dr. Kenneth LaRue, son of A. C. LaRue, bureau head, returned from Germany recently after serving Uncle Sam for two years. He and his family will live in Texas.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

On Jan. 25 about 100 officers and employees of the Twin City Terminal gathered in the President Cafe in Minneapolis to wish good luck to Superintendent R. F. Fairfield and Mrs. Fairfield on the occasion of their transfer to the Terre Haute Division.

Our new superintendent is N. H. McKegney, who will live in St. Paul.

Dick Allard, chief carpenter's clerk at Minneapolis, spent Jan. 27 in Chippewa

Falls, Wis., on the occasion of the 60th wedding anniversary of his parents, Mr. and Mrs. William Allard. The day began with a Mass said in their honor. Singing was provided by the male choir for which Dick was organist when he lived in Chippewa Falls.

One of the nice things about walking uptown at noon is seeing Al Lakmann, retired Minneapolis traveling freight agent, figure skating on the First National Bank Centennial Plaza rink. Al puts the younger skaters to shame with his execution of complex figures—and the best of it is that he will be 71 on his next birthday.

A Gold Pass was presented last month to Engineer Ira L. Roberts of Minneapolis.

Arthur Greenwood, retired Minneapolis switch foreman, and Mrs. Greenwood, who now make their home in Muskegon, Mich., commemorated their golden wedding anniversary last month with an open house at the home of Mr. Greenwood's brother Wilfred in Muskegon

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Beloit, Wisconsin

Heights. The Greenwoods lived in Minneapolis from 1913 until October, 1956 when Mr. Greenwood retired after 38 years of service. They have a daughter in Minneapolis, Mrs. George Garrison, and two grandsons.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

**G. V. Stevens, Correspondent
Agent's Office**

Many friends of Otto Pontzar, who retired Oct. 1, will be sorry to learn of his death.

Harold Jorgenson, cooper in the freight house, retired Jan. 1 after 38 years of service. M. S. Bowker, freight house clerk, retired Feb. 1 after 40 years of service.

It is not difficult to remember the surnames of our new morning and afternoon messengers at the freight office. Both are Flahertys—and twins yet!

Gene Solvie was recently transferred from the freight traffic office in Minneapolis to the freight traffic office in Cleveland, Ohio, as chief clerk.

Jennie Goss was a "busy bee" recently, serving on a jury for two weeks and doing her office work in her spare time.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

H. A. Grothe, district general car foreman at Minneapolis, has been transferred to Milwaukee in the same capacity, and District General Car Foreman D. D. Fisher in a similar position to headquarters at Bensenville, Ill. George Wood, assistant shop superintendent at Milwaukee, is the new district general foreman for the Minneapolis Shops and the H&D Division east. J. E. Palmer of Milwaukee has been appointed district general car foreman with jurisdiction over the St. Paul Terminal and Duluth Division.

Condolences were extended to Tim O'Connell, chief clerk in the store department, in the loss of his sister Elizabeth on Jan. 8 and to Helper E. J. Roll in the death of his father on Jan. 25. The father of Airman Swan Olson of the air

brake shop passed away Jan. 6 at North Branch.

John Joseph Mehok, laborer on Light Repair, passed away Jan. 22. He had been ill since Oct. 15.

Mrs. Elizabeth Brzezinski, a former car department steno, has been hired as stenographer-clerk in the store department office. "Beth" and her husband, Ernie, have two adopted children, Anne and Steve.

Harvey Borseth Jr., former store laborer and son of Harvey Sr., is now stationed in Germany after two years at Ft. Knox.

Chicago Terminals

CALEWOOD

Norma Gunderson, Correspondent

Chester Ulrich, entry clerk, retired Jan. 1. His seniority date was June 27, 1912.

George Lemire, retired rate clerk, passed away Jan. 4.

Sympathy was extended to Margaret Merriman, telephone operator, whose father, Otto Winge, passed away Jan. 5, and to Stover Bob Tolds, whose wife passed away Jan. 12.

Stanley Boyle, bill clerk, who underwent an operation for appendicitis at St. Anne's Hospital Jan. 15, is doing well at this writing.

On Jan. 8 Marie Riley, pickup and delivery clerk, became grandma for the seventh time when her daughter gave birth to Kevin Joseph; weight, 10 pounds.

R. D. McCutcheon, auto mail clerk, and wife celebrated their 25th wedding anniversary Jan. 7 with an open house for relatives and friends.

