

**THE  
MILWAUKEE ROAD  
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

in this issue—**ANNUAL REPORT • 1955**

**APRIL 1956**

APRIL 1956

# THE MILWAUKEE ROAD MAGAZINE

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## How Far Can We Go?

**N**OT long ago one of the more prosperous railroads, upon completing an expensive grade separation project in which it was required to bear a large share of the expense, issued a very significant statement.

It said that if it were required to contribute a like amount to every such project that might conceivably be undertaken along its line, the company would simply have to go out of business. The money couldn't possibly be raised.

I imagine very few people gave the statement much thought, and that those who did probably dismissed it as mere propaganda.

It is, however, an unhappy fact that railroads receive such demands with dismayingly regularity, despite an apparent willingness on the part of taxpayers to build the right-of-ways for trucks, and the airports for planes, as well as to maintain the waterways for barges. These demands are as varied as they are insistent. To mention a few:

*Greatly increased automobile and truck traffic has created new conditions at local crossings and stimulated a demand for protection devices, as well as for grade separations and new highway bridges at many points.*

*The population shift to the suburbs has inspired the opinion that railroads should make heavy expenditures to add to their money-losing commuter services.*

*In various localities the discontinuance of unprofitable passenger trains has been bitterly opposed.*

□ □ □

In all of these situations and many others the railroad involved is expected to pay all, or at least a substantial part, of the cost.

Having been very close to many of these matters, I have the greatest respect for the position of the individuals making such demands. They are faced with a problem. They feel, and rightly so, that an expenditure of, say, \$10,000 to \$20,000 for a crossing protection installation will not bankrupt a corporation the size of The Milwaukee Road.

The difficulty arises from the fact that for them the problem is local, while for us it is but one of hundreds, if not thousands, of similar situations. In the interest of remaining solvent and continuing to provide the efficient rail service which the public needs, we frequently must take a stand which puts us in the unhappy position of appearing to be insensitive to community interests and human considerations.

Too often, it seems, this state of affairs obscures an important fact—that, as a major taxpayer in every community it serves, our railroad is already making a tremendous contribution to public welfare, safety and service.

The point at issue is certainly not a matter of what we would like to do for the individuals and communities we serve. *It involves, rather, the simple question of how far we can logically be expected to go.*

*J. P. Kiley*



# annual report • 1955



**a brief account of the highlights of  
the Milwaukee Road's operations in  
1955 prepared as information of  
special interest to employees**

## RESULTS OF OUR OPERATIONS IN 1955

We took in \$245,498,210, an increase of \$7,753,571 over 1954.

We paid out \$204,641,342, an increase of \$5,230,738.

The return on our investment was 2.07% as compared with 1.89%.

We carried 7,179,859 passengers an average distance of 93 miles.

We carried 45,481,060 tons of freight an average distance of 342 miles.

We paid an average of \$4,526 per year to 27,936 employees.

# 1955 IN BRIEF

THE expanded work program which was in effect on The Milwaukee Road during 1955, and preparations for the new joint service of the Union Pacific-Southern Pacific "City" trains inaugurated via our line in the fall, produced a busy year for employes. In addition to the improvements made to accommodate the "City" trains, the following are some of the projects which our railroad carried out:

- Laid more miles of new rail than in 1954.
- Renewed a greater number of ties.
- Surfaced more miles of track.
- Equipped more miles of track with improved signaling.
- Repaired more freight cars.
- Made an effective start during the year on the installation of a new automatic retarder yard in Minneapolis-St. Paul.
- Purchased eighty new diesel-electric locomotive units, thirty 70-ton gondola cars and fifty 50-ton compartmentizer box cars.

When we discontinued the last of our regularly scheduled steam train operations on January 4, 1955, we retained 104 steam locomotives for emergency use. During the summer and fall it was necessary to restore 26 of the steam locomotives to service because of an increase in the volume of our freight traffic. Additional diesel-electric locomotives ordered subsequently have enabled us to retire all of our steam locomotives with the exception of six which are being retained for emergency use. The latest order was for 44 diesel-electric locomotive units, 24 of which are being assigned to the new "City" trains' service.

Freight car loadings increased 55,544 cars, or 4.1 per cent.

Freight revenues increased \$8,313,307 or 4.2 per cent.

Passengers revenues decreased in each of the first 10 months of the year. However, since the beginning of the new joint service with the Union Pacific-Southern Pacific on October 30, passenger revenues increased \$257,000 in November and \$258,537 in December. For the entire year, passenger revenue was \$13,837,923, a decrease of \$1,078,635 or 7.2 per cent.

Mail, express, and all other operating revenues showed an increase of \$518,899 or 2.0 per cent.

Revenues for all services increased \$7,753,571. Operating expenses increased \$5,230,738. The increase in expenses was due to an expanded maintenance program, to work on the new Minneapolis-St. Paul automatic retarder yard, to track work and conversion of passenger cars for the "City" trains, and to wage increases granted during the year.

Net railway operating income increased \$1,212,007 to \$15,780,525, and the return on our net property investment increased from 1.89 per cent to 2.07 per cent.

Net income after fixed charges and contingent interest amounted to \$9,532,282, which was \$372,177 less than last year. Our contingent interest charges increased by \$2,985,000 due to interest on \$60 million principal amount of Five Per Cent Income Debentures issued in exchange for 600,000 shares of Preferred Stock in September 1955. This results in a corresponding reduction in our requirements for preferred stock dividends and a saving in Federal income taxes.

In 1955 the increased interest charges were largely offset by interest amounting to \$2,660,951 received in settlement of our Company's claim against the Government for refund of overpayment of income taxes applicable to the years 1942-47.

## in 1955 our money came from...

ITEMS	AMOUNTS
Hauling Freight .....	\$205,818,267
Carrying Passengers .....	13,837,923
Other Passenger Train Revenue, including Dining and Buffet Car Service .....	2,269,568
Transporting Mail and Express .....	12,111,181
Switching .....	6,295,810
Other Operating Revenues .....	5,165,461
<b>Total Operating Revenues</b> .....	<b>245,498,210</b>
Other Income—Net .....	5,206,317
<b>TOTAL</b> .....	<b>250,704,527</b>

## in 1955 our money went to...

ITEMS	AMOUNTS
Materials, contract work, depreciation, etc. ....	\$ 82,708,830
Property and income taxes .....	11,119,700
Rental of equipment and joint facilities ..	6,680,343
<b>Total</b> .....	<b>100,508,873</b>
*For wages and salaries of employees charged to operating expenses (including \$576,000 paid in 1956) ....	121,308,130
Payroll taxes for benefit of employees ..	7,276,300
Health & welfare benefits for employees ..	624,382
<b>Total for EMPLOYEES</b> .....	<b>129,208,812</b>
Interest paid SECURITY HOLDERS ....	11,454,560
Dividends on preferred stock .....	2,593,255
Dividends on common stock .....	4,777,230
<b>Total to OWNERS</b> .....	<b>7,370,485</b>
Payments into sinking funds required by mortgages .....	979,897
Remainder for improvements to property and other corporate purposes ..	1,181,900
<b>TOTAL</b> .....	<b>250,704,527</b>

\*Compensation of all employees totals \$126,587,267 as shown in table on page 6 and includes such items as wages charged to capital improvements, and manufacturing material.

# SOURCES OF REVENUE

Services and Classes of Traffic	Revenue	% Grand Total
<b>FREIGHT SERVICE</b>		
FREIGHT TRAFFIC		
Manufactured articles .....	\$92,751,489	37.8%
Wheat, grain, products of agriculture .....	38,123,679	15.5
Coal, ore, products of mines .....	23,018,086	9.4
Lumber, products of forests .....	29,067,745	11.9
Livestock, products of animals .....	14,114,061	5.7
L.C.L. traffic .....	4,761,786	1.9
Forwarder Traffic .....	3,952,107	1.6
<b>Total Freight Traffic .....</b>	<b>205,788,953</b>	<b>83.8</b>
OTHER FREIGHT SERVICE		
Switching .....	6,295,810	2.6
Joint facility—Net Cr. ....	2,221,966	.9
Demurrage .....	753,137	.3
All other .....	1,196,439	.5
<b>Total Other Freight Service .....</b>	<b>10,467,352</b>	<b>4.3</b>
<b>Total Freight Service .....</b>	<b>\$216,256,305</b>	<b>88.1</b>
<b>PASSENGER SERVICE</b>		
PASSENGER TRAFFIC		
Passengers in coaches .....	\$ 9,793,734	4.0
Passengers in parlor and sleeping cars .....	4,026,744	1.6
<b>Total Passenger Traffic .....</b>	<b>13,820,478</b>	<b>5.6</b>
OTHER PASSENGER SERVICE		
Mail .....	8,277,908	3.4
Express .....	3,900,896	1.6
Dining and buffet .....	1,792,673	.7
All other .....	1,449,950	.6
<b>Total Other Passenger Service .....</b>	<b>15,421,427</b>	<b>6.3</b>
<b>Total Passenger Service .....</b>	<b>29,241,905</b>	<b>11.9</b>
<b>FREIGHT, PASSENGER &amp; OTHER SERVICES .....</b>	<b>\$245,498,210</b>	<b>100.0</b>

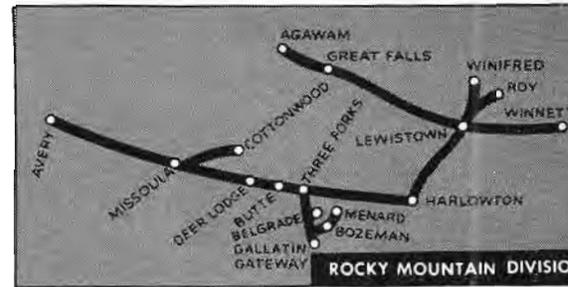


## the MILWAUKEE ROAD DOLLAR in 1955



- 48 1/2 c** .. wages and salaries of employees
- 3 c** ..... payroll taxes and health and welfare benefits for employees
- 33 c** ..... operating expenses other than wages and salaries
- 4 1/2 c** ..... property and income taxes
- 2 3/4 c** ..... equipment and joint facility rents
- 4 1/2 c** ..... interest paid security holders
- 3 c** ..... dividends paid to owners
- 3/4 c** ..... retained for improvements and other corporate purposes

# THE MILWAUKEE ROAD'S OPERATING

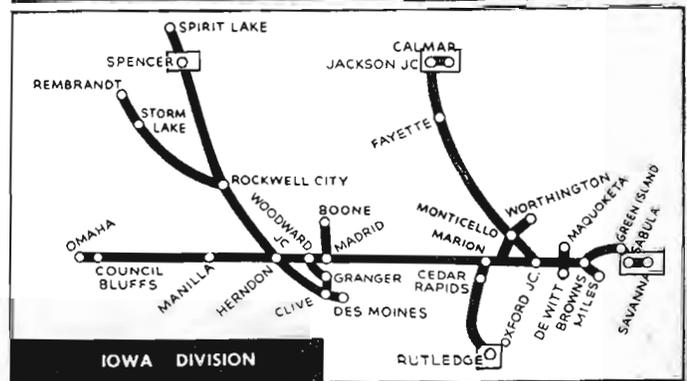


## the MILWAUKEE ROAD in the states it served in 1955 . . .

	Miles of Road Operated 12-31-55	* Average Number of Employees	† Total Compensation All Employees	Property Taxes
Idaho . . . . .	232.70	186	\$ 801,840	\$ 198,209
Illinois . . . . .	686.46	7,056	32,461,155	1,510,842
Indiana . . . . .	193.36	390	1,933,208	158,759
Iowa . . . . .	1,792.67	2,994	13,173,667	1,194,970
Michigan . . . . .	180.40	178	836,537	86,163
Minnesota . . . . .	1,346.93	3,642	16,473,476	1,654,739
Missouri . . . . .	154.56	480	2,149,394	121,092
Montana . . . . .	1,251.60	1,824	8,834,742	1,283,708
Nebraska . . . . .	5.62	12	61,937	1,521
North Dakota . . . . .	366.89	144	545,857	213,385
South Dakota . . . . .	1,734.63	1,346	5,867,146	930,860
Washington . . . . .	1,066.96	2,123	10,396,652	755,535
Wisconsin . . . . .	1,620.89	7,418	32,264,403	1,368,920
All Other . . . . .	7.05	143	787,253	13,129
<b>Total . . . . .</b>	<b>10,640.72</b>	<b>27,936</b>	<b>\$126,587,267</b>	<b>\$9,491,832</b>

System Payroll Taxes . . . . . \$ 7,276,300  
 System Income and Misc. Taxes . . . . . 1,627,868  
**Total System Taxes . . . . . \$18,396,000**

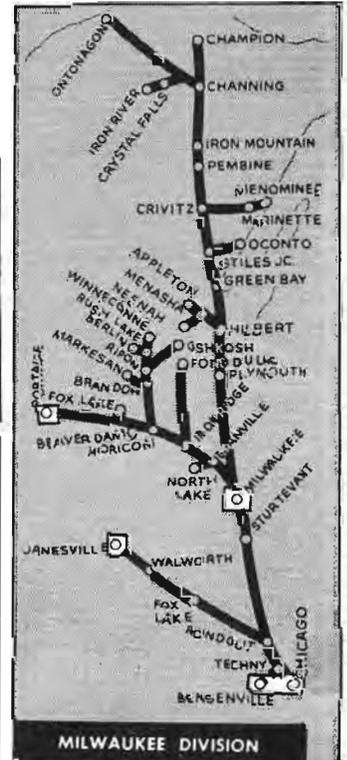
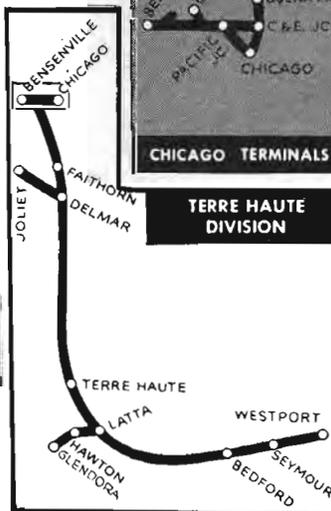
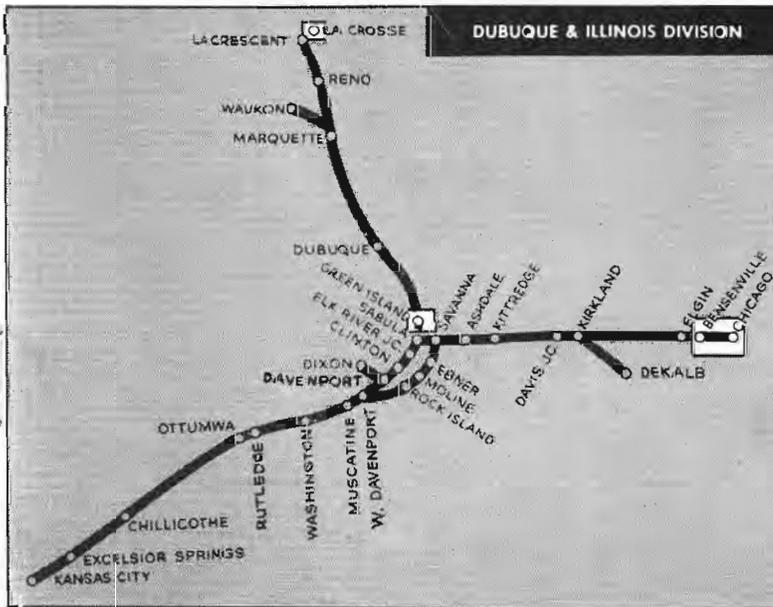
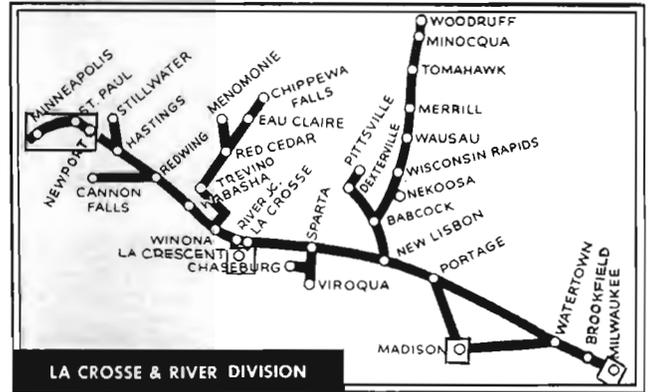
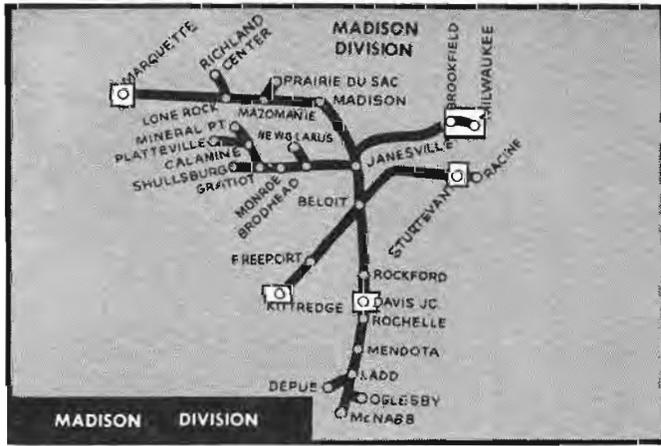
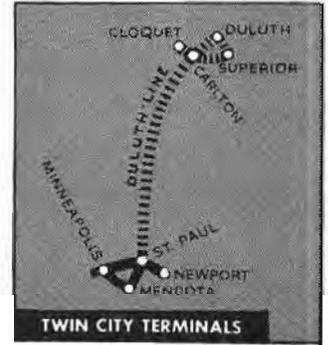
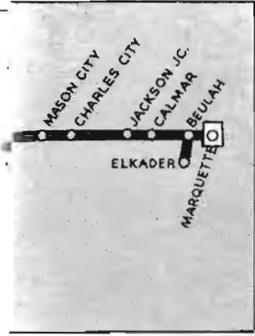
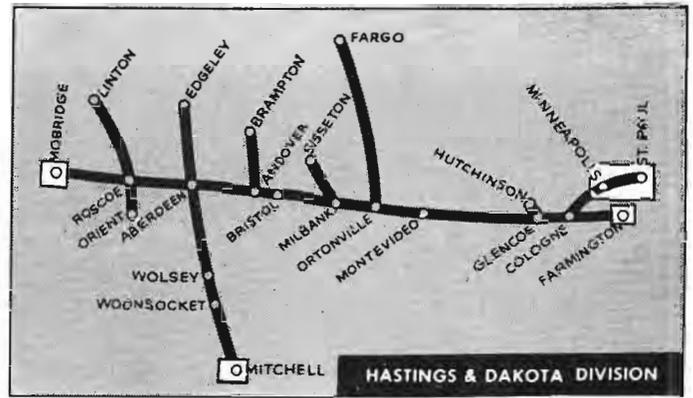
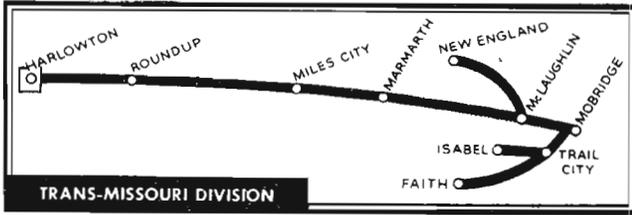
† Includes compensation of part time employees.  
 \* Does not include count of part time employees.



