An aerial, black and white photograph of a railroad track. The tracks run diagonally from the top left towards the bottom right. The rails are dark, and the wooden ties are lighter, creating a rhythmic pattern. The ground between the tracks is covered in gravel and some snow. A bright red rectangular box is overlaid on the upper left portion of the image, containing the magazine's title in white, bold, sans-serif capital letters. Below the title, in smaller white capital letters, is the railroad's name. In the bottom right corner, another white rectangular box contains the issue date in red, bold, sans-serif capital letters.

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

JANUARY 1957

JANUARY 1957

THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis
Manager

Marc Green
Editor

Marie Hotton
Assistant to Editor

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

The Milwaukee Road Magazine is published for active and retired employes of The Milwaukee Road, to whom it is distributed free. It is available to others at 10c per single copy or \$1.00 per year.

IN THIS ISSUE

Tribute to a Leader By President J. P. Kiley-----	2
Comments From Our Customers----	3
J. T. Gillick-----	4
How Well Do You Know Your Railroad?-----	5
Speaking of the Caboose-----	6
How Permanent is "Temporary"?--	8
Appointments-----	11
First Aid on the Job— A Team Project in Chicago-----	12
They Die Hard-----	13
Retirements-----	14
F. H. Allard-----	14
O. A. Beerman-----	15
H. C. Loveless New Governor of Iowa	15
All Around the House-----	16
Here's How We're Doing-----	19
About People of the Railroad-----	21



Tribute to a Leader

THE NEWS of James T. Gillick's death on December 29 closed the past year on a sad note for a great many Milwaukee Road men and women.

For me, the passing of our retired operating vice president revived such feelings of affection, and gratitude for his years of encouragement, that it is difficult to know now exactly what words or what recollections of our long association would be appropriate to his memory. This is a feeling which I believe I share with more than a few Milwaukee Road employes, active or retired, for the example he set has inspired two generations of us, and even for the young employe who did not know him personally his name has become a kind of legend.

Mr. Gillick's career was extraordinary for reasons other than its length, although it was one of the longest in our company's history, extending over 60 years. He began it as a telegraph operator while still a few days short of his 16th birthday in 1886. In 1928 he became a vice president of the company.

Our railroad was still young when his career began. It was a period of intense personal loyalties, and the quality of his leadership was such that many an operating department veteran still tells with pride some favorite story involving "J. T. G." Like the man himself, these anecdotes became legends on our railroad. I have heard many of them and enjoy relating several of my own. All of them, I have found, are marked by one common quality—they reflect Mr. Gillick's honest great-heartedness and his sincere regard for the human side of the job at hand.

I am sure every employe will agree that James T. Gillick, whose 86 years spanned all but two decades of our railroad's history, was the greatest leader it has produced, and the one most deserving of a secure place in our affections.

COMMENTS FROM OUR CUSTOMERS



A GRAND TRIP

"At the suggestion of Mrs. R. W. Anderson whose late husband worked for you for many years [superintendent of motive power] I made a trip home from the west coast on The Milwaukee Road. I was on an exchange with an osteopathic physician from Honolulu.

"Through Mrs. Anderson I was contacted by your Mr. Cunningham [district passenger agent, Washington, D.C.] and . . . he arranged the entire itinerary for Mrs. Augur and myself. I want to congratulate you on having such a courteous and efficient person in your D.C. office.

"All of this planning was done while we were in Honolulu. We arrived in San Francisco . . . stopped in Portland three days, and then to Spokane . . . where we caught your Hiawatha for Chicago. In passing I want to say that our porter was extremely courteous and went out of his way to make things pleasant for us. Our individual roomettes were very comfortable, and all in all, it was a grand trip."

Dr. M. C. Augur
Silver Spring, Md.

A WORD OF THANKS

(From a letter addressed recently to W. J. Whalen, vice president—operations.)

"We asked several railroads for help in the selection of a site for our materials business, but your industrial department, through Mr. E. J. Stoll (assistant industrial commissioner) extended such a helping hand, with so many personal courtesies added, that we concentrated our search on your line. He offered us not only lease property, but went out of his way to steer us onto private lands for sale located, as this one is, on your line.

"It also pleased our stockholders that the doors of the highest offices of The Milwaukee Road (and particularly yours) were open to us for counseling and guidance. It was certainly heartwarming to see the personal interest shown by Mr. Bert Johnson (office engineer, engineering department) in his personal visits during our hectic track rebuilding race against somewhat impossible time deadlines. It was equally comforting to have him and Mr. Dean Swanson (industrial engineer) show an active interest in our zoning problems. A special word of thanks to Mr. Tony Johnson (assistant to chief purchasing

officer) for his help in getting the railroad supplies to the job in time.

"This letter of appreciation would not be complete without special mention of an unusually efficient section boss by the name of Danny Intranouvo and his crew, who seemed to have accomplished the impossible in getting the new track hook-up done, and ahead of the deadline."

Arthur A. Heineman
President

Northern Illinois Building Materials Co.
Deerfield, Ill.

COULDN'T HAVE BEEN BETTER

"On returning from the ABA convention, I just wanted to tell you how much Mrs. Layman and I enjoyed our trip on the City of San Francisco to Chicago. The service was excellent, and the food couldn't have been better. We were very well pleased with the courtesies extended and I know that this feeling was shared by many with whom I visited on the train.

"I just thought you would like to know how well your employees took care of us."

N. Hall Layman
Vice President

The Northern Trust Company
Chicago, Ill.

IT WAS THE FINEST

"I had been traveling mostly on trains for eight weeks and at times had been disappointed in the meals served on some of the railroads.

"Then on Nov. 12 I had occasion to go from Chicago to Minneapolis on your Olympian Hiawatha and went into the dining car to have dinner. It was the finest meal I had in all of my weeks of travel . . . Your steward, R. J. Darche, ran a very fine dining car, and Waiter No. 2 [Kenneth Mize] was beyond reproach. The meal was excellent, the service superb.

"I wish to bring this to your attention so that you may give proper recognition to Mr. Darche for his jovial manner, courteous attention, and above all, for seeing that a good meal was served."

R. C. Legat Jr.
Vice President

The G. E. Prentice Mfg. Co.
Kensington, Conn.

THE COVER

A WINDY, bitter cold day, and the light skiff of snow stands out sharply against the oil-darkened ballast. Wintertime railroading in the Midwest!

This picture of the tracks alone, standing ready to serve the needs of American commerce, seemed to tell a more significant story than almost anything else for the cover of a January issue. It's a good-looking piece of railroad, and as the new year begins the scene seems to ask a question and pose a challenge for every Milwaukee Road man and woman.

The picture was taken from a country road over-crossing on the Dubuque and Illinois Division not far from Hampshire, Ill.



(Answers on page 28)

1. How many driving wheels are there on a diesel-electric passenger locomotive unit—six, eight, ten, or twelve?
2. Is a towerman an employe of the traffic department, accounting department or operating department of the railroad?
3. Would you find a trunnion in a diesel-electric locomotive, a crossing frog, or a drawbridge?
4. Is one of the functions of the draft gear in a freight car—to brake the car when it is in motion, or to absorb shock between cars?
5. Under the A.A.R. classification, is a refrigerator car designated as a Class "R," Class "S," or Class "X" car?
6. Is a short railroad line connecting an industrial plant with a common-carrier railroad known as a bridge line, a tap line, or a junction line?
7. Is the maximum inside width of standard box cars more or less than nine feet?
8. Are reporting marks used to identify commodities, freight cars or Pullman sleeping cars?
9. Are crankshafts found in steam locomotives, electric locomotives or diesel-electric locomotives, or all three?
10. Has a three-span bridge more piers than abutments or more abutments than piers, or the same number of each?

James T. Gillick

JAMES THOMAS GILLICK, retired operating vice president of The Milwaukee Road and a former member of the board of directors, died in Chicago on Dec. 29 at the age of 86. Death occurred in Wesley Memorial Hospital following a brief illness.

Although he had been retired since 1948, following 60 years of active service and two years as consulting vice president, Mr. Gillick's passing came as a personal loss to countless employes, active and retired, who had worked with him. In the minds of those most familiar with the far-reaching influence which his career had had on the affairs of this railroad his death marked the end of an era. Aside from the men responsible for the actual building of The Milwaukee Road, few individuals have figured as prominently as he in its history or have commanded the high degree of respect and affection accorded "Jim" Gillick by rank and file employes and officers of this and other railroads alike.

While working as a superintendent, and for years afterward, Mr. Gillick was credited with knowing every man in the operating department personally, and if he could not actually call each of them by name, he came sufficiently close to be generally credited with that ability.

A Native of Glencoe, Minn.

James T. Gillick was born in Glencoe, Minn., on June 1, 1870. Being the grandson of a pioneer settler in that area, and the son of a farmer, he learned early to shift for himself. He learned telegraphy and, while still not quite 16 years old, began working for The Milwaukee Road as an operator.

His service date was Mar. 15, 1886, at which time he was sent to Cologne, Minn., to take over for a day operator who, as Mr. Gillick later expressed it, "hadn't been sober often enough." He remained on the operators' extra list for the balance of 1886 and 1887, but in February, 1888, was assigned as operator in the Minneapolis general offices. In December, 1889, while only 19 years old, he was made extra train dispatcher on what was then the River Division, a position which established him as the youngest dispatcher in the railroad's history, a distinction which holds to this day.

Mr. Gillick continued as dispatcher at various points for the next 10 years, and in 1900 went to Milwaukee as chief train dispatcher. Three years later he was appointed trainmaster at Perry, Ia., advancing to the superintendency of the old Des Moines Division in 1906. The following year he was transferred to Chicago as superintendent of the Chicago and Milwaukee Division, and during the following 18 months served as superintendent of both the C&M Division and Chicago Terminals.

In 1909 he was sent to Aberdeen, S. D., as superintendent of the Hastings and Dakota Division at a time when the construction of the extension to the Pacific coast had created



James T. Gillick

complex problems in the Aberdeen terminal. He remained at Aberdeen until 1913 when he was appointed assistant general manager with headquarters in Chicago. In 1917 he was promoted to the position of general manager and in 1926, during receivership, was appointed chief operating officer. Upon the reorganization of the company in 1928, Mr. Gillick was elected vice president. On Jan. 1, 1936 he became chief operating officer, and on Dec. 3, 1945 he was elected vice president—operations, of the reorganized company, and a member of the board of directors. Effective June 1, 1946 he became vice president, consulting, and continued as a director for the greater part of another year. His final retirement came on May 31, 1948.

Even after his retirement, however, an office was maintained for him in Chicago and for a number of years he continued to put in an appearance there on an average of twice a week. He and Mrs. Gillick made their home at 3500 North Lake Shore Drive in Chicago.

Mr. Gillick was one of a family of six brothers, all of whom began their railroad careers on The Milwaukee Road. Henry M. Gillick was superintendent of the Hastings and Dakota Division and a veteran of nearly 40 years of service at the time of his death in 1939.

Received Many Honors

A great many honors were bestowed on J. T. Gillick during his long career. Perhaps the most cherished of these, because of the association it afforded with friends from all over the railroad, was the presidency of the Veteran Employes' Association. He was elected in 1932 to succeed Conductor Charles Mitchell, who died that year, and the term was for life. When, in 1953, he requested that he be relieved of the office, it was with the remark that "I do feel that for good behaviour I should have some time off."

In 1944 American Legion Post No. 476 in Minneapolis, composed entirely of Milwaukee Road employes, was named in his honor. Later, when the company decided to sponsor scholarships for sons of Milwaukee Road employes, it was decided that these, too, should bear the name of the railroad's well-loved J. T. Gillick. He continued to be very much in-

Carnation Company Buys Franklin Park Site

THE CARNATION COMPANY, producer and processor of fresh, evaporated and malted milk, cereals, ice cream, animal feeds and other products, has purchased 7.7 acres in the Milwaukee Road's new industrial district at Franklin Park, Ill. The initial development of this site will be for the erection of a can manufacturing plant, which is expected to be in full production in 1958.

The Carnation Company was founded 57 years ago at Kent, Wash., a city served by The Milwaukee Road. The founder, the late E. A. Stuart, is said to have named the company as he did because of his love of flowers. Today the company operates 79 evaporating plants and receiving stations, 10 can factories, 80 fresh milk and ice cream plants and distributing and receiving stations, two powdered milk products plants, eight cereal and feed mills, and two packing plants. Altogether, the company has 181 plants throughout the United States, handling more than 40 major items. There are also Carnation plants in Australia, France, Germany, Holland, Mexico, Peru, Scotland and South Africa.

The station of Carnation, Wash., known around the world as "The Home of Contented Cows", is located on The Milwaukee Road branch line from Cedar Falls to Everett, Wash.



THE metropolitan district of Chicago — from Waukegan on the north to Gary on the south, and extending westward to Aurora and Elgin — has the greatest concentration of railroad trackage within a like area anywhere in the world. It embraces about 7,500 miles of railway tracks and includes 206 freight yards with a total capacity of nearly a quarter of a million freight cars.

How Well Do You Know Your Railroad?

It snowed the night before, but the sectionmen cleaned the switches and the trains went through as usual.

The picture shows an important part of The Milwaukee Road. There have been some changes made in the general area recently, but this particular spot

looks just about the same now as it did when the picture was taken.

Do you know where the scene is?

The Magazine would be interested in your answer and any comments you may have to offer. The address is Room 356 Union Station, Chicago.

terested in the winners of these scholarships and always addressed a warm note of congratulation to each young winner.

Mr. Gillick was always known for his interest in young people, and was generous in helping them however he could toward success. In an article appearing in the July, 1946 issue of the Magazine, he was quoted as follows:

"I always tell young fellows when they are promoted to responsible jobs in the operating department that being a success in railroading is not a one-man job. Gain the support of all the people under you and you will do well." It was good advice, which he himself followed throughout his lifetime.

It was fitting that Mr. Gillick should have been a member

of the Order of St. Christopher, an organization bearing the name of the patron saint and protector of the traveler.

Mr. Gillick is survived by his widow, Mary Molloy Gillick; a son, Laurance H., vice president of the Vapor Heating Corporation; a daughter, Mrs. Vera Barbieri; a daughter-in-law, Mrs. Beatrice Gillick, widow of James Scott Gillick; and 10 grandchildren.

Requiem Mass was offered at Our Lady of Mount Carmel Roman Catholic Church in Chicago on Jan. 2 and was attended by a large number of friends and associates from this railroad and others. Burial was in Calvary Cemetery in Evanston, Ill.



Silhouetted at the rear of the train, Conductor E. H. Wiselus watches the Olympian Hiawatha pass his train, Freight No. 263, which was stopped on a siding at Portage.

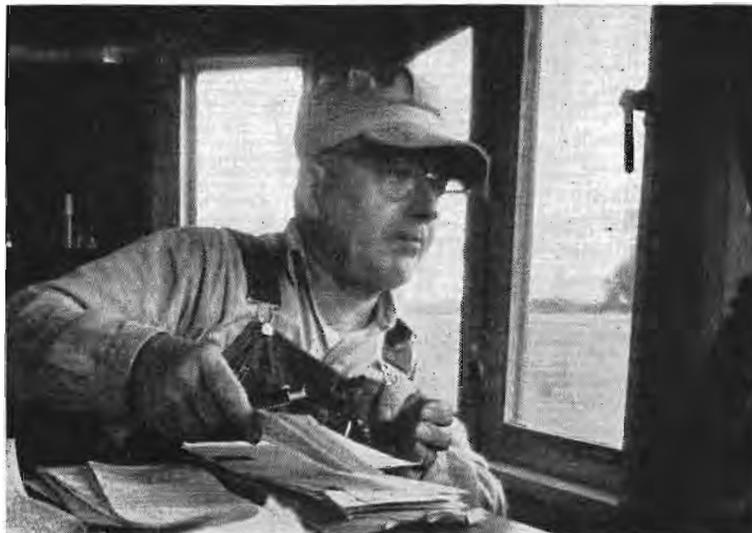
THE CABOOSE, the railroad man's office on wheels and his home away from home, which was the subject of an article in this Magazine last August on the occasion of the Milwaukee's taking delivery of 100 brand new ones, provided the colorful theme for a full-page picture story in a recent issue of The Milwaukee Journal.

The pictures, some of which are reprinted here and on the back cover of this issue through the courtesy of that newspaper, were taken on the Milwaukee's trans-continental freight train, No. 263, between Bensenville, where the long freight was made up, and Portage, Wis.

Titled "The Caboose—Control Center of a Train", the article featured Conductor E. H. Wiselus of Portage, who boarded the train in Milwaukee and rode it to Portage. The pictures and the story pointed out various features of the new all-steel cabooses, such as radio equipment for communications between the conductor and engineer, as well as with wayside stations. It also called attention to the separate electric power plant which provides current for a refrigerator, cook stove, marker lamps and interior lights.

The Milwaukee Road had 555 cabooses in service at the close of 1956, which logged approximately 11,785,000

Speaking of the Caboose



miles during the year. The annual mileage of cabooses such as the one pictured here will probably be much greater than that of their predecessors, as they operate through from origin to final destination. They are now being used in round trip service between Chi-

Conductor Wiselus takes care of some paper work and watches the road ahead through the bay window of the caboose as his train rolls along.



Coming aboard at Milwaukee, Brakeman R. T. Clemmons puts one of the rear end marker lights in place.



All the conveniences of home! Conductor Wiselus draws some water in the kitchen area of the caboose.

cago and Seattle-Tacoma, Kansas City, Omaha, Sioux Falls, St. Paul and Minneapolis. They will probably log as much as 150,000 miles a year each.

The cost of a fully equipped road caboose of this all-steel type is approx-

imately \$19,000, but they make the work of the train crews somewhat easier, and with proper maintenance and replacement of parts they can be expected to remain serviceable for 30 to 35 years.

Yard Conductor Leslie W. Fredricks handled the signals during a switching operation in the yards at Milwaukee.



January, 1957

Uncle Sam Demands Costly R. R. Book Work

UNCLE SAM plays favorites in transportation in more ways than one. Take, for instance, the matter of accounting and statistical requirements. The *Uniform System of Accounts*, which sets down in black and white the accounting details that must be kept and reported to the Interstate Commerce Commission, contains 67 pages of instructions to motor truck transportation, 86 pages of instructions to motor bus carriers, and 236 pages of instructions to the railroads.

Railroads are required to supply the commission with information concerning expenditures in the form of payments, fees, retainers, commissions, gifts, contributions, assessments, bonuses, pensions, subscriptions, expense allowances, and all other outlays totaling \$5,000 or more during each year, to any corporation, institution, association, partnership, firm, committee, or person, as a donation or for services rendered.