Mae Graney, monthly report clerk, returned to work Jan. 21 after being home since Nov. 9 as the result of an auto accident.

The following are the newly elected officers of Fullerton Avenue Chapter of the Women's Club for 1957: Mrs. John Tobias Sr., president; Mrs. Ella Uggla, first vice president; Mrs. Catherine McCants, second vice president; Mrs. Lucien Block, third vice president; Miss

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Anna Nasheim, assistant treasurer; Mrs. Ruth Brauneis, recording secretary; Mrs. Grace Grall, assistant recording secretary; Mrs. Marie Horatt, corresponding secretary; and Mrs. Victor Gunderson, historian. The March meeting promises fun, with a treasure hunt and prizes.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Retired Assistant Agent William Bishop, along with his wife, son Louie (former yard clerk), daughter-in-law and granddaughter, left Jan. 28 for a tour of Mexico City. They will have the pleasure of a private car when they reach there, and a personal guide.

The Camps, and Al and Florence Coltrin, clerks at Bensenville, are glowing with pride these days. It all started when the Coltrins furnished Santa Claus (Train Director Joe Camp) with two puppies for Christmas gifts to youngsters on his list. Pepper, the black and white, went to little Dennis Youngberg, son of Switchman Eugene Youngberg. One morning last month little Dennis got up bright and early to nibble at a piece of cake on the kitchen table, and being of an inquisitive nature, turned on all the burners on the gas stove. Pepper, however, began to cry and whine and roused Mrs. Youngberg, who investigated and found the cause for his alarm. Need we say more? Pepper is now worth his weight in gold to the Youngberg household.

At this writing Clerk Ed Eichwald is on sick leave in Tucson, soaking up the benefits of the Arizona climate.

Yard Clerk Kenny Groebli is back on the job after a tour of duty for Uncle Sam. Yard Clerk Sam Perpetch has also been released from the Navy after serving his enlistment term. A bit of vacation, and he'll be back at the yard, too.

Silver Passes were presented last month to Locomotive Engineer Leonard Nordbye, River Grove, and Telegrapher W. J. McNerney, Franklin Park.

Milwaukee Shops

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

H. J. Montgomery, Correspondent

Harriet Boyle, clerk in the passenger shop office, passed away Jan. 8. She had been with the Road 38 years. We also regret to report the death of Mrs. Minnie Gitzloff, mother of Blanche Davely of the S. C. D. office.

The writer of this column again had an opportunity to pass out cigars, this time for a boy, "Kyle Scott Drahe". The proud parents are Ken Drahe, former electrician for the Road, and the former Marilyn Montgomery. Granddaughter Stacy Ann is now five and a half.

February, 1957

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Name _____ Age _____

Home Address _____

City _____ Zone _____ State _____

Occupation _____ Name of Railroad _____

Apprentice Ed Hoff has returned to the locomotive machine shop after spending a few months on the drafting board. He will finish his apprenticeship in March.

Elmer Liebnow, A. A. R. price clerk in the S. C. D. office, has transferred to Davies Yard as chief clerk to general car foreman. Madeline Hilliard, machine operator, took over Elmer's duties, and Carol Roe took over from Madeline.

Erv Weber, former chief clerk to general car foreman, is now chief clerk to superintendent car department at the freight shop.

Bowling news: Al Roesler of the freight shop, a good bowler, is back in

action after laying low for a while due to an operation. At this writing the Etta Bentz team is on top in the Marino 900 league. As a member of this team, the writer holds a 183 average and a high of 652.

A Gold Pass was presented last month to Cabinetmaker Frank B. Koepp. Silver Passes were awarded to Air Brake Foreman Henry Brushaber and Steamfitter Kurt Bomke.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Retired Roundhouse Foreman Roscoe W. Janes and Mrs. Janes celebrated their golden wedding anniversary with a reception on Jan. 6 in the Universal Congregational Church. The Janes were married in Salisbury, Mo., on Dec. 26, 1906, and first came to Seattle in 1918 from Harlowton, Mont. They returned to Montana in 1920 and lived there until 1932, and since they have resided in Seattle. Mr. Janes' hobby is woodworking and keeping their home on Miller Street in first class repair. Mrs. Janes' hobbies are braiding rugs and making aprons. They are both active in the Milwaukee Retired Employes Club.