## THE 1955 DIVISION OPERATING RECORD

Operating Divisions	Miles of Road Opr.	Miles of all Tracks Opr.	No. of Open Stations	Average No. of Employees	Loaded Freight Car Miles (1000's)	Passenger Car Miles (1000's)	Avg. Gr. Tons Per Frt. Trn.	Avg. Pass. Cars Per Pass. Trn.	Yard Switching Hours	President's Safety Award Standing
	12-31-55									
Terre Haute	393	678	21	549	23,771	2	4,288	1.00	31,493	10
Chicago Terminal	38	390	7	3,804					242,327	7
Dubuque and Illinois	776	1,464	70	2,213	94,482	5,836	3,355	6.37	96,691	8
Iowa	882	1,226	106	1,457	56,398	6,354	3,004	8.92	60,116	15
Milw.-K.C.S. Joint Agency									45,765	
Milwaukee Terminal	23	317	3	3,835					242,145	4
Milwaukee	808	1,147	101	1,334	44,068	13,814	3,068	8.08	45,418	6
La Crosse and River	756	1,380	70	2,206	75,814	23,942	3,440	11.27	63,985	3
Madison	613	851	72	957	16,273	1,364	1,950	6.41	63,395	13
Twin City Terminal	42	244	7	1,883					190,230	2
Duluth	210	426	6	16	6,772		3,999			
Iowa and Dakota	1,164	1,392	109	1,200	21,368	2,773	1,693	5.87	40,064	1
Iowa and S. Minnesota	954	1,102	107	709	9,048	269	1,044	3.98	21,035	9
Hastings and Dakota	932	1,197	93	996	46,950	5,757	3,148	7.75	19,402	5
<b>LINES EAST—Total</b>	<b>7,591</b>	<b>11,814</b>	<b>772</b>	<b>21,159</b>	<b>394,944</b>	<b>60,111</b>	<b>2,905</b>	<b>8.64</b>	<b>1,162,066</b>	
Trans-Missouri	831	1,016	51	925	52,169	4,977	3,961	10.12	11,374	16
Rocky Mountain	944	1,183	38	1,280	42,928	4,120	3,108	8.89	27,830	11
Idaho	580	721	16	563	19,795	2,013	2,686	11.37	6,633	12
Coast	695	1,086	34	1,504	19,333	1,967	2,371	11.08	66,345	14
<b>LINES WEST—Total</b>	<b>3,050</b>	<b>4,006</b>	<b>139</b>	<b>4,272</b>	<b>134,225</b>	<b>13,077</b>	<b>3,124</b>	<b>9.98</b>	<b>112,182</b>	
<b>GENERAL OFFICES</b>				<b>2,505</b>						
<b>SYSTEMS—Total</b>	<b>10,641</b>	<b>15,820</b>	<b>911</b>	<b>27,936</b>	<b>529,169</b>	<b>73,188</b>	<b>2,957</b>	<b>8.85</b>	<b>1,274,248</b>	

# DIVISIONS



**Note:** In the individual divisional maps, lines and towns enclosed in box  are not part of the divisions with which they are shown,

April, 1956

# MILWAUKEE ROAD EQUIPMENT

At the close of 1955 our railroad owned a total of 57,007 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars, as follows:



## LOCOMOTIVE UNITS

Diesel—Freight . . . . .	200
—Passenger . . . . .	82
—Multiple purpose . . . . .	195
—Switch . . . . .	286
Electric . . . . .	100
Steam . . . . .	8
<b>TOTAL</b> . . . . .	<b>871</b>



## FREIGHT CARS

Box and auto . . . . .	29,095
Gondola and hopper . . . . .	14,608
Flat . . . . .	5,144
Others . . . . .	6,352
<b>TOTAL</b> . . . . .	<b>55,199</b>



## PASSENGER CARS

Sleeping . . . . .	67
Coaches . . . . .	328
Baggage, mail and express . . . . .	417
Parlor . . . . .	27
Others . . . . .	96
<b>TOTAL</b> . . . . .	<b>935</b>
Rail Motor Cars . . . . .	2



The cost of new equipment and the improvements made to road property and existing equipment during 1955 amounted to \$21,950,004 as follows:

new equipment . . . . .	\$11,312,000
improvements to existing equipment . . . . .	1,184,350
	<b>\$12,496,350</b>
improvements to road property . . . . .	9,453,654
	<b>\$21,950,004</b>

## Equipment Purchased and on Order:

### purchased and delivered in 1955 . . .

- 6—1750 H.P. Diesel-electric frt. loco. (booster units)
- 12—1750 H.P. Diesel-electric road switching loco.
- 9—1600 H.P. Diesel-electric road switching loco.
- 53—1200 H.P. Diesel-electric switching loco.
- 30—70 ton gondola cars
- 50—50 ton box cars, equipped with compartmentizers
- 1—Crane pile drive

### on order for 1956 delivery . . .

- 18—2400 H.P. Diesel-electric passenger loco. units
- 10—1750 H.P. Diesel-electric road switching units
- 16—1600 H.P. Diesel-electric road switching units
- 1,000—50 ton steel box cars
- 100—70 ton steel covered hopper cars
- 50—50 ton. airslide steel covered hopper cars
- 50—50 ton steel box compartment
- 50—70 ton mechanically equipped refrigerator cars
- 100—all steel cabooses

## employees

Transportation Forces: Train and Engine Men, Yard and Station	10,508	
Maintenance of Equipment and Stores	6,220	
Maintenance of Way and Structures	5,686	
Professional, Clerical and General	5,140	
Executives, Officials and Staff Assistants	382	
	<b>TOTAL</b>	<b>27,936 employees</b>

each  1,000 employees

## job value

During 1955 The Milwaukee Road's investment in the tools of railroad transportation amounted to \$27,241 per employee as demonstrated in the following by dividing the company's net investment by the average number of employees:

This amount:  $\frac{\$761,010,144}{27,936 \text{ employees}}$

**= \$27,241 Invested in Each Employee's Job.**

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$761,010,144.

## 10 year payroll summary

YEAR	*TOTAL PAYROLLS	COMPANY CONTRIBUTIONS		TOTAL	AVERAGE PER EMPLOYEE	Straight Time Rate	
		RETIREMENT AND UNEMPLOYMENT TAXES	HEALTH & WELFARE BENEFITS			AVERAGE PER HOUR	% INC. OVER 1939
1946	\$116,746,703	\$ 7,085,974	—	\$123,832,677	\$3,329	\$1.111	53.2
1947	124,724,548	10,095,938	—	134,820,486	3,552	1.166	60.8
1948	138,490,345	7,707,579	—	146,197,924	3,820	1.297	78.9
1949	133,117,567	7,421,152	—	140,538,719	4,000	1.442	98.9
1950	128,201,025	7,234,363	—	135,435,388	4,023	1.580	117.9
1951	143,260,363	7,774,582	—	151,034,945	4,463	1.754	141.9
1952	145,397,263	7,696,578	—	153,093,841	4,703	1.852	155.4
1953	138,117,562	7,441,326	—	145,558,888	4,675	1.895	161.4
1954	126,272,397	7,035,232	—	133,307,629	4,768	1.945	168.3
1955	126,447,937	7,276,300	\$624,382	134,348,619	4,809	1.959	170.2

\*Does not include compensation of part-time employees

## 1955 SAFETY STORY

In 1955, an employe casualty rate of 4.05 was established; this being the best rate in twenty years. However, the rate of 4.05 was only 1 percent better than the rate of 4.11 for 1954. Four employes on duty lost their lives during 1955, the same as for 1954 and 1953, this figure being the all time low record for employe deaths. Reportable injuries totaled 221, a decrease of 3 percent under 1954. Whatever improvements were made in the casualty record in the past few years came about through the support of all employes and full credit is due them for the reductions attained.

Among the 16 operating divisions, the Iowa & Dakota Division again established the best record, with no fatalities and only 4 reportable injuries resulting in a casualty rate of 1.73. This is the second year consecutively that the I & D Division has led the divisions and the 1955 President's Safety Trophy was awarded this division which also won awards for 1952 and 1954. Among the Group A railroads, we again ranked fourth for 1955, this being the same position held in 1954.

A facsimile of the new card-type pay draft, reduced about one-third in size, showing in black the perforations which are the key to all of the information contained in both the draft and the stub. As a convenience in maintaining his own records, the employe should place his name, social security number, and the face amount of the draft on the stub and retain it.

PAYMASTERS DRAFT Number 1

**CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY**  
CHICAGO, ILLINOIS

APR 15 56 2-3  
710

PAY TO THE ORDER OF

SOCIAL SECURITY NO.	ROLL NO.	DESTINATION
7 0 7 1 8 1 3 8 2	0 3 1	4 1 8 2

J J DOE

**VOID**

PAY EXACTLY  
DOLLARS | CENTS  
\$ 2 3 4 | 6 3

Must be presented for payment within 90 days from date. Not valid for over FIVE HUNDRED DOLLARS unless countersigned by the Comptroller. Wages in full for period ending on date of this draft.

TO: TREASURER C.M. ST. P. & P. RR. CO.  
PAYABLE THROUGH  
CONTINENTAL ILLINOIS NATIONAL BANK  
AND TRUST COMPANY OF CHICAGO, CHICAGO, ILL.

*E. J. Dowle*  
PAYMASTER

DO NOT FOLD, BEND OR SPINDLE

## MEET YOUR NEW PAY CHECK

FOR the Milwaukee Road employe whose pay check occasionally goes to the laundry, folded neatly in a shirt pocket, the accounting department this month offers good news in the form of a new card

type pay check which doesn't lend itself very readily to folding.

In any event, the paymaster says, *it shouldn't be folded!*

The new check, known officially as

the "tabulating card employe's pay draft," is being distributed this month for the first time, to cover earnings for the first half of April. It replaces the familiar paper draft and represents a significant step forward in keeping with the Milwaukee's policy of putting modern electronic methods to practical use.

The company's monthly payroll consists, on the average, of about 65,000 checks totaling somewhere in the neighborhood of \$10,500,000. Preparing this payroll has been a complex job, even by the fast-paced method employed up to the present time. But it is expected that the new form of draft will not only simplify handling within the accounting department itself, but will aid considerably in the clearing of the drafts by banks.

Two new IBM machines known to the initiated as an "accumulating reproducer" and a "403 bill feed printer," have recently been installed in the Fullerton Avenue accounting department, and it is around these devices that the new system centers. A skilled staff, under the direction of S. H. Johnson, supervisor of machine accounting, and his assistant, T. S. Gajewski, has been trained to operate the machines. The machine accounting organization is a part of the auditor of expenditure's office.

The change-over did not involve any alteration in the preparation of the punched time card from which the master tabulating card, or, as it is known in accounting circles, the time roll summary card, is produced. This is the per-

The "brain" of the new electronic payroll equipment is the bill feed printer, shown here being operated by Milton Foreman, assistant bureau head in the machine accounting department. Looking on are, from left: T. S. Gajewski, assistant supervisor of machine accounting; R. P. Kauppi, auditor of expenditure; and H. C. Johnson, assistant comptroller.



Number **1**

**CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY**  
 TO THE EMPLOYEE: DETACH AND RETAIN THIS STUB  
 STATEMENT OF EARNINGS AND DEDUCTIONS FOR FIRST HALF OF MONTH

MO.	YR.	ROLL NO.	GROSS EARNINGS	DEDUCTIONS						MISCELLANEOUS
				R. R. A.	HOSPITAL	INSURANCE	FEDERAL TAX	TAX CODE	STATE TAX	
4	56	31	32500	2031	600	435	5346	00	125	500

MISCELLANEOUS DEDUCTIONS COVER TIME DRAFTS AND ITEMS SUCH AS WATCH ORDERS, BOARD, ETC., FOR WHICH SIGNED DEDUCTION ORDERS ARE ON FILE.

NAME \_\_\_\_\_ S.S.A. NO. \_\_\_\_\_  
 Write your name and Social Security Number above, exactly as shown on draft.

TM 912512X



Paymaster E. H. Sowle (right) and his assistant, R. W. Albrecht (left), supervise the signing of the first pay checks by the new Cummins check signer which replaced the old signing and separating machine (rear). Watching the operation are R. P. Kauppi, auditor of expenditure, and H. C. Johnson, assistant comptroller (left to right, center).

forated card which carries complete information for printing the check, such as name and social security number, net earnings and destination, and the itemized statement of earnings and deductions which is on the stub. From that point, however, the system is stepped up. This, briefly, is what happens:

Anthony Natali, machine operator, is shown here using the collator to cancel checks returned to the accounting department by the treasurer's office. The cards which are rejected by the machine represent checks which have not cleared through banks. From a tally of these cards the accounting department makes its ledger entries of outstanding pay drafts.

The pattern starts with the time roll summary card being fed into the accumulating reproducer where it is punched with a draft number. The accumulating reproducer then punches an identical card, henceforth known as a reconciliation card, and from this the payrolls and payroll statistics are compiled.

Next, the reconciliation cards are placed in the hopper of the bill feed printer and the pay drafts, which have been pre-punched in corresponding numerical order, are placed in the machine's feed. At the turn of a switch, electrical contacts passing through the perforations in the cards start printing pay drafts quicker than the eye can take it in—about 100 a minute.

The paper draft in use heretofore had a small stub with the statement of earnings and deductions printed on two lines. The new card draft has a stub almost the size of the check. The machine strikes the card only once, printing the check and stub in one continuous line. Accuracy is one of its significant attributes. Should any discrepancy show up, the board immediately flashes a red-light warning.

In the concluding step the drafts are inserted in a check signer, another new

example of high speed electrical equipment. At the rate of 250 impressions a minute it affixes the signature of E. H. Sowle, company paymaster, and the date.

The use of perforated draft cards is particularly convenient for banks, since they can list them on electric tabulating equipment and thus clear them more promptly.

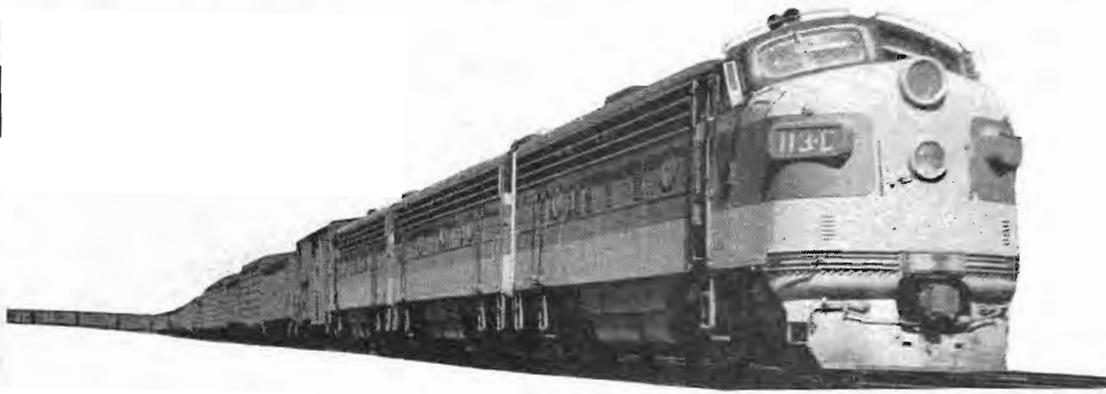
The reduction in the number of processing steps again becomes apparent when the cancelled checks are returned to the accounting department for audit. Sorted in numerical order, the pay draft cards are matched with the reconciliation cards and the two are processed in a collator, or sorting machine. As they fall in place, every pay card withdraws its corresponding reconciliation card. The reconciliation cards which are rejected represent the outstanding balance of unpaid drafts, and it is from them that ledger entries are prepared.

It is important that the new drafts should not be folded or defaced, as any damage might delay their clearance by a bank and processing by the company. The cooperation of all employees is being enlisted to see that they are not bent or mutilated, or brought in contact with sticky substances.

Currently the new machines are geared to print only pay drafts, but eventually they will be put to maximum use for printing most of the drafts issued by the various departments of the railroad.



**NOTE:** It is very important that the new card-type pay checks not be folded or mutilated in any way, as doing so would complicate the matter of handling them through the machines in the banks and in the Road's accounting department.



# THE PRESS LOOKS AT THE RAILROADS

During the past 12 months, the country's transportation problems have received more public attention than in any similar period of time for many years. Sparked by the Cabinet Committee Report, released in April, 1955, which would permit true competition in transportation, and by highway bills favoring the trucking interests, much of this attention has centered

around a new and encouraging concern for the situation of the railroad industry.

It has been interesting to observe that the country's newspapers, which are largely free of bias in such matters, have taken a realistic view of railroad industry problems. Without losing sight of the industry's shortcomings, hundreds of major newspapers throughout the

country have appraised the dangers in today's transportation policies and have spoken up in defense of the railroads.

The articles quoted here, from two of the country's outstanding newspapers, are typical of the position taken today by a large segment of the nation's press:

## Helping a Competitor

(From the *St. Louis Globe-Democrat*, Mar. 14, 1956)

Now that our great new airport has been dedicated, and praise has been heaped on all who had a part in it, we want to speak a special word of one group whose participation has, until now, been perhaps unnoticed and un-honored—the railroads.

This is quite a contradiction in terms, for the railroads and the airlines are competitors. The railroads, however, have contributed substantially to the construction of the airport through the taxes which they pay to the city and the federal government.

While the railroads have been subsidizing their competitors, the airlines on the other hand have been receiving a whacking subsidy from the federal government, in spite of the fact that the airlines, in 1955, had the biggest year in their history, making tremendous all-time high profits.