They must also report payments made, directly or indirectly, for legal, advertising, research, detective, statistical, engineering, accounting, appraisal, entertainment, financial, medical, charitable, educational, developmental, advisory, handling of wage matters, and other services; also payments to railway committees, commissions, bureaus and boards, and to banks, trust and insurance companies and trade associations.

Motor trucks, motor buses, waterway operators, airlines, and other types of carriers, are not required to make similar accounting to the commission or any other regulatory agency.

These facts were brought out in a research analysis recently made by Robert L. Banks, transportation consultant, and published by the Federation of Railway Progress.

Statistical data developed annually by the railroads for regulatory agencies costs them approximately \$7 million a year, according to Mr. Banks. Of this total, the railroads would have spent \$2.5 million for development of statistical reports for their own use, leaving a balance of \$4.5 million spent solely for the use of Federal agencies.

The vast paperwork also involves issuance of tariff indexes and circulars which cost railroads about \$300,000 annually, Mr. Banks points out. Motor carriers have, since Apr. 1, 1943, deferred the issuance of tariff indexes, and are unlikely to compile tariffs in the foreseeable future since compilations are now made by the I.C.C. at government expense.

How Permanent Is TEMPORARY?

railroad employes have a stake in the answer to this question regarding "temporary" transportation excise taxes. The public, too, is being penalized by the . . .

THE FEDERAL EXCISE TAXES on the transportation of passengers and freight, imposed in 1942 as a wartime measure, are discriminatory in their application and detrimental to the public interest. They have no place in the peacetime economy of the nation, and they should be repealed in their entirety.

This is the gist of views expressed by outstanding industrial, transportation and business leaders attending the National Conference for Repeal of Taxes on Transportation, recently held in New York. Speakers at the conference pointed out that:

1. The tax on passengers was designed to discourage unnecessary civilian travel at a time when the entire economy of the nation was geared to the prosecution of the war.
2. Passenger operations are today resulting in a deficit running into hundreds of millions of dollars annually.
3. The need today is for more travel, not less. The transportation tax has the effect of discouraging railway travel, increasing passenger deficits, and weakening the country's common-carrier system at a time when a strong transportation system is needed in the interest of domestic economy and national defense.
4. The transportation tax on freight shipments by common carriers is an inducement for large corporations and other shippers to set up their own private carrier systems, since the latter escape the tax.

During 1956 The Milwaukee Road was required to collect \$1,585,000 from its passengers in the form of excise taxes for the federal government. The tax was levied during World War II to discourage civilian travel. Scene is in Chicago Union Station.

Here are some salient facts about the tax and a few compelling reasons why it should be repealed:

Discrimination

While it is realized that publicly regulated carriers, including the railroads, are simply the collectors of these taxes for the government, it must at the same time be recognized that they have a direct and

adverse effect upon the business of the regulated carriers.

Taxes on both passengers and freight are inherently discriminatory. They discriminate in favor of private carriage, which is exempt from tax, and against common carriage, which is subject to the tax.

They offer a direct and often compelling inducement to substitute private carriage for the services of public for-hire

. . . 10% tax on passenger fares . . .





In effect, the total charge on approximately three carloads of freight in every 100-car train represents excise tax which the railroad must collect for the federal government.

... 3% tax on freight charges



January, 1957

agencies of transportation.

They thus weaken the public transportation system upon which the country must rely for peacetime purposes and without which it could not hope to meet a national emergency.

With respect to the tax on freight, discrimination is engendered between shippers based on their size and financial position.

Big shippers, with a large volume of freight to move, avoid the tax by using their own means of transport. Little shippers, on the other hand, lacking funds to invest in a private fleet of trucks, must rely upon public carriage. They

TAX RELIEF WITHOUT LOSS OF TAX REVENUE

AN OFFICIAL of the United States Treasury Department was asked at a Congressional hearing on Dec. 10 whether his department would oppose any reduction in federal taxes in 1957. He replied, "Involving a net loss of revenue, yes."

There are two taxes which could be repealed without substantial net loss to the government and with even the possibility of a net revenue gain. These are the excise taxes on transportation which add 10 per cent to passenger fares and 3 per cent to freight charges. These taxes—levied during World War II, partly to discourage the use of overburdened public transportation facilities—are on the *users* of transportation, not the carriers.

The taxes now yield about \$700 million annually in revenue. This does not mean, however, that the government collects \$700 million more than it would if the taxes were repealed because:

- (1) *A major part of the transportation taxes is deductible as business expense and hence reduces the amount which the government would otherwise collect through income taxes.*
- (2) *The transportation taxes are a heavy drag on commerce, reducing the flow of business and thereby decreasing further the amount of net income subject to income tax.*

While these taxes bear unevenly upon some, they are paid, directly or indirectly, by all. Their repeal would, therefore, benefit more people than almost any other conceivable form of tax relief.

—from an *Association of American Railroads* advertisement currently appearing in a number of magazines.

Milwaukee Road shippers paid the federal government \$6,511,000 in 1956 in the form of a 3 per cent excise tax on freight charges. Picture shows House No. 3, Chicago.



"EXCISE BAGGAGE"

For every railroad man in the United States, there are two laymen who consider themselves experts on how to run a railroad.

—A. G. Anderson,
General Traffic Manager,
Socony Mobil Oil Company

How Permanent is TEMPORARY? ... cont'd

therefore, cannot escape the tax.

Similarly, with respect to the passenger tax, to the extent that lower income groups are unable to provide their own private transportation to avoid this tax, there is discrimination between travelers.

In the latter circumstance, the tax falls most heavily on a group of citizens least able to pay and with respect to whom travel is a matter of necessity.

Furthermore, the freight tax discriminates between long-haul and short-haul carriage to common markets. This tends to disrupt normal market relationships. A shipper remote from his market is prepared to pay the long-haul cost of transportation.

However, the additional tax may determine whether the shipment is made at all, depending on his anticipated margin of profit and his estimate of the competitive price at the market place which reflects the lower transportation cost to short-haul shippers.

In this connection, it is to be noted that as to American shippers located within this country but near its land borders, this tax operates to their preju-

dice, since a prepaid shipment from Canada, for example, into the United States is not subject to tax.

Revenue Effects

In regard to the revenue derived by the government from the freight tax, it must be borne in mind that this tax is a deductible business expense for income tax purposes. So, too, is the tax on travel for business purposes a deductible expense. Consequently, this revenue figure is reduced by the tax rate applicable to the shipper. In the case of corporate shippers, this may be assumed to be 52 per cent. Therefore, repeal of this tax would result in a lesser loss of revenue to the government than would otherwise obtain.

Since the common carrier is the backbone of the national transportation system, a substantial shift to private carrier is a danger signal that all of us should heed. The experience with nationalized transport industries abroad are the best argument for a continued strong, privately owned public transportation system.

—Hon. Robert W. Minor,
Member, Interstate
Commerce Commission

It would be reasonable to anticipate also that freight traffic volume moved by regulated transportation agencies would be increased.

This would ultimately be reflected in higher income taxes paid by the public carriers, thereby mitigating the alleged revenue loss.

Inflationary Aspect

Both of these taxes have the effect of increasing the cost to the consumer of practically every article on the American market.

This is particularly true of the freight tax where, as an item of cost, it is subject to mark-up.

Thus, it may be pyramided many times in the cost to the ultimate consumer without anything of value having been added.

As to the passenger tax, it must be recognized that much of common-carrier travel is for a business-connected purpose.

Consequently, this tax also operates to increase consumer costs.

In this light, both of these taxes are inflationary.

Contrary to National Policy

The transportation policy declared by Congress in the Interstate Commerce Act calls for the development and preservation of a national transportation system adequate to meet the needs of commerce, the postal service and the national defense.

To this end, the policy declares for regulation designed to foster sound economic conditions in transportation.

The transportation excises, by diminishing carrier revenues (through their effect in diverting traffic to private carriage), and by increasing the cost of carrier operation (through their effect on prices), make for unsound economic conditions in the transportation industry.

These wartime taxes are not only inconsistent with the national transportation policy, but they are in direct opposition to such a policy.

appointments

Operating Department

Effective Dec. 1, 1956:

O. L. Clawson is appointed assistant superintendent of the Terre Haute Division, with headquarters at Terre Haute. Mr. Clawson started with the Road in train service in 1918 at West Clinton, where he was later yardmaster. He has been trainmaster at Terre Haute since 1943.

Effective Jan. 1, 1957:

F. A. Barton is appointed trainmaster of the Terre Haute Division with headquarters at Terre Haute. Mr. Barton started as a yard clerk at Milwaukee in 1947 and was appointed trainmaster in 1954. In that capacity he has served at Bensenville, and since May, 1955, on the Idaho Division at Spokane.

R. E. Beck is appointed trainmaster of the Idaho Division with headquarters at Spokane, succeeding F. A. Barton. Since entering service as an operator in 1940, Mr. Beck has been dispatcher at various points, chief dispatcher in Butte, and since July, 1956, trainmaster at Othello.

H. J. Mahoney is appointed trainmaster of the Milwaukee Terminals with headquarters at Milwaukee, suc-

ceeding Q. W. Torpin. Mr. Mahoney, who has been with the Road since 1943, was formerly dispatcher at Sioux City and special assistant to general manager in Chicago. Most recently he has been trainmaster of the Chicago Terminals at Bensenville.

Effective Jan. 16, 1957:

J. D. Shea is appointed special assistant to vice president-operation, with headquarters in Chicago. Mr. Shea started with a track crew during a school vacation in 1923 and served an early apprenticeship in the engineering department and as track foreman, roadmaster and trainmaster. During World War II he spent three years as a lieutenant colonel with the 744th Railway Battalion in the European Theater. Upon returning to the railroad in 1946, he was appointed assistant superintendent at Sioux City and later at Perry. Promoted to superintendent in 1952, he has filled that position at Miles City and most recently in Terre Haute.

R. F. Fairfield is appointed superintendent of the Terre Haute Division with headquarters at Terre Haute, succeeding J. D. Shea. Since entering service in 1936, Mr. Fairfield has been trainmaster at Minneapolis, Tacoma and the Milwaukee Terminals, and assistant superintendent at Sioux City and Bensenville. Since 1953 he has been superintendent of the Twin City Terminals.

N. H. McKegney is appointed superintendent of the Twin City Terminals with headquarters at Minneapolis, succeeding R. F. Fairfield. Starting in track service in 1938 at New Lisbon, Mr. McKegney has been trainmaster at various points and assistant superintendent of the D&I and the Trans-Missouri Divisions. He was promoted to superintendent of the Trans-Missouri in July, 1956.

A. C. Novak is appointed superintendent of the Trans-Missouri Division with headquarters at Miles City, succeeding N. H. McKegney. Mr. Novak, who has been with the Road since 1923, has served as trainmaster at various points and assistant superintendent in Dubuque. He was appointed superintendent of the Joint Agency at Kansas City in 1949, and of the Iowa & Dakota

Division in March, 1955. Since the merging of the I&D and the I&SM Divisions last October he has been assistant superintendent of the IM&D Division in Sioux City.

B. J. McCanna is appointed assistant superintendent of the Iowa, Minnesota & Dakota Division with headquarters at Sioux City, succeeding A. C. Novak. Since starting with the Road in 1939, Mr. McCanna has been transportation assistant to general manager Lines East, and trainmaster in Davenport, Minneapolis, and most recently on the Hastings & Dakota Division at Aberdeen.

E. J. Lynam is appointed trainmaster of the Hastings & Dakota Division with headquarters at Aberdeen, succeeding B. J. McCanna. Mr. Lynam, who started his service at Miles City in 1937, has been agent and operator at various points and dispatcher at Mobridge, Miles City and Butte. Since 1954 he has been chief dispatcher in Miles City.

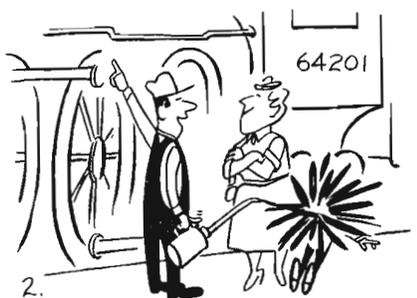
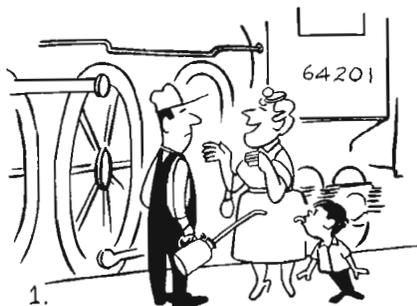
Law Department

Effective Dec. 1, 1956:

T. E. French is appointed tax agent in Seattle, succeeding R. Golze who has resigned. Mr. French started with the Road as a steno-clerk in the tax commissioner's office in Chicago in July, 1950. He was promoted to assistant tax agent at Seattle in September, 1951.

R. H. Norman is appointed assistant tax agent in Seattle, succeeding T. E. French. Mr. Norman transfers to the position from the office of assistant general manager in Seattle.

AN ECHO OF THE PAST was revived recently in a clipping passed on by C. A. Nummerdor, general superintendent of transportation, Chicago, from his hometown paper, the Waupun (Wis.) Leader-News. Under the head "History in Waupun 70 Years Ago—1886", the paper published the following general news item: "The Chicago, Milwaukee and St. Paul Company has issued orders for all conductors and brakemen to wear uniforms after Oct. 24. Conductors are to wear suits of dark blue, frock coats and caps to match, with gilt buttons and trimming. Brakemen will wear gray suits and caps."





The resuscitator purchased by the Road for the emergency treatment of employes is of the newest inhalator-resuscitator-aspirator type. Members of the first aid team shown here watching a demonstration by Miss Mis are, from left: H. J. Wood, G. F. Kullowitch, M. W. Bonnom, W. Vukovich and J. W. Fraser, with H. C. Johnson, assistant comptroller, as an interested bystander.

FIRST AID on the JOB

A Team Project in Chicago...



In a practice session, Miss Wanda Mis, company nurse, supervises the use of the resuscitator cone by one of the members of the team.

A NEW health protection program for a large group of employes was recently put into effect in the Road's Fullerton Avenue accounting department offices in Chicago. There, a team of five employes trained in first aid and working under the direction of the building nurse, Miss Wanda Mis, has been organized to help out in such emergencies as heart attacks on the job.

Assistant Comptroller H. C. Johnson, under whose supervision this new program was set up, feels that it serves a definite need.

"Every industry counts its trained veteran employes among its most valuable assets", he points out, "but in the national health picture it is the experienced employe—the man of middle years—who is more likely to develop cardiac trouble. Many persons stricken with heart disease have years of happy life and productive work ahead of them, assuming, of course, that they take proper care of themselves."

In the Chicago accounting department

The Milwaukee Road Magazine

offices, with their 1,300 employes, the company nurse serves an important function. Should a heart seizure occur on the job, the stricken person is given first aid quickly and efficiently, and with a minimum of disturbance to others. In such a situation, the assistance of untrained persons, even with the best intentions, can be a hindrance rather than a help.

The organization of the first aid team was for the purpose of having trained help available if an emergency should arise, and to avoid upsetting other employes and interrupting their work schedules. The team, recruited from the building force, consists of J. W. Fraser, M. W. Bonnom, H. J. Wood, G. F. Kullowitch and W. Vukovich. Mr. Fraser had some previous training in first aid through Boy Scout work and in the Navy, and Mr. Wood as an auxiliary fireman in his home town of Addison, Ill. All of them were specially trained for this assignment.

Under the supervision of Miss Mis, weekly training sessions were held for two months. All of the men qualified for examinations and received American Red Cross certificates. In addition, the company purchased a portable resuscitator of the newest type, and the men were trained to assist Miss Mis in administering oxygen. This enables her to perform other nursing functions for the patient, and to carry out the instructions of the attending physician until the patient can be moved to a hospital.

The program has the endorsement of the clerk's organization, and the men are called on as needed. At the time this article was written last month, three members of the team had been called upon to assist the nurse in cases of heart seizure.

Another form of health protection available to personnel in the Fullerton Avenue building is the chest X-ray program. In cooperation with the city's municipal health guidance plan, a mobile unit of the Tuberculosis Institute of Chicago and Cook County is placed at their service periodically. The findings are confidential, but any employe who is found to have any chest pathology may, if he or she wishes, get help in obtaining medical attention and treatment.

In 1890 men in clerical jobs outnumbered women by eight to one. Today women outnumber men by three to one, except in government offices, where men still dominate.

January, 1957

THEY DIE HARD



It was the verdict of the men who had a hand in bringing down the mechanical coaling plant at Bensenville, Ill., on Dec. 28 that nothing dies harder than an old coal chute. As though determined not to let the era of steam power vanish from memory, this one stood its ground even after all but the last slender corner support had been removed, and then it gave way as the picture shows and fell with a tremendous crash. This coaling plant was constructed in 1912, with a capacity of 440 tons of coal. It was similar in size and construction to plants located at Aberdeen, S. D., Savanna, Ill., and Perry, Ia., and was exceeded in size only by those at

Milwaukee Shops and South Minneapolis, which were taken down recently also. These latter ones held 550 tons.

At one time there were 79 mechanical coaling plants on Lines East and 12 on Lines West, not including the old bucket and hoist coalers. The last of the mechanical plants were taken out of service early in 1956, when it was no longer considered necessary to hold steam power for standby service. They have now all been dismantled and removed, with the exception of those at Sturtevant, Wis., and Milbank, S. D., which will be removed within the next few weeks, definitely bringing to a close the steam era on The Milwaukee Road.

Transportation in a Loaf of Bread

How much transportation is there in a loaf of bread? This question was recently put to a group of housewives. Answers varied widely. Some guessed it represented as much as one-half of the retail price. None guessed less than 10 per cent.

A study recently published by the Agricultural Marketing Service of the United States Department of Agriculture reported that the average retail price of a pound loaf of bread was 17.7 cents in 1955.

The study showed that 3.1 cents of this 17.7 cents went to the farmer; 1.9 cents went to transportation agen-

cies and the milling company; 9.8 cents went to the baker, and 2.9 cents went to the retailer.

A breakdown, based on an average retail price of 14.8 cents per pound loaf in 1950, was published in a reprint from the "National Grange Monthly" and distributed by Grocery Manufacturers of America, Inc. This study found that the transportation charges approximated *only one-half cent per pound loaf*. In other words, transportation represents about 1/33 of the retail price of the loaf. Or, to put it another way, less than one slice of the loaf represented transportation costs.