Silver Passes were presented last month to Engineer C. R. Service and Conductor S. A. Tisher of Seattle.

L & R Division

THIRD DISTRICT

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

Retired Engineer and Mrs. Elgin Fowler have returned from a visit with their son in Florida. Retired employes who chose to vacation in the West during the winter are Mr. and Mrs. A. R. McDonald, Los Angeles and New Mexico; Mr. and Mrs. Bill Adamsheck, Los Angeles, Seattle and Portland; and Mr. and Mrs. Bill Wilcox, Los Angeles.

Section Laborer Walter F. Collier passed away suddenly at his home in Babcock Jan. 16, apparently of a heart seizure.

Retired Train Dispatcher Claude N. Williams, 70, passed away Jan. 18 in a Madison, Wis., hospital where he had been undergoing treatment. Since retiring in 1951 Mr. Williams had made his home in Fort Lauderdale, Fla. Funeral and burial services were in Princeton, Minn. Mr. Williams was a member of the Episcopal Church, Sunset Lodge F&AM, at Montevideo, a 32nd degree Mason, and affiliated with Zurah Temple Shrine, Minneapolis. Immediate survivors are his widow and a son, Dean, of Chicago.

Roundhouse Laborer Walter Magreske

OUT OF HIS WALLET...!



is the grandfather of a boy born recently to Mrs. William Rable, the former Darlene Magreske.

H. "Roy" Johnson, whose rank as conductor has been the fourth highest in years of service on the district, retired Jan. 23. He had been in train service since 1908. Mr. Johnson had been legislative representative of the B. of R. T. since 1915 and had served on the Brotherhood's state legislative board since 1925. He and Mrs. Johnson plan to spend the balance of the winter in Tucson, Ariz.

January 13 was the date chosen by Conductor Bob Loper to retire after more than 30 years of service, the last 15 in train service on the Third District. His marriage to Mrs. Anna Cleveland of Wausau is taking place on Feb. 2, after which they plan an extended visit in Los Angeles with his daughter.

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

We are sorry to report the recent death of Robert Alexander, retired switch foreman of Portage yard, at the age of 64. He had been in failing health for some time. Interment was in Silver Lake Cemetery, Portage, with services conducted by the Veterans of Foreign Wars. Surviving are his wife, sons Claire and Robert, a daughter, his mother, and two brothers, George and Harry. We will miss "Bowser", as he was affectionately known up and down the line.

Conductor Howard Scott is convalescing at home after his recent accident, and wishes to thank everyone who helped him during his sojourn in the hospital.

Can you remember back when winter meant four feet of snow, 20 and 30 below, and hanging around the heater to keep warm? No television, radio or jet

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planes, and the roads were something to contend with? It used to take three hours to go from La Crosse to Portage and another three from Portage to Milwaukee by "fast" passenger train. Instead of one train of 160 cars there were some 40 crews in the ring, and two call-boys handled the train and engine men, having to walk after them on account of no telephones. It makes a feller feel good to compare the hardships of those days with the easier living now.

Engineer Edmund F. Tessman of Portage was presented with his Gold Pass last month.

Iowa Division

EAST END

Leola Gonzales, Correspondent
Freight Office, Cedar Rapids

Section Foreman F. H. Blair of Clive is on a six-month leave. During his absence his position is being filled by Foreman U. S. McDowell, formerly at Granger.

Trainmaster W. J. Peta, who came to Marion on Oct. 3, 1955, was transferred to St. Paul Feb. 1 as trainmaster.

Section Foreman H. W. Kindig of Louisa has been granted a leave of absence due to ill health; position assigned temporarily to W. G. Kindig.

John E. O'Neil has retired as section foreman at Storm Lake. The last date he worked was Dec. 31. He entered service as a laborer on Apr. 16, 1920 and was promoted to a foreman on Apr. 16, 1927.

Richard Hagen, operator in the Marion relay office, has a new son, David, born on Jan. 16 in St. Luke's Hospital, Cedar Rapids.

Charles Trask, retired car foreman, and Mrs. Trask observed their golden wedding anniversary Jan. 16 at their home in Kansas City.

Mrs. Earl Curttright, wife of expense clerk, who underwent surgery at St. Luke's Hospital in Cedar Rapids, is making a satisfactory recovery.