Subsidies for airlines unquestionably made good sense in the late twenties and early thirties, when the resources of the federal government were necessary to establish the fledging airline industry. They make absolutely no sense today when the airlines are able to stand on their feet, and subsidies are simply an added burden to the much-harassed taxpayer.

*The trouble with subsidies is that once they get on, they almost never come off. In this session, when the Congress is considering legislation reducing subsidy payments to farmers, it might well eliminate the airline subsidies which simply make a rich enterprise richer at the expense of the taxpayer.*

We believe the railroads have unfair competition, not only in the subsidies which they helped pay for the airlines, but also in the toll-free operation of canals and other inland waterways at a cost of hundreds of millions of dollars. We see no reason why barges and other

users of inland waterways should not pay tolls, at least sufficient to pay the cost of locks and other maintenance operations of the waterways such as buoys and devices necessary to water traffic.

The truckers, too, pay less than a fair share for use of the road. Other taxpayers must in effect subsidize these carriers for their share of the maintenance and construction of new highways.

Even the much-buffed transit companies now pay a use tax for city streets which, by all accounts, is less than the actual damage done to the streets by the transit vehicles. Any tax which is less than the cost of use inevitably results in a subsidy by all other taxpayers.

*As a final blow, the railroads have been prohibited by the Interstate Commerce Commission from fixing rates which would make them competitive with either the barge carriers or the truckers. This inevitably forces some business to the other carriers which*



might more properly be a rail shipment.

With alternate choices of carriers available in most instances, the case for governmental control is a weak one at best.

We hold no brief for the railroads. Certainly this newspaper has criticised them when we have felt that criticism was merited. We do feel, however, that the railroads alone, among common carriers, pay a large share to subsidize their competitors in that railroads must buy and maintain their own rights of way and still pay city, state and federal taxes which, in some part at least, become a subsidy for others.

In the interest of fair play, the government should either subsidize all domestic carriers of people and goods or none at all. A realistic reappraisal of taxation with regard to common carriers is much in order, and certainly long past due.

### Give the Railroads a Chance

(From the Chicago Tribune, Mar. 26, 1956)

The eastern and western railroads have asked the interstate commerce commission for a 5 per cent passenger fare increase, effective May 1. By a coincidence, the proposal was made on the same day that the ICC announced it was beginning a general investigation of the losses which the railroads have reported in their passenger operations since the end of World War II.

The investigation is overdue. The railroads reported a deficit of 670 million dollars in their passenger service in 1954 and their losses in 1955 were at least 700 million dollars. These red ink figures are based on a formula under which the railroads are required by the ICC to charge a percentage of their costs to passenger operations. Possibly the formula is unrealistic, but there can be no doubt that many passenger trains are unprofitable and that freight shippers are heavily subsidizing railroad passengers.

Several solutions of this problem have been suggested. The railroads might abandon all passenger service and turn the business over to the air lines, buses, and private automobiles. This would be politically impossible, and it would be resisted fiercely by the railway unions as well as by those travelers who do not like to ride in buses or airplanes.

The federal, state, and local governments might subsidize passenger service. The railroads oppose subsidies because they want no government control, but

April, 1956

they would like to be relieved of the federal excise tax on transportation which was imposed as a wartime measure to discourage unnecessary travel. Eventually state and local governments probably will have to relieve the railroads of some property taxes, especially those on city terminals, as a means of preserving commuter service.

Other measures could be taken to give the railroads relief. Taxes on air and bus lines could be adjusted to make these carriers pay a larger part of the cost of air terminals and highways. State commerce commissions could help the railroads eliminate "chamber of commerce" trains, so called because local chambers of commerce fight to keep them, regardless of their operating losses.

The railroad brotherhoods could do much to save jobs on passenger trains by eliminating certain regulations. . . .

Railroad managements could do more

than they have done to reduce operating costs and to attract customers. Some progress has been made in this direction with the building of fast, light trains. The railroads no doubt would be willing to invest more capital on such equipment if they had assurance of sympathy from taxing and regulatory bodies.

Finally, the public needs to become aware that a railroad can't operate merely a standby passenger service, for use in war time or when the weather is too bad for flying or riding on the highways. If such a service must be maintained, fares will have to be adjusted to make it pay or tax relief must be granted.

The railroads long ago ceased having the monopoly on transportation that was the justification for creating the interstate commerce commission. They ought to be relieved, as far as possible, from rate regulation and given a fair chance to meet their privileged competitors.

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## What They Are Saying . . .

" . . . What it [the Presidential Advisory Committee on Transport Policy] came up with in its report was, in the main, a recommendation that Interstate Commerce Commission policies be changed to recognize that railroads have long since ceased to hold a transportation monopoly. . . . There is hope that solons will get the chance at long last to carry the penetrating study of the oft-deferred subject of transportation policies to a conclusion."

New Orleans (La.) States  
Jan. 21, 1956

" . . . At present the nation's railroads appear subject to unjust and undue discrimination in favor of competitors. A basic requirement for national welfare and security is a healthy railroad system. Our railroads are not seeking special favors but merely an even break."

Jackson (Miss.) Clarion-Ledger  
Feb. 7, 1956

"Railroads and highways recently were ruined by floods in different sections of the country. The states repaired the highways at public expense. The railroads, of course, had to rebuild their tracks and bridges and repair other damages at their own expense. There are many features of modern transportation that don't make sense . . . Railroads provide complete transportation service—a service that will carry anything at any time and is available at all seasons of the year. The railroads have to pay for and maintain all the facilities they use, from tracks to terminals. Practically all the other carriers are subsidized in one way or another by the taxpayers . . . In simple

fairness the railroads should be freed from many of the oppressive restrictions under which they now operate. They should be allowed greater freedom in pricing their services."

Council Bluffs (Ia.) Nonpareil  
Jan. 29, 1956

"In earlier times the railroads held a virtual transportation monopoly. That situation naturally brought about federal regulation of rail carriers. But improved roads and highways, improved automotive equipment and development of the airplane have made necessary important changes in transportation regulations . . . Action is long overdue in removing needless controls. The public will benefit."

Seattle Journal of Commerce  
Jan. 20, 1956

"Railroad revenues are subject to governmental control. Rail management recognizes that this is in the public interest. Yet it cannot be blamed for looking with longing eyes on the freedom of other big industries to tailor their revenues to fit operating costs and profits."

Philadelphia Bulletin  
Jan. 28, 1956

"The railroads have done a magnificent job, both during World War II and since, in dealing with increasing transportation problems, but they cannot continue to operate profitably if hamstrung by regulations. They deserve the right to compete freely for their share of our national freight business."

Lubbock (Tex.) Journal  
Feb. 24, 1956

# Special Safety Trophy Marks Third Win for I&D

FOR their outstanding work in the interest of safety, and their accomplishment in winning the President's Safety Award in 1955 for the third time in four years, employes of the Iowa and Dakota Division were honored at a ceremony held in Sioux City on Mar. 28.

To mark the occasion a special trophy had been prepared, showing that division as the 1955 winner and bearing the inscription, "Presented to the division with the best employe safety record—1952, 1954, 1955." The trophy was presented to Superintendent A. C. Novak by F. G. McGinn, assistant general manager, at a division staff meeting held in Mr. Novak's office.

Also attending the ceremony were other representatives from Chicago, Milwaukee, Minneapolis, Mason City, Sioux City, Mitchell, Yankton, Rapid City, and other points.

The I&D record for 1955, the best among the Road's 16 divisions, showed no employe fatalities and only four disabling injuries on that division, which operates 1,164 route miles of railroad, and which produced approximately 2,300,000 man hours of work during the year. The 1955 victory, with a casualty rate of 1.73, marked the first time in the 15 years of the contest that any division had finished in the top position three

The special trophy prepared to mark the Iowa and Dakota Division's third safety victory in four years. ▶



times.

As was the case in connection with the division's safety victory in 1954, the achievement received area-wide attention through newspaper and television coverage of the trophy presentation ceremony.

Superintendent A. C. Novak holds the trophy following the presentation ceremony. Others in the group, left to right, are: J. A. Jakubec, general superintendent, Minneapolis; E. G. Kiesele, superintendent of safety, Chicago; and F. G. McGinn, assistant general manager, Chicago, who made the presentation.

Scene in Superintendent Novak's office during the staff meeting at which the safety trophy was presented. Mr. Novak is shown at right with the new trophy, while Leonard A. Mostrom, freight service inspector (left center) and Matt B. Kirschbaum, roadmaster (center) hold the trophies the division won in 1952 and 1954.



# End of Coordination Study Explained in Report

*The coordination study which The Milwaukee Road and the Chicago and North Western Railway undertook in the fall of 1954 has been discontinued. The full account of the reasons underlying the decision to end the study is given in the annual report for 1955 which was distributed to shareholders of The Milwaukee Road at the end of March. The following statement, taken from that report, is reprinted here as a matter of information and interest to all employees.*

THE directors of The Milwaukee Road and the Chicago and North Western Railway Company engaged Wm. Wyer & Company, railroad management consultants, to direct a study looking toward economies which might be realized through consolidation of the two railroads. A report, dated Oct. 26, 1955, on the first phase of the study, indicated the possibility of substantial savings in the event of a consolidation.

Immediately after the submission of that report, Wm. Wyer & Company was requested by the two railroads to undertake the second phase of the study, which was to include an examination of each company's maintenance standards for roadway, structures and rolling stock; a determination of the expenditures that would be necessary to overcome deferred maintenance, for under accruals of expense for personal injuries and property damages, and for grade separation projects, unsettled tax claims, and other balance sheet items. It was contemplated that a physical inspection would be made in connection with this second study, in order to determine the actual condition of the properties.

A supplemental Wyer report was made available to the two railroads on Feb. 6, 1956. Because there had not been sufficient time to make an actual physical inspection of the properties, this report was based only on statistical and accounting data furnished by the respective railroads. This second report disclosed a large accumulation of deferred maintenance on the North Western, and the inadequacy of accruals and reserves for many items in the balance sheet of that carrier. It raised so many complex questions that it was impossible for the board of directors of The Milwaukee Road, in carrying out its responsibility to its shareholders, to give any consideration to an exchange of securities which would not jeopardize the financial stability of The Milwaukee Road, without a more complete and exhaustive study of the physical condition

of the two properties and the balance sheet items involved.

While the studies were still under way, it was announced that there was to be

## THE PERFECT SHIPPING CAMPAIGN

By W. L. Ennis

Assistant to Vice President

ONCE again all of the railroads, the Association of American Railroads, and the Railway Express Agency are cooperating with the shipping public through the 13 Regional Advisory Boards in an effort to reduce the enormous waste which occurs every year through loss and damage to freight shipments.



W. L. Ennis

This loss represents well over \$2 million annually on our railroad alone. It is sobering to consider what we might have accomplished in the past 10 years in the purchase of additional freight cars, diesel locomotives, new rail, freight house and back shop facilities and numerous other improvement items had our claim payment money been available for worthwhile expenditures. A portion of those millions might also have been available for additional employment on projects which have had to be deferred because funds to carry them out were not available.

Average annual earnings among Milwaukee Road employes are about \$5,000. At that rate a great many more people could have been employed on our railroad if all of the freight entrusted to our care had been transported in a manner which would have carried it through to destination on time and in 100 per cent

a change in the management and directorate of the North Western. Ben W. Heineman, who will become the new chief executive officer of the North Western on Apr. 1, 1956, recognized the necessity of the rehabilitation of that carrier.

Because any further study at this time in the field of deferred maintenance and balance sheet items of the North Western would necessarily be complicated by the changing character of those items as the work of rehabilitation on the North Western goes forward, Wm. Wyer & Company was advised by both railroads that the consolidation studies were to be discontinued.

perfect condition.

Beyond the actual monetary loss resulting from freight claim payments is the failure to fulfill our obligation to give satisfactory service to all of our customers. No customer, regardless of how much he likes us, is going to be happy if we deliver his freight off schedule and in a damaged condition. That can result (and often *does* result) in traffic being taken away from us. Very often that traffic never comes back.

There are many factors responsible for loss and damage claims, including the following:

- Excessive impacts in switching.
- Failure to furnish a car in proper condition to safely transport the loading which is to be placed in it.
- Train accidents resulting from a failure to comply with the rules.
- Excessive slow orders, causing late arrivals of time freights at destination.
- Errors in billing and expensing, causing freight to go astray, and in some instances to never arrive at destination.
- Failure to properly segregate rough, heavy freight from light, fragile articles in merchandise cars.
- Failure to promptly and completely handle diversion and reconsignment instructions.
- Locomotive and car failures.

If every employe on the railroad will give his complete cooperation, we can avoid the enormous loss of money in claim payments. We can also have the good will of satisfied customers.

# appointments

## Finance and Accounting Department

Effective Apr. 1, 1956:



R. N. Edman

D. B. Ramsay

R. N. Edman is appointed chief statistician, office of vice president—comptroller, following the retirement of A. J. Wallander. Mr. Edman, a native of Chicago and an employe of the finance and accounting department since 1922, was a statistician in the department prior to April, 1952. Since then he has been auditor of equipment accounts.

D. B. Ramsay is appointed auditor of equipment accounts, succeeding R. N. Edman. Mr. Ramsay came to the railroad in 1918 as a clerk in the auditor of equipment accounts office. He was advanced through various positions and was appointed assistant auditor of equipment accounts on Feb. 1, 1949, continuing in that position until his present promotion.

## Engineering Department

Effective Apr. 1, 1956:

H. E. Hurst is appointed division engineer at La Crosse, Wis., with jurisdiction over the La Crosse & River Division, succeeding I. C. Brewer, who has been assigned to other duties. Mr. Hurst has been with the Road since graduating from the University of Washington in 1938. He served as assistant division engineer at Terre Haute, assistant engineer in charge of construction at the Milwaukee Terminals in 1951, and division engineer with headquarters at Miles City since March, 1952.

P. H. Geelhart is appointed division engineer at Miles City, Mont., with jurisdiction over the Trans-Missouri Division, following the transfer of H. E. Hurst. Mr. Geelhart, a graduate of Montana State College in 1936, has served in the engineering departments at Savanna, Chicago and Milwaukee. He was formerly assistant division engineer of the

I&D Division at Mason City, and since 1952 at Sioux City.

## Operating Department

Effective Apr. 1, 1956:

L. M. Petrie is appointed agent at Bedford, Ind., following the retirement of H. D. King. Mr. Petrie transfers from the position of agent at Winona, Minn.

K. P. Thompson is appointed agent at Winona, Minn., succeeding L. M. Petrie. Mr. Thompson was assistant agent at Madison, Wis., prior to June, 1952 since which time he has been agent at Mason City, Ia.

Effective Apr. 16, 1956:

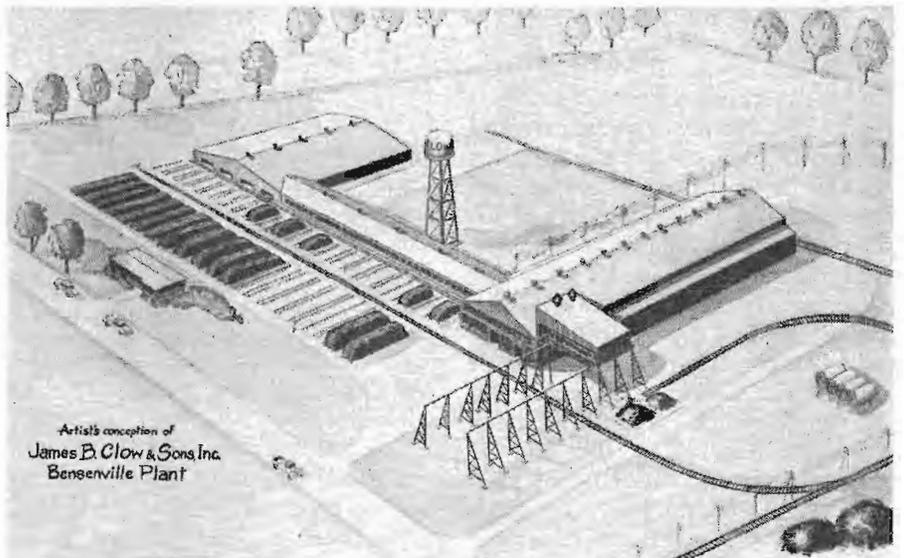
W. K. Peterson is appointed agent at Mason City, Ia., succeeding K. P. Thompson. Mr. Peterson, formerly agent at Sanborn, Ia., and Interior, S. D., has been a traveling auditor on the I&D Division since 1949.

## Traffic Department

Effective Apr. 1, 1956:

J. M. Fortman is appointed assistant general agent, Los Angeles, Calif. Mr. Fortman started in the Road's Los An-  
*(Continued on page 17)*

## Milwaukee Road to Serve New Clow Plant in Bensenville



Artist's conception of  
James B. Clow & Sons, Inc.  
Bensenville Plant

Artist's conception of the new plant to be built at Bensenville, Ill., by James B. Clow & Sons, Inc., showing rail connection.

JAMES B. CLOW & SONS, INC., one of the nation's top three producers of cast iron pressure pipe, announced recently that it will build a \$4 million cast iron pipe plant at Bensenville, Ill., as the central project in a \$5 million expansion program. The site selected lies just to the north of Bensenville Yard and will be served by The Milwaukee Road.

The new plant, first of its type to be built in the Chicago area, will have a production capacity of 80,000 tons of pipe a year for use primarily in municipal water and gas distribution systems. It will supplement the pipe output of

Clow's two other pipe plants, located in Coshocton, O., and Birmingham, Ala.

The plant will occupy a 58-acre site, a portion of which was purchased from The Milwaukee Road, south of Irving Park Road and one mile west of Mannheim Road. It will contain about 150,000 square feet of floor space, the main section of which will house melting units, machine shop and casting operation. A wing will contain facilities for annealing, finishing and testing the pipe.

Ground will be broken in early summer, with completion of the plant expected by mid-1957.

ges traffic office as chief clerk in 1945, following service with the Southern Pacific and the Rock Island. He was appointed city freight agent in 1946, and since 1952 has been traveling freight agent with headquarters in Los Angeles.

## Purchasing Department

Effective Apr. 4, 1956:

L. R. Thelander is appointed buyer. Mr. Thelander, who has been with the Road since 1922 and a member of the purchasing department force since 1925, has served most recently as office manager. He will serve as buyer of stationery and office equipment. Other buyers in the department are being assigned to different fields.