RETIREMENTS During December 1956

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYEES

HENDRON, MARGARET E.
Tel. Oper. Chicago, Ill.
LANG, ANNE B.
Secretary Chicago, Ill.
MAY, EDWARD M.
Spl. Accountant Chicago, Ill.
MOORE, HAROLD
Cook Chicago, Ill.
WILKINSON, JOHN H.
Signal Foreman Chicago, Ill.

CHICAGO TERMINALS

FREEMAN, OTIS W.
Clerk Bensenville, Ill.
HALL, FLOYD M.
Clerk Galewood, Ill.
JOHNSON, LAURENCE S.
Switchman Chicago, Ill.
KENT, FRANK L.
Ch. Caller Chicago, Ill.
LANCASTER, BERTHA
Laundress Chicago, Ill.
MUNSON, DOUGLAS
Flue Blower Chicago, Ill.
NUGENT, THOMAS
Laborer Chicago, Ill.
REJAK, THOMAS
Inspector Bensenville, Ill.

F. H. Allard

FRANK H. ALLARD, retired assistant to vice president-personnel, died in Wesley Memorial Hospital in Chicago on Christmas Day, at the age of 73. His death resulted from a stroke.

Mr. Allard, who was one of the industry's leading authorities on labor matters, started his railroad career in 1904 as a freight trainman at Dubuque. In 1911 he was promoted to conductor and in 1918 to trainmaster. In the latter capacity he served on the old Racine and Southwestern, the Illinois, and the Kansas City Divisions. For many years while he was in train service he was local chairman and secretary of the B. of R. T.

Mr. Allard began his apprenticeship in personnel management following an appointment as staff officer to general manager in 1924. In 1938 he was appointed assistant to chief operating officer with headquarters in Chicago, and on Dec. 3, 1945, assistant to vice president-personnel. He retired from the latter post on July 31, 1950.

Funeral services for Mr. Allard were held at St. Philip Neri Church in Chicago. He is survived by a daughter, Mrs. Jane Milazzo, and her son James. Mrs. Allard passed away in 1953.

ULRICH, CHESTER A.
Clerk Chicago, Ill.

COAST DIVISION

BRITT, NETTIE C.
Chief Clerk Seattle, Wash.
CLINE, FRANCIS M.
Machinist Tacoma, Wash.
COBLEY, WILLIAM H.
Agent Lynden, Wash.
HESSE, WALTER E.
Carman Tacoma, Wash.
JONES, THOMAS W.
Switchman Seattle, Wash.

DUBUQUE & ILLINOIS DIVISION

BEASLEY, JOHN L.
Engine Foreman Savanna, Ill.
BREIHOLZ, FRANK R.
Carman Helper Davenport, Ia.
HARRY, LAWRENCE J.
Conductor Ottumwa, Ia.
JOHNSON, CHARLES E.
Switchman Dubuque, Ia.
KAPP, WILLIAM F.
Brakeman Ottumwa, Ia.
KINNEY, CLYDE E.
Ch. Clerk Savanna, Ill.
KITE, JEWETT D.
Conductor Kansas City, Mo.
McCAULEY, CYRUS H.
Conductor Dubuque, Ia.
TOMLINSON, JOSEPH N.
Sec. Foreman Genoa, Ill.

HASTINGS & DAKOTA DIVISION

ANDERSON, HANS J.
Groundman Summitt, S.D.
CONRIGHT, KENNETH T.
R. H. Foreman Montevideo, Minn.
DAVIS, CURTIS B.
Loco. Engr. Aberdeen, S.D.
FREDERICKSON, FRANK C.
Loco. Engineer Minneapolis, Minn.
MOE, HANS O.
Brakeman Montevideo, Minn.
NEMITZ, EDWARD L.
Loco. Engineer Montevideo, Minn.
STABEN, CARL E.
Machinist Aberdeen, S.D.

IDAHO DIVISION

BOGARDUS, HARRY B.
Laborer St. Maries, Ida.
DONOVAN, CHARLES F.
Baggage man Spokane, Wash.
HAYS, LADYE H.
Agent-Oper. Coeur d'Alene, Ida.

IOWA DIVISION

FOSTER, FRED F.
Agent Maxwell, Ia.
FRITZ, JOHN T.
Ex. Gang Laborer Marion, Ia.
McBRIDE, ORRIN W.
Sig. Maintainer Marion, Ia.
McMURRAY, HARRY E.
Coal Shed Laborer Tama, Ia.

IOWA, MINNESOTA & DAKOTA DIVISION

ALBERTZ, JOHN H.
Sec. Foreman Pukwana, S.D.
DYER, HENRY J.
Clerk Sioux City, Ia.
GUSE, ALBERT H.
Loco. Engineer Mason City, Ia.

KROHN, HARRY W.
W. H. Foreman Sioux City, Ia.
KRUETZFELDT, HARRY R.
Sec. Foreman Arion, Ia.
KURTENBACH, JOSEPH W.
Laborer Mitchell, S.D.
MICHAEL O. T.
Coal Shed Lab. Sioux Falls, S.D.
RAY, EDWARD S.
Inspector Austin, Minn.
SOOP, FRED A.
Sec. Laborer Sanborn, Ia.
STAHLY, GEORGE P.
Agent-Oper. Ruthven, Ia.
THOMAS, V. E.
Loco. Fireman Austin, Minn.
WELCHER, ROY W.
Conductor Sioux City, Ia.

LA CROSSE & RIVER DIVISION

BEHLING, EDWIN A.
Carman LaCrosse, Wis.
BORMAN, MINARD R.
Carman Wausau, Wis.
BYRNES, CHARLES A.
Clerk LaCrosse, Wis.
CARPLE, GUS
Ex. Gang Laborer LaCrosse, Wis.
FLANERY, FRANK R.
Loco. Engineer Minneapolis, Minn.
GRIMM, CARL F.
Agent Kellogg, Minn.
JOHNSON, GEORGE E.
Loco. Engineer Minneapolis, Minn.
MONARSKI, JOHN M.
Clerk Eau Claire, Wis.
NICKELS, HERBERT C.
Sec. Foreman Watertown, Wis.
RICE, RAY R.
Loco. Engineer Portage, Wis.
RUNNER, JOHN W.
Laborer LaCrosse, Wis.

MADISON DIVISION

KNOPE, CARL W.
Loco. Engineer Madison, Wis.

MILWAUKEE DIVISION

ANDERSON, AXEL T.
Switchman Green Bay, Wis.
BROSSEL, CONRAD P.
Agent Menasha, Wis.
CARRON, GEORGE
Brakeman Milwaukee, Wis.
KRANZ, WALTER A.
Conductor Milwaukee, Wis.
McGUIRE, JAMES W.
Loco. Engineer Channing, Mich.
SMITH, WILLIAM F.
Loco. Engineer Green Bay, Wis.
WIELAND, WALTER
Eng. Watchman Plymouth, Wis.

MILWAUKEE TERMINALS & SHOPS

AMERINGER, IRVING W.
Foreman Milwaukee, Wis.
BALISTIERRI, FRANK P.
Machinist Milwaukee, Wis.
FLANIGAN, DELBERT F.
Clerk Milwaukee, Wis.
FLYNN, JOHN J.
Inspector Milwaukee, Wis.
FRANJEVIC, JACOB
Inspector Milwaukee, Wis.
KEENE, MAX
Trucker Milwaukee, Wis.

KOESTER, ELROY A.
WelderMilwaukee, Wis.
MARININ, TIMOTHY P.
B&B CarpenterMilwaukee, Wis.
MARSHALL, FELIX P.
CarmanMilwaukee, Wis.
MOORE, WILLIAM A.
SwitchmanMilwaukee, Wis.
SANDERS, LESTER H.
Mach. HelperMilwaukee, Wis.
SCHWEI, GEORGE
InspectorMilwaukee, Wis.
TRYON, CLARENCE E.
SwitchmanMilwaukee, Wis.
WILLIAMS, ROLAND E.
WelderMilwaukee, Wis.

ROCKY MOUNTAIN DIVISION

GUIOT, CHARLES C.
Loco. EngineerThree Forks, Mont.
LAUGHREY, CHARLES C.
Loco EngineerThree Forks, Mont.
ROBINSON, DIXON A.
Loco. Eng.Three Forks, Mont.
WEATHERLY, JOHN R.
Tr. Rules Exam...Gallatin Gateway, Mont.
WHALEN, THOMAS E.
Loco. EngineerThree Forks, Mont.
WHALEY, ANN D.
Time RevisorButte, Mont.

TERRE HAUTE DIVISION

SMITH, ELMER V.
CarmanJasonville, Ind.
SPRINGER, THEODORE S.
Loco EngineerTerre Haute, Ind.

TRANS-MISSOURI DIVISION

CAPWELL, EARL D.
Box PackerMiles City, Mont.
FRAHER, RALPH H.
ConductorMiles City, Mont.
HART, JOE
Ex. Gang LaborerMarmarth, N.D.
HERNDRON, WALTER J.
Sheet Metal Worker...Miles City, Mont.
LATHROP, HERBERT C.
Loco. CarpenterMiles City, Mont.
LINDA, JOHN B.
ConductorMobridge, S.D.
PIEHL, JOSEPH H.
LaborerMiles City, Mont.
SHEEHAN, JOHN H.
Loco. EngineerMobridge, S.D.
WILLIAMS, GEORGE T.
Loco. EngineerMiles City, Mont.

TWIN CITY TERMINALS

ANDERSON, ALBERT H.
SwitchmanSt. Paul, Minn.
CARLSON, WILMER E.
Sta. FiremanMinneapolis, Minn.
FLAHERTY, JOHN
CrossingmanSt. Paul, Minn.
KESTERMAN, JULIUS F.
SwitchtenderMinneapolis, Minn.
MARRONE, NICHOLAS
LampmanSt. Paul, Minn.
McCOOL, ALEXANDER T.
Asst. CashierSt. Paul, Minn.
MURPHY, CATHERINE A.
Tel. Oper.Minneapolis, Minn.
RYAN, CHARLES J.
Labor AgentMinneapolis, Minn.

We judge ourselves by what we feel capable of doing; others judge us by what we have done.
—Longfellow

H. C. Loveless Takes Office as New Governor of Iowa



H. C. Loveless

HERSCHEL C. LOVELESS, who will be remembered by many Milwaukee Road people in Ottumwa, Ia., as having been employed there in various capacities, most recently as cashier at the freight house, takes office this month as Iowa's new governor. He will be the first Democrat to fill that position in 18 years.

Mr. Loveless was one of two candidates for the Democratic nomination in last year's primary. His opponent in the November general election was Republican Governor Leo Hoegh, whom he defeated by approximately 27,000 votes. Mr. Loveless, a former mayor of Ottumwa, was also the Democratic nominee for governor in 1952. In the G.O.P. landslide that year he lost to the late Governor W. S. Beardsley.

Mr. Loveless is a native Iowan, born

on a farm near Hedrick. He started working for the Road as a messenger in 1928 when he was 16, and continued in service on various positions, including clerk, timekeeper, machine operator and extra gang foreman, and at various times in train service and the engineering department. He was well known for his activities in the Service Club, of which he was chairman for several years.

Locally he was known as an organizer of youth activities and leader in civic affairs. During a leave of absence from the railroad he served as Ottumwa's superintendent of streets, and in 1947, when the Des Moines River ravaged the city, as director of emergency flood relief. Later he conducted a vigorous campaign for flood control measures. At various times he served as chairman of the Community Chest drive and of the Red Cross, and as county campaign manager for the March of Dimes.

In 1949 Mr. Loveless was high man in the race for mayor of Ottumwa. Re-elected in 1951, he continued in that role when he made his first bid for the governorship. His November victory made him the first Ottumwan to be elected to the state's top position. Inauguration ceremonies were to take place on Jan. 17.

There are people still living who can remember when it cost more to run a car than to park it.

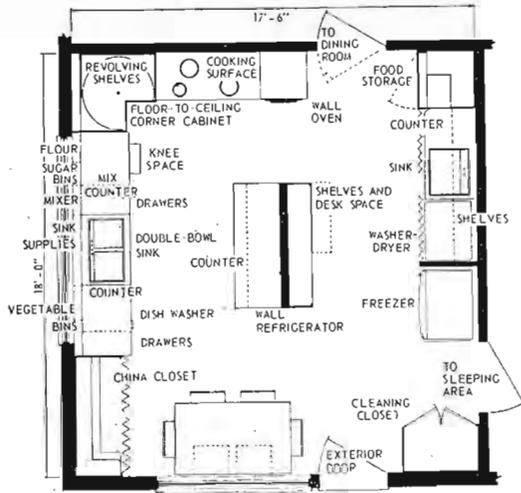
O. A. Beerman

OTTO A. BEERMAN, who retired as superintendent of the Iowa Division in 1952, died in a Cedar Rapids hospital on Dec. 13. He had been ill several months.

Mr. Beerman was born in Guttenberg, Ia., on Nov. 5, 1888, the son of the late William Beerman of Guttenberg who was a track foreman for the Road for 47 years. He was graduated from the local high school in 1906 and began working for the Road six months later. For a while he was an extra operator at various points nearby, and also worked in Sioux City. In 1915 he went to Dubuque as a train dispatcher and in 1918

to Mason City as chief dispatcher. Following a promotion in 1923 to trainmaster, he served in that position at Madison, Wis., Mason City and Aberdeen, S. D. In 1936 he was appointed assistant superintendent of the Milwaukee Terminals and in 1939 superintendent of the then Kansas City Division. He was also superintendent of the Terre Haute Division before going to the Iowa Division as superintendent in 1942.

Surviving Mr. Beerman are his widow, Hazel; two daughters, Mrs. H. L. Fox of Auburn, Calif., and Mrs. C. A. Rivedal of Sioux City; and six grandchildren. A son, James E., was killed in action in World War II. Funeral services were conducted in Marion, Ia., with burial at Guttenberg.



Easy - does - it

KITCHEN-WORKSHOP

SITTING at work, easy reaching, few steps, and little pulling or pushing are the features of the kitchen plan shown here, which was designed recently by housing specialists of the U. S. Department of Agriculture for housewives who, because of illness or age, must conserve their energy. Able-bodied homemakers, however, who wish to save time and energy, can easily adapt some of its features to their own arrangements for performing household tasks.

The room, combining the features of kitchen, storage unit, laundry, office and dinette, is large—about 18 feet square. A wall refrigerator and a counter backed by a desk and shelves form a center island. The counter left of the sink is 36 inches wide and that at the right 42 inches, a space determined by research as suitable for food preparation.

The oven is installed so the lowest shelf is about counter level. Storage units and refrigerator are placed so the homemaker (of average height) need reach no higher than 63 inches nor lower than 27 inches from the floor for items customarily in use.

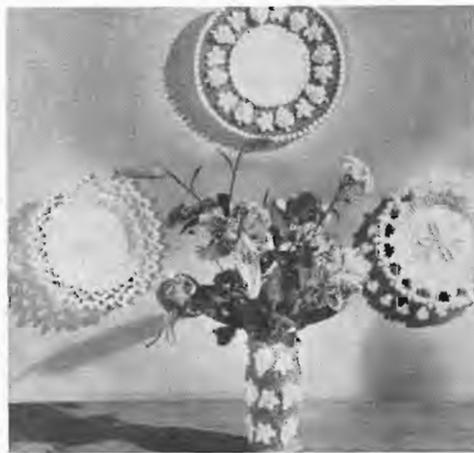
To keep walking at a minimum, the mix counter, sink and range are close together. The refrigerator, which ranks next in frequent use, is across from the mix counter. The dining area, providing uncrowded space for six, is near the dish cabinet and dishwasher, so that setting the table and replacing dishes takes few steps. With a cart, only one trip is needed to transfer a meal from range to table, or dishes from table to sink.

In this kitchen, a homemaker can sit for long jobs such as washing and preparing vegetables and cleaning up after

meals, or preparing batters and other foods. To allow plenty of knee room, the double sink is equipped with a shallow bowl and the mix counter has open space below.

Few cupboards need to be opened or closed. The dish cabinet has an accordion-type of door which folds easily out of the way. On the circular supply cabinet, the door is attached to the shelves so that one push opens the cabinet and revolves the shelves to the desired position. Drawers and pull-out shelves glide easily on nylon bearings or rollers. An accordion-type folding door closes off the laundry area when it is not in use.

Detailed working drawings for this kitchen are in preparation and will be available through the Regional Plan Exchange Service of most state agricultural colleges.



NEW IN CROCHETING CIRCLES. Here's good news for our crochet fan readers—a new doily of unusual charm, and a unique set of wall plates with a matching vase. The 14-inch doily is a lacy wheel done in a fine white cotton. Solid leaves and flowers are stitched in place along the border. The wall plates are crocheted of double-quick cotton and starched, as is the vase. These may be waterproofed with a spray of two coats of clear plastic paint. Direction leaflets for ROSE WREATH DOILY and WALL PLATES are, as usual, free to our readers. Write to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

recipe of the month



A CIGAR BOX GARDEN is fun, and a constructive way to help children develop ingenuity and artistry. Just take a cigar box, secure the lid upright, and paste a color picture, either a landscape or a seascape, from a magazine on the lid. Put an inch of peatmoss in the box and build up the foreground with soil, sand, small stones, mirrors and figures and the like, with natural and artificial plant material. Keeping the materials in scale with the background will produce a realistic three-dimensional effect.

New Flowers for 1957

THERE'S always something new in the world of garden flowers, and this year is no exception.

Right now, the focus is on new annuals. In the current issue of *The American Home Magazine*, the garden editor reviews the best of them. As the most strikingly different he points to the *Gloriosa Daisy*. It has flowers 4 to 6 inches across, and the colors range all the way from brilliant yellow through shades of gold, orange and bronze, to deep rich mahogany, as well as many bi-color combinations. From a flower arranger's point of view, the mahogany blooms are the most fascinating, since the plants are very vigorous and grow 2 to 3 feet tall.

Petunias, probably our most popular annual, are also in the spotlight. This year two new varieties have won All-America awards for high quality, distinctiveness and suitability for gardens in all parts of the country. They are the *Red Satin*, a brilliant scarlet that surpasses all other reds, and *Glitters*, a snappy red and white bi-color.

For the information of garden club members, The Garden Club of America has made available three very good, one-minute films for television or motion picture use. They are in color and also black-and-white. For information regarding the free use of these films, write to Keep America Beautiful, Inc., 99 Park Avenue, New York 16, N. Y.