Arthur G. Carson, 51, died on Dec. 21 in Kansas City after a brief illness. He was a Milwaukee engineer for 34 years. Survivors include his wife; a son, Billy; two daughters, Mrs. Celia Patti and Evelyn Marie; three grandchildren; his mother, Mrs. Marie H. Carson of Cedar Rapids; five brothers, C. E. Carson, an Iowa Division conductor, George, Ed, William F. and W. J., all of Moline; and two sisters, Mrs. H. D. Quinby and Mrs. J. L. Rooks of Cedar Rapids.

Ray D. Price, 61, passed away Jan. 10 in a hospital in St. Augustine, Fla. Before going to Florida he was a Milwaukee Road engineer. His brother George is a passenger conductor on the Milwaukee. Burial was in Cedar Memorial Cemetery.

Sympathy was extended to Joseph Prochaska, retired janitor, whose wife passed away Jan. 18.

C. T. "Tom" Nolan, 70, of Pasadena passed away Jan. 3. He was a train dispatcher for the Road for 25 years at Ottumwa, leaving in 1930 for Los Angeles, where he was a safety supervisor with the Pacific Electric until retiring six years ago. Burial was in California.

Clinton Farrington, 68, passed away in a Cedar Rapids hospital Jan. 16 after a short illness. He started with the Road as a passenger brakeman at Marion on Sept. 1, 1917 and retired in 1955. He was a member of the Brotherhood of Railway Trainmen, the Modern Woodmen of America and the Macabees. He is survived by his wife, Anna Belle; a son, Sgt. Clinton J. Farrington; a brother, Russell, of Russellville, Ark.; three sisters, Mrs. Bertha Lewis, Mrs. Emma Endriken and Mrs. Cora Riekert, all of Winchester, Ill., and three grandchildren. Burial was in Mt. Calvary Cemetery.

Ware Lake, retired Milwaukee Road shopman, 73, passed away Jan. 13. Mr. Lake originally worked in the roundhouse at Marion and later at Atkins. At the time he retired he was employed in the Cedar Rapids roundhouse. He is survived by a brother, Ben, of Manly.

Lafe Franklin Lindley, retired B&B carpenter, passed away Jan. 7 in a Cedar Rapids hospital. He is survived by his wife, Marian; a son, Waldo L. of Jacksonville, Fla.; four brothers, Newton Hollingsworth of Olin, Clyde Lindley of Marion, Henry Lindley of Central City and Archie Lindley of Martelle; and one grandchild. Burial was in Anamosa.

The death of Frank V. Winsor, former Iowa Division engineer, 88, occurred at his home in Sequim, Wash., on Jan. 3. Mr. Winsor, who was a son of early settlers of Iowa, was born in Marion and

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The war ended more than ten years ago but these taxes go on — and on. They still add an extra 10 per cent to the passenger fares you pay, and they add 3 per cent to the freight charges on everything that moves by public carriers such as railroads.

The reason for these “temporary” wartime taxes vanished long ago. But they are still discouraging the use of our public transportation systems. And by so doing, these taxes are weakening our public carriers — essential to peacetime commerce and vital to national defense.

These discriminatory and burdensome taxes should be repealed — *now!*

**ASSOCIATION OF
AMERICAN RAILROADS**
WASHINGTON, D. C.

started with the Road as a call boy at the age of 16. Later he served as a clerk in the superintendent's office at Marion, and as car inspector and fireman until his promotion to engineer in 1900. In 1908 he transferred to the Lines West extension, on which he had the distinction of bringing the first Milwaukee Road locomotive into Miles City. The family made their home in Miles City until Mr. Winsor retired in 1936, when they moved to Sequim. Mr. Winsor is survived by his son Ivan of Sequim, and a brother, Bert, of Jeffersonville, Ind. Burial was in Anacortes, Wash., beside his wife, who died in 1951.

Dr. J. J. Keith, company doctor at Marion, and Mrs. Keith had holiday visits from their daughter Mollie, a junior at Mt. Holyoke College, South Hadley, Mass., and son Tom, a freshman at Amherst College, Amherst, Mass.

Two Marion employes were recently presented with Silver Passes—Dewey Lockey, section laborer, and Brakeman R. C. Seager.

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Conductor J. R. Brooks, who held an assignment on the City of Los Angeles between Marion and Chicago, passed away Jan. 22 following an operation for appendicitis. Burial was in Council Bluffs where Mrs. Brooks was buried several years ago. He had been making his home in Perry.