(Answers on page 42)

1. Which is correct: waybill (one word), way-bill (hyphenated), or way bill (two words)?
2. Does **tonnage rating** apply to weight of a locomotive, horsepower of a locomotive, or load pulled?
3. Was the first completely air-conditioned passenger train placed in service in the United States 15 years, 25 years, or 35 years ago?
4. Which are more widely used on the American railroads, hewed crossties or sawed crossties?
5. Do the initials "OH" on a steel rail refer to the process of manufacture, the place of manufacture, or the name of the manufacturer?
6. In what time zone is Atlanta, Ga. Eastern or Central?
7. Does the original waybill for an interline shipment remain with the originating carrier or accompany the shipment to destination?
8. Out of the 3.4 cents which the Post Office receives—on the average—for handling a piece of domestic non-local first-class mail, how much do the railroads receive—about 2 cents, 1 cent, 1/2 of a cent, or 1/8 of a cent?
9. Does the term **scheduled meet** relate to court procedure, accounting procedure, or train operations?
10. Does the term **contraband baggage** refer to smuggled articles, to articles improperly represented as baggage, or to lost baggage?

## KEEPING WELL

## Why Not Relax?

by Dr. Raymond Householder, Chief Surgeon, Lines East

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

today are suffering from ailments caused or aggravated by emotional conflicts and tensions.

It is quite a common belief that such people only imagine they are sick. Actually they are just as sick as if their illness had a physical cause. Emotions can influence the body so profoundly that tensions can seriously upset the working of body organs.

In extreme cases, psychiatric assistance is indicated to remove the cause of emotional conflicts. In the case of most of us with no more than the ordinary emotional pressures, practice of a sensible mental hygiene is all that is needed to steer clear of trouble.

Every job on the railroad, whether it's running a locomotive or working with figures in the accounting department, tends to develop tensions. The same is true of our relationships with our fellow workers.

Stewing over situations that bother you could lead to illness a physician would diagnose as psychosomatic. At the least, you might find yourself becoming progressively less happy with your work and your associates.

Medical science now regards it as definitely unhealthy to keep emotional tensions bottled up. We should search for some healthy way to relieve them. For some people, a good long look at their own emotional conflicts is enough to convince them that there is no reason for them. Others may find that a talk with a sympathetic friend is helpful.

For all of us, good health habits and interests aside from our daily work, such as hobbies, are of great value in maintaining a good mental attitude.

Such an attitude is especially important to railroaders. Emotional conflicts do more than affect our efficiency on the job. Because of the nature of the railroad business, they also affect the personal safety of our fellow workers and the public we serve.

WHEELS passing repeatedly over a rail eventually will wear the rail down. This is a simple fact that every railroad man and woman knows.

Think of that wheel as your emotions and the rail as your body and we find something quite similar can happen. Your emotions can wear down your body—cause ailments which are perfectly real.

The medical profession has a \$10 word for such illnesses—psychosomatic. This jawbreaker is merely a combination of two Greek words—*psyche*, meaning mind, and *soma*, meaning body.

It doesn't follow that every time you get a bit hot under the collar you are going to be physically ill.

However, it is a fact that prolonged worry, anxiety, resentment or some other emotion bottled up inside of you can produce real illness.

Studies have shown that emotional tensions frequently have a great deal to do with certain kinds of heart and circulatory ailments, especially high blood pressure. They can also cause or contribute to digestive ailments such as peptic ulcer and colitis. Headaches, muscular pains and skin disorders are often traceable to the same cause.

It has been estimated that almost half of all people seeking medical attention

here's how we're doing...

	FEBRUARY		TWO MONTHS	
	1956	1955	1956	1955
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passenger, mail, etc.....	\$19,359,693	\$17,675,513	\$38,725,584	\$36,273,418
<b>PAID OUT IN WAGES</b> .....	10,185,383	8,958,884	20,884,921	18,340,387
PER DOLLAR RECEIVED (CENTS).....	(52.6)	(50.7)	(53.9)	(50.6)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	692,732	554,847	1,396,795	1,115,720
PER DOLLAR RECEIVED (CENTS).....	(3.6)	(3.1)	(3.6)	(3.1)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest..	9,084,750	8,166,406	18,394,950	16,636,489
PER DOLLAR RECEIVED (CENTS).....	(46.9)	(46.2)	(47.5)	(45.9)
<b>NET INCOME</b>				180,822
<b>NET LOSS</b> .....	603,172	4,624	1,951,082	
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars.....	107,429	102,800	218,931	212,728
Increase 1956 over 1955.....		4,629	6,203	

**CARLOADING BY COMMODITIES**  
during March 1956 Compared  
with March 1955

**INCREASES:**

	% of Total Revenue	Carloads			
		1956	1955	1956 + or - to 1955	
				Number	%
Forest Prod. excl. Logs & Pulpwood.....	12.7%	9,504	9,031	+ 473	+ 5.2%
Coal and Coke.....	6.9	11,700	11,294	+ 406	+ 3.6
Iron & Steel incl. Machinery.....	6.0	7,961	6,742	+1,219	+18.1
Logs and Pulpwood.....	4.0	5,426	4,707	+ 719	+15.3
Meat and Products.....	3.2	5,182	4,746	+ 436	+ 9.2
Clay, Gravel, Sand & Stone.....	2.2	3,607	3,598	+ 9	+ .3
Fruit and Vegetables.....	1.5	2,407	2,380	+ 27	+ 1.1
Ore excl. Pooled Ore.....	.9	671	402	+ 269	+66.9
<b>Total Increases</b> .....	<b>37.4%</b>	<b>46,458</b>	<b>42,900</b>	<b>+3,558</b>	<b>+ 8.3%</b>

**DECREASES:**

Grain.....	9.0	5,741	6,224	- 483	- 7.8
Autos, Trucks, Parts & Tires.....	5.2	2,813	3,794	- 981	-25.9
Petroleum and Products.....	4.1	5,070	5,176	- 106	- 2.0
Agri. Impl. & Tractors incl. Parts.....	3.8	1,406	2,180	- 774	-35.5
Merchandise.....	2.9	8,709	8,923	- 214	- 2.4
Cement, Brick, Lime & Plaster.....	2.1	2,459	2,777	- 318	-11.5
Flour & Grain Products.....	1.9	5,190	5,490	- 300	- 5.5
Beer.....	1.9	2,372	2,421	- 49	- 2.0
Live Stock.....	1.3	1,733	2,194	- 461	-21.0
Miscellaneous excl. Beer.....	30.4	31,509	32,385	- 876	- 2.7
<b>Total Decreases</b> .....	<b>62.6%</b>	<b>67,002</b>	<b>71,564</b>	<b>-4,562</b>	<b>- 6.4%</b>
<b>TOTAL</b> .....	<b>100.0%</b>	<b>113,460</b>	<b>114,464</b>	<b>-1,004</b>	<b>- .9%</b>

## did you know?

**MARCH** of this year showed the lowest number of reportable injuries to Milwaukee Road employes on duty of any month of March since the railroad first started keeping the records back in 1929. In March of that year one fatality and 130 reportable injuries occurred among employes. In the month just past, there were *no fatalities and eight reportable injuries*. In making the announcement, the safety department said, "There is a tremendous satisfaction in knowing that many employes, through their own safe actions, were spared disabling personal injuries."

**JOHNNY-ON-THE-SPOT**, and typical of the railroads' traditional readiness to lend a helping hand, the Southern Pacific last month transported 150 children in rain-drenched Oregon to and from school when their usual highway route was blocked by a 100,000 cubic yard mud slide. A train was run daily, two miles in each direction, around the slide area. For many children it was their first train ride. Service was provided at cost for the several weeks during which the slide was removed.

**SMALL FRY** traveling on the Swedish State Railways now can proudly hand the conductor a ticket "just like Mommy's and Daddy's". The Swedish railway, which has never charged fares or issued tickets for children under six, has been experimenting in recent months with a ticket designed especially for youngsters. Seven types have been issued, all delightfully illustrated and carrying nursery rhymes by the noted Swedish author of children's stories, Astrid Lindgren. The tickets are marked "From Home to Away and Return", and are good on all trains, time unlimited. Visiting parents in Sweden can obtain them from train conductors and ticket offices.

**BENEFITS** of the Family Fare Plan, a travel bargain for parents traveling with children, have been extended on The Milwaukee Road to include another day in the week. In the new order, the reduced fares available to family groups starting trips on Monday, Tuesday or



Two of the Milwaukee's new 2400 h.p. diesel units for passenger service, showing the new color scheme and numeral placement. As this issue of the Magazine went to press, 13 of the 18 units of this type which were on order had been received.

## The New Color Scheme

MILWAUKEE ROAD passenger train equipment is undergoing a color conversion from the familiar orange and maroon to the color scheme of the new "City" trains. This program began last fall when 44 Milwaukee Road passenger cars for use in that service were painted in the new color scheme, as announced in the October issue of the Magazine.

The new colors are called Armour Yellow and Mist Gray. Reflective red Scotchlite striping runs the length of the newly painted cars—one stripe at the top and the other at the bottom. The numerals on the sides of the cars are also of reflective red Scotchlite.

The new colors will be applied to all passenger cars as they are taken out of service for their regular

shopping. On the present schedule only about three or four cars will be painted each week, but it is anticipated that all equipment in Olympian Hiawatha service will have been shopped and repainted by around the middle of July.

Passenger locomotives will be painted the new colors only as they require repainting. The new passenger locomotives recently delivered to the railroad have been painted by the builder in accordance with the new color design. Consideration has not yet been given to changing freight locomotive colors.

It is not expected that the new color scheme will be applied to passenger coaches in suburban passenger service.

Looking brand new in its fresh yellow dress, with red and gray trim, another Milwaukee Road coach rolls onto the transfer table from the passenger car shop in Milwaukee.



Wednesday also apply to trips beginning on Thursday. On a one way trip, family plan, only one parent pays a full fare. The other parent and children 12 through 21 pay half of the one way fare, children 5 through 11 pay 25 per cent, and children under 5 ride free, as before.

Traveling round trip, father pays the round trip fare, mother and the children 12 through 21 pay a one way fare, children 5 through 11 pay half the one way fare, and toddlers travel free. They may start their return trip any day of the week.

# retirements

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

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

BRAUN, ELLSWORTH H.  
Cost. Acct. . . . . Chicago, Ill.  
CARLSON, AXEL  
Crossing Watchman . . . . . Chicago, Ill.  
JOHNSEN, JOHN A.  
Draftsman . . . . . Chicago, Ill.  
KELLY, ANGELIA M.  
Tel. Operator . . . . . Chicago, Ill.  
SIMPSON, FLORENCE L.  
Comp. Oper. . . . . Chicago, Ill.  
WALLANDER, ARTHUR J.  
Statistician . . . . . Chicago, Ill.  
WALSH, WALTER J.  
Clerk . . . . . Chicago, Ill.

## CHICAGO TERMINALS

GERNER, GEORGE J.  
Mach. Helper . . . . . Bensenville, Ill.  
GREVE, LAWRENCE  
Mach. Helper . . . . . Bensenville, Ill.  
HAGEN, PETER J.  
Frt. Foreman . . . . . Chicago, Ill.  
LUNA, FAUSTINO  
Sec. Laborer . . . . . Bensenville, Ill.  
MAZUR, AGIE S.  
Car Cleaner . . . . . Chicago, Ill.  
POCCI, ALBERT  
Ex. Gang Laborer . . . . . Galewood, Ill.  
STRACEK, JAMES  
Loco. Engr. . . . . Chicago, Ill.  
TURKULA, BRUNO  
Machinist . . . . . Bensenville, Ill.  
URKART, GEORGE G.  
Caller . . . . . Chicago, Ill.

## COAST DIVISION

BOHNEN, GERHARD J.  
Agent-Operator . . . . . Beverly, Wash.  
GUMM, WARREN F.  
Fire Patrolman . . . . . Tacoma, Wash.  
HOLLY, WEEKS H.  
Telegrapher . . . . . Seattle, Wash.  
McDONALD, ALMONT  
Asst. Yardmaster . . . . . Seattle, Wash.  
McGALLIARD, SCOTT O.  
Chief Clerk . . . . . Seattle, Wash.  
MOODY, LILLIAN R.  
Clerk . . . . . Seattle, Wash.  
ROBINSON, FRANK  
Machinist . . . . . Tacoma, Wash.  
WILLIAMS, WENARD  
Carman . . . . . Tacoma, Wash.  
WILSON, HARRY A.  
Yard Clerk . . . . . Everett, Wash.

## DUBUQUE & ILLINOIS DIVISION

CAMPBELL, VERNON H.  
Telegrapher . . . . . Polo, Mo.  
DRAIN, JAMES M.  
Switchman . . . . . Savanna, Ill.  
FLANAGAN, MICHAEL J.  
Switchman . . . . . Davenport, Ia.  
GROHARING, VERNON L.  
Inspector . . . . . Nahant, Ia.  
HACKER, FRED J.  
Helper . . . . . Dubuque, Ia.  
KLETZKE, WILLIAM A.  
Sec. Laborer . . . . . Brownsville, Minn.  
REYNERTSON, JOHN T.  
Loco. Engr. . . . . Savanna, Ill.

SNOW, ALBERT E.  
Train Baggage man . . . . . Davenport, Ia.

## HASTINGS & DAKOTA DIVISION

BAKKEN, ALFRED B.  
Sec. Laborer . . . . . Wahpeton, N. D.  
BEATY, WALTER I.  
Roundhouse Laborer . . . . . Montevideo, Minn.  
RADSCHOLDER, HENRY  
Ex. Gang Laborer . . . . . Bird Island, Minn.

## IOWA DIVISION

HAGERTY, JOSEPH  
Sec. Laborer . . . . . Tama, Ia.  
KING, CHESTER A.  
Agent . . . . . Miles, Ia.  
MILLER, LEWIS J.  
Agent . . . . . Springville, Ia.

## IOWA & DAKOTA DIVISION

BRODESON, CLEO B.  
Carman . . . . . Mason City, Ia.  
BRUNSON, FORD H.  
Loco. Engr. . . . . Sioux City, Ia.  
BUSE, FRANK  
Eng. Watchman . . . . . Marion Jct., S. D.  
MANSON, ROBERT V.  
Loco. Engr. . . . . Sioux Falls, S. D.  
QUASS, JOHN R.  
Conductor . . . . . Mitchell, S. D.  
SORENSEN, SAM  
Loco. Engr. . . . . Mason City, Ia.  
TRULOCK, JAMES F.  
M & B Handler . . . . . Sioux City, Ia.  
WALTERS, ALEX F.  
Carman . . . . . Mason City, Ia.

WEISENBERGER, EMIL  
Loco. Engr. . . . . Sioux City, Ia.

## IOWA & SOUTHERN MINNESOTA DIVISION

MEALEY, CLARENCE H.  
Conductor . . . . . Faribault, Minn.

## LA CROSSE & RIVER DIVISION

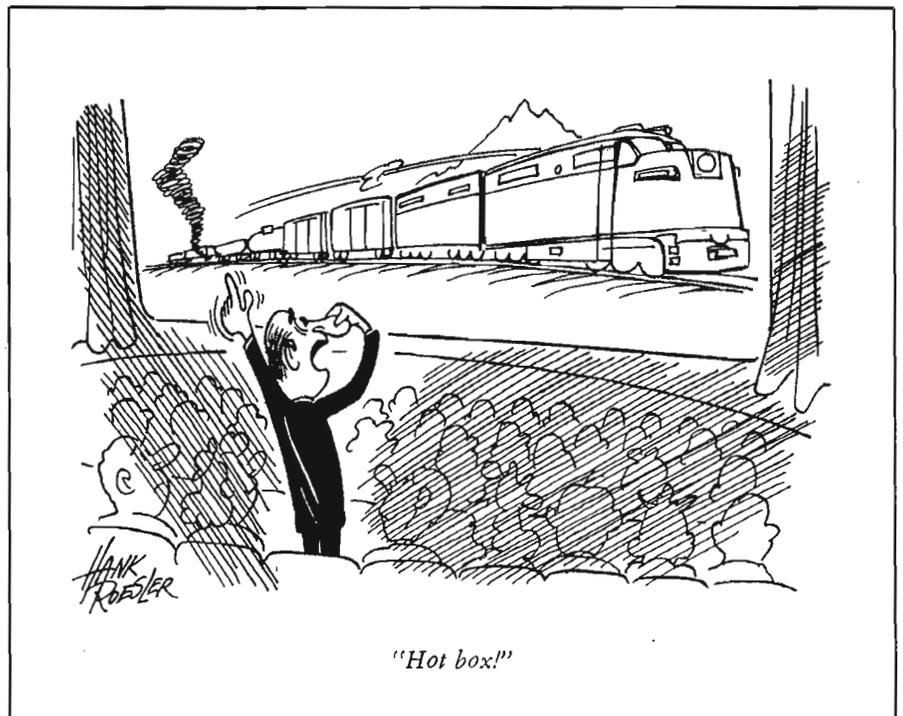
BOENIGK, WALTER  
Pipeman . . . . . La Crosse, Wis.  
BROGAN, HUGH J.  
Conductor . . . . . Minneapolis, Minn.  
BUDE, ALFRED A.  
Loco. Engr. . . . . Milwaukee, Wis.  
BUERCK, FRANK L.  
Sec. Laborer . . . . . Dresbach, Minn.  
HAGAN, LOREN  
Sec. Foreman . . . . . Wauwatosa, Wis.  
KALLIES, WILLIAM F.  
Eng. Watchman . . . . . New Lisbon, Wis.

## MADISON DIVISION

JOHNSON, OLLIS J.  
Loco. Engr. . . . . Madison, Wis.  
SULLIVAN, FRANK T.  
Machinist . . . . . Janesville, Wis.

## MILWAUKEE DIVISION

EICHWALD, ADOLPH W.  
Conductor . . . . . Green Bay, Wis.  
HERDER, THOMAS J.  
Ex. Gang Laborer . . . . . Racine, Wis.  
MORACK, AUGUST C.  
R. M. Clerk . . . . . Iron Mtn., Mich.  
ZIMMER, ABBOTT B.  
Conductor . . . . . Milwaukee, Wis.



"Hot box!"