January, 1957

ON Sunday morning, when the whole family can be together—no work, no school, and plenty of time to linger over the breakfast table—this homemade coffee cake is the perfect finale to bacon and eggs. A word to the cook: to enjoy an extra forty winks on your "day off," make it the day before and reheat it in aluminum foil just before serving:

Butter-Ball Coffee Cake

3 cups sifted enriched flour
3/4 tsp. salt
1/4 tsp. mace
1/4 cup sugar
1 small egg, well-beaten
1/2 cup evaporated milk
1/8 cup lukewarm water
2 tbsps. melted butter
2 pkgs. dry active yeast
1/3 cup warm (not hot) water
1/2 cup chopped walnuts
1/4 cup golden seedless raisins
2 tbsps. melted butter
1/2 cup mixed sugar and cinnamon

Combine first four ingredients. Combine next four ingredients. Dissolve yeast in warm water, add to egg mixture and mix well. Stir in dry ingredients and mix well. Knead on lightly floured board until smooth and place in well-greased bowl, turning once to bring greased side up. Cover; let rise in warm place



until double in bulk (about 1 hour). Punch down, cut dough into small pieces and roll into 40 walnut-size balls. Roll each ball in melted butter, then in cinnamon-sugar. Place a layer of 20 balls in a well-greased 8-inch spring form pan, so balls barely touch, leaving a small space in the middle. Sprinkle with half the walnuts and raisins. Make top layer of remaining balls and sprinkle with rest of walnuts and raisins. Pour on remaining butter and cinnamon-sugar. Let rise about 45 minutes, or until not quite doubled in bulk. Bake at 325°F. 40 to 45 minutes. (Courtesy Pan-American Coffee Bureau)

NEW BOOKLETS FOR HOMEMAKERS

THE home owner with a fencing problem will find the answers in a 14-page illustrated booklet, "How to Build Wood Fences". This publication contains instructions on how to build seven basic types of fencing, together with 19 variations for particular requirements. The price is 25 cents, from the National Lumber Manufacturers Association, 1319 Eighteenth St. N.W., Washington 6, D.C.

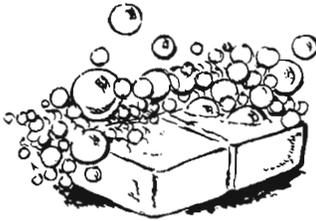
Rail fans will find much to interest them in "Railroad Music and Recordings—A Bibliography", prepared by the School and College Service of the Association of American Railroads. It is an eight-page booklet containing a list of published music for voice, piano and instruments, and of recordings, including sound effect records, relating to railroading. Copies are free from the A.A.R., Transportation Building, Washington 6, D. C.

Recent and forthcoming booklets for children include "My Little Golden Book About Travel"; published by Simon & Schuster, 630 Fifth Avenue, New

York 20, N. Y.; 25 cents. New in the Elf Book series is "Freight Train", 28 pages of illustrated data on the operation of a diesel, various types of freight cars, the trainman's signals, and a peek into the caboose; 25 cents from your book store or from Rand McNally, P. O. Box 7600, Chicago 80, Ill. The Blue Angel series has added "Trains" by Helen Jill Fletcher; 24 pages, 60 cents, and published by S. Gabriel Sons & Co., 200 Fifth Ave., New York 10, N. Y.

The Children's Bureau of Health, Education and Welfare offers practical suggestions to parents of handicapped children in "The Child Who is Mentally Retarded". The pamphlet, just released, sets forth some of the home training which parents can give the child and also describes community and national agencies to which they may turn for help. Copies are available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.; 10 cents a copy.

More Uses for SOAP and SUDS



NEED help around the house? Here are more handy soap tricks suggested by The Cleanliness Bureau:

BEADS: To recover fine beads scattered from a broken strand, run a bar of moistened soap along the floor to gather them.

BOTTLE CAPS: To keep the cap of a glue or nail polish container from sticking, coat the screw threads inside the cap with soap.

DRAWN WORK: To pull threads easily for drawn work or hemstitching, first lubricate them generously with a moist sliver of soap. Run along the edge of a ruler in a straight line, rubbing it into the fabric.

WALL FINISH: To give whitewashed walls a glossy finish, dissolve a pound of soap in a gallon of hot water and add to five gallons of whitewash.

KEYS: To have a duplicate key made when you don't want to give up the original, press it into damp soap. The locksmith can make a replica from this mold.

PAPER LOGS: To prepare paper logs for a cozy fire, roll old newspaper tightly with small logs, tie firmly and soak them in soapy water. Stand them on end to drain and dry. They're economical, too.

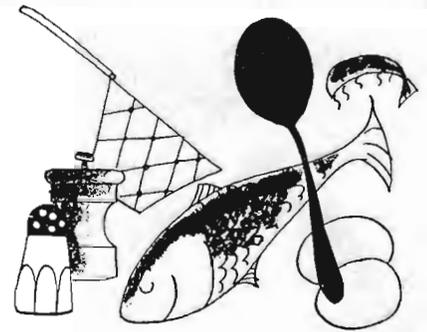
SUCTION CUPS: To fasten a rubber suction cup securely against a flat surface, rub the inside of the cup with moistened soap.

TACKS: To prevent a bruised thumb, coat the hammer head with soap. Place the tack head against the soap, and it will stay in position until the first blow is struck.

WINDOWS: To make a window glide up and down easily, work damp soap into each window rope.

ZIPPER: To lubricate a stubborn zipper, rub soap on both sides while closed; then unzip it and rub soap over the opened teeth.

CORNER for COOKS



Whole fish baked on an ovenproof platter makes a meal for special occasions. Prepare a stuffing of $\frac{1}{2}$ cup minced celery, $\frac{1}{4}$ cup minced onion, 1 tbsp. minced parsley, 2 tbsps. lemon juice, 1 tsp. salt, $\frac{1}{8}$ tsp. pepper and a qt. day-old bread cut in cubes. Cook in $\frac{1}{4}$ cup butter. Place in fish, fasten with skewers, brush with melted butter and bake in a 375°F . oven 35 to 45 minutes. . . For teen-age parties, serve this Beau Catcher's Brew: In a large saucepan, combine $\frac{1}{2}$ cup brown sugar, $\frac{1}{4}$ tsp. salt, 1 tsp. allspice, 2 tps. cinnamon, $\frac{1}{4}$ tsp. nutmeg and 2 qts. apple juice. Bring to a boil, then simmer for 15 minutes. Serve hot with orange slices. . . The American Home Magazine recommends this tasty seasonal salad: To serve four, combine 1 cup diced apple, 1 cup diced celery, $\frac{1}{2}$ cup diced pineapple, juice of 1 lemon, $\frac{1}{2}$ cup American cheese, 1 tsp. sugar, salt to taste and 2 tbsps. mayonnaise. . . In less than five minutes you can prepare this hearty casserole dish: Arrange two cans of whole kernel corn in a baking dish, place 2 pimentos (sliced) and six slices of cut up bacon down the center, and bake in a 375°F . oven until bacon crisps, about 25 minutes. . . For a meaty sauce that tastes good with vegetables, make a me-

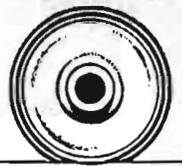
dium thick cream sauce recipe and stir in the contents of a can of deviled ham. Serve with asparagus or baked potatoes. . . Or for a lunchbox special children will like, mash 4 ripe bananas, blend in 1 can of deviled ham, and spread on whole wheat bread. Makes 4 sandwiches. . . Hamburgers on the menu? Press pineapple chunks into seasoned thick hamburger patties, wrap with bacon strips, and fasten with toothpicks. Grill the meat side first, then the pineapple side. . . For a builder-upper at snack time, beat the yolk of an egg, add 2 tps. molasses (for iron). Add a cup of cold milk, a dash of salt and nutmeg, and fold in the beaten white of the egg. . . This is a delicious lunch for unexpected callers: Roll sardines in cracker crumbs, fry and serve on toast with lettuce and tartar sauce, garnished with lemon and radishes. . . What goes with pork? Applesauce and cranberries, of course. For a doubly good accompaniment, combine 1 can of jellied cranberry sauce, $\frac{1}{2}$ cup applesauce, $\frac{1}{4}$ cup raisins and $\frac{1}{4}$ tsp. cinnamon.

Through the Week With Oatmeal

OATMEAL is an inexpensive source of important nutrients. An average breakfast serving with milk provides about 12 per cent of the day's protein requirement, and about 11 per cent of one day's iron needs, plus other important sources of ready energy. On a diet? One serving of oatmeal with milk furnishes only about 9 per cent of the day's calories. (Cut that to about 6 per cent by using skim milk.)

1. **MONDAY:** Add $\frac{1}{2}$ cup chopped dates to 4 servings of cooked oatmeal.
2. **TUESDAY:** Fold $\frac{1}{2}$ cup semi-sweet chocolate pieces into 4 servings of oatmeal.
3. **WEDNESDAY:** Add $\frac{1}{2}$ cup cooked dried apricots (chopped) to 4 servings of oatmeal.
4. **THURSDAY:** Place 1 tbsp. brown sugar on each serving of cooked oatmeal.
5. **FRIDAY:** Add $\frac{1}{2}$ cup cooked prunes, chopped, to 4 servings of oatmeal.
6. **SATURDAY:** Place 1 tbsp. cherry preserves in center of each serving of cooked oatmeal.
7. **SUNDAY:** Stir 1 tsp. cinnamon, $\frac{1}{4}$ tsp. nutmeg and $\frac{1}{2}$ cup raisins into boiling salted water before adding oatmeal.

here's how we're doing



	NOVEMBER		ELEVEN MONTHS	
	1956	1955	1956	1955
RECEIVED FROM CUSTOMERS				
for hauling freight, passenger, mail, etc.....	\$21,037,228	\$21,485,368	\$234,876,373	\$229,388,667
PAID OUT IN WAGES	10,464,515	10,434,547	115,113,221	109,670,451
PER DOLLAR RECEIVED (cents).....	(49.7)	(48.6)	(49.0)	(47.8)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	705,202	628,841	7,906,618	6,673,406
PER DOLLAR RECEIVED (cents).....	(3.4)	(2.9)	(3.4)	(2.9)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest.	8,591,994	9,685,335	105,839,681	105,175,870
PER DOLLAR RECEIVED (cents).....	(40.8)	(45.1)	(45.1)	(45.9)
NET INCOME.....	\$ 1,275,517	\$ 736,645	\$ 6,016,853	\$ 7,868,940
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	112,786	116,038	1,273,459	1,304,618
Decrease 1956 under 1955.....	-3,252		-31,159	

CARLOADING BY COMMODITIES During December 1956 Compared with December 1955

COMMODITIES

COMMODITIES	% of Total Revenue	CAR LOADS			
		1956	1955	1956 + or - to 1955	
				Number	%
INCREASES:					
Grain and Soy Beans.....	10.6%	6,982	5,526	+ 1,456	+ 26.3%
Iron and Steel.....	6.3	6,686	6,124	+ 562	+ 9.2
Automobile and Parts.....	4.0	3,475	3,204	+ 271	+ 8.5
Agri. Impl., Machinery & Parts.....	2.4	1,709	1,032	+ 677	+ 65.6
Forwarder Traffic.....	2.0	2,552	1,737	+ 815	+ 46.9
Gravel, Sand & Stone.....	1.8	2,867	2,559	+ 308	+ 12.0
All Other Prod. of Agri.....	1.7	2,439	2,102	+ 337	+ 16.0
Liquors, Malt.....	1.3	2,118	1,616	+ 502	+ 31.1
Cement, Lime, Plaster & Stucco.....	.8	1,115	823	+ 292	+ 35.5
Total Increases.....	30.9%	29,943	24,723	+ 5,220	+ 21.1%
DECREASES:					
Forest Prod. (Excl. Logs & Pulpwood).....	11.2%	7,308	8,100	- 792	- 9.8%
Coal and Coke.....	9.7	14,046	15,319	- 1,273	- 8.3
Oil and Gasoline.....	4.4	5,432	5,576	- 144	- 2.6
Meat & Packing House Prod.....	4.3	4,109	5,664	- 1,555	- 27.5
Livestock.....	2.7	1,969	3,647	- 1,678	- 46.0
Grain Products.....	2.1	4,418	4,950	- 532	- 10.7
All Other Prod. of Mines.....	2.1	1,271	1,737	- 466	- 26.8
Merchandise.....	1.9	5,885	7,351	- 1,466	- 19.9
All Other Animals & Prod.....	1.8	973	1,554	- 581	- 37.4
Logs and Pulpwood.....	1.7	4,129	5,095	- 966	- 19.0
Fruits and Vegetables (Fresh).....	1.3	1,855	2,439	- 584	- 23.9
All Other Mfgs. & Miscellaneous.....	25.9	22,997	23,490	- 493	- 2.1
Total Decreases.....	69.1%	74,392	84,922	-10,530	- 12.4%
Total.....	100.0%	104,335	109,645	- 5,310	- 4.9%



The man who wouldn't give up

500 MASSED ROCKETS shook the brand-new Brooklyn Bridge, screamed up into the May evening and showered the city with red and gold.

While behind a darkened window, a big, gaunt man sat and watched, too crippled and pain-wracked to attend the opening day festivities for the bridge.

This was a pity, for he had built it.

Which means that when money gave out, Chief Engineer Roebling pleaded for more. When disturbing changes of plan had to be made, Roebling fought them through. And when a hundred panicked men were trapped under the East River in a flooded caisson, Roebling saved them.

Spinning the giant steel spiderweb not only exacted 13 years of Roebling's life, from 1870 to 1883, but very early in the game it crippled him forever with the caisson disease.

But he never gave up, saw the job through to the end. His were the courage, skill and vision that make Americans a nation of great builders—a strong, growing nation. And a nation whose Savings Bonds rank with the world's finest investments.

For the constructive strength of 168 million Americans stands behind these Bonds. This is why, when you buy U.S. Savings Bonds, our Government can absolutely guarantee the safety of your principal—up to any amount—and the rate of interest you receive.

You cannot get a better guarantee than that. Why not invest in U.S. Savings Bonds regularly—where you bank or through the Payroll Savings Plan where you work? And hold the Savings Bonds you have.

Safe as America—U.S. Savings Bonds



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

Milwaukee Shops

STORE DEPARTMENT

Virginia Tabbert, Correspondent

Fellow employes in the stores division regret the death of Mary F. Dwyer, who retired as scrap sales clerk two years ago after 37 years of service; also of Leo R. Phelps, a wheel roller in the wheel shop, who had 20 years of service.

Sympathy was extended to Jerry Johannes, traveling diesel storekeeper, on the recent death of his grandfather; to Rudy Beier, chief clerk to GSK, whose father passed away recently; and to L. V. Schwartz, AGSK, on the death of his sister.



D. F. Flanigan

F. J. Eron

With a total of 87 years of service, the following two employes have retired: Delbert F. Flanigan, who started as a night call boy with the Road 49 years ago. He later held positions as boilermaker helper and caller in the mechanical department, and had worked as a puncher clerk since 1943. The 38 years of Frank John Eron were spent as a storehelper in the stores division. Both of these men will be remembered for their sincerity and cooperation on the job.

Mrs. Robert Chartier, the former Carol Rydlewicz, has decided to leave her job as typist in the DSK office to await the arrival of the "first edition."

Now Mrs. Jerry Koeske, the former Dolores Spencer was married recently at the Brookfield Methodist Church in Brookfield, Wis. Dolores is the daughter of Crane Operator Howard Spencer, and Jerry is the son of Dolores Koeske, typist in the DSK office.

A smiling colleen in the person of Maureen Ellen arrived recently at the home of John and Pat O'Shea. Pat was formerly a comptometer operator in the GSK office.

A note to Arthur Metzen, chief receiving and invoice clerk, who has been on sick leave since last June: Art, we

miss you and hope that your good health returns shortly. For the convenience of friends who want to drop you a line, open your mailbox at 2344 N. 54th Street, Milwaukee.

W. J. Kutter, traveling storekeeper, has the pleasure of being "Santa" every year at numerous children's parties throughout the Milwaukee area and the state. With a little help from a professional makeup man, Bill, with his friendly chuckle and all his finery, looks more like Santa than Santa himself. He sometimes attends as many as six parties in a day.

CAR DEPARTMENT

Joseph Borowski, 54, an upholsterer for the past 22 years, collapsed while watching the Sugar Ray Robinson bout on television Jan. 2 and was pronounced dead at Johnston Municipal Hospital. His death was due to a heart seizure. Survivors include his wife, Cecelia, a daughter, Mrs. Rita Olson, and a son, Ralph, all of Milwaukee.

H & D Division

EAST END

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

As a result of the rules classes conducted last month at Montevideo by Mr. Peters, J. Dennis Anderson and Robert G. Ryman now carry the title of "conductor", and Jerome J. Brown is an engineer.

Conductor H. O. Moe, who has operated on the Andover line for a good many years, has retired. Engineer Frank C. Frederickson has also turned in his rule book and keys.

Engineer Charlie Ross and his wife have packed up to spend the winter in Florida. "Be back about Apr. 1," said Charlie.

Agent B. G. Bongard of Plato died suddenly Dec. 9. He had been at Plato ever since he started to work for the Road in 1910.

Conductor Wally Natzel, who recently underwent an operation, feels again like a million.

Engineer J. E. Cunningham died of a heart attack Dec. 12, after finishing up the day's work.

George Daniels and his wife have returned from a trip to Seattle where they attended the golden wedding of George's brother Ed, a former Montevideo switchman.

That picture of Retired Section Foreman Coldevin Anderson, now of Santa Ana, Calif., which accompanied his Christmas card just goes to show how young you get when you retire.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Assistant Chief Operator Mervin Nimbar is on vacation at this writing, being relieved by Duane Hansen. Ticket Agent J. S. Nilan and wife spent their vacation, including the holidays, with their son-in-law and daughter, Lieutenant Colonel and Mrs. Robert Barthle, and family in Alabama. Jack was relieved by Oley Olson.

Agent J. G. Higgins has bid in the position of agent at Plato. Cliff Bukholz bid in the position of agent at Fairmount when Clayton Oberle was appointed agent at Andover.

Silver Passes were presented last month to Engineers R. E. Ryan and T. J. Tracy of Aberdeen.



RETIREMENT OF H&D VET. Fine weather for ice fishing was a deciding factor in the recent retirement of Conductor Frank Reeve, who is shown arriving home in Milbank, S. D., after his last run of 52 years of service. He planned to spend a good part of the winter at his fish house on Big Stone Lake. Mr. Reeve, born at Parker, S. D., in 1888, is a member of a homesteading family which traveled from Wisconsin to South Dakota by ox team. He started as a section hand in 1905, made his first run as a brakeman in 1906, and as conductor in 1912. He has worked on the Sisseton and Fargo Lines and between Aberdeen and Montevideo. (Milbank Herald-Advance photo)

Trans-Missouri Division

WEST

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

Christmas tree sales in Miles City this year were handled by the Miles City Babe Ruth League. Proceeds will go towards the support of the Babe Ruth and Little League baseball program.