Mrs. D. L. Young, widow of an engineer, died at her home in Perry last month. Funeral services for her and Conductor Brooks were held on the same day. Among people who attended both services were E. E. Banyard of Berwyn, Ill., retired general yardmaster who was at Perry for many years, and Mrs. Banyard.

Retired Operator Joe Maher, 89, who had been making his home with his brother-in-law, Retired Engineer E. C. Hullerman, in Perry since the death of his wife, passed away in a nursing home near Perry on Jan. 17. Joe, who had worked on the old Wisconsin Valley Division before he retired, had been ill some time.

James Daniels, who was employed in the Perry roundhouse until the force reduction some years back, was injured fatally in an auto accident at De Kalb, Ill., Jan. 24. After leaving Perry, Mr. Daniels worked at Bensenville until he retired.

Mrs. Francis Cox, wife of a conductor, died in a Des Moines hospital in January following an operation. In addition to her husband, she is survived by two daughters and four grandchildren.

Floyd Parrick, Council Bluffs yard clerk, died in January. Floyd, who was

formerly night clerk in Coon Rapids, is survived by his wife and 10 children.

Harry Gardman, who as custodian of the Atkins bunk house was closely associated with the Milwaukee Road train and engine men there, died in the Iowa City hospital following several weeks' illness. He was well liked by all employes working into the terminal.

Retired Engineer E. G. White, 83, passed away at his home in Perry last month. Earl started his employment in 1898 and retired in 1944. He is survived by his daughter, Mrs. Raymond Wilcox, with whom he had made his home since the death of Mrs. White.

Mrs. Lester Wyckoff, wife of retired yard clerk, passed away on New Year's Day. She had been in poor health for several years and hospitalized at the last for about six months. Survivors include a daughter, Mrs. Frank Wichael Jr., who, with her husband, was employed as a clerk by the Road until Mr. Wichael went into Boy Scout work several months ago.

William Kinney, long time Iowa Division engineer, died last month in Goshen, Ind., where he had been living with his son since ill health obliged him to retire. Burial was in Perry beside his wife who passed away about five years ago.

William Coe returned to his position as signal maintainer at Tama Jan. 1, after working for several months on a special assignment as inspector of signal installations.

Lawrence Richardson, signals and communications department employe, and Sheila Hickey were married recently at Bayard, Ia., where they grew up and attended school together. The bride is a granddaughter of the late E. R. Hickey, for many years a middle division conductor. They will live in Perry.

A girl named "Marsha Louise", born to Rev. and Mrs. Warren M. Hile in Winterset, Ia., on Jan. 8, is the first granddaughter for Retired Train Dispatcher J. M. Losey of Perry.

Retired Conductor William Simpson fell in his home last month and sustained an injured hip which confined him to his home for some time. Another who suffered a hip injury in a fall was Mrs. William Powers, widow of boilermaker and sister of Retired Machinist Frank Mullen, who was hospitalized with a broken hip.



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Your ability to earn an income is your greatest asset, for it is the source of everything you own. A disability, caused by either an accident or sickness, can destroy your ability to earn money for weeks, months, or years to come. *Provident's Income Security Plan* is individually designed to provide you with money when disability from an accident or sickness stops your paycheck. Ask your Provident representative to prepare a "Blueprint of Protection" for your consideration.

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Write

Railroad Department
PROVIDENT
LIFE AND ACCIDENT
INSURANCE COMPANY
Chattanooga, Tenn.

Train Dispatcher F. H. Bradash, who took a position in the Perry dispatcher's office after the Sioux City office was closed, transferred last month as operator and extra dispatcher to Austin, Minn.

Conductor I. L. Thomson of the West Iowa was hospitalized last month for surgery; also Retired Car Inspector Elmer Willis who was hospitalized in Des Moines.

Retired Engineer Bert Cline and Retired Warehouse Foreman Claude Altig Sr. have a new granddaughter, born to Mr. and Mrs. Claude Altig Jr. on Jan. 13. Claude Jr. is a contract drayman for the Road.

Conductor and Mrs. Everett Buckley enjoyed a vacation trip to California, New Mexico and Arizona last month. Brakeman Sam Brinton Jr. also went to California, to visit his parents, who have been making their home in the West since Switchman Sam Brinton Sr. retired.