**MILWAUKEE TERMINALS & SHOPS**

- BOFILES, NICHOLAS  
Forge Helper . . . . . Milwaukee, Wis.
- BOLTON, JAMES L.  
Boilermaker Welder . . . Milwaukee, Wis.
- BURR, APKER  
Boilermaker . . . . . Milwaukee, Wis.
- CONRAD, PAUL B.  
Machine Hand . . . . . Milwaukee, Wis.
- DOSTA, PAUL J.  
Carman . . . . . Milwaukee, Wis.
- ELLEFSON, JOHN  
Supervisor . . . . . Milwaukee, Wis.
- HERRERA, RAYMOND  
Sec. Laborer . . . . . Milwaukee, Wis.
- KELLER, EDWIN R.  
Loco. Engr. . . . . Milwaukee, Wis.
- LAINICH, BOZO  
Car Cleaner . . . . . Milwaukee, Wis.
- MANDERS, JOHN M.  
Clerk . . . . . Milwaukee, Wis.
- OHNESORGE, HARRY C.  
Machinist . . . . . Milwaukee, Wis.
- PRIES, JOHN L.  
Boilermaker . . . . . Milwaukee, Wis.

**ROCKY MOUNTAIN DIVISION**

- BARROW, ARCHIE E.  
Sub. Station Oper. . . . . Tarkio, Mont.
- KONTOS, NICK S.  
Sec. Foreman . . . . . Vendome, Mont.
- WAITE, TROY E.  
Telegrapher . . . . . Haugan, Mont.

**TERRE HAUTE DIVISION**

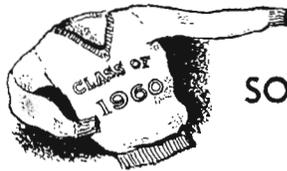
- DAUGHERTY, GEORGE R.  
Car Inspector . . . . . Jasonville, Ind.
- FITZPATRICK, THOMAS P.  
Loco. Fireman . . . . . Terre Haute, Ind.
- FREDERICK, LESLIE  
Car Helper . . . . . Terre Haute, Ind.
- PIRTLE, RAYMOND P.  
Carman . . . . . Terre Haute, Ind.
- PLAVACHAN, STEVE  
Sec. Laborer . . . . . Terre Haute, Ind.
- RINE, ARTHUR G.  
Laborer . . . . . Latta, Ind.
- STANGLE, JOHN L.  
Car Repairer . . . . . Terre Haute, Ind.
- STEVENS, ELMER H.  
Mach. Helper . . . . . W. Clinton, Ind.

**TRANS-MISSOURI DIVISION**

- BACHMEYER, JOHN  
Carpenter . . . . . Mobridge, S. D.
- NEWMILLER, JACOB R.  
Crane Operator . . . . . Miles City, Mont.
- NICKSIC, MICHAEL E.  
Sec. Foreman . . . . . McLaughlin, S. D.
- REIMER, GEORGE  
Laborer . . . . . Mobridge, S. D.
- TAKENAKA, KISAKU  
Ex. Gang Laborer . . . . . Miles City, Mont.

**TWIN CITY TERMINALS**

- BERGGREN, RICHARD G.  
Boilermaker Helper . . . Minneapolis, Minn.
- BIENHOFF, RAYMOND B.  
Loco. Fireman . . . . . St. Paul, Minn.
- BREKHUS, SEVERT E.  
Caller . . . . . Minneapolis, Minn.
- ERDALL, ARTHUR C.  
Solicitor . . . . . Minneapolis, Minn.
- JOHNSON, ARTHUR L.  
Sheet Metal Worker . . . Minneapolis, Minn.
- MARTIN, CLARENCE O.  
Yardmaster . . . . . St. Paul, Minn.
- MORRIS, FRANK T.  
Machinist . . . . . St. Paul, Minn.
- TRANSTROM, FRANK O.  
Carman . . . . . St. Paul, Minn.
- WOLKE, OWEN D.  
Roundhouse Foreman . . . St. Paul, Minn.



**SONS of Milwaukee Road employes may apply now for the**

**1956 J. T. GILLICK SCHOLARSHIPS**

**1st AWARD**

entitles the qualified and accepted applicant to a **\$600.00 ANNUAL SCHOLARSHIP** for four years, or a full tuition scholarship, whichever is greater, in an undergraduate school at an accredited university or college of his choice.

**2nd AWARD**

entitles the qualified and accepted applicant to a **\$300.00 ANNUAL SCHOLARSHIP** for four years in an undergraduate school at an accredited university or college of his choice.

**These scholarships are sponsored by THE MILWAUKEE ROAD.**

Sons of Milwaukee Road employes and sons of deceased or retired Milwaukee Road employes are eligible to apply for a J. T. Gillick Scholarship, provided the parent did not receive in excess of \$7,200 as compensation from the railroad company in the 12 months last past, and has worked for the railroad for two (2) years.

**NOTE:** It will be noted by the above that the sons of employes who earned not more than \$7,200 in the 12 months last past are now eligible to apply for a J. T. Gillick Scholarship. This higher figure replaces the limit of \$6,000 which has applied in previous years and which had been announced earlier as applying this year. It has been changed by the Scholarship Committee in recognition of wage increases that have become effective. It was the committee's feeling that this change should be made in order to open the scholarship competition to more Milwaukee Road families.

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

**APPLY NOW for application forms.**

Full details about eligibility requirements and conditions under which the award will be granted will be furnished to each applicant. All requests for application forms should be addressed to

**MR. C. WM. REILEY, Chairman**

**J. T. Gillick Scholarship Committee**

**356 Union Station Building • 516 West Jackson Blvd. Chicago 6, Illinois**

## FLY A CLEAN FLAG



Pre-suds soiled spots before laundering, using a thick lather and a soft brush to loosen grime. Launder the flag early in the day so it won't be on the line after sunset.



The Stars and Stripes in Chicago Union Station on Washington's Birthday, 1956.

THE NATIONAL flag should never be displayed or stored in a way which will allow it to become soiled. Fortunately, most flags are washable, and if it should get grimy, it may be laundered.

To preserve the colors, first brush any soiled spots with a thick soap or detergent suds. Then squeeze the flag in a deep tub full of warm water and abundant suds. Never twist, wring, or rub the fabric against itself. Rinse well, using cool water at the end, and press out the excess moisture. Hang the flag on the clothesline as correctly as you would for display. The rule is to place the blue field to the right if the flag is hung vertically, and to the left if hung horizontally. At no time should the flag touch the ground.

When almost dry, press the flag lightly on the wrong side with a moderately hot iron, using strokes parallel to the stripes. Fold the flag loosely and store it, as required by U. S. Government regulations, in a place where it can't be torn, soiled or damaged.

According to Public Law 820 passed by the 77th Congress, the flag should be displayed every day except in inclement weather. Shown here are some of the days throughout the year when it is especially fitting to display Old Glory. (*The Cleanliness Bureau*)

### Special Days to Display the Flag

- Inauguration Day—Jan. 20
- Lincoln's Birthday—Feb. 12
- Washington's Birthday—Feb. 22
- Army Day—Apr. 6
- Memorial Day—May 30
- Flag Day—June 14
- Independence Day—July 4
- Labor Day—first Monday in September
- Constitution Day—Sept. 17
- Columbus Day—Oct. 12
- Navy Day—Oct. 27
- Veteran's Day—Nov. 11

Also such days as may be proclaimed by the President of the United States; the birthdays of states (dates of admission); and state holidays.

When the flag is being handled, it should never touch the ground. The blue field should be at the peak of the staff.



The Milwaukee Road Magazine



## RECIPE OF THE MONTH

CREAM puffs, though they seem intricate, are actually easy to make. These crisp buttery shells are filled with a delicate orange-flavored cream, the whole drizzled with warm fudge sauce.

### Cream Puffs

$\frac{1}{2}$  cup water  
 $\frac{1}{4}$  cup butter

$\frac{1}{2}$  cup flour  
2 eggs

Measure water and butter into small saucepan and bring to a boil over medium heat. Add flour all at once. Continue cooking, stirring constantly until mixture forms a ball and leaves sides of pan. Remove from heat and let stand 5 minutes. Add eggs one at a time, beating vigorously after each addition. Divide dough into 12 portions and drop from a spoon onto a lightly greased baking sheet about 2 inches apart. Bake in a hot (425°F.) oven about 25-30 minutes, until puffs are firm and golden colored. Remove from baking sheet and cool on a rack away from drafts. When cold, cut off tops with a sharp knife.

### Orange Cream Filling

$\frac{1}{4}$  cups sugar  
 $\frac{1}{2}$  cup flour  
 $\frac{1}{8}$  tsp. salt  
1 cup boiling water  
1 tall can evaporated milk ( $1\frac{1}{8}$  cups)  
3 eggs, slightly beaten  
 $\frac{3}{4}$  tsp. vanilla extract  
 $\frac{3}{4}$  tsp. orange extract

Mix sugar, flour and salt in top of double boiler. Gradually add boiling water, stirring well. Cook over hot water until thick, about 20 minutes, stirring frequently. Blend milk with beaten eggs. Stir into first mixture slowly. Cook 6 minutes longer, stirring constantly. (Lumps may appear after the egg mixture is added, but the filling becomes smooth with constant stirring.) Cool, then add flavoring. **Hot Fudge Sauce:** Melt  $\frac{1}{4}$  cup butter and 2 squares unsweetened chocolate in top of double boiler. Remove from heat. Stir in  $\frac{3}{4}$  cup sugar and  $\frac{1}{4}$  cup cocoa, then blend in  $\frac{1}{2}$  cup evaporated milk, 1 tsp. vanilla extract and a few grains of salt. Cook over hot water, stirring constantly until thickened, about 3 to 4 minutes. Serve hot over cream puffs. (Evaporated Milk Association recipe)

One tiny leak from a faucet in a home can waste water at the rate of 200 gallons a day—more than 72,000 gallons a year.

April, 1956

# "Yeast-Riz" Crust, new for meat pies

RECIPES that cut down steps in the kitchen are always a find. The new "Yeast-Riz" crust scores on this count, as an excellent time saver, and for flavor, too. Several crusts may be prepared at a time (the recipe below is for three) and stored in the refrigerator for as long as 10 days. When you want to prepare a hot meal, just fill a crust and bake it until brown, about 20 minutes. And these crusts are never soggy, no matter how moist the filling.

### "Yeast-Riz" Crust

$\frac{1}{8}$  cup milk  
 $\frac{1}{4}$  cup shortening  
6 tbsps. sugar  
 $\frac{1}{4}$  tsp. salt  
 $\frac{1}{4}$  cup warm, not hot, water  
1 pkg. or cake yeast, active dry or compressed  
1 egg beaten  
 $2\frac{3}{4}$  cups sifted enriched flour  
1 egg white slightly beaten

Scald milk, stir in shortening, sugar and salt. Cool to lukewarm. Measure water into a large bowl (warm, not hot, water for active dry yeast; lukewarm for compressed). Sprinkle or crumble in yeast and stir until dissolved. Stir in lukewarm milk mixture. Add beaten egg and half the flour. Beat until smooth. Stir in remaining flour. Turn out on a lightly floured board, knead until smooth and elastic. Place in well-greased bowl; brush top with shortening. Cover with clean towel. Let rise in warm place, free from draft, until doubled in bulk, about  $1\frac{1}{2}$  hours. Punch down and turn out on lightly floured board.

Divide into 3 equal pieces and roll each

into a 10-inch circle. Fit into 9-inch pie pans. Pat over surface; trim pastry even with edge and press with tines of fork. Brush with egg white. Let rise in warm place, free from draft, until doubled in bulk, about 20 minutes. Prick with fork. Bake in moderate (350°F.) oven for 8 minutes. *Do not brown.* Cool, stack, and wrap in aluminum foil. Hold in refrigerator 1 to 10 days, as needed.

A meat filling in one of these crusts is a hearty main dish that needs only a salad and a fruit dessert to complete the meal. The piquant flavor of this veal pie, garnished with mashed potatoes, is good to the last mouthful.

### Viennese Veal

2 cups coarsely ground veal  
1 medium onion, minced  
2 tbsps. butter or margarine  
1 can chopped mushrooms, drained  
 $\frac{1}{8}$  cup evaporated milk  
1 tsp. paprika  
 $1\frac{1}{4}$  tps. salt  
 $\frac{1}{4}$  tsp. pepper  
pinch marjoram  
2 egg whites  
hot mashed potatoes

Cook veal and onion in butter or margarine until the meat is cooked and the onion is tender. Add mushrooms, milk and seasonings. Beat egg whites until stiff but not dry and fold into meat mixture. Spoon into "Yeast-Riz" crust. If desired, garnish with mashed potatoes. Bake at 350°F. (moderate oven) for about 20 minutes, until crust is golden. Makes 4-6 servings.

### Viennese Veal.



## Young Miss Maass bet her life



**E**VEN at 6:00 A.M., it is warm in Havana. But young Miss Clara Louise Maass felt chilly. Her head ached. Worse, she knew nothing would help.

*The illness starts like any other febrile attack. But soon the face is flushed. There is high fever. After two or three days, the pulse becomes feeble, the skin cold and of a lemon-yellow tint. Chances of recovery hardly approximate 50%.*

In seven pain-wracked days, yellow fever killed Clara Louise. And it was her own doing.

At Las Animas Hospital, Cuba, in 1901, volunteers were needed for the famous U. S. Army yellow fever experiments.

And she, who had fearlessly nursed the worst fever cases, thought undergoing the disease herself would make her a better nurse. She asked to be bitten by an infected mosquito. "I tried to dissuade her," said the medical director. "But she insisted."

So, in what would soon be America's victorious battle against yellow fever, Clara Louise Maass bravely died as she had lived—for others.

Yet the steel of her quiet, devoted courage still gleams in the strength of today's Americans. For it is still American courage and character that make our country secure—and that actually back our nation's Savings Bonds.

That's why U.S. Savings Bonds are among the world's finest investments. That's why you're wise to buy them regularly, and hold on to them. Start today!



★ ★ ★

It's actually easy to save money—when you buy Series E Savings Bonds through the automatic Payroll Savings Plan where you work! You just sign an application at your pay office; after that your saving is done *for* you. The Bonds you receive will pay you interest at the rate of 3% per year, compounded semiannually, when held to maturity. And *after* maturity they go on earning 10 years *more*. Join the Plan today. Or invest in Bonds regularly where you bank.

**Safe as America – U.S. Savings Bonds**



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# about people of the railroad



## H & D Division

### MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

With deep regret we report the death of C. E. "Mike" Petrick, who died suddenly Mar. 29. Funeral services were held in Montevideo.

The Aberdeen bowling team sponsored by the employes club which went to St. Paul Mar. 18 included Carl Borgh, Jack Seiler, B. Semosky, Jerry Groves, Henry Hoeft and D. Schriever. At this writing the results are not known; standings will appear in the next issue.

Conductor W. J. "Bill" Harding has returned from a vacation which included a rodeo in Tucson, ocean fishing in the Bay of California in Mexico, the sights of Los Angeles, and visiting with his son Bob and former employe Al Soike.

Conductor George Eastman and wife have returned from a vacation spent in Florida, fishing and visiting with former conductor Ben Bishop.

Ira Bush, former conductor, passed away recently at Aberdeen. Ira retired about five years ago.

Nearly all the male personnel around the Aberdeen depot has gone civic minded and is growing mustaches, sideburns, beards, and even goatees as on George Seanor and Fred Harvey. Just think. About 70 days to go before they can be shaved off!

In recognition of having been in the employ of the Road for 45 years, G. A. Carlson, roadmaster at Aberdeen, has been presented with a Silver Pass.

### EAST END

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

New firemen recently hired are Herbie Adamson, Murray Elverum, Delray Anderson, Rodney Guse and LeRoy Mallinson.

The little girl who arrived at the home of Engineer Norman Ronning last month has been named Patricia.

When Henry Dersch, former traveling engineer, was buried in St. Petersburg, Fla. recently, his pallbearers included the following H&D men: "Happy" Johnson, now living at St. Pete, and John Krum, Olaf Tweter, Matt Gross, Charlie Ross and Lawrence Reeve,

all visiting down there at the time.

Among the lucky folks who won free hams during a "Hams for Easter" project sponsored by Montevideo business men were Brakeman E. H. Murphy and Crossing Flagman John May.

When Engineer Oscar Sorby and his wife, who are vacationing in San Diego at this writing, stopped over at Las Vegas they met a chap driving a 1928 Pontiac, en route from Montevideo, Uruguay, to our Montevideo, Minn. We'll start looking down the road for him one of these days.

Retired Engineer Henry Adamson passed away recently at his home in Culver City, Cal. He was a brother of Retired Engineers Gus of St. Petersburg and Joe of Montevideo.

The Tom Monroes' visit in Phoenix, Ariz., included attending the annual Minnesota picnic at Oconto Park, where 2,500 former Minnesotans got together for a big day of it.

Ingvald Bagaas, agent at Watson, Minn., has been presented with a Gold Pass in recognition of a half century of service.

## Madison Division

### FIRST DISTRICT

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

Retired Conductor Robert T. Rathbun, 77, passed away at a Milwaukee hospital following a short illness on Feb. 18. Mr. Rathbun retired Dec. 30, 1953, having completed 53 and a half years of service. He is survived by his wife, three sons and eight grandchildren.

Retired Engineer George E. Pugh, 93, of Mazomanie, Wis., died Mar. 8 in a Madison hospital. Mr. Pugh retired in February, 1937 with 56 years of service.

Retired Switchman William L. O'Brien passed away on Mar. 30. Mr. O'Brien retired in April, 1940 with 45 years of service.

Four Madison Division employes received Gold Passes in March. The 50-year veterans are Engineer C. A. Bonham, Madison, Engineer E. J. Higgins, Ladd, Engineer L. A. Tingley, Beloit, and Agent J. G. Pronold, Genesee. Silver Passes, in recognition of 45 years of service, were presented to J. A. Gregg,

night roundhouse foreman at Janesville, and Engineer R. B. Smith, Beloit.

### SECOND DISTRICT

Mrs. John Cioni, wife of storekeeper at Beloit, is progressing very well after undergoing an operation at Monroe, Wis.

Conductor and Mrs. W. G. McIntyre of Beloit left Mar. 17 for a visit with their daughter in California.

Railroad men who played in the bowling tournament at St. Paul on Mar. 17-18 were Al Klein, Ira Warfield, Norval Steinhagen, Russ and Chris Hoogland, John Cioni, Elmer Wellenstein, D. Karg and Ray Seibel, all of Beloit, and Will Steinhagen of Freeport.

Mr. and Mrs. Lloyd Dawes entertained 23 members of the Beloit Milwaukee Road engineers' lodge and their wives at a potluck dinner on Mar. 4. Lester Tingley was presented with a 40-year membership button by Chief Engineer Dawes.

Engineer and Mrs. Frank Novey have returned to Beloit from a two-month vacation in Florida, which included a visit with the Fred Millers (retired engineer) at St. Petersburg.