The annual Christmas party of the Women's Club was held Dec. 3 in the club room. The feature of the program was a vocal chorus of five junior high boys. Carols and a variety of songs were sung by the ladies, with Mrs. K. S. Casey accompanying. Gifts were exchanged and lunch was served by the hostesses, Mmes. H. E. Smeed, Percy Geelhart, Jack Werner, Bill Mauer, Duncan Finlayson and Casey.

Mrs. H. F. Sandman was recently installed as president of the Ladies Auxiliary of the Brotherhood of Railway Trainmen. Other officers installed were: Mrs. Dwight Roberts, past president; Mrs. R. E. Beauchot, vice president; Mrs. V. L. Farley, secretary; Mrs. L. V. Hinricks, treasurer; Mrs. H. E.

Zuelke, conductress; Mary Lynn Zuelke, warden; Mrs. S. E. Moss, chaplain; Mrs. E. Bastian, inner guard; and Mrs. Earl Steiner, pianist.

Gus Waldow has transferred to Lewistown as roundhouse foreman. E. F. Hatzenbuhler, formerly of St. Paul, transferred to Miles City as roundhouse foreman.

Children and grandchildren of employees were the guests of the Women's Club and the Service Club at a Christmas program in the Eagle's ballroom the afternoon of Dec. 15. Following a program of magic by Ken Griffin and some movies, the kids enjoyed Santa Claus and his stockings of treats.

The public was invited to the Service Club program held in the same hall that evening. Ken Griffin again presented a full program of magic. After the program sandwiches with the trimmings were served by Sam Leo and his committee. A dance followed.

Tommy Nugent, son of Mr. and Mrs. T. F. Nugent, who is a junior at Seattle University, was recently named student intramural assistant by the Department of Health and Physical Education.

The county commissioners of Custer

County announced the appointment of Harry Stamp as county treasurer effective Jan. 1. Mr. Stamp was division storekeeper at Miles City before his retirement last October.

A Gold Pass was presented recently to Engineer W. C. Almquist of Miles City. Engineer T. G. Kelly and Carpenter Peter Brooks of Miles City received Silver Passes.

Rocky Mountain Division

EAST END

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

Lou C. Boedecker, retired conductor, passed away in Helena Christmas Day. Mr. Boedecker had worked between Deer Lodge and Avery for many years. He was just recently elected railroad commissioner, and had also held a job as warden of the state penitentiary at Deer Lodge for a number of years. He had a wide circle of friends who will mourn his death.

Ferrell Rushton, son of Brakeman Rushton, completed his basic naval training at San Diego, Calif., and spent the holidays with his parents in Three Forks. Pfc. Bob DeGidio, son of Fireman DeGidio, was also home for the holidays. He is stationed at Fort Lewis, Wash. Larry Adams, Sp.3DT, son of Conductor Charles B. Adams, spent a 15-day leave with his parents—he is also at Fort Lewis. Darrell Lebert, HM, also visited with his parents, Conductor and Mrs. Carl Lebert, over the holidays. Darrell is attending laboratory technician school in San Diego.

We were sorry to hear of the sudden death of Retired Engineer William Whitehead at his home in California last month. Mr. Whitehead had worked for many years on the Rocky Mountain Division and had a lot of friends here.

Engineer Thomas E. Whalen retired Dec. 1. Mr. Whalen had worked for the Road 48 years. He started in 1908 as a roundhouse helper at Sanborn, Ia., and came to Deer Lodge in 1914, hiring out as a fireman. He was promoted to engineer in 1944. Mr. Whalen plans to move to Glendale, Calif.

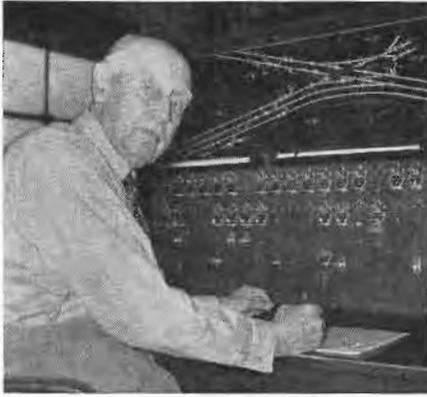
Engineer Charles Guiot also retired Dec. 1 after a long 54 years of railroading. Mr. Guiot hired out to the Northern Pacific as a call boy in his early years, went firing for the same company, and later transferred to the Great Northern. He came to the Milwaukee in 1910, on which he was promoted to engineer in 1943. He has the distinction of holding the longest continuous membership in the firemen's lodge of any fireman on the division. Mr. and Mrs. Guiot, who last month received their Silver Pass, will make their home in Three Forks.



THE BUSIEST MAN IN TOWN last month pays a visit to the children's party given by Aberdeen (S. D.) Chapter of the Women's Club. Among the children of employes who shared the contents of his sack were, from left: Melody Sampson, daughter of Fireman Art Sampson; Carol Johnson, daughter of Instrumentman V. L. Johnson; Emilie Mack, daughter of Second Assistant Chief Operator L. F. Mack; and Steven Ellsworth, son of District Adjuster R. F. Ellsworth Jr. In his regular line of work, the whiskered one is known as E. G. Claffin, agricultural agent with headquarters in Aberdeen.



LAST RUN of Engineer E. L. "Ed" Nemitz of Montevideo shows him with an escort of HGD associates. From left: Chief Dispatcher R. D. Mathis, Aberdeen, Conductor Dan Ryan, Minneapolis, Engineer Nemitz, and Trainmaster B. J. McCanna, Aberdeen. Engineer Nemitz retired last month after 49 years and 8 months of service.



E. R. "ED" DERRICKSON RETIRES. Closing a railroad career that began in 1900, Ed Derrickson, telegrapher at tower A-5 in Chicago, who is well known on the railroad for his activities in the O.R.T., retired Dec. 1. Mr. Derrickson worked for five other roads before Feb. 29, 1905 when he started on the second trick at Rondout. From then until he retired he was agent and telegrapher at 16 stations. Starting in 1908, he was local chairman for the Chicago Terminals and the CG relay office for more than 40 years, and for many years was also general secretary-treasurer of Division 23. He and Mrs. Derrickson will spend some time in Montana where they own a section of land—"I love it out there", Mr. Derrickson says—and with their son, an electrical engineer with General Electric, and three grandsons.



FAMILY BUSINESS. Two father and son teams at the Council Bluffs yard agree that working for the same company has many advantages—"We get a chance to see each other more often, and have better opportunities for family get-togethers." Shown here are, from left, Switchman Ted Rice with his son Norman, and Switchman Ed O'Brien with Chief Clerk Sidney O'Brien. The senior Mr. Rice is a 34-year veteran while Norman joined the ranks last year. Ed O'Brien has six years of service and his father has been with the Road 13. (Council Bluffs Nonpareil photo)



◀ **OFF TO A GOOD START** for his retirement, Carman John Crider of Othello, Wash., is shown receiving his Silver Pass from Car Foreman P. A. Yates. Mr. Crider spent his entire 45 years of service in the Othello car department. A native of Washington, his interests are all there and he and Mrs. Crider intend to continue living among their children and long-time friends. The number of good fishing lakes in the vicinity of Othello may or may not have something to do with this decision.



▲ **MAKES LAST AFTERNOON HIAWATHA RUN.** Milwaukee Division Conductor Walter H. Kranz shown leaving on the Milwaukee-Chicago run of the Afternoon Hiawatha Dec. 20 for his last trip of 41 years and three months of Milwaukee Road service, in more than 50 years of railroading. He returned on the Pioneer Limited. At Milwaukee, a group of fellow employes gathered around at departure time to present him with a retirement gift. Mr. Kranz was for many years local chairman of the O.R.C. and also served as legislative representative for several terms. (Milwaukee Journal photo)



ALL FOR THE LITTLE ONES. Straight from his North Pole headquarters, Santa Claus is shown arriving in Wausau, Wis., Dec. 15 on the southbound Tomahawk. His visit was arranged by the local chapter of The Milwaukee Road Women's Club. Each boy and girl received a bag of candy from Santa and a treat of cookies and milk. The club plans to make his visit an annual event. (Wausau Record-Herald photo)

If you can keep your head when all about you are losing theirs—maybe you just don't understand the situation!



45 YEARS AT MASON CITY. Warehouse Foreman C. D. Hixson and Yard Conductor A. H. Lunsman (seated, from left), who rounded out 45 years of continuous service at Mason City last month and thereby qualified for Silver Passes, pictured as they were being congratulated by Assistant Superintendent A. C. Novak (left) and Agent W. K. Peterson. Mr. Hixson started as a freight handler and was promoted to foreman in 1915. Mr. Lunsman, who began as a waterboy with extra gangs around Mason City, has worked as relief yardmaster for many years. Mr. Novak has since been appointed superintendent at Miles City, Mont.

L & R Division

THIRD DISTRICT

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

Silver Passes were presented recently to Engineer James H. O'Brien, Section Foreman Gilbert Jensen and Walter Rush, and Car Department Employees Henry Feind and Minard R. Borman. All are continuing in active service.

Retired Engineer and Mrs. Charles Lattimer recently celebrated their golden wedding at a high Mass in St. James Catholic Church in Wausau. Participating in the ceremony, at which their vows were renewed, were the couple's wedding attendants, Mrs. Guy Reynolds, wife of retired storehelper, and Harry Theiler, one of Mrs. Lattimer's eight brothers. A dinner was served in Brennan Hall to about 125, and a reception for 500 held later at the Elks Club.

Train Baggage man George Cade, who retired in 1947 on account of disability, passed away recently at his home in New Lisbon, following a heart attack. Funeral services were conducted at New Lisbon. He is survived by his widow.

Michael Hoerter, retired carman, 81, passed away recently at Wausau. Funeral services were held in St. Paul's Evangelical Church, with interment at Wausau. Mrs. Hoerter passed away last Nov. 4.

Forty members of the Women's Club attended a potluck luncheon as a highlight of their Christmas party in the YWCA at Wausau Dec. 21.

Conductor and Mrs. W. J. Hayes recently vacationed in Indiana and Pennsylvania; Cashier Margaret McGinley with relatives in Phoenix, Ariz., during the holidays. Fireman Ken Conklin spent his vacation at his cottage in Deerbrook during the deer season.

Wintering in Florida are Retired Engineer and Mrs. Gus Raese, Retired Car Foreman and Mrs. Alex Sawdy and Retired Train Dispatcher and Mrs. Claude Williams.

The University of Wisconsin has announced that Ronald Janz, son of Engineer Fred Janz, has won sophomore honors in the College of Engineering.

Veteran Section Laborer Otto Block of Schofield has retired. Otto plans to spend much of his time fishing and hunting, sports he thoroughly enjoys.

Veteran employees of the car department, Ike Borman and Leo Ziebell, have retired. Ike and Leo, who have looked forward to retirement, have not made any particular plans other than to continue their customary zest for living.

FIRST DISTRICT

Peter Paul Comiskey, a retired employe of the Tomah shops, passed away Dec. 24 at the age of 84. His death

occurred at the home of his son, the Rev. Father Eugene A. Comiskey, pastor of St. Joseph's Catholic Church in Adams, Wis., with whom he had made his home in recent years. His funeral was held at St. Mary's Church in Tomah with his son officiating, and with more than 30 priests in attendance. "Pete" Comiskey was almost a lifelong resident of Tomah where he operated his own business before going to work for the railroad. He was active in politics of the old Progressive Party of Wisconsin. Besides his son, he is survived by two daughters, Mrs. Robert Uptmor of New Orleans and Mrs. Lloyd M. Parks of Columbus, Ohio, a sister, Mrs. Abel Hartung of Chicago, two grandchildren and a great-grandson.

Silver Passes were issued recently to Conductor O. A. Dengel of Oconomowoc, Operator G. J. Poeschl and Yard Conductor S. F. Ostrom of Wabasha, Conductor C. H. Omundson, Red Wing; Baggage man M. R. Shackley, Watertown; Engineer W. R. Butzlaff, Portage, and Conductor E. J. Goggin Sr., Switchman H. W. Hilbert and Motor Truck Operator William Papenfus, all of La Crosse.

I M & D Division

EAST END

Erle Jorgensen, Correspondent
Office of Dispatcher, Austin



A. H. Guse

A. H. "Al" Guse, whose 60 years of service were tops on the IM&D engineers' seniority list, made his last run to Mason City on Nov. 29. He had been on the Mason City-Sanborn run—Nos. 22 and 11

—for more than 20 years. Mr. Guse started in the roundhouse at Sanborn as a call boy when he was 14. He was promoted to fireman in 1901 and to engineer in 1906, and had worked continuously at the latter job until he retired. Both he and Mrs. Guse enjoy good health and plan to continue living in Sanborn. They have two children, a daughter who is married to a lieutenant colonel at Fort Bragg, and a son who teaches manual training in Brighton, Colo.

Gold Passes were presented recently to J. C. Kutil, agent at Lane, S. D., and to A. E. Sexter, operator at Faribault. Silver Passes went to the following Mason City employes: Conductors A. D. Anderson and G. W. Cahalan, Yard Conductor A. H. Lunsman, Engineer A. J. Zeller, Retired Engineer B. Doolan

The Milwaukee Road Magazine



The 10% Tax
on passenger fares
and the 3% Tax
on freight charges



are taking money
out of your pocket!

These U.S. taxes—left
over from World War II—
should be Repealed!

ASSOCIATION OF AMERICAN RAILROADS

In Hometown America



and Warehouse Foreman C. D. Hixson; also to Engineers C. L. Shugart and H. L. Speulda of Sioux City; Engineer L. E. Everton, Yankton; Agent C. A. Joynt of Emmetsburg; and Agent G. P. Staley, Ruthven.

Yardmaster M. D. Darr, who suffered a heart seizure, has returned home and at this writing is receiving visitors.

Violet L. Beatty, trainmaster's clerk, has returned from a vacation in Denver and Fort Worth, Tex.

V. G. Pike has been appointed agent-telegrapher at Bradley, S. D., and L. F. West agent-telegrapher at Dell Rapids.

Mrs. Jacob Bartley, recovering from surgery, is at the Ulrick Rest Home in Austin at this writing. Engineer George Jensen, who has been at the Rochester Clinic, was to report back in December for further treatment. He has been off since July.

Moving day is over for Chief Dispatcher C. B. Davis and Roadmaster R. E. Gray, both transferred recently to Austin.

S. O. Jones, now trainmaster at Milwaukee, advises that he is now the father of three boys. Son Mark arrived Nov. 8.

Engineer Otto E. Schoenecke passed away at St. Olaf Hospital Dec. 1, at the age of 59. He was a 35-year man, working at Madison, S. D., before moving to Austin. He was promoted to engineer Nov. 6, 1937. He is survived by his wife and children at Austin.

Dirk E. Vandervoort, agent-telegrapher at Dell Rapids, passed away Nov. 6. He is survived by his wife Vella, now living in St. Paul. Laurance A. Coop, agent-telegrapher at Sexton, Ia., passed away at his home in Algona, Nov. 24. He is survived by his widow.

S. A. Finnegan, agent-telegrapher at Owatonna, is making a good recovery from surgery. At this writing he is being relieved by Ronald Rathke. Also, A. E. Sexter, telegrapher at Owatonna, is off due to ill health and is being relieved by C. H. Swenson.

Mrs. T. M. Akelson, agent-telegrapher

at Spring Grove, has been granted a leave of absence. At this writing R. E. Vischer is relieving.

Emil Popper, clerk at Sioux City, has retired after 43 years of service. Mr. Popper started in 1916 as an extra gang timekeeper, working between Marion and Perry, and was also timekeeper at Sioux City before leaving for Army service in World War I. Upon returning from France in 1919 he became roadmaster clerk and baggage agent in Sioux City, filling that position until April, 1956.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Hard luck befell Operator H. N. Bichler who slipped on the ice Jan. 2 and dislocated a shoulder. He will be off for some time.

M. E. Lossman, first trick operator at tower A-3, is back to work after suffering a broken leg earlier in the winter.

Agent A. D. Campnell departed shortly after the first of the year for the sunshine of Florida.

At this writing Agent J. J. Blauw of Avalon is still off, due to a dislocated hip.

Employees retiring in December included Conductor E. O. Strommen, Brakeman George Carron and Engineer Art Ivens.

We were happy to hear of the appointment of Train Dispatcher Chad Anderson as train rules examiner on Lines West.

THIRD DISTRICT

D. A. Manninen, former operator, has transferred to the First District as relief operator in the Chicago Terminals.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Superintendent, Spokane

Duane Ray, perishable freight inspector, Othello, is planning to spend some time with his mother in Mason City, following his stay in the Moses Lake hospital after his accident last summer.

M. F. Bell, relay operator at Spokane, suffered a cerebral hemorrhage on Dec. 27 and at this writing is in a serious condition in a Spokane hospital. We are all hoping for his recovery.

The news of Lou Boedecker's death was a shock to employees here. He had just recently retired as conductor on passenger and had been elected to a post on the Montana railroad and public service commission.



NEWLY MARRIEDS. Veryl C. Hoek, sectionman at Marion Jct., S. D., with his bride, the former Sharon Treszen, following their recent marriage in the Emmanuel Presbyterian Church in Marion. Both are graduates of the Marion High School. Veryl, a Navy veteran of four years' service, is the son of Section Foreman Carl Hoek of Marion.

Malden Chapter of the Women's Club served 40 guests at a luncheon on Nov. 27. It was followed by a business meeting conducted by the 1956 president, Mrs. Howard Barrill. The following officers were elected for 1957: Mrs. Leroy Sands, president; Mrs. Roy Krebs, first vice president; Mrs. Burrill Trowbridge, second vice president; Mrs. Lewis Plybon, secretary; and Mrs. Dick Liberty, treasurer.

On Dec. 18 the chapter had its Christmas party with an exchange of gifts. About 30 members were served a delicious lunch by hostesses Mrs. Dick Liberty, Mrs. Roy Krebs and Mrs. C. C. Preston. Officers were installed, with Mrs. N. A. Reams officiating.

Spokane Chapter of the club, under the leadership of Mrs. George Weseman, held a luncheon on Dec. 19, followed by an exchange of gifts and card playing.