Mrs. E. L. Peters, wife of traveling engineer, Council Bluffs, was hospitalized in January following a heart seizure. Mrs. Bruce Devoe, wife of the agent at Perry, was hospitalized for surgery.

C. L. Dueland, who has been foreman of a signal installation and maintenance crew for some time, has been appointed to the newly created position of leading signal maintainer with headquarters in Perry.

Miss Elsie Gates, daughter of the late Conductor A. W. Gates, was married on Jan. 10 to James Flynn. They will live in Des Moines.

D & I Division

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

Robert Collings, son of Chief Carpenter J. E. Collings of Savanna, has enlisted in the Navy and is now stationed in San Diego, Calif.

Dispatcher Z. G. Reiff and wife spent the holidays in California with their daughter's family and attended the Rose Bowl Game.

QUIZ answers

- Greater.
- Shippers. ("N.I.T." stands for National Industrial Traffic)
- Stop displayed.
- The commodity rate.
- 2400 h.p.
- The shipper.
- From one railroad to another.
- A branch or short line which interchanges with a trunk line.
- 42 inches (many locomotives are equipped with 36- or 40-inch wheels).
- Tons on which freight charges are collected.

Engineer and Mrs. W. J. Brossard of Savanna recently welcomed a new daughter.

Miss Sharon Vacek, daughter of Iowa Division Engineer L. Vacek of Savanna, became the bride of Allen Beyer of Elizabeth in the Methodist Church on Jan. 20. Her sisters, Kathleen and Brenda, were among her attendants. After the ceremony a reception was held in the church parlors. The young couple are now living on a farm near Kent, Ill.

Fireman Joseph C. Spinoso, son of Charles Spinoso, Savanna mechanical department employe, was married to Shirley Mae Gordon of Camanche, Ia., in St. John's Catholic Church on Dec. 29. Among the attendants were three cousins of the groom—Teresa Truninger of the superintendent's office, Savanna, C. Morgano, caller at the Savanna roundhouse, and Russell Gregory of the claim department in Milwaukee. The couple will make their home in Savanna.

Fireman R. L. Truninger, who was released from the armed forces in January, has returned to work out of Savanna.

C. E. Kinney, chief clerk to the superintendent at Savanna, retired on Dec. 1 after 50 years of service. Starting in the maintenance of way department in 1906, he transferred to the clerical branch in 1912 as secretary to the superintendent at Marion and held other clerical positions before he came to this division as division accountant in 1921. He was promoted to chief clerk to the superintendent at Dubuque in 1922, and returned to Savanna in the same capacity with the consolidation of the Dubuque and Illinois Divisions in 1930. He has no other plans at present but to do many of the things he has wanted to take care of around his home and his other property.

G. E. McKay, retired engineer, passed away recently in the City Hospital in Savanna. Funeral services were held from the Hunter-Fuller Memorial Chapel, with burial in the Savanna cemetery.

P. D. Carroll Trucking Co.

CHICAGO, ILLINOIS

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Performing Pick-up and Delivery Service

for Railroads in Chicago

Pool Car Distributors — Receiving and Forwarding

Mr. McKay entered service in the Chicago Terminals, transferring to the present D&I in 1909 as a fireman. He was promoted to engineer in 1914 and retired while employed in that capacity on Aug. 17, 1949. Surviving are his widow, two daughters and two step-daughters.

Mrs. Ascension Rivera, wife of maintenance of way employe, passed away recently at the family home in Savanna, following a long illness. Mrs. Rivera was born in Mexico and came to Savanna 35 years ago. Surviving are her husband, four daughters and four sons. Burial was in St. John's Catholic Cemetery at Savanna.

Mr. and Mrs. K. O. Krueger (electronics department, Savanna) welcomed their first son on Jan. 30.

Iowa Division Fireman and Mrs. Robert Fosdick of Savanna welcomed their second set of twins on Jan. 24, born in Mercy Hospital in Dubuque. This makes three girls and two boys in the family.

Mrs. Charles Bristol, wife of retired Savanna switchman, passed away in the City Hospital Dec. 31, following a long illness. Funeral services were held in St. John's Catholic Church with burial in the Catholic cemetery in Savanna. Surviving are her husband and three sons.

Walter F. Aves, retired engineer, passed away in the Savanna City Hospital on Jan. 19, following a long illness. Mr. Aves started railroading as a fireman in 1907, was promoted in 1912 to engineer, and worked in that capacity until he retired in 1949. Services were held in the Law Funeral Home at Savanna with Masonic graveside services at Mt. Carroll. Surviving are his widow, stepson, a brother and two sisters.