**WEDDING ANNIVERSARY—50 YEARS.** Mr. and Mrs. A. E. "Gene" Ferris who observed 50 years of marriage at their home in Mazomanie, Wis., on Feb. 2. Icy roads kept their four sons and 11 grandchildren from attending, but a family party will be held at a future date. Mr. Ferris, former yard switchman at Madison, Wis., has been living in Mazomanie since his retirement. (Wisconsin State Journal photo)

## I & D Division

### EAST END

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

Yard Conductor H. M. Ervin and wife have returned from a vacation trip to Tucson, Ariz., where they visited their daughter and son-in-law, Mr. and Mrs. A. B. Conwell. They also spent some time with their son George and family in Portland, Ore.

Charles W. Johns, operator, has returned to work after receiving his release from the Air Force at Parks Air Force Base, Calif., in January.

Charles F. Roark, who has been attending college at Ames, is working as agent at Lawler during the absence of the regular agent, D. J. Walters, who is

### Meet Florence Paullin, Magazine Correspondent

FLORENCE PAULLIN, who joined the Milwaukee Road Magazine staff early this year as correspondent for the Sanborn-Rapid City area of the I&D Division, represents the distaff side of a railroad family well known in Mitchell, S. D. Besides her father, the late J. H. Paullin, who was a conductor on the Mitchell-Murdo run, three brothers have been with the Road—Robert (deceased) and Lyle, and Perry who is now a machinist at the Mitchell roundhouse. Another brother is a Great Northern conductor.

"So, you see it's in my blood," says Florence, who has lived in Mitchell all of her life and has been employed at the roundhouse office since 1918. An energetic person, she keeps things moving in her vicinity. As a charter member of the Milwaukee Road Women's Club, she was Mitchell Chapter's first secretary-treasurer. She is intensely interested in Girls State, which she helped to organize in South Dakota, and has served as a member of the board. While brother Perry served with a railroad battalion during World War II, Florence did her bit as the Milwaukee Road chairman of the servicemen's canteen in the Mitchell depot. She is also a member of Rebekah Lodge, having served as a Noble Grand, and of the Eastern Star.

Hobbies? Florence votes for golf and bowling when she is not hard at work for the American Legion Auxiliary and the 8 et 40, of which she is a past state president.



Florence Paullin

convalescing from surgery.

Sympathy was extended to C. C. Smola, retired storekeeper, whose mother passed away recently at a nursing home in Mason City at the age of 91.

Sympathy was extended to E. D. Barton in the sudden death of his oldest son, Merle, at LaCrosse.

K. P. Thomsson, who has been agent at Mason City since 1952, took the agent's position at Winona, Minn., Apr. 1. He and Mrs. Thompson were presented with farewell gifts by division employes.

### FIRST DISTRICT

Florence Paullin, Correspondent  
Roundhouse Clerk, Mitchell

A card from Retired Engineer George McDougall and wife from Arizona says they are enjoying the sunshine.

Jerry Hatzenbuhler, electrician apprentice currently stationed at Spokane with the Air Force, visited us on Mar. 1. He has grown and is now six feet four inches, so we don't wonder he is a star basketball player on the Air Force team. Jerry visited his brother Eddie in Mitchell, and his parents, Mr. and Mrs. E. F. Hatzenbuhler, now of St. Paul.

Retired Engineer Charles Forest passed away in a Mitchell hospital on Mar. 2. He was a Black Hills engineer, but had resided in Mitchell for some time since his retirement.

L. D. Lyons relieved L. P. Konietzko Feb. 16 through Mar. 5 at Canton, and C. H. Swanson for the week starting Mar. 6. J. C. Anderson has bid in relief position 6 at Canton.

Engineer Fred Harges of Mitchell is in St. Joseph Hospital in Mitchell at this writing, suffering from pneumonia.

Conductor Frank Grace and wife are visiting points in Mississippi at this writing. They will take a trip to New Orleans before returning to Mitchell.

If anyone around these parts is wondering why all the whiskers, Mitchell will be celebrating its 75th birthday come June, and it seems to be a "must" that the menfolk grow beards. Many clubs have been formed in Mitchell. The boys "on the other side of the track" call themselves The Milwaukee Rail Splitters, and the employes on this side have elected to call themselves The Milwaukee Roundhouse Dieselites. They have a charter and cards and pins, and all that stuff. We gals (the two of us) are to wear gingham dresses and sunbonnets.

Dennis, the nine-year-old son of Machinist Jim Schlinggen of Mitchell, won two steak dinners given by the Mitchell Daily Republic for picking the two teams that would play in the final game at the basketball tournament at Aberdeen this year. He also picked the winning team, and the closest to the final



Apr. 3, 1585—Sir Walter Raleigh dispatched a colony to Virginia—first colonizing effort by Britain in the New World.

Apr. 9, 1942—Bataan surrendered to Japanese, with 35,000 U. S. and Filipino troops as prisoners.

Apr. 12, 1862—Race and battle between Union soldiers on locomotive "General" and Confederates on locomotive "Texas", from Big Shanty to Ringgold, between Atlanta and Chattanooga.

Apr. 14, 1865—President Abraham Lincoln fatally shot by J. Wilkes Booth in Ford's Theater, Washington.

Apr. 14, 1887—General Time Convention, a predecessor of the Association of American Railroads, adopted the first standard code of train rules.

Apr. 18, 1775—Paul Revere, in famed ride, aroused American patriots to meet the oncoming British.

Apr. 20, 1863—The first steam railroad—six miles long—in Washington Territory, between the Upper and Lower Cascades.

Apr. 20, 1866—The first code of rules to govern the interchange of freight cars was adopted at a meeting of fast freight lines held in Buffalo.

Apr. 21, 1868—Eli H. Janney obtained patent for an automatic coupler; second patent was issued Apr. 29, 1873, for the basic car coupler design generally in use today; standard, interchangeable automatic car couplers were introduced in 1887, following extensive experiments; further advance improvements made and standardized in subsequent years.

Apr. 25, 1935—First round-the-world telephone conversation, by wire and radio, via New York-San Francisco-Java-Amsterdam-London-New York.

score out of some 400 entries. When interviewed by a correspondent of the Daily Republic, Dennis said he didn't like steak, but would take hamburgers, and wanted to know if he could give his father and mother the dinners. Not to be outdone, the Daily Republic sent him three tickets for dinner at the popular Steak House in Mitchell.

*The Milwaukee Road Magazine*

## SECOND DISTRICT

Fay Ness, Correspondent  
Superintendent's Office, Sioux City

Agent E. G. Kentch has been commended for off duty alertness in making a passing inspection of a train. As the train was passing Reliance he noticed a badly shifted load of timber. His observance of the condition no doubt prevented an accident.

Sam E. James, a telegrapher for 33 years who retired in 1940, died at his home in Sioux City Mar. 9. Mr. James was employed at East Yard and West Yard in Sioux City before his retirement. He is survived by his widow, two daughters, a son, two sisters and five grandchildren. Funeral services were conducted in Sioux City.

Engineer Emil Weisenburger who has been on sick leave for some time retired Mar. 1. He started with the Road in October, 1916, as a fireman and was promoted to engineer in July, 1946.

Engineer Robert V. Manson of Sioux Falls retired Mar. 14 after completing 49 years of service as boilermaker helper, fireman and engineer. Most of his engine service was out of Sioux Falls.

About 75 friends attended a triple farewell party on Mar. 27 to honor Car Foreman C. O. Larson who retired Apr. 1, P. H. Geelhart who leaves our division to become division engineer at Miles City, and H. A. Walter who will be resident engineer on the big government bridge to be built in connection with Oahe Dam at Mobridge. The affair was held at the Steak House in Sioux City.

Again the employes of the I&D are beaming with pride because of having won the President's Safety Award for 1955. We feel we have every right to be proud, not only of the award for the past year, but also because we have had the honor of winning three times, namely in 1952, 1954 and 1955. Each employe received a Meritorious Award card signed personally by E. G. Kiesele, superintendent of safety, and a key case with an inscription from President Kiley. We hope this is becoming a habit with us.

## Rocky Mountain Division

### NORTH MONTANA

Contributed by E. H. Mielke

Extra Operator A. L. Folkestad, now at Lewistown, and Miss Nell Cox of Alabama were married Mar. 17 at Lewistown. They will make their home wherever Mr. Folkestad does extra work.

Freight House Clerk R. C. Spencer and Mrs. Spencer announce the arrival of a boy, Ronald Carl, on Mar. 5. The Spencers are from Lewistown.

Pat Yates, Magazine correspondent for this area, had the foregoing news items prepared when he was assigned as

April, 1956



**CHIEF TIMEKEEPER RETIRES.** Co-workers in the office of the superintendent of the Milwaukee Division, Milwaukee, offering their best wishes to L. K. "Lou" Knoebel, chief timekeeper (center), as he retired on Mar. 30. Their parting gift of a Savings Bond is being presented by Superintendent Martin Carelick. Mr. Knoebel had 46 years of service in the accounting department.

car foreman to Othello, Wash. His family joined him there Apr. 1. Mr. Yates was presented with a going-away gift by men on the Northern Montana and at Harlowton.

Night Foreman W. Baker has transferred from Great Falls to Menasha, Wis. The night job at Great Falls was abolished. The car department at Lewistown is now handled by roundhouse forces.

Engineer Thomas Erickson has been ill and is recuperating on a short vacation trip to warmer climates.

Business is booming on the Northern Montana as far as grain hauling is concerned. With a government release on a lot of sealed grain, the elevators have been full and are shipping as fast as cars are supplied.

## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

The secret is out. Our messenger, Anne Wermes, has announced her marriage to Ernest E. Lester of the mail and baggage department at Waukegan on Nov. 13. The couple are making their home in Waukesha County.

Train Dispatcher G. L. Weis announced the arrival of a new baby at his home on Mar. 7.

Recent travelers to sunny climes included Agent M. A. Grenning and wife of Rondout, and Agent A. D. Campnell of Glenview.

In recognition of completing 45 years of continuous service, M. J. Gould, agent at Lake, Wis., has been presented with a Silver Pass. The Goulds live in Milwaukee.

## Chicago Terminals

### GALEWOOD

Contributed by Mae E. Graney

Norma Gunderson, the regular Magazine correspondent, and her husband Victor at this writing are cruise passengers on the R.M.S. Mauretania, stopping at the Virgin Islands, British West Indies, French West Indies, Venezuela N.W.I., Jamaica, Port-au-Prince and Haiti.

The office force received a card from Ethel Reaume, retired interline switching abstract clerk. She is spending some time in St. Petersburg, Fla., enjoying her retirement.

A letter received from Charles Schultheiss, retired monthly statement clerk now living in Corona, Calif., says his camellias are all in bloom. Charles and Martha enjoy working in their garden.

March 6 marked 50 years of service in the Galewood office for Anna E. Eschensen. Since Anna is still home due to illness, the girls at the office sent a beautiful arrangement of flowers for the occasion; also a card signed by all employes.

While on vacation in February, Herman Hanson, over and short department, and his wife were guests of Ed Brassie at the Masquers Dinner in honor of Hedda Hopper, held in the Masquers Club in Hollywood, Calif.

Frank C. McCune, brother of W. A. McCune, passed away Mar. 17.

Newcomer Louise Sock was welcomed as comptometer operator.

Lillian Arenstein is still on sick leave. Sorry to report that Mary Browne, past ways and means chairman of Fullerton Avenue Chapter of the Women's Club, passed away Mar. 13.

## UNION STREET

Florence LaMonica, Correspondent

Stanley Rebacz, cashier, is back to work after several weeks' sojourn in the hospital.

George Thomas, night chief clerk who has been hospitalized because of pneumonia, is now recuperating at home.

Jim Cox, assistant reconsigning clerk, recently lost his mother-in-law, with whom he made his home.

Mrs. Thomas Nealon, wife of stower at house 2, passed away Mar. 21.

Thomas Pollack, son of Frank Pollack, checker at house 6, passed away recently.

James F. Kelly, father of James Kelly, check clerk at house 1, passed away last month.

At this writing F. Quinlivan, forklift operator in house 2, has been home ill for a month.

## BENSENVILLE

Dorothy Lee Camp, Correspondent

Three terminals men, Yard Conductor Ralph DiBiase, Switchman Larry Barley and Switchman William Hagglund, were cited recently for quick thinking when a fire broke out under a coach in a train they were moving from the Western Avenue coach yard to the Union Station. The fire was caused by a broken elbow on one of the pipes that supply propane gas to the car, and because of their promptness in closing the valve that controls the feed to the pipe, it was extinguished without incident. Superintendent G. F. Wilson commended them for preventing serious damage to the train's equipment.

Likeable Jim Mendel, clerk, has joined the Bensenville office force after eight years at Muskego Yard in Milwaukee. Jim made the move due to his mother's health, so he could be close to help with her care. He is doubly welcome, as he can operate an IBM machine.

Herb and Lorraine Godding welcomed a new baby girl recently, little Vicki Lynn.

When reporting birthdays for Feb. 29 we didn't know that Illinois Division Conductor Freddie Helsdon had a birthday that day.

At this writing Gene Waletich's mother is here on a visit from Denver, Colo. We all look forward to her visits, as she always stops in the office for a pleasant chat. Only one thing wrong, we think Minerva should move closer.

A Gold Pass, in recognition of 50 years of service, was presented recently to Edward R. Derrickson, telegraph operator, who makes his home in Chicago. Joseph A. Jelley, of the Road's locomotive department, has also received his 50-year Gold Pass. Mr. and Mrs. Jelley live in Bensenville.

## F. H. Campbell

FRED H. CAMPBELL, retired general car inspector, passed away Mar. 25 in Milwaukee, at the age of 65. He is survived by his wife, Stella, in Milwaukee, and two sons, one in Chicago and one in Long Beach, Calif.

Mr. Campbell started his service on The Milwaukee Road at Aberdeen, S. D., on Oct. 25, 1905. Later he was employed in various capacities in the car department at Miles City, Tacoma, Butte and Milwaukee. He was appointed general car inspector in 1930, and occupied that position until his retirement on Mar. 1, 1954.

Mr. Campbell, who was popularly known as "Fritz", came from a railroad family. His father, the late F. D. Campbell, was an assistant master car builder at Tacoma who served the Road from 1879 to 1927. A brother, W. E. Campbell who started in 1897 and retired in 1947, was formerly district master car builder and district general car foreman at Tacoma and Milwaukee. Another brother, Dick, who has been with the Road since 1910, is now foreman of inspectors in Minneapolis. As a family, the Campbells have almost 200 years of service.

## FOWLER STREET STATION

Pearl Freund, Correspondent

A 10 A.M. wedding in the rectory of Blessed Sacrament Church Apr. 21 is planned by Miss Nancy Nowicki and Daniel Stoddard. Nancy is the daughter of Barney C. Nowicki, clerk in the cashier department. The bridal party will include Miss Marilyn Stoddard, Miss Loretta Nowicki, and Christopher Nowicki, among others. Miss Nowicki is a graduate of St. Mary's Academy in this city. Her fiance studied at the University of Wisconsin in Milwaukee.

Mr. and Mrs. Anthony Stollenwerk will gain a new daughter-in-law when son Gerald takes as his bride Miss Patricia Yvonne Gedymin at Immaculate Conception Church Aug. 4. Gerald attends Marquette University, where he is a member of Alpha Phi Omega. Mr. Stollenwerk is employed in the inbound rate department.

The retirement of Mrs. Lucille Brower on Apr. 14 will bring sorrow at leaving so many of the people she has worked with in her 35 years of service, all at Fowler Street, and happiness in looking forward to leisurely travel. Her one ambition has been to see Europe, and she hopes to realize it. Lucille, a sister of our recently retired agent, C. R. Dummler, has worked here as a steno. Son John is employed on the switch desk.

Bruno Kowalski has replaced Frank Newhauser on a temporary assignment in the outbound rate department, with your correspondent assigned to the rate position held by Mr. Kowalski. Alice Sobczak is handling the duties of secretary and timekeeper in the absence of Lucille Stowell, who is on leave due to illness. Enrico Franco is assigned temporarily to the outbound rate department and his vacancy in the inbound rate department filled by Evelyn Scharest. Josephine Fillier has been assigned to pickup and delivery, Barbara McPhee and Lois Scott to the IBM department, Mary McCormick to the extension desk, and Ann Kowalski to carload billing.

New employes at Fowler Street are Mrs. Constance Overton, formerly with the Red Star Yeast Co., who has been assigned general clerical work. Jean Radlet, assigned to ticket sorting, comes to us from the office of the superintendent at Madison. She attended the University of Wisconsin there, as did her husband, a graduate of the Medical School who is now interning at Milwaukee Hospital.

William Koepke, switching department, and Mrs. Koepke are celebrating their 9th wedding anniversary with a vacation trip to New Orleans.

*It pays to take an interest in the future. That's where you'll spend the rest of your life.*

## Milwaukee Terminals

### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

#### UNION STATION

Chief Clerk Don Frank and Mrs. Frank are the parents of a fine daughter born at St. Joseph's Hospital on Mar. 29. Patrice is the name.

Greetings from Miami, Fla., were received from Mrs. R. A. Woodworth, former secretary in assistant superintendent's office, Milwaukee Division.

#### MUSKEGO YARD

M. E. Prescott, formerly steno-clerk at the Muskego office, has been assigned to the yard caller position with hours 11:00 P.M. to 7:00 A.M.

James Frank Scollan, retired switch-tender, passed away at Mt. Sinai Hospital Mar. 17 after a long illness. Mr. Scollan retired in February, 1955 after more than 50 years service. He is survived by his wife, a son and two daughters. Burial place was in Sacred Heart cemetery at St. Francis.

M. E. (Gene) Prescott is the proud father of a baby daughter born Mar. 8.

Sympathy was extended to Assistant Superintendent R. A. Hummer in the recent loss of his father.

## DAVIES YARD

Charles Pikalek, Correspondent

Kenneth Feustal, who was hospitalized for surgery Jan. 10, is back on the job.

Sympathy was extended to Mr. and Mrs. Vernon Allie on the loss of their son, James R. Allie, who was killed in an auto accident Mar. 25.

Mr. and Mrs. S. Zaffiro are the proud parents of a baby girl born Mar. 4. The writer and his wife are also proud, because this event made them grandparents for the second time.

## Terre Haute Division

Christine Reichert, Correspondent  
Superintendent's Office, Terre Haute

Agent-Operator W. E. Chapman of Walz, Ill., vacationed in New Orleans in March.

Agent Henry C. Heck of Andres, Ill. returned to work the latter part of March after a leave of absence due to illness.