Mrs. Joe Wagner of Malden celebrated her 86th birthday on Dec. 1 with an open house.

Baggageman C. F. Donovan retired on Dec. 13, under the new retirement agreement of trainmen 70 years or over on Lines West.

On Dec. 29 Engineer Tracy Boyle made his last trip into Spokane. So with the first day of January, Mr. Boyle started out on a new life of retirement.

A Texan rushed up to a ticket window and demanded a ticket on the next train. "Where to?" asked the clerk. "To anywhere at all", boomed the tycoon. "I got business all over, son!"

January, 1957

PROMOTION ON THE WAY? BE READY WHEN IT COMES!

The I. C. S. method prepares you fully
for your next step up the ladder!

With I. C. S. training under your belt, when the time comes to move up, you can move with confidence—knowing you're fully prepared.

Whatever phase of railroading you're in, there's an I. C. S. course that can help you in your career. Every course is supervised by practical railroad men—men who know the ropes, who know your problems and how to solve them from firsthand experience.

You study at home, in your spare time. Clear, easy-to-follow instructions lead you through every step. You receive personalized guidance from the I. C. S. instructor assigned to you.

Send the coupon today for complete details!
You'll be glad you did!

INTERNATIONAL CORRESPONDENCE SCHOOLS

Box 09074A, Scranton 9, Penna.

Explain fully about your course marked X

- | | | |
|--|--|---|
| <input type="checkbox"/> Railroad Administration | <input type="checkbox"/> Diesel Electric Locomotive | <input type="checkbox"/> Radio |
| <input type="checkbox"/> Accounting | <input type="checkbox"/> R. R. Diesel Engineer & Fireman | <input type="checkbox"/> Television |
| <input type="checkbox"/> R. R. Air Brake | <input type="checkbox"/> R. R. Diesel Machinist | <input type="checkbox"/> R. R. Apprentice Training |
| <input type="checkbox"/> Blueprint Reading | <input type="checkbox"/> Electrical Engineering | <input type="checkbox"/> R. R. Car Repairer |
| <input type="checkbox"/> Bridge & Bldg. Foreman | <input type="checkbox"/> Electronics | <input type="checkbox"/> R. R. Engineering |
| <input type="checkbox"/> R. R. Car Inspector & Air Brake | <input type="checkbox"/> Machinist & Toolmaker | <input type="checkbox"/> R. R. Rate Clerk |
| <input type="checkbox"/> Carpentry & Millwork | <input type="checkbox"/> Mathematics & Mechanics for Engineering | <input type="checkbox"/> Roadmaster Section Foreman |
| <input type="checkbox"/> Chemistry | <input type="checkbox"/> Mechanical Engineering | <input type="checkbox"/> Supervision |
| <input type="checkbox"/> Civil Engineering | <input type="checkbox"/> Plumbing & Heating | <input type="checkbox"/> Surveying & Mapping |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> Personnel — Labor Relations | <input type="checkbox"/> Telephony |
| <input type="checkbox"/> Construction Engineering | | <input type="checkbox"/> Traffic Management |
| <input type="checkbox"/> R. R. Diesel Electrician | | <input type="checkbox"/> Welding — Gas & Electric |
| | | <input type="checkbox"/> High School |

Name _____ Age _____

Home Address _____

City _____ Zone _____ State _____

Occupation _____

Attention—Members of the Veteran Employes' Association

THE dues for 1957 are now payable.

When checks are sent to the secretary, Florence M. Walsh, please bear in mind that, effective Jan. 1, 1957, the dues were raised to \$2.00 per year. Address remittances to Miss Florence M. Walsh, Room 383 Union Station, Chicago 6, Ill.

Chicago General Offices

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

On the evening of Dec. 15, June Mathisen (alto) opened her home to our members, the occasion being threefold—the club's 20th anniversary; Marguerite Nunes' (soprano) departure for California the early part of this year to be reunited with her daughter Virginia, a talented entertainer, who was formerly a member of the choral club; and to honor David and Marilyn Kronon who were married last summer. A beautifully decorated anniversary cake adorned the buffet table, together with a gift and corsage for Marguerite and a floral centerpiece for David and Marilyn. The recreation room was decorated in holiday style. June, who is quite a photographer, was busy a good share of the time taking movies. The games were fun. If you have never played "Pass the Hat" and "My Bonnie Lies Over the Ocean" you might contact June, Rosebud Wennerberg or any member of the club for instructions. Save your old hats for party occasions—these games are excellent mixers.

The Costantis, Angelo and sisters Mary, Jean and Patricia, brought their musical instruments and gave a fine demonstration of what they do in their

spare time. There was some mighty fine fancy dancing, too. The Costantis joined the club last fall. Other new members are Wanda Szypulski, Edward Rumps, William Fryberg, Flossie Padgett and Robert Lundblom.

On Dec. 28 club members attended the Apollo Club concert at Medinah Temple. The Messiah was presented under the direction of Henry Velde of Augustana College, Rock Island. As you know, Ed and Evelyn Stoll are very active in this organization.

PASSENGER TRAFFIC DEPARTMENT

W. V. Peterson, Correspondent

Mary Ann Pierce, reservation clerk, and Ken Neuman, ticket seller, have announced their engagement and are planning to be married in March. Norm Mondrall, PTM's office, informs us that Miss Alice Felezak of Mundelein, Ill., has said "yes", and the date has been set for April.

William Wallace, APTM, presented his views on the bright future of rail passenger traffic before a group of travel men at the annual Christmas luncheon of the Chicago City Passenger Agents. Your correspondent had the pleasure of portraying Santa Claus at this affair.

The new shipping clerk in the advertising department is M. L. Sorensen, who joined the passenger department family last month.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Two of our servicemen, Don Devitt and Louie Arnone, were in for a brief visit. The change of climate and their new living conditions seem to agree with them. Louie's only complaint is that he has to polish the sole of his shoes as well as the uppers. Don will be leaving for duty in Germany and Louie is to be transferred to Camp Gordon, Ga., for military police duty.

Hattie Kosen vacationed in Philadelphia; also Mr. and Mrs. Clarence Johnson.

We are glad to report the return of Mildred Hollingsworth after a two months' sick leave.

Our friend and retired co-worker, Vincent Hunt, is still hospitalized at this writing. Mrs. Hunt reports his condition regularly.

Just when Fran Spurling was getting to the top of an uphill climb after a siege of ill health, she fell and broke a hip and had to enter the hospital again.

Marie Horatt recently celebrated 39 years of service with the Road.

Mr. and Mrs. Alan Osmundsen announced the arrival of little Penny on Dec. 7. This is the first arrival for them.

Sympathy was extended to Eleanore Feeley on the death of her father.

QUIZ answers

1. Eight.
2. The operating department.
3. In a drawbridge.
4. To absorb shock between cars.
5. Class "R."
6. A tap line.
7. More. (Usually 9 feet 2 inches or 9 feet 4 inches.)
8. Freight cars.
9. In diesel-electric locomotives.
10. The same number of each.

P. D. Carroll Trucking Co.

CHICAGO, ILLINOIS

ESTABLISHED 1880

Performing Pick-up and Delivery Service

for Railroads in Chicago

Pool Car Distributors — Receiving and Forwarding

Grain Doors

Railroad Cross Ties

Hardwood Lumber

Timbers

Webster Lumber Company

3410 University Avenue S.E.

Minneapolis 14, Minnesota

PURCHASING DEPARTMENT

R. M. Nordin, Correspondent

We doff our hats to Herb Koegel, return material clerk, for a good selling job. This time it is for getting his neighbors in Arlington Heights to ride the "City of Portland" to that city.

"MEET YOUR PURCHASING DEPARTMENT": While vacationing, have you ever felt a little homesick, but proud, when you saw a freshly painted Milwaukee Road freight car as you pulled into Philadelphia, Los Angeles, or Houston? Well, Frank Casey handled the purchase of the paint on that car, keeping careful check to see that it meets our specifications as to durability, color, price, and the many other factors that make it a good investment for the Road.

Home to Frank and Mrs. Casey is La Grange, Ill. The other member of the family, Margaret Mary, is a student nurse at St. Mary's College in South Bend, Ind. Railroad and Purchasing are not new to Frank. Starting with the Road in October, 1920, in the store department, he transferred to the purchasing department in 1929. In 1942 he was appointed chief clerk and office manager, and in 1951 senior buyer.

Purchasing is not just a matter of placing an order with a convenient source of supply. It entails a lot of knowledge and leg work to obtain the best in safe, durable and economical materials. One of its essential phases is working closely with other departments. Along this line, many employes have been in contact with Frank Casey. To list the materials Frank purchases would take more space than can be spared, but a look out of the nearest window will reveal many of these items, such as a crane or ditcher, cement for a loading dock, automobile or truck tires, and track tools, to name a few.

This is just a short biography of a fellow who is always on the lookout for new and better materials to make our jobs safer and more secure, while saving money for our company.

Meet Bob Nordin



WHEN Robert M. "Bob" Nordin joined the Magazine staff last month to report the purchasing department news from Chicago, his first contribution was aimed at introducing the Chicago purchasing force to Milwaukee Road people all over the system. In reverse of that procedure, here's an introduction to our new correspondent—step up, folks, and meet Bob Nordin.

Bob has been with the purchasing department in Chicago since 1941, signing on the morning the newspapers were screaming with headlines from Pearl Harbor. A short time later he was in a Navy uniform and headed for the Pacific Theater, where he was stationed for the duration of the war. Returning to the railroad in the spring of 1946, he was made assistant head of the tie bureau and later office assistant. His promotion to office manager became effective last April.

On the personal side, Bob is a bowler. He is married—his wife's name is Mary—and the owner of a new home in the model suburb of Park Forest, Ill.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

George Kullowitch presented Dolores Kosydar with a lovely engagement ring for Christmas. Dolores is employed in the computing bureau of the auditor of passenger accounts office.

Sympathy was extended to Pete Mascillino on the death of his brother.

Again we were remembered by former employes of our office during the holidays. Greetings were received from Margaret Gallagher, Sophie Duckers, Pearl Sacks, William Roloff, John Bove, Martin Murphy and Carl Denz. Elsie Graening personally delivered her wishes for a Happy New Year.

Juanita Duvall of Keypunch received a birthday present in the form of an engagement ring from Frank Balanoff on Dec. 27.

Our new office girl is Linda Maggiore.

OFFICE OF FREIGHT AUDITOR

Betty Chiolak, Correspondent

E. M. "Ed" May, well known Chicago accounting department veteran, was presented last month with a Silver Pass. He chose at the time to announce his retirement from the force of the assistant comptroller. All of Mr. May's 45 years of service were in connection with the Road's freight auditing system. In his first years he served in a succession of clerical positions, principally on statistics and in the revising and transit bureaus. Starting in 1924 he was promoted to head of the revising bureau, later to chief clerk of the freight auditing department, and in 1926 to assistant freight auditor. He served in the latter capacity until June, 1946, when he was appointed special accountant for government freight accounts on the assistant comptroller's staff. For the present, Mr. May's retirement plans center on remaining in Chicago and "keeping up with my family". He and Mrs. May have two children, and

CARTER BLATCHFORD CORPORATION

80 E. JACKSON BLVD.
CHICAGO

RAIL JOINTS

Reformed and heat treated
to meet specifications for
new bars.

T-Z PRODUCTS ALWAYS GIVE UNEXCELLED SERVICE

T-Z "CLINGTITE" DUST GUARD PLUGS
MW JOURNAL BOX LIDS
DUO-THERM FUEL OIL HEATERS
T-Z PIPE CLAMPS for all type cars
T-Z "AB" BRANCH PIPE TEE BRACKETS
T-Z RETAINING VALVE BRACKETS

T-Z Products, As Standard Equipment, Prove
Their Merit

T-Z RAILWAY EQUIPMENT CO.
CHICAGO, ILL.
G. S. Turner

"M - F"

- Lock Nuts (3 types)
- Water-tight Bolts
- Lock-tight Floor Clips
- Collar Bolts

MacLean-Fogg Lock Nut Co.
CHICAGO, ILL.

seven grandchildren between the ages of one and fourteen, all living in Chicago.

Wedding bells rang on Dec. 15 for Dora Vasquez and Frank C. Lumpp, at St. Alphonsus Church. A reception was held in the evening. Blanche Debs was matron of honor.

Incidentally, we are sorry to report that Blanche fell at her daughter's home on Christmas Eve. It must have been quite a tumble for she will be laid up for a few weeks.

"It's a girl!" for Pat Patoek and her husband Ed. Little Kathleen Marie was born on Dec. 19. Kenneth Stark brought us news that his wife Alberta had a sweet little bundle of joy, Deborah Ann, on Dec. 29.



**"Look, I can use
my hands again!"**

Let's Finish the Job!

**JOIN THE
MARCH OF DIMES
IN JANUARY**

Jim Harvey, head of the review bureau, announced that he became a grandfather on Jan. 3. The new granddaughter was named "Ann Marie."

Juanita Peters left Dec. 31 to await her baby, due to arrive in March.

Two of our girls received engagement rings in December, Lydia Kerath from Walderman Jagnuss, and Charlotte Kouds from Eugene Nick.

Visiting us from Merrimac, Wis., on Dec. 20 was George Christ, retired review clerk.

Jim Murrin, review bureau, enjoyed the Christmas holidays with his daughter in Denver, and also stopped in to see Matt Sweeny, former review man. Matt, he said, is looking very well. We want to return the greetings he sent with Jim.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

On Dec. 25, Dolores Kosydar became engaged to George Kulowitch.

June Mathisen, on vacation in Miami Beach, Fla., visited with John Milton, formerly of this office, who is now in the night club business in Hollywood, Fla.

Dorothy Shermer spent the holidays in Springfield, Mo., Marion Ritter at her home in northern Wisconsin, Bessie White in Pittsburgh, and Edna Anderson in Boone, Ia. Edna also won a prize in the Name the Face contest in the Chicago Tribune.

OPERATING DEPARTMENT

G. C. Harder, Correspondent
Office of Vice President-Operation

Cynthia Lee Schiffer, daughter of Roy G. Schiffer, car distributor in the transportation department, was married to Bruce Pershing at a candlelight service in St. Luke's Church, Park Ridge, Ill., on Nov. 24. The couple spent their honeymoon in Florida and are now at home in Des Plaines, Ill.

Telegraph department employees who remember the former Alice Mae Paulson, daughter of Russell E. Paulson, assistant engineer in the office of chief engineer, who was a vacation time messenger some years back, will be interested to learn that her husband, Ray

Hanrahan, was elected attorney for Polk County, Ia., in November. The Hanrahans were hosts at a victory reception in the Hotel Fort Des Moines on national election night.

Madison Division

Friends of E. O. Jeffrey, retired veteran conductor, will want to know that Mrs. Jeffrey passed away in a hospital in De Land, Fla., on Dec. 22. She had been ill since spring. Burial was in Milton, Wis. The Jeffreys, who lived in Janesville for many years, moved to Florida in 1952 immediately after Mr. Jeffrey retired. In addition to her husband, Mrs. Jeffrey is survived by two sons, Gilbert H. of Philadelphia and H. Ellsworth Jeffrey of Rock Island, five grandchildren and one great-grandchild.

In recent months, Gold Passes were issued to Conductors H. M. Howland and T. G. Murphy of Janesville; Engineer E. C. Duxstad, Milton Junction; Engineer E. J. Dibble, Milwaukee and Agent T. G. Lawless, Avoca. Silver Passes were presented to Conductor J. P. Weber of Milwaukee; Agent C. A. Howard, Darlington; Engineer Ray Hutter, Trainman C. C. Christensen and Storekeeper F. J. Dempsey of Madison; Conductor H. A. Brice, and Section Foremen P. E. Stilwell and F. T. Jones of Beloit; Section Foreman F. W. Daubert of Monroe; and Engineer John Swedish and Conductor N. J. Barry of Wauwatosa.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

Peter Wieb passed away on Nov. 29 after an illness dating back several years. "Pete", as he was better known, entered the service of the Road as a switchman in the Chicago Terminals on Feb. 2, 1925, and during his 31 years of service was a well liked and conscientious worker. The entire terminal joins Mrs. Wieb in mourning the loss of her husband.

Eugene Waletich, IBM operator, had interesting news recently from his father,

WEST COAST WOOD PRESERVING CO.

*We are proud to serve "The Milwaukee Road"
in supplying treated ties and structural timbers.*

Office: 1118-4th Avenue, Seattle, Wash. | Plants: Eagle Harbor and West Seattle

an agent for the St. Paul Mutual Insurance Co. at Sisseton, S. D. The senior Mr. Waletich sent pictures of a lake cottage he has just built, standing 66 feet into the sky—an "Ivory Tower of the Prairies." Each floor is to feature something different, such as a Cowboy Room, an Indian Room and so on, and the top is reported to be a choice spot from which to hunt ducks. The tower is on Clear Lake on our H&D Division, on South Dakota highway 10.

Trainmaster Bob Lewin and his family were welcomed back to Bensenville, where Bob is again on duty in the yards.

Conductor Vince Lacey welcomed his son Jerry home from Germany and daughter Pat from Hickam Field for the holidays. Both were released from the armed forces in time to reach home for Christmas.

"Juggy" Jarozewski, J line conductor, is showing some interesting pictures taken with his Christmas gift, a Polaroid camera. The pick are of his dog and parakeet in some companionable poses.

Switchman Harry Stanley and his wife Roberta dropped into the Western Auto Store in Franklin Park just before Christmas with their youngsters—Harry Jr., 6, Amanda, 5, and Erma Jean, 2—to see Santa Claus. Santa was—you guessed it—Train Director Joe Camp.

To the fellows who gave a Christmas box to the Mota family of five children and their widowed mother, the Motas say, "Thank you and God bless you." The Motas, who lived for a long time around Bensenville, now live in Chicago. We are glad to report that the children are all doing well in school. We have been giving them a box for Christmas ever since their father passed away.

GENERAL

It has just been brought to our notice that Herbert C. Brooks, a former switchman in the Chicago Terminals, passed away last July at his home in San Pierre, Ind. His death resulted from a stroke following an accident. He is survived by his widow Lydia, who is now living in Chicago. Mr. Brooks last worked for the company in 1949.