Alfred E. Johnson, switchman at Savanna Yard, passed away in the City Hospital Jan. 12. He had suffered a heart seizure in December. Mr. Johnson was employed in the car department from 1922 to 1924. Returning to the railroad in 1929, he was in switching service until his illness. Funeral services were held from the Law Funeral Home with burial in the Savanna cemetery. Surviving are his widow, two daughters and two brothers.

Irving Brown, hostler at the Savanna roundhouse, passed away in the City Hospital on Jan. 7, following a brief illness. Mr. Brown started railroading in the locomotive department at Savanna in 1912. Funeral services were held from the Law Funeral Home in Savanna with burial in Clinton, Ia. Surviving are his widow, stepdaughter and sister.

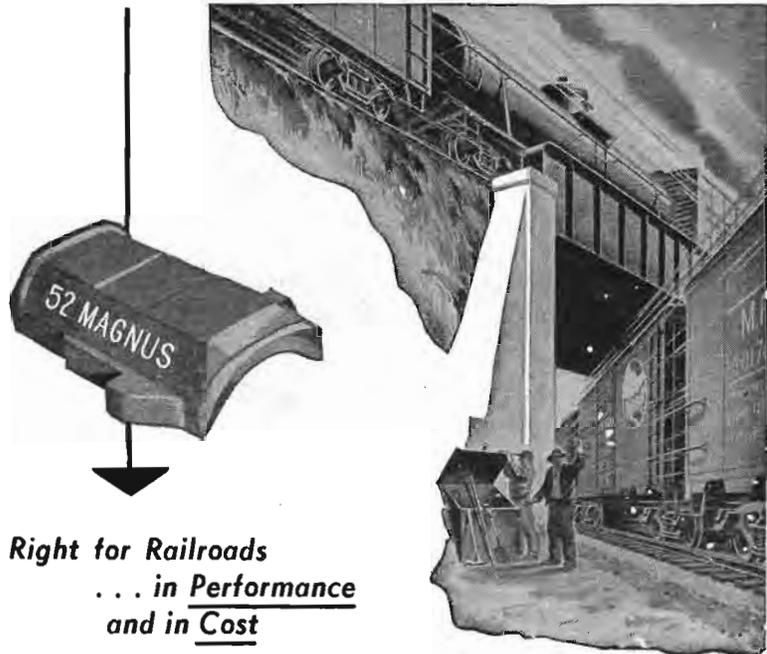
Lt. R. J. Miller, son of Walter Miller of the Savanna motor transport department, who was married in St. Mary's Catholic Church in Clinton on Jan. 26, is now at home with his bride in Hawaii where he is stationed with the Air Force.

Family Night was observed by Savan-

February, 1957

Here's Why the Nation's Freight Rides on

SOLID JOURNAL BEARINGS



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and in Cost

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(Advertisement)

na Chapter of the Women's Club with a potluck supper on Jan. 14. More than 70 attended. New officers installed were: president, Mrs. Jack Flickinger; first vice president, Mrs. L. J. O'Rourke; second vice president, Mrs. C. E. Kinney; treasurer, Mrs. Charles Bertholf; recording secretary, Mrs. Harry Krahn; corresponding secretary, Mrs. Myron Hansen; historian, Mrs. Otto Wacker; and past president, Mrs. Clifford Wendell.

New holders of Gold Passes are R. R. Cheney, assistant supervisor of bridge maintenance, Savanna, Yard Foreman W. H. Craft, Dubuque, and Agent H. J. Hansel of Clayton. Silver Passes were

presented to Agent W. G. Westphal, Elgin, Section Foreman Peter J. Demas of Savanna, and Conductor C. H. McCauley, Marquette.

SECOND DISTRICT

William F. Reilly, an employe of the B&B department for 42 years, passed away recently in Mercy Hospital in Dubuque, following a long illness. Funeral services were held in the Sacred Heart Church with burial in Mt. Calvary Cemetery, Dubuque. Surviving are two daughters, a son, brother, and two grandchildren.