Machinist Helper C. C. Dubbs of Terre Haute and Mrs. Dubbs spent a two-week vacation in Los Angeles.

Retired Conductor Mark Hewitt and Mrs. Hewitt of St. Bernice, who went to Florida for a visit shortly after Mr. Hewitt's retirement in February, have decided to spend a few months there.

Sympathy was extended to Chief Clerk John Mahalek of the Terre Haute freight house in the death of his mother on Mar. 28.

In recognition of 45 years of faithful service, Harry D. King, agent at Bedford, has received a Silver Pass, issued in favor of Mr. and Mrs. King and good for lifetime travel on all Milwaukee Road trains. It was presented to Mr. King at a dinner party held at Bedford on Mar. 28 in honor of his retirement Apr. 1.

Lewis M. Petrie was appointed to succeed H. D. King as agent at Bedford Apr. 1. Mr. Petrie began his railroad service here in 1940 as telegrapher and in 1948 was appointed to the agency at Chicago Heights, Ill. Since 1951 he has been agent at Winona, Minn.

George M. Bain, retired conductor of St. Bernice, 62, passed away on Apr. 1 due to a heart ailment. He is survived by his widow, three sons and four daughters.

## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Superintendent, Spokane

When 50 years ago Thomas Barnes left England to come to America he told his folks he would be back some day. Well, his dream has come true. "Tommy" boards the Queen Mary Apr. 25 with Mrs. Barnes for a reunion with his brothers and sisters in London. Enroute

April, 1956



**TERRE HAUTEANS HONORED BY B. OF L. E.** The presentation of 40 and 50-year membership pins to eight retired Terre Haute Division engineers was the highlight of a banquet given by members of B. of L. E. Division 754 and their wives at the Terre Haute House on Mar. 6. The honored guests shown here being congratulated by Special Representative George Hooper of Cleveland (left) and General Chairman J. H. McLaughlin, Chicago (right), are, left to right: George Schumaker, 50-year member; J. Homer Dowden, 53 years; George McGinnis, 50 years; Carl Van Meter, 40 years; Reed McGinnis, 49 years; and Theodore Hehman, 40 years. Mr. Dowden and Reed McGinnis had received membership pins previously. Others honored but not present were Louis Brown, Bedford, and Sumner Pearce, Westport, 50-year members; and Charles Bowers, Terre Haute, and Charles Van Winkle, Long Beach, Calif., 40 years.

to New York, they will visit their son in Fremont, Neb. Mr. Barnes retired in 1950 as roundhouse hostler in Spokane, having come from Spirit Lake when the facilities were closed at that point. In spite of his 80 years, he is very active. The Barnes will return to Spokane in September.

Recent retirements include L. M. Tilger, icer, who last worked in Othello about September, 1953; Section Laborer John E. Richie of Elk River, who since his retirement last December is making his home in Eureka, Calif.

The Marvin Williamsons welcomed their first girl, Melissa Ann, on Feb. 22; two brothers in the family besides.

Millard W. Payne, 83, passed away Feb. 28 at Malden. He is survived by a daughter in Lexington, Ill., two sons, Donald and Robert, both of whom are employes in the operating department, 17 grandchildren and 12 great-grandchildren.

Retired Conductor Dick Staeger of Malden is ill at this writing.

A tragic lake accident on Rock Lake near Malden, which took the lives of four young men, was sorrowful for Mrs. Elma Kimm Sides, a bride of a month. Besides her husband, Roy D. Sides, she lost her brother in the accident. Mr. Sides was employed as a brakeman in 1952, before entering military service.

He was just recently discharged and had been attending Cheney Normal School.

The death of Mott Sawyer in February at the Seattle Veterans Hospital brought back memories for "Cap" Allen of Spokane. Mr. Sawyer was a former superintendent of the Idaho and Coast Divisions, the I&D and others. Mr. Allen knew Mr. Sawyer during construction days in 1909-10 and later during first World War when he served under the then Major Sawyer as a captain in charge of the Olympic Peninsula Railroad for the Army.

Mr. Allen has kept a diary since 1909. Now he has started the idea of presenting his grandchildren with the particular book recording the date of their birth, and it has pleased him to hear the first recipient say, "It is the nicest present I got."

Mrs. Mary Carlson, the mother of Anna H. Smith, assistant cashier Spokane freight office, died suddenly on Mar. 20, following one day in the hospital.

Fireman E. J. MacCadum, with a friend, played the role of "Dagnet" Jack Webb as they were walking in Spokane one recent evening. A man ran past them, and soon a woman darted from a store, indicating that a robbery had taken place. Following up the street on which the man had been seen, MacCadum



**E. H. BRAUN RETIRES.** Ellsworth H. Braun, cost accountant with headquarters in Chicago (center), shown with Mrs. Braun as he was presented with retirement gifts from associates in the Fullerton Avenue and Milwaukee accounting offices by Assistant Comptroller H. C. Johnson on Mar. 2. They included a movie camera. Mr. Braun, who has 51 years of service in the accounting department (cost accountant since 1932), is well known on the railroad for his liaison work between all departments.

and company overtook him. As he was rather hard to hold, they removed the robber's shoes (this in cold and snowy weather)—the thought of a gun didn't enter their minds until it was over. In the scuffle, Mr. MacCadam broke his wrist watch, but has been promised another for his efforts.

## Chicago General Offices

### PURCHASING DEPARTMENT

E. Galbreath, Correspondent

With deep regret we report the death of Andrew Markus Jr., who died in his sleep on Mar. 31. Mr. Markus, who was 46, had been with the Road for 27 years, all in the purchasing department. The last five years he had been a buyer of diesel material. His survivors include his wife Irene, a son, Brian, 12, a daughter, Andrea, 9, and his mother. Burial was in St. Lucas cemetery.

Leonard Thelander, office manager, returned from a three-week vacation in Florida with a tan that made us all envious.

Eleanor Magnuson, secretary to Mr. Hanover, also took an early vacation and went to California to attend the wedding of a cousin. While in Los Angeles she called on Marian Kubel, a former employe of this department.

Every so often our fellow workers surprise us with a talent they have kept hidden. Such was the case of Don Russo, tabulating clerk, who we find is an accomplished pizza chef. He recently entertained the choir of the E & R Edison Park Lutheran Church of which he is a member. There were 35 guests, and Don cooked and served pizza, mustaccholli and a salad. It was voted a huge success.

V. E. McCoy, chief purchasing officer, presented the department with two beautiful Easter lily plants, which we all enjoyed. The Friday before Easter the girls drew to see who would have the pleasure of taking them home. Loretta Kuhn, secretary, and Mary Rochambeau, dictaphone operator, were the lucky winners.

### OFFICE OF FREIGHT AUDITOR

Clara Fister, Correspondent

The bowling team went to St. Paul for the Hiawatha Tournament at the Riverview Commercial Club. Their objective is Miles City in 1957.

Jim Carroll, machine room, left Mar. 10 to join the Army Reserve. He is now stationed at Ft. Leonard Wood, Mo.

William Bodecker, revising bureau, is back to work after a sick leave.

Beverly Anderson, local and interline balance bureau, and Michael Paul became engaged on Mar. 24.

Madeline Bingham, and Clem Carroll and his wife, vacationed in Florida.

Kareen Kutska and Arlene Staib, of keypunch and coding, left recently to await the stork.

New people in the office are Margaret Jennings, Jim Linson, Roger Klaus, Lynne Waterloo, Bill Gehring, Myrel Gordon, and Lydia and Waltrand Kerath.

### ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

W. G. Powrie, chief engineer, was elected to the board of direction of the American Railway Engineering Association at the annual meeting in Chicago on Mar. 15.

We said good-by to Howard Kobayashi who left our department to accept work in his native Hawaii. Howie had been with us since June, 1951 and had worked on the new yards at Milwaukee and Bensenville.

John A. Johnsen, designer-detailer in Structures, retired on Mar. 15. On that day, his associates presented him with a fancy fishing rod and reel at a luncheon in the Cafe Bohemia. John was born in Norway 69 years ago and started work in our department in 1944.

We extended sympathy to Mrs. Ostrom and family in the loss of their husband and father, Osear, who died at Lake City, Minn., after a brief illness. Oscar started with the railroad in June, 1917

and had been in service continuously since that time, except for a brief period as office manager for the Union Oil Co. at Port Angeles, Wash. His last position with the railroad was that of supervisor of work equipment.

We were shocked to hear of Mrs. John Schell's sudden death in Miles City on Mar. 13. John, who is assistant division engineer at Miles City, was in Chicago attending AREA meetings at the time.

Our annual departmental staff meeting in Chicago on Mar. 15 was attended by 70 of our people. Many of the division forces were present, as they were here for the AREA meetings earlier in the week.

A. B. Chapman visited with us in March. He and Mrs. Chapman were en route to Europe to spend some time with their son, Capt. Kyle W. Chapman, who is in the Air Force.

At a meeting of Boy Scout leaders in Elgin early this month Richard A. Anderson, assistant engineer, who serves as Scoutmaster for Troop 21 at South Elgin, was presented with a plaque in recognition of having completed the Wood Badge Course. This is the highest award in the Scoutmaster training course, and Mr. Anderson is one of the first two men in the Elgin Area Council to achieve it. He has been active in Scouting since 1942.

### AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Stanley Johnson, supervisor of machine accounting, underwent surgery on Mar. 29 at West Suburban Hospital, Oak Park. Ann Brough of the keypunch bureau was operated on Mar. 28 at St. Mary's Hospital. At this writing Mary Elser of the timekeeping bureau is also hospitalized.

Sympathy was extended to Margaret Berghauer on the death of her father Mar. 10, at her sister's home in Hawaii. The mother of Margaret Dost of the bill and voucher bureau passed away Apr. 5.

On Mar. 12 we had a visit from Elvie Conroy, formerly of the timekeeping bureau, who is now making her home in California.

Ruth Albritz of the keypunch bureau has a reason for looking so happy. Her cousins, Lydia and Waltrand Kerath, arrived in Chicago from Bielefeld, Westfalen, Germany, on Mar. 13 and are now working in the freight auditor's office as sorters. Also, on the same day Ruth received a beautiful diamond engagement ring from John Dobrowalskis.

Kathleen Mulechrome of the keypunch bureau left Chicago on Mar. 28 to visit her parents in Ireland.

New employees of the past month are Anne Hanecker, Nelly Mai, Marnin Zaitz, Pauline Smith, Bernadette Brinlee and Robert Glowienke.

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

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.....

.....

(If additional children add attachment)

Signature

Date

OFFICE OF AUDITOR OF EQUIPMENT  
ACCOUNTS

Martha Streit, Correspondent

The presentation of a Gold Pass to L. J. Kincaid on Apr. 2 was the occasion for office festivities. He was presented with a cash gift, flowers, and many cards by his fellow employes. Mrs. Kincaid was present for the ceremony, as was her brother, D. J. Staley, chief clerk to freight traffic manager in the Union Station. Of Mr. Kincaid's 50 years of service, 15 were spent with the old Chicago, Terre Haute & Southeastern.

Aileen Wishes of Car Records spent her two-week vacation this year seeing the Old South. Her trip took her to Biloxi, New Orleans and Mobile.

On Mar. 21 Irene Goelz announced the arrival of a second grandson, Timothy, born to her daughter and son-in-law.

Kitty O'Malley of the keypunch room entered Belmont Hospital for an appendectomy on Mar. 27.

Arlene Roggow, who was stricken with pneumonia, is recuperating at home at this writing.

Dorothy Switzer was honored with a baby shower by her friends in the keypunch room when she left recently to await a blessed event.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

A welcome was extended to new employes James Alopogianis and Angelo Basagas.

Arlene Reitenbach has resigned. She expects to make her home in San Francisco.

Lottie and Ed Knapp proudly announce the arrival of Glenn James Knapp on Mar. 3.

Dolores and Ed Karp are the proud parents of Susan born Mar. 23.

Ethel Haynes enjoyed a recent vacation in Florida.

OPERATING DEPARTMENT

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

When George H. Borgman, chief clerk, vice president's office, heard that four ranking officials of the State Railway of Thailand were coming to visit the operating department for information on how we do our jobs, he immediately called up Max M. Sorson, office engineer in the industrial department. Max is an expert in French, and George had reason to think that the visitors might be more proficient in that language than in English. However, the five spoke English quite well.

The discussions of general railroad operations were very interesting to both the Thailanders and ourselves. They have

one thing on us in not having to meet the keen competition of other railroads, busses, trucks, and private automobile travel. It was pleasing to note their eagerness to adopt the nonchalant American manner.

Miss Florence M. Walsh, secretary-treasurer of the Veteran Employes Association of The Milwaukee Road, on being approached for news, claims she is now head-over-heels in preparation for the coming veterans' convention to be held in Chicago in August.

Bob Weber, retired chief clerk of the claim prevention, refrigerator and merchandise service office, came in recently from Phoenix to visit the gang. He is now a citizen of sunny Arizona and is the picture of health.

At a meeting of Boy Scout leaders in Elgin early in April, Everett Klotz, traveling mail, express and baggage agent, was presented with a Cubbers Key. The award was made in recognition of his assistance to the Cub Scouts of Troop 32 at Carpentersville, of which he is Scoutmaster. Mr. Klotz has been in Scouting more than 20 years, and with Troop 32 for two years. Last month 12 Scouts of an Explorer post attached to the troop toured our Western Avenue yards; a very interesting experience for all, Everett reported.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

On May 7 the Choral Club will present a program for the Altar and Rosary Society of our Lady of Mercy Catholic Church, 4432 N. Troy Street, at 9:00 P.M. in the school auditorium.

May 23 has been selected for the concert at Endeavor Presbyterian Church, Cornelia and Paulina Streets. It will take place in the church at 8:15 P.M.

A concert for the Lions Club "Ladies' Night" at Kirkland, Ill., will be held in the Kirkland High School Apr. 27. The group will travel by bus directly to the Fairdale Men's Club, which has an interesting rural atmosphere, where dinner will be served. After the concert there will be a social hour with refreshments, to which the members have been invited.

OFFICE OF AUDITOR OF PASSENGER  
ACCOUNTS

Contributed by Arona Puttrich

A new addition to the Navy is our own Larry Grudziecki, who is at Great Lakes for his basic training.

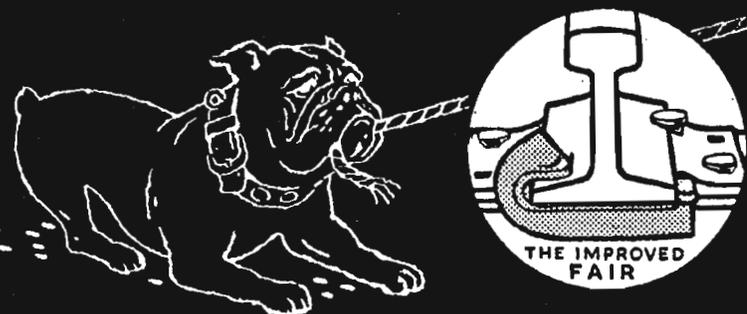
Agnes McGrath is recuperating at home after surgery. A leave of absence was granted to Sophia Walker.

We were happy to welcome Bill Tidd back from his long furlough. He will resume his duties as Magazine correspondent with the May issue.

*The Milwaukee Road Magazine*

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Uncle Sam released Joseph Zigmond recently, and he is back with us.

Howard Smith visited recently with Bob Chessman, retired interline clerk, and reports that "Uncle Bob" is as spry as ever; feels more like 49 than his 79 years.

New additions to the fold are Margaret Madden, from Ireland, and Eleanor Burnette in Conductor Accounts. Kathryn Machuga is the "comp" messenger.

Elizabeth Weig has gone to California to be with her son, who is nursing injuries suffered while on duty as a high line electrical worker.

A Florida vacation has lured Helen Normoyle and family, and Aaron Melich and his family. Dorothy Magnini entrained to Buffalo, N. Y.

Sympathy was extended to Mariou Ritter whose father died suddenly at their home in Marinette, Wis., on Apr. 1. Marion's mother was hospitalized with pneumonia at the time.

## Trans-Missouri Division

### WEST

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

On Miles City's second Business Education Day, held Feb. 17, more than 100 teachers visited 15 business firms to gain first hand knowledge of their respective operations. Ten teachers made up the group which, under the tutelage of Trans-Missouri officials, viewed Milwaukee Road activities and facilities at Miles City.

Mrs. William I. Freeland passed away Jan. 29 at a Miles City hospital after a long illness. Burial was in the family plot in Custer County cemetery.

Word has been received of the death of Fred Parkinson, retired engineer, at Auburn, Calif., on Feb. 5. Mr. Parkinson was born in Jerico, Wis., on April 14, 1884, and entered the employ of the railroad in 1901 as a fireman. He retired in November, 1953.

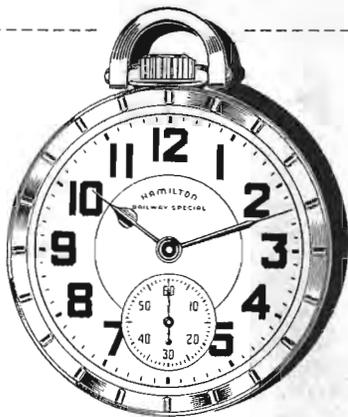
William H. Bartley, Jr., son of Conductor W. H. Bartley, was recently appointed regional intelligence officer in Richmond, Va., for the U. S. Immigration and Naturalization Service. Also, Miss Karen Stevens of Great Falls, Mont., granddaughter of the Bartleys, was selected with two other Montana high school students as a winner in the 15th annual Westinghouse Science Talent Search.

Thomas E. Corbett, 70, retired chief dispatcher, passed away at his home in Tacoma Feb. 12. He began railroading on the Wabash in 1903, transferred to the Milwaukee in 1903, and later came west as an operator. He was appointed dispatcher in 1908 and chief dispatcher in 1918. At various times he served as

April, 1956

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chief dispatcher on the Musselshell and Coast Divisions, trainmaster on the Musselshell and Idaho Divisions, and safety engineer on the Idaho and Coast Divisions. He was chief dispatcher at Port Angeles, Wash., when he retired in 1950. He is survived by his wife, two sons, five daughters and 22 grandchildren.

Arthur L. Peterson, 71, retired machinist, died suddenly at a Miles City hospital on Feb. 18. Mr. Peterson was a native of Minnesota and came to Montana to homestead. In 1914 he entered the employ of the Milwaukee at Miles City, working as machinist until his retirement in 1953. He is survived by his wife, two daughters, two grandsons, a sister and a brother.