GALEWOOD

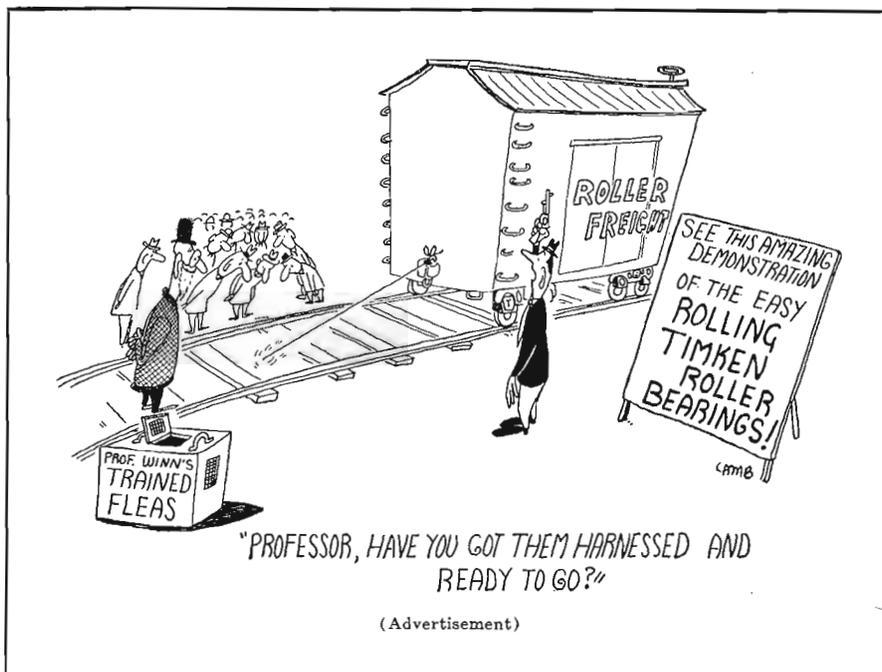
Norma Gunderson, Correspondent

Frank Dominick of the car record department is the proud father of Frank Jr. born Nov. 29; the first boy in a family of three girls.

Sympathy was extended to Gilbert Hoven, whose mother passed away at Luverne, Minn., Dec. 13.

Mae Graney, report clerk, is still at home at this writing, but has had the cast removed from her foot, injured in a recent automobile accident.

Stower Henry Sosine is at this writ-



(Advertisement)

ing in the West Suburban Hospital for observation.

The Women's Club served coffee and cake to all employes at Galewood Dec. 20 as a Christmas treat. The Christmas party of Fullerton Avenue Chapter held Dec. 11 featured a fine dinner.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

"Riding the Rails", Lou Gollop's column in the St. Paul Pioneer Press, last month included a reference to the retirement of Engineer Frank C. Frederickson of Minneapolis, after 51 years of service. Switchman Glenn M. Frederickson was a passenger on No. 5 on his father's last run between Minneapolis and Montevideo. The senior Fredericksons have left for Largo, Fla., expecting to stay until April.

Friends of Frank P. Rogers, retired chief clerk to general superintendent, who knew of his recent illness will be glad to learn that he is recuperating nicely. He was released from the hospital on Dec. 4 and is now convalescing at home.

Correction: The picture in the November Magazine of Twin City employes who were honored at the annual all-employe retirement party there Oct. 18 included one identified as Edwin Peterson. An apology is due Mr. Peterson and also the man seated second from the left who has come forward to identify himself as Emil Semantel of St. Paul. Mr. Semantel, a carman, retired last August.

ST. PAUL FREIGHT HOUSE

Gene Voje, Correspondent
Local Freight Office

Alex McCool, assistant cashier, retired on Nov. 30, having completed 40 years of service in our local freight office. He was presented with a gold watch by his fellow employes at our Christmas party on Dec. 20. Joe Kulisheck succeeds Alex as assistant cashier.

Gene Eggert, chief bill clerk, left the Road Dec. 29 to take a position in the traffic department of the Ford Motor Co. in St. Paul. He had been with the Road eight years, in the yards and local freight office.

Dick Thelen, who has been employed in our local freight office as expense clerk the past seven years, has been awarded the chief bill clerk position.

Silver Passes were issued recently to Engineers J. W. Peterson and G. M. Bourgette and to Freight House Employes L. G. Larson and A. J. Thelen.

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

Mrs. R. A. Burns, widow of former general agent, recently returned from a visit in Cherry Point, N. C., with her son Robert, who was recently made a full colonel in the Marine Air Force. Colonel Burns, who has 17 years of service with the force, recently returned from a European trip which included Naples, Paris and Madrid, Germany and England, and also stops in North Africa. Mrs. A. H. Wilkins, widow of former

livestock agent at South St. Paul, accompanied Mrs. Burns.

Irvine Rothmund, retired employe of the St. Paul roundhouse, was serenaded during the holidays by 65 members of the Concordia College Glee Club, who sang the traditional carols at the home of his sister. Mr. Rothmund has been ill for three years, but is now getting along fine.

Eugene Liese, city freight agent, was recently initiated into the Delta Nu Alpha Transportation Fraternity of St. Paul.

Somehow or other the deadline for news came around too fast last month, and we neglected to report that Nick Kosta is back on the job after his operation.

A little note for you lucky people who received poinsettias for Christmas: If you still have them around and want to keep them for next year, the factor that makes the plant bloom the next year is 14 hours of darkness daily, (without even a candle power of light) for about a month before the blooming date. This forces the buds into bloom. Haven't tried it myself, but that's what I've been told by a so-called "expert".

While Mr. and Mrs. A. W. Liese were visiting their son Eugene, city freight agent at St. Paul, for the holidays, Mr. Liese fell and broke his wrist. Mr. Liese Sr. was agent at Appleton for many years, retiring five years ago.

Funeral services for William P. Golden, retired city ticket agent in St. Paul, 61, were held Dec. 28 at Faribault, Minn., with burial in the Fort Snelling national cemetery. Mr. Golden, with the railroad 42 years until his retirement in 1955, died at his home in Faribault. He is survived by three daughters, Mrs. Albert Gieser of St. Paul, and Mrs. Stanley Wall and Mrs. Gordon Peterson of Minneapolis.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Margie Keller, daughter of E. A. Keller of the over and short department, who is head of displays for the T. A. Chapman Co. in the new Capitol Court shopping area, won a loving cup for her store in the Christmas decorations contest held among the stores in the center during last month's holidays.

Harvey Corbett, demurrage clerk, is all smiles over the arrival of his third grandchild, a girl, born on Dec. 16 to his daughter.

Robert Jasinski, who was home during the holidays from Camp LeJeune, N. C., took a few minutes out to visit the office.

On the Thursday preceding the New Year, Fowler Street employes gathered for a snack and a feeling of good cheer around a beautifully decorated tree. Thanks are due Betty Whitford and Josephine Fillier for the arrangements, and Evelyn Scharest for her delicious punch.

Steve Dupay Jr., son of the towmotor operator, was mustered out of service after six years and is now at Muskego.

John Lustig, former employe, visited House 7 pals prior to leaving for Fort Worth, Tex., where he is now stationed. He has served in the Air Force five and a half years and is now a staff sergeant.

Mrs. Mel St. Clair, wife of check clerk, has been ill recently due to a heart condition.

Mrs. Ernst Lochner, wife of a former caller at House 7 now stationed at the Walnut Street crossing, lost her wedding ring 40 years ago and got it back Dec. 20 through what she called a "miracle". One day in 1916, while bak-

ing bread, she took her wedding and engagement rings off and hung them on a nail alongside the sink. Her three-year-old daughter ambled into the kitchen, took the rings off unnoticed, and went out to play. The loss was discovered too late, and a search proved futile. Even advertising brought no results.

The years slipped by and the Lochners moved several times. Their three sons and three daughters married. Eight years ago a William Goetz Sr. and his son were working on the lawn in front of their home when they found a dirt encrusted wedding band. Mrs. Goetz cleaned the ring and noticed engraving on it, but was unable to make out the letters and placed it in a cupboard. Recently she took the ring out while a neighbor was visiting, and the neighbor looked at it and deciphered the engraving as "E. C. Lochner". The telephone directory listed an Ernst Lochner, and after an explanation, Mrs. Lochner knew the ring was hers. The engagement ring is still missing, but Mrs. Lochner believes now that miracles really do happen.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MUSKEGO YARD

Switchman George Lock and wife spent their vacation in the Bahamas this winter.

The Roger Voboril family has a new baby boy, David Roger, born Dec. 13. L&R Division Brakeman S. Sanchez and Mrs. Sanchez are happy with their new daughter, Jennifer, also a December baby. Mr. and Mrs. Thomas Malone have a boy, Richard, born Dec. 17, and South Western Division Brakeman Paul Desrocher and Mrs. Desrocher announced the birth of a daughter last month.

Switchman William A. Moore retired on Dec. 1, C&M Conductor Al Strommen on Jan. 1.

Pat Casey, car record office, has returned to work after being on sick leave five and a half months.

Caller Pete Wilson, who is still ill at this writing, had a pleasant surprise Christmas when a group of friends presented him with a huge "stocking." Pete says he now understands what it means to have it "in the sock."

Switchman Ronnie Freyrer, who is a member of the Milwaukee Weight Lifting Club, one of various such clubs in the state, recently competed in a meet held by the Baraboo unit of the state organization and broke two records, the dead lift—475 pounds—and the total lift—1,295 pounds. Understand this is a

GENERAL MOTORS  **LOCOMOTIVES**
help railroads win  friends and
influence  shippers by running
faster schedules  on time

Electro-Motive Division
GENERAL MOTORS  



HONORABLY MENTIONED. For the seventh consecutive year, a portrait of little Kathleen McCarthy, the daughter of Caller Virginia McCarthy of Milwaukee's Muskego Yard, has won for a Milwaukee photographer an "honorable mention" in the National Photographers Contest. The award is based on the combination of photographic skill and the personality of the picture subject. Kathleen is a second-grader at the William T. Sherman School, a Brownie and a student of ballet.

national honor, making Ronnie "Mr. Wisconsin."

Congratulations are due Casimir (Casey) Magnin on his recent marriage. C&M Division Conductor Ben Smith's daughter Reva was married Dec. 30 in Milwaukee.

Sympathy was extended to the Bruce McDonald family in the recent loss of their month-old son; also to Greg Schueler in the death of his father.

A Gold Pass was presented last month to Engineer J. J. Carr of Milwaukee. Silver Passes were presented to the following Milwaukee employes: Conductor Hugo Blanck, General Yardmaster William Cahill, Yard Conductor William Heims, Stockman and Lumber Inspector A. J. Kulk, and Engineers E. W. Bo-

dien, E. F. Bruss, J. P. Egan, J. Enders, F. M. Kasten, D. P. Murphy, W. J. Ray, V. E. Rounds, G. Smith and W. Stringham.

UNION STATION

Mr. and Mrs. Donald Steckbauer (Marion) welcomed a baby girl Dec. 29 at St. Francis' Hospital in Milwaukee. Name? Patricia Lee. Mr. and Mrs. Norb Kohn announced the arrival of a boy Jan. 7. Norb is in the tracing department of our traffic department.

F. W. Fenner, L&R conductor regularly on Nos. 12 and 23, is recuperating at his home in Watertown after a confinement in Milwaukee Hospital.

A group of our switchboard operators had a Christmas dinner party at the Holiday House which also honored Chief Operator Jenny Sheben, who observed her 30th anniversary of service on Dec. 12.

Mrs. Doris Stullich, secretary to General Agent Birchard, will be leaving the traffic department at the end of the month to join her husband in Chicago. Art Stullich, formerly employed in our traffic department, is now with the traffic department of the A&P Tea Company in Chicago.

Harry J. Wissing, a Milwaukee Road engineer for more than 40 years, died in Mount Sinai Hospital on Dec. 30 at the age of 69. Burial was from St. Anthony of Padua Church. Mr. Wissing joined the railroad as a machinist when he was 17. Illness had obliged him to stop working in October. He is survived by his wife, Christine; three sons, Arthur J., Robert F. and Donald P.; and four daughters, Mrs. Marie Lessae, Mrs. Gladys Beniak, Mrs. Bernice Tierney and Mrs. Rosemary Vosz.

Progress is not automatic; the world grows better because people wish that it should and take the right steps to make it better. If things are ever to move forward, some man must be willing to take the first steps and assume the risks.
—Jane Addams

Coast Division

TACOMA

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

On a cold Dec. 5th Mike Grummel received a 'phone call from Pullman, Wash., informing him that he was the grandfather to a brand-new girl. Mr. Grummel's son-in-law is studying veterinary medicine at the Pullman State College and his daughter has been teaching there the past two years.

Winter holiday vacations were enjoyed by Chief Yard Clerk R. D. Shipley, George Gordon, E. P. Logan, K. D. Alleman, Helen Ivory and Stella Wadkins.

Walter Jennings Jr., son of Store Department Employee Walter Jennings Sr., was married recently to Miss Sally Stapley, daughter of Mr. and Mrs. Keith Stapley of Tama, Ia., in the Little Brown

Founded 1854



RELIED ON
—THE WORLD OVER

KERITE CABLE

THE VALUE AND SERVICE LIFE
OF A PRODUCT CAN BE NO GREATER
THAN THE INTEGRITY AND
CRAFTSMANSHIP OF ITS MAKER.

THE KERITE COMPANY
30 Church St., New York 7, N. Y.

Offices also at 122 S. Michigan Ave.,
Chicago; 582 Market St., San
Francisco; 3901 San Fernando Rd.,
Glendale 4, Calif.; 31 St. James
Ave., Boston

MARSH & McLENNAN

INCORPORATED

INSURANCE

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

Chicago • New York • San Francisco • Minneapolis • Detroit • Boston • Los Angeles
Toronto • Pittsburgh • Seattle • Vancouver • St. Louis • Indianapolis • Montreal
St. Paul • Duluth • Portland • Buffalo • Atlanta • Calgary • Washington • Tulsa
New Orleans • Phoenix • Milwaukee • Cleveland • Havana • London



Still Greater
PROTECTION
for CARS and LADING

CARDWELL WESTINGHOUSE
FRICTION DRAFT GEARS

to absorb horizontal shocks

CARDWELL FRICTION BOLSTER
SPRINGS

to absorb vertical and lateral shocks

•

CARDWELL WESTINGHOUSE CO.
CHICAGO
CANADIAN CARDWELL CO., LTD.
MONTREAL

Specialties
DELICACIES FOR THE TABLE
Frozen Foods, Cheese, Poultry,
Game, Fruits and
Vegetables
E. A. AARON & BROS.
CHICAGO, ILLINOIS

**THE
IMPROVED
FAIR
RAIL ANCHOR**

THIS LARGE BEARING SURFACE
PROLONGS TIE LIFE

THE P. & M. CO.

CHICAGO • NEW YORK • DENVER • ST. LOUIS • BOSTON • ST. PAUL • WASHINGTON • SAN FRANCISCO • MEXICO CITY

Church in the Vale at Nashua. Mr. and Mrs. Jennings went to Iowa for the wedding. The newlyweds will live in Tacoma.

Mrs. Hazel Gottlieb, clerk to the chief carpenter, spent December in El Monte, Calif. with her sister's family. Mrs. Helen MacCaulay took over her duties.

H. F. Love, general chairman of the clerks' brotherhood, Lines West, died Dec. 15 after a short illness. Sympathy was extended to his wife and sister. Mr. Love came to this vicinity from the East in 1910 and worked in the accounting and timekeeping department in the Tacoma freight house until 1917 when he became the first official chairman of brotherhood clerks. He retired from that position Nov. 1.

Holiday greetings were received from A. J. Sorensen, agent at Enumclaw for many years, who retired Dec. 31. He has been ill for some time and is now recuperating in Seattle. Mr. Sorensen recently received his Silver Pass.

Retired Chief Yard Clark O. H. Gutormson "postcarded" Christmas greetings from Arizona.

Sympathy was extended to John Lucchesi in the death of his father Dec. 26. John, formerly employed in the Tacoma freight office and at Spokane, is now freight and passenger agent at Butte.

Russell Munro, sectional stockman, is reported to be doing well after recent surgery. Mrs. T. R. Sullivan, wife of lieutenant of police, also is doing well after recent surgery.

W. S. Johnson, retired pioneer passenger conductor, 86, died at his home in Seattle Dec. 18 after a heart attack.

A. L. Pentecost

ALBERT L. "AL" PENTECOST, a member of a pioneer family of the Pacific Northwest who retired as general foreman of the Tacoma shops in 1949, passed away in a Tacoma rest home on Christmas Day. He was a veteran of 55 years of railroad service.

Mr. Pentecost was born in Panora, Ia., in 1876 and moved to Tacoma in 1883. In the early years of his railroad career he worked at most of the big railroad shops in the Northwest, ending with the Milwaukee at the newly built shops on the Tacoma tide flats in 1909. At the time of his retirement he had been a foreman 32 years, during which only two reportable injuries occurred at the shops, a record which was credited largely to safety measures he introduced.

Mr. Pentecost was widely known as a lover of animals—a memorial to his pet Boston terrier is located just outside the store department building in Tacoma—and a baseball fan. As a follower of the national sport, he had attended 200 World Series games. In recognition of his dedication to the game, a sports writer recently dubbed him "Mr. Fan of Baseball".

Surviving Mr. Pentecost are two daughters, Mrs. Robert Levison of Tacoma and Mrs. Bertha Larkin of Gig Harbor; a son, L. J. Pentecost of Tacoma; five grandchildren and two great-grandchildren.

His death came at the conclusion of a family reunion. Mr. Johnson was the conductor of the first transcontinental Columbian when it reached Tacoma in 1911. He was in service 51 years, 48 as a conductor, having started in Wisconsin and gone west with the coast extension. For a number of years before his retirement he was in shuttle service between Tacoma and Seattle on both the Olympian and Columbian. Surviving are his wife, Melzina; two sons, Lieutenant George P. of the Tacoma police department and Charles G. of Salinas, Calif.; a brother and a sister, two grandchildren and a great-grandson. He was a member of the Brotherhood of Railway Conductors, Destiny Lodge, F&AM of which he was a life member since 1913, and of Tomah Chapter of the Royal Arch Masons which he joined in 1893.

J. V. Anderson, assistant general storekeeper in Tacoma, last month received a Silver Pass.

Mr. and Mrs. Peter Useldinger of Chehalis are looking forward to a big event, the celebration of their golden wedding anniversary on Feb. 2. Open house will be held from 1 to 5 P.M. Mr. Useldinger is a retired boiler maker.



MARRIED IN SEATTLE. Lela Jane Mankey, daughter of D. T. Mankey, assistant treasurer at Seattle, and Sp/3c James Everett Teachey of Goldsboro, N. C., who were married recently at the Mankey home in Bellevue, Wash. They will live in Seattle until Mr. Teachey is discharged from service.