CHANGING TIMES. Agent Al Goodell of Lena, Wis., studying an old timetable which came to light recently when the depot was remodeled. The date is 1886, when the railroad was the Milwaukee and Northern and the town bore the name of Maple Valley. Mr. Goodell has been agent at Lena for 40 years. Changing times dictated the modernization of the depot. Railroad business is now conducted in a smaller building which was cut off from the old depot and remodeled into a more compact unit. (Green Bay Press-Gazette photo)



ANSWERS A BURNING QUESTION. A set of miniature fire fighting equipment was the prize presented to Dick Bailey, son of Engineer Lloyd Bailey of Perry, Ia., for an essay on avoiding the fire hazards of the Christmas holidays. It is one of 10 offered by the Texaco distributors in Des Moines, who arranged a tour of the city's fire stations for Dick and also presented him with a fireman's hat and slicker.

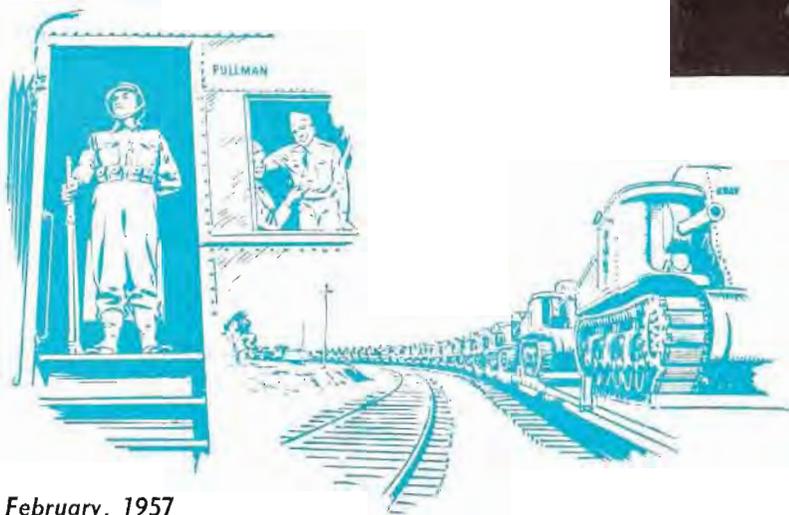
TRIPLE FEATURE. Movie and TV autograph fans had a triple treat on Jan. 28 when Liberace, Brother George, and Victor Mature all alighted from the same car when the City of Los Angeles pulled into the Chicago Union Station. Traveling with their company, Liberace and his brother had arrived to kick off the Chicago Heart Association's fund drive for 1957 and to fill a month's engagement at the famous Chez Paree. Film star Mature was en route to a picture commitment in London.

BIGGER THAN THE WALDORF

Today the Pullman Company is the world's largest hotel. Each night, it has more than 100,000 beds available to those who like to sleep while they travel. In a year, Pullman guests use 9,000,000 pieces of linen.



INSIDE LOOKING OUT. When TIME magazine planned the article in its Jan. 28 issue on the technological advances being made in the railroad industry, The Milwaukee Road was chosen as one of the lines for picture coverage, and the Skytop Lounge as offering a fine identification of Milwaukee service. Shown at the top in the Skytop of the Olympian Hiawatha is TIME Photographer William Vandivert looking over the scenery around Eagle Nest Tunnel with Superintendent S. E. Herzog of the Rocky Mountain Division and Conductor Elmer Lee. At right he coaches passengers on how to pose while he shoots a picture of the mountain scenery framed in the windows of the car. At his right is K. R. Coughlin, district passenger agent at Butte. Although TIME's final layout did not include the pictures he took, it called attention to the Milwaukee's wheel truing machines. Said TIME, "On the Chicago, Milwaukee, St. Paul and Pacific, the lengthy job of taking the flat spots out of wheels, a process that once meant that the entire assembly—truck, axle and wheel—had to be disassembled, is now accomplished by a \$150,000 wheel truing machine that operates like a grinding machine set at track level, smooths out wheels in one swift mechanized swoop."



WORTH REMEMBERING . . . in World War II railroads handled more than 90 percent of all the war freight and 97 percent of all the organized military travel.

CANADIAN TIMBER VIA THE MILWAUKEE. The tug Christine Foss moves into Elliott Bay, Seattle, on Jan. 16, towing the first bargeload of freight cars filled with timber from central British Columbia. Headed for the Milwaukee Road slip and a rail trip east, this load of Canadian timber was the first in a vast new water-borne movement into Seattle. (See page 3.)