Iowa Division

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

F. F. Foster, who was top man on the division's agent seniority list, recently transferred to the retired list. "Happy", as he has long been known, had 51 years of continuous service, most of which was at Elwell, a station now closed, and Maxwell. He and Mrs. Foster will continue to live in Maxwell.

Another veteran agent who recently joined the retired ranks is J. D. Shippey, who has been on the division since 1916. John went to Granger soon after returning from Army duty in World War I. At that time Granger was the billing station for several coal mines, and the animals of the Yankee Robinson Circus, which had its headquarters at Granger. The mines were closed, the circus moved out, and Granger was closed and made a prepaid station. Rather than leave, Mr. Shippey decided to retire. He and Mrs. Shippey will spend part of their time at their farm near Granger.

Harold Burgess, B&B foreman, was in Wesley Memorial Hospital in Chicago last month for an operation on a leg injury of long standing.

Train Dispatcher W. W. Fallor and family have moved from Austin to Perry. Wallie displaced a dispatcher in

Perry when the Sioux City office was closed.

Train Dispatcher Larry Harvey was one of the Perry area hunters who had the thrill of bagging a deer during the two-day open deer hunting season in Iowa. Larry almost always gets his share of pheasants during the season, but the deer was the first he ever shot.

Delbert Cummings, senior man on the crane operator's list, worked on the Iowa division until the early part of December, when his crane was tied up for the winter. He then went to Portage. Delbert spent the first 32 years of his service in the Ottumwa terminal.

Section Foreman Clair Galiher and Mrs. Galiher have returned from a visit with their daughter and relatives in California. Clair took some extra time in addition to his vacation. Relief Foreman John Orman was in charge of the Portsmouth section during his absence.

Clarence Goodland, who lives in one of the Milwaukee's nicest bunk cars, did his own cooking last month while Mrs. Goodland went to St. Paul to help out in the office of Car Foreman Darrell Fisher. Mrs. Goodland had worked in the car department office and was familiar with the work. The Goodlands have as nice a home as anyone who lives in a house, as they have added a lot of homey touches to the car.

Harold Brown, former Perry machinist, passed away at his home in Glendale, Calif., Dec. 5 following a heart attack. Harold learned his trade in the Perry shops. At the time of his death he was supervisor of diesel equipment for the southern district of the Southern Pacific. Burial was at Burbank, Calif. He was a son of the late Conductor W. H. Brown of Perry.

Engineer and Mrs. Eddie Elsasser spent part of their vacation in Vista, Calif., with Retired Engineer and Mrs. Lloyd Leonard, who moved to California when Lloyd retired. They also spent some time in Yuma, Ariz., planning to stay two months in the West.

Mrs. Amos Monthie, widow of an engineer, was in a Cedar Rapids hospital last month for eye surgery.

Perry Chapter of the Women's Club held a Christmas party in connection with the December meeting. A large crowd, including many of the new railroad folks in Perry, attended. An interesting talk was given by Mrs. McCabe,

BUCKEYE

CAST STEEL PRODUCTS
FOR RAILROADS

*Truck Side Frames
Truck Bolsters
Couplers*

Yokes and Draft Castings
Miscellaneous Car Castings
Six- and Eight-Wheel Trucks

— THE —
BUCKEYE STEEL CASTINGS CO.
COLUMBUS 7, OHIO

People 60 to 80: Tear Out This Ad

... and mail it today to find out how you can still apply for a \$1,000 life insurance policy to help take care of final expenses without burdening your family.

You handle the entire transaction by mail with OLD AMERICAN of KANSAS CITY. No obligation. No one will call on you!

Write today, simply giving your name, address and age. Mail to Old American Ins. Co., 1 West 9th, Dept. L102-M, Kansas City, Mo.

Present Day
SAFETY Requirements
DEMAND the Best
Equipment

LAKESIDE FUSEES

Fill the Bill
Safe Dependable Efficient

**LAKESIDE RAILWAY
FUSEE COMPANY**

Beloit, Wisconsin

Youngstown Steel Sides for Freight and Refrigerator Cars
Youngstown Corrugated Steel Freight Car Doors
Camel Roller Lift Fixtures Refrigerator Doors & Fixtures

Youngstown Steel Door Co. and Camel Sales Co.

332 S. Michigan Ave.
Chicago

OFFICES
The Arcade
Cleveland

500 Fifth Ave.
New York

PLANTS—Hammond, Indiana • Youngstown, Ohio

Time Is Our Business

CHAS. H. BERN

Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN

29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH

322 W. Wisconsin Ave.
Milwaukee, Wis.

Official Watch Inspectors

for

The **MILWAUKEE ROAD**

Specialists in railroad watches, fine jewelry and personal gift items.

Always at Your Service

FOR ELECTRIC AND DIESEL-ELECTRIC LOCOMOTIVES:

All-Cast Aluminum Directional-Finned Radiation Elements for most efficient heat transfer, as used in:

COMPRESSED AIR AFTERCOOLERS
AIR COMPRESSOR INTERCOOLERS
FUEL OIL HEATERS

**WILSON
ENGINEERING CORPORATION**

6 North Michigan Ave., Chicago 2

**UNION REFRIGERATOR TRANSIT LINES
4206 N. GREEN BAY AVE.
Milwaukee 12, Wisconsin**

who had spent her vacation in the Holy Land. The chapter's 1957 officers will be Mrs. Arthur Stromquist, president; Mrs. Ralph Dluskowski, first vice president; Mrs. Robert Bouvia, second vice president; Mrs. Robert Morgan, secretary; and Mrs. T. J. Owens, treasurer. Mrs. P. J. Ryan, was, as usual, named membership chairman.

Agent W. J. Skow and family of Templeton spent a vacation recently in California.

Richard Devoe, who has been working as extra dispatcher and operator in Perry, recently moved his family to Maquoketa. Dick went to school there, and it was like getting back home.

Brakeman Richard Heenan, who is on leave to serve in the Air Force at Othello, Wash., was called to Perry last month by the death of his father-in-law, Ray Contri of Perry. Yardmaster E. O. Heenan and wife went to Minneapolis to help their son bring his family to Perry—there are two small sons, Rickey and Ray, the youngest a few months old.

Conductor and Mrs. Homer Johnson have a new daughter-in-law, their son, Homer Jr., having been married recently.

George Lee, who had been in the maintenance of way department on the middle division since 1917, died suddenly at his home in Cambridge last month. He was foreman at Bouton before going to a similar position in Cambridge. He was a brother of John L. Lee, retired Milwaukee shops man, Edward, retired section foreman of Huxley, and Mrs. John Cross of Perry. His father was also a section foreman on the middle division for many years.

Richard Balsbaugh, who resigned as trainmaster several years ago to take an engineering position with the Wisconsin

Power and Electric Co., has been selected to work on plans for the atomic energy plant to be erected in Detroit.

Engineer Kenneth La Borde recently became the father of a boy, "Robert Dean". Retired Engineer Harry La Borde is the grandfather. Brakeman W. R. Cox of Perry became the father of a boy Dec. 16. The baby, the first in the family, is a grandson for Engineer and Mrs. W. E. Cox. Brakeman Richard Plum became the father of a boy Dec. 12.

Harry Gardman, custodian of the bunk room at Atkins, was in the Veterans' hospital in Iowa City last month.

The engagement was announced last month of Aviation Cadet George Smith, son of Retired Foreman and Mrs. W. J. Barth of Grand Island, Neb., to Rose Mary Sease. The Barths moved to Grand Island when ill health obliged Mr. Barth to retire as assistant foreman at the Perry roundhouse.

Employees at Perry who received Silver Passes last month were Conductor Edward Davis and Engineers Walter Callahan, George Balsbaugh, E. E. Elsasser and Floyd Lutze; at Des Moines, Engineer H. W. Carey.

Retired Engineer Fred W. Peterson underwent surgery last month and spent Christmas in the hospital. Other Perry folks who were hospitalized during the holidays were H. E. Merkle, retired operator, Mrs. Bruce Devoe, wife of agent, and Mrs. Francis Cox, wife of conductor.

Retired Conductor L. G. Honomichl passed away Dec. 20. He started on the Iowa Division in 1910 and was a veteran of World War I. A son, Lewis, is an engineer on this division.

Engineer Thomas Ridpath returned to work last month after a four-month lay-off on account of illness.

Mrs. F. H. McDevitt underwent surgery last month while Conductor McDevitt was on his vacation; also Mrs. W. D. Chase, wife of engineer.

Conductor and Mrs. Walter Main have announced the engagement of their daughter Cecelia to Gilbert Chirinos of Lima, Peru. The young people are students at Iowa State College, Ames.

Fireman Vernon Young, who received his discharge from the Air Force Dec. 1 after serving four years, has returned to the division.

A little boy, caught in mischief by his mother, was asked, "How do you expect to get into Heaven?"

The lad thought a minute and then replied: "Well, I'll just run in and out and in and out, and keep slamming the door until St. Peter says, 'For heaven's sake, Bobby, come in or stay out!'"

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Ed McGuire, chief dispatcher at Marion since July, 1955, left Nov. 28 to take over the duties of chief at Ottumwa. N. J. Gorman is acting chief.

Everett Galiher, son of Section Foreman C. Galiher of Portsmouth, is working the first trick dispatcher's job at Marion. He was formerly on the third trick at Perry. For the present the family will continue to live in Perry.

Mrs. Carmen Jones, former file clerk at Marion, is now a stenographer in the Cedar Rapids freight house.

Conductor F. S. Ball of the old Kansas City Division, a former resident of Ottumwa, and his wife and son are living temporarily in Los Alamos, N. M.

Marion Chapter of the Women's Club held its annual Christmas Party Dec. 13 in Mac's Party House. Members contributed articles for Christmas baskets.

Seaman Apprentice Jack Peck III, son of Mr. and Mrs. C. J. Peck Jr. of Cedar Rapids, was recently home on a 22-day leave. At its termination he was to report to the naval base at Newport, R. I.

Mrs. M. B. Leonard, widow of the former agent at Monticello, has been incapacitated since last May when she underwent surgery for a fractured leg and ankle.

Mrs. John Cone of Marion suffered a fractured ankle in December, from a fall on the street.

Mrs. J. D. Simon and daughters Lannell, Jane and Judy have joined Assistant Superintendent Simon, moving from Mason City. They are occupying the house vacated when the Ed McGuires moved to Ottumwa.

A family reunion held in the W. E. Failor home in Marion on Christmas included the Ed Failors of Dubuque and the William Failors of Marion, Mr. and Mrs. Joel Herbst (Jo Ann Failor) and daughter Ginger of St. Paul and son Darrell, home from the University of New Mexico. The R. A. Whitefords of Marion had a Christmas visit from their

daughter Patricia of New York City.

Roy L. White, retired section foreman, and wife celebrated their 50th wedding anniversary recently with a family dinner at home in Oxford Junction. Mr. White was foreman at Wyoming when he retired in 1952 after 47 years of service.

Miss Patricia Costello, daughter of Roundhouse Foreman George Costello, and Duane Fatka were married Dec. 1 in the Immaculate Conception Church in Cedar Rapids.

Switchman A. W. McNabb was hospitalized at Rochester in December. At this writing Engineer Fred Fink, who was in Mercy Hospital, is convalescing at home.

C. J. Mikesh passed away recently at the age of 92. Before his retirement in 1912 he was DF&PA at Cedar Rapids and previously at Ottumwa, and had been agent at Emmetsburg, Spencer and Mendota, Ill. He is survived by a son, Clem, at Ottumwa and a daughter, Mrs. Leo Peiffer, in Cedar Rapids. Burial was in Cedar Rapids.

Winfield S. Starbuck, 96, died in a Cedar Rapids nursing home on Dec. 1 after a long illness. Years ago he had worked as a switchman, but at the time of his retirement he was employed in the car department. Mrs. Starbuck preceded him in death in 1942.

A son was born to Brakeman Clyde Carroll and wife in St. Luke's Hospital in Cedar Rapids Dec. 8.

It is estimated that the average typewriter key requires a pressure of 14 ounces. The length of a line averages 6 inches. That means 60 impressions for one line, or 840 ounces of pressure. If the average letter runs 15 lines, that's 12,600 ounces. Thirty letters are regarded as a fairly good day's work for a typist. That means 378,000 ounces a day, or 23,625 pounds, or almost 11 and a half tons. The foregoing figures are on the basis of pica type. With elite type, the amount of pressure exerted comes close to 14 and a half tons.

THE *Nalco* SYSTEM

RAILROAD WATER TREATMENT

Chemicals • Equipment
Blowdown Systems
Laboratory Analyses
Testing Kits • Field Service
Research • Surveys

NATIONAL ALUMINATE CORP.

6216 West 66th Place • Chicago 38, Illinois

EDWARD KEOGH PRINTING COMPANY

*Printers and
Planographers*

925 W. Jackson Blvd.

Phone: MO. 6-0733

Chicago 7, Illinois

PROMPT AND EFFICIENT SERVICE

CREOSOTED MATERIALS

and

COAL TAR PRODUCTS

Republic Creosoting Co.
Minneapolis

AMBER JACKET

Originating on
The Milwaukee Road

WASHED
Capacity 3,500 Tons
Daily

Sterling-Midland Coal Co.

8 So. Michigan Ave., Chicago, Ill.

INDIANA'S MODERN COAL MINE & WASHERY

QUALITY COAL

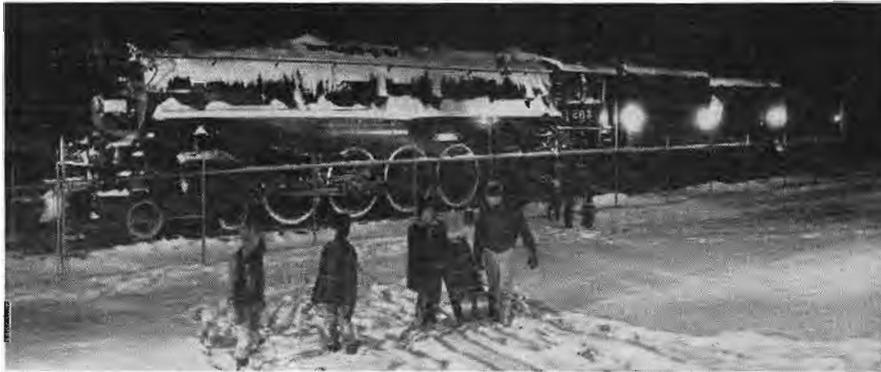
6" Lump—6" x 4" Washed Egg—4" x 2" Washed Nut

Washed and Dried Treated Stokercoal

1 1/2" x 3/8" ——— 3/4" x 3/8"

The Perfection in Preparation and Size
Low Ash—High Heat Content. Porous Pancake
Clinker—Easily Removed

CAROLERS of the Milwaukee Road Choral Club posed on the stairway approach to the grand concourse of the Chicago Union Station following one of the five Christmas concerts which were given last month for the entertainment of holiday travelers using the station facilities. At the far right is Glenn Jorian, choral director, with Mrs. Alma Matthies, accompanist, and mascot Connie Cianci; at the far left, W. H. "Phil" McDonald, Choral Club president.



IRON HORSE IN WINTER PASTURE. Playing in Milwaukee's first big snowfall of the season, youngsters are drawn to the newly installed "Old Smokey" exhibit on the south harbor tract west of the naval reserve armory. The 412-ton rail giant is the locomotive which The Milwaukee Road donated to the city recently for a memorial to the age of steam. A dedication ceremony by a civic Iron Horse Committee is planned for the near future. At the right, the pint-size engineer posed proudly on the head end is Charles Schmidt, the five-year-old rail fan who won the first prize in a "Name the Train" contest among the city's school children. (Milwaukee Journal photos)



BEAUTY IN THE SUBURBS. Representing the community of Elmwood Park, Ill., 17-year-old Gail Lewis, daughter of Assistant Engineer M. H. Lewis of the engineering department in Chicago, was named Miss West Suburban for the annual Chicago automobile show Jan. 5-13. She was one of 20 beauty queens from various sections of the city and its suburbs who were chosen by representatives of the Chicago Automobile Association to smile graciously at visitors to the week-long show. Gail is a senior at Trinity High School in River Forest and is interested in modeling as a career. Mr. Lewis, who has been with the engineering department since 1929, has another daughter, aged 13.



"PRE-LEGAL DAZE", the Chicago Bar Association's 1956 Christmas show, was in dress rehearsal, with E. R. Eckersall, Milwaukee Road general solicitor, as musical director when these pictures were taken. The hilarious musicale played to a full house in the Terrace Casino of the Morrison Hotel Dec. 3-7. At right, Judges John F. Bolton, Joseph J. Drucker, Edwin A. Robson, Hugo M. Friend, Charles E. Byrne, John J. Lupe and Joseph Burke (left to right) go into a routine to the tune of "Mickey Mouse" as members of the "Progressive Kindergarten for Judges". At right, below, Mr. Eckersall directs Attorney Gene C. Davis, who impersonated Governor Clement of Tennessee and then broke into an Elvis Presley act, singing "'Cause Republicans are hound dogs, they ain't no friends of mine . . ." For the past 17 years Mr. Eckersall, himself a pianist, has been connected with the Bar Association's famous annual show, and for the past 11 years has served as musical director.



TIME TO CHOP IT DOWN



READY FOR THE BIG BLOWS. The rotary snowplow recently purchased from The Milwaukee Road by the Quebec, North Shore and Labrador Railway, whose conversion to electric drive in the Milwaukee Shops was described in the December Magazine, shown as it was being unloaded at Seven Islands, Que., after a long journey up the St. Lawrence River. The picture was submitted by J. H. Miller, chief mechanical officer of the Labrador line. These plows operate either from an overhead trolley or from electricity generated by the diesel which pushes them. The method of converting them to electric drive was devised by Laurence Wylie, recently retired electrical engineer on Lines West. Two are now in use on The Milwaukee Road in the Rockies and the Cascades.





MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

516 West Jackson Blvd. • Chicago 6, Illinois

Form 3547 requested

BULK RATE
U. S. POSTAGE
PAID
MILWAUKEE, WIS.
Permit No. 2784

TEMNEY & LUBY
ATTORNEYS-AT-LAW
HURON, S. DAK.

30 K

EVER RIDE IN A CABOOSE? Here is a picture that practically puts you in the bay window seat with Conductor E. H. Wiselus of Portage, Wis., as the Milwaukee's trans-continental freight No. 263 roars into a curve just east of Rio, Wis. This unusual view of a familiar scene was taken by Milwaukee Journal photographer Fred L. Tonne, and is part of a picture story on pages 6 and 7 of this issue.