A "white elephant" auction was the main feature of the March meeting of the Milwaukee Road Women's Club at Miles City. Special prizes were awarded to Mrs. A. O. Thor, Mrs. H. W. Smeed and Mrs. Jesse Trafton. The St. Patrick's theme was used in the table decorations. Hostesses were Mrs. D. W. Roberts, Mrs. H. E. Zuelke and Mrs. L. V. Hinricks.

Mrs. James O. Abbott and her five-year-old daughter Jacqueline were asphyxiated by the fire which destroyed their home just outside of Miles City in the early morning hours of Mar. 1. Switchmen and a neighbor summoned by the cries of two sons, Robert and James, who had escaped, broke into the building to carry out Mrs. Abbott and her daughter moments before flames consumed the house. Cat Operator Jim Abbott was working on the west end of the division at the time of the tragedy. Milwaukee, church and civic groups have united in efforts to re-establish the home.

Mrs. Maude B. Kirk, 69, passed away Mar. 8 at a Miles City hospital after a long illness. She is survived by her husband, Baggage man W. H. Kirk, a son,

three grandchildren and two half brothers. Interment was in the family plot in Custer County cemetery.

A major activity of the Miles City area is the market operated at the Miles City Sales Yard for the sale of eastern Montana livestock. Ownership of the Miles City Auction Co. was recently secured by John B. Dunlap, who has taken over operation of the yards. The sales yards are the origin of a large volume of livestock business routed over The Milwaukee Road.

William Althaus, retired machinist helper, died at a local hospital Mar. 10. He was born in Wisconsin Rapids, Wis., on June 11, 1865, came to Miles City in 1908, and was employed by the railroad until his retirement in 1937. Burial was in the family plot in Calvary cemetery. He is survived by three sons, three daughters, eleven grandchildren and seven great-grandchildren.

Mrs. John F. Schell, 44, wife of division engineer, passed away suddenly at her home in Miles City on Mar. 13. She is survived by her husband, her mother, three daughters, a son, a sister and three brothers. Burial was at Pringhar, Ia.

Roadmaster E. W. Knesal is convalescing in a Miles City hospital at this writing, following an accident in which he suffered a fractured leg. The accident occurred near Barber, Mont.

Silver Passes, in recognition of 45 years of continuous service, have been presented to Engineer H. F. Schultz, Miles City, and W. L. Bosanco, section foreman at Mott.

L. F. Johnsen, warehouse foreman at Mobridge who recently completed 50 years of continuous service, has been presented with a Gold Pass.

## D & I Division

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

Earl Davidson, retired switchman, passed away at his home in Savanna on Mar. 21, following an illness of several months. Surviving are his widow, a daughter and two sons. Mr. Davidson started his railroad service as a switchman on Feb. 12, 1918 and retired Nov. 22, 1950.

Fourteen Explorer Scouts and their leader from Savanna made a flight in a multi-engine Navy plane on Feb. 26 as part of a visit to the Glenview Naval Air Force base. Among the boys in this troupe are John Hayes, son of Superintendent Hayes, and William Schmidt, son of Conductor B. W. Schmidt of Savanna.

It was the "Wonder Five" of St. John's of Brooklyn that swept to the national basketball title in this territory about 15 years ago, and it was a "Wonder Five" from St. John's Parochial

The Milwaukee Road Magazine



**IN KANSAS CITY**, the Alexanders form an interesting three-generation Milwaukee Road family. Engineer Harry Alexander has been with the Road since 1912, his son Warren, a traveling freight agent, since 1929, starting in a high school vacation and working part time through his college years, and grandson Bob since last summer when he made his date as switchman during a vacation from Missouri State College where he is now a junior. Incidentally, Grandfather Alexander was on the engine when Bob reported for his first call.

School that brought the Rockford Diocese Catholic Grade School Championship to Savanna on Feb. 26. This team finished with 25 straight wins and with a spotless record in its own class. Coaches are Yard Clerks Mike Cravatta and Joe Parker of Savanna. A previous issue of the Magazine listed sons of Milwaukee families who comprise the team.

Silver Passes, in recognition of 45 years of service, have been presented to Engineer J. W. Keiller of Savanna and Engineer Dan Leary of Chicago. Engineer Leary is on a run between Chicago and Savanna.

We overlooked mentioning the time spent by Storekeeper M. J. Hansen of Savanna in Savanna City Hospital during the latter part of the year. He is back at work now and feeling much better.

Pat Bashaw of the store department in Savanna was in Jane Lamb Hospital in Clinton during March; also Virginia Gondek of the superintendent's office in Savanna. L. L. Hummel, assistant agent at Savanna, has been confined to the city hospital on account of a heart condition.

Switchman James Drain of Savanna, who was recently dismissed from the hos-

pital at Guthrie, Okla., remains very ill in the home of his brother Ernest at Coyle, Okla.

Walter I. Shrake returned to work as a yard clerk at Savanna on Mar. 19, following a swing in the Navy. Switchman Ervin Hammen returned to work in Savanna Yard during March following a sojourn in the Army.

Charles Kuntz, retired operator, passed away in his home in Elgin Mar. 29. Mr. Kuntz began his railroad service on Mar. 1, 1897 as a telegrapher, serving at Elkhorn, Burlington and Racine, Wis., before going to Elgin where he was at the passenger station for 40 years. He and Mrs. Kuntz celebrated their 60th wedding anniversary Dec. 19. Surviving are his widow and two sons, of Elgin. Funeral services were held in Elgin.

#### TRI-CITIES

Switchman M. J. Flanigan retired in Nahant Yard Mar. 1, after railroading since Oct. 19, 1927. He will make his home in Clinton, Ia.

#### SECOND DISTRICT

Word has been received of the death of Engineer Henry T. Dersch in St. Petersburg, Fla., on Mar. 6. Engineer Dersch started his railroad service in February, 1904 as a fireman and was promoted to engineer in August, 1908. He was a traveling engineer on the Iowa Division for a number of years. He retired in 1947 and has lived in St. Petersburg since that time. Surviving are his widow, four sisters, and two brothers, John of Panora, Ia., and Retired Engineer Herman T. Dersch of Dubuque.

Mr. and Mrs. Dave McGuire of Cedar Rapids welcomed their second child and first daughter in February. This makes Chief Dispatcher and Mrs. Olson of Dubuque grandparents for the second time.

Mrs. O. E. Dana, widow of former conductor, Dubuque, passed away in Navier Hospital in Dubuque on Mar. 1 after a brief illness.

#### THIRD DISTRICT

W. B. Alexander, traveling freight agent with headquarters in Kansas City, had word last month of his son James who is with the U. S. Coast Guard unit assigned to Admiral Byrd's Operation Deepfreeze. As of Mar. 17, James was still in Antarctica, aboard the ice breaker Eastwind. James is planning to return to college after he finishes his term of enlistment.

*The longing for certainty and repose is in every human mind. But certainty is generally illusion, and repose is not the destiny of man.—Oliver Wendell Holmes.*

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## Iowa Division

### MIDDLE AND WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

Ben H. Moore, 96 years old, who at the time of his death on Mar. 7 was perhaps the Road's oldest retired employe, had an enviable railroad history. Mr. Moore was born in Delavan, Wis., on Sept. 11, 1859. He started his railroad service in Wisconsin at the age of 17 and came to the Iowa Division as an engineer soon after the division was built in 1882. He continued as an engineer until his retirement in 1936. His last service was on the Hiawatha.

As Iowa's oldest railroad engineer, in 1954 Mr. Moore was chosen to receive the Holiday Magazine Travel Award for his many years of service. In 1955 he was presented with a specially designed gold life membership plate by the National Brotherhood of Locomotive Engineers, for more than 70 years of membership in the organization. He was a member of the Masonic Lodge in Perry for more than 50 years, and as the oldest male member of the Perry Chief Three Quarter Century Club, he had been elected "king" of that group. Until his health failed, Mr. Moore was active in the Presbyterian church. He is survived by his wife and a daughter.

Mrs. Hannah McLees passed away at her home in Perry Mar. 27. The widow of a CRI&P conductor, she had been actively associated with all railroad people at Perry through her long residence in the city. She was one of the oldest members of the Ladies Auxiliary of the Order of Railway Conductors, having held several grand lodge offices. Mrs. Lee Tolbert, widow of a Milwaukee Road conductor, was a sister. Other relatives in Perry include Mrs. J. M. Reel, wife of a retired conductor, Mrs. Ray Murphy, wife of a ticket clerk, and Mrs. R. W. Jensen, wife of brakeman.

In recognition of 45 years of service, Edward Meyer, B&B foreman with headquarters in Madrid, has been presented with a Silver Pass.

P. E. Elliston, who has been with the

signals and communications department on Lines West with headquarters at Miles City, came to the Iowa Division as a signal inspector in March. His headquarters will be at Perry.

New engineers in yard service at Council Bluffs are S. M. Vallinch, J. H. Eischied, F. C. French and Carberry. They were promoted in a class held by the train rules examiners at Council Bluffs in March.

Train Dispatcher John Galiher and family last month moved into a new home which they have purchased on Otley Avenue in Perry. John and his brother Everet, also a train dispatcher, with an assist from their father, C. Galiher, section foreman at Portsmouth, have converted one of the big rooms in the basement into a recreation room for the family.

Mrs. Hugo Grau, wife of a retired section man at Manilla, died in March. Funeral services were held in Manilla.

Mrs. Charles Swift, widow of an Iowa division engineer, left the latter part of March for a two-month tour of Europe. She started from the Los Angeles area, as she has been living in California.

Engineer Virgil Olson broke his ankle in an off duty accident in March.

Claude Altig Jr., contract drayman and a son of Claude Altig, retired freight house foreman, was recently promoted from second lieutenant to first lieutenant in the Perry National Guard unit.

An eight-pound boy born to Mr. and Mrs. Harold Gilson of Houston, Tex., is the first grandson of Retired Train Dispatcher Arthur Olson of Perry. "Oley" has a six and a half-year-old granddaughter whose parents are Engineer and Mrs. Earl Green of Perry.

Engineer C. J. Butler who has been working in Council Bluffs yard service for several years has transferred to a freight firing job on the west division.

A daughter born to Mr. and Mrs. David Peterson in March is the first grandchild for Conductor Robert Peterson, and the first great-grandchild for Retired Engineer F. W. Peterson of Perry. Another grandfather for the first time is Yardmaster Charles Prowse of Perry. His new granddaughter is the baby born

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**IN THE BIG TEN.** Darell Failor, son of W. E. Failor, chief clerk in the office of superintendent at Marion, Ia. (left), and Tom Keith, son of the Milwaukee Road doctor in Marion, Dr. J. J. Keith, who were feted at the 11th annual Big Ten Ball of Marion High School on Mar. 2. The 10 students singled out for the honor are chosen for popularity and school loyalty. During the past basketball season Darell was the highest scorer of the Marion Indians, champions of the Wamac League. He is the only senior in the history of the school to make the team in his sophomore year.

to Mr. and Mrs. Jo Zagnoli who live at a Marine base in southern California. The little girl is the first great-grandchild for Conductor Ralph Van Horne.

When Engineer Don Pommer took his vacation in March, he and Mrs. Pommer went to El Monte, Calif., to visit their daughter and make the acquaintance of a new granddaughter born Mar. 2.

Retired Conductor William Rehbock formerly of Savanna, died at his home in Seattle the latter part of February. He and Mrs. Rehbock moved to Seattle at the time of his retirement.

Retired Conductor P. J. Reel has a new granddaughter, a baby having been born to Mr. and Mrs. James Graney of Perry.

Foreman George Nelson of the Weston section was off duty in March for surgery in a Council Bluffs hospital.

Richard Bills, who had been making his home in Jefferson, joined his brother Chad as a helper in the signals and communications department of the Iowa Division in March. The boys are sons of Earl Bills, foreman of the Perry freight house force.

Conductor and Mrs. Palmer Clark who made their home in Des Moines for many years have moved to Perry, as Palmer has taken a job as conductor on one of the Perry to Spirit Lake way freight assignments.

Mrs. Frank Cory, wife of a retired clerk, was a hospital patient in Perry during March. Frank, clerk at Coon Rapids at the time of his retirement, has since moved to Dawson.

Foreman D. R. Poole who has been in charge of the Bayard section for some years has taken a leave of absence, due to ill health.

S/Sgt. Fred Starliper, who has been with the Air Force in San Juan for two years, visited his parents, Retired Engineer and Mrs. George Starliper, in March. He was sent to Chanute Field for a month of special training before returning to his base.

Mr. and Mrs. W. J. Wolfe went to Port Arthur, Tex., to visit Conductor Wolfe's mother when he took his vacation in March.

Engineer Glenn Linn was off duty in March to undergo surgery in a Des Moines hospital.

Mrs. E. C. Hullerman, wife of retired engineer, was a surgical patient in a Des Moines hospital in March.

Engineer Harley Woods became the grandfather of a baby girl, born Mar. 2 to his son Myron and wife.

Mrs. Thomas Rellihan, wife of a retired engineer, is featured in the current issue of Midwest Chaparral, a magazine devoted to the publication of poetry. Each issue features a picture and biographical sketch of a contributor. Mrs. Rellihan, whose pen name is Gernie Hunter, has won recognition and many prizes on plays, stories and poems she has written. She has served as editor of the Iowa Authors Club bulletin, and as secretary-treasurer of the American Poetry League. The Milwaukee Road Women's Club and the National Association of Veteran and Retired Railroad Employees have been favored with poems and readings by Mrs. Rellihan.

Operator and Mrs. J. H. Werner became the parents of a nine-pound son, born in a Fort Dodge hospital, the latter part of February.

Fireman Keith Speck who was off duty during March was married on Mar. 10 to Wanda Lee Schmelze at St. Peter's

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Church in Quiney, Ill. He and his bride took a wedding trip to Denver before returning to make their home in Perry.

Mrs. Chance Galvin, widow of a machinist helper in the Perry roundhouse, passed away on Mar. 14 following a three-year illness. Mrs. Ralph Tomer, wife of a Milwaukee machinist, is a sister.

Following the promotion of Roscoe Ivey, former signal maintainer at Manilla, to supervisor of signals and communications Lyle Mansfield, who was maintainer at Neola, was appointed maintainer at Manilla, and E. J. Stangl, who has been with a signal crew under Foreman Penticoff, was appointed to the maintainer's position at Neola.

Richard Kyras of the B&B department welcomed a son the fore part of March. The lad, who weighed 10 pounds, will call Crane Operator Olin Rudisil "grandpa".

Carl Osborne, agent at Jefferson, and Mrs. Osborne went to California in March to attend the wedding of their son Norman.

Operator K. R. Hoffman, who has been working at Collins, took a two-year leave of absence in March to do his turn in the Army.

Agent E. I. Zeiser of Panama station was off duty in March to take his infant daughter to Rochester, Minn., for a heart operation.

Mr. and Mrs. Charles Springer Sr. attended the marriage of their daughter Vivian to Robert Smotherman at the First Christian Church in Omaha on Mar. 9. A wedding supper was served at the Cortez Club near Council Bluffs. The young couple will live on a farm southwest of Perry.

Lt. W. D. Dunlap, son of Switchman Homer Dunlap, received his discharge from the Air Force in February, following five years of service. He has since enrolled at Iowa State College to resume his engineering studies which were interrupted when he went into service.

*If you have built castles in the air, your work need not be lost; there is where they should be. Now put foundations under them.—Thoreau*

**EAST END**

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

The Verto Reicherts vacationed during March in San Diego and other California points. Harlan Johnson relieved Verto, Carl Eby worked Harlan's position, and Don Newlin substituted for Carl in the Marion ticket office.

Dennis, nine year-old son of Donald Dollarhide, is ill at home with rheumatic fever at this writing. He was a patient in St. Luke's Hospital for two weeks in March.

Section Foreman A. E. Pauli of Olin was in an Anamosa hospital, for an appendectomy in late February. He was relieved by W. E. Behnke.

Mrs. Vernie Stoddard resigned as stenographer at the Cedar Rapids freight house and she and her husband have moved to Billings, Mont., where he plans to resume his college studies. Mrs. Airta Leonhard has been appointed stenographer.

William E. Neff died Mar. 22 in Cedar Rapids after a long illness. He was born Jan. 19, 1876, at Gardner, Ill., and for nearly 50 years was a Milwaukee Road carpenter. He retired in 1943. Mr. Neff was a veteran of the Spanish-American War, a member of the Marion Presbyterian Church, Marion Lodge No. 6, A.F. and A.M., Marion Chapter No. 183, OES, and the United Spanish War Veterans of Cedar Rapids. He is survived by two daughters, Mrs. Lumir (Ruby) Pobuda of Marion and Mrs. Robert (Bessie) Wasley of Tucson, Ariz., and seven grandchildren. Memorial services were conducted in Marion.

William G. Williams, retired section laborer and a resident of Cedar Rapids for 28 years, died at his home on Mar. 11 after a brief illness. He entered service as a laborer on Jan. 2, 1920 and retired on Oct. 23, 1954. Funeral services were conducted in St. John's Hellenic Orthodox Church. He was born in Greece, and his surviving relatives all live in that country.

F. L. Merideth, agent at Conroy, Ia., has completed 45 years of service and received his Silver Pass.

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## Twin City Terminals

### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

Louis Reimuth, carload bill clerk in the Local, left Mar. 12 to become a fireman for the Great Northern. "Katy" Beringer Hunter has returned temporarily to take his place.

We welcomed Dennis Bushard as new LCL bill clerk.

We are sorry to report that at this writing Carl Matzoll, special flour and grain agent, is in Fairview Hospital.

Recent office visitors included Agnes Nowak with her twin girls.

Blaise Nelson, freight house, went recently to Short Hills, N. J., to meet his son who was returning from service overseas.

Minneapolis Chapter of the Milwaukee Road Women's Club reports that it went over the top in its recent membership drive. Mrs. Groth, president, wishes through the Magazine to thank all who helped to make the drive a success.

#### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

Larry Francis, retired freight house employe, paid his respects to the office recently with a visit. Ed Coy, retired team track foreman, reports he is enjoying his retirement since last December. He too was here recently.

Due to a reduction in forces, Inez Stevens, expense clerk, will busy herself with household duties until such time when she is called to fill in during vacations.

A sure sign of spring, Chief Clerk Jack Dehmer is buying flower seeds. He always has a beautiful display of rare blooms to show each season. He has won many ribbons at flower shows.

#### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

A girl, Debra Lee, was born Mar. 16 to Mr. and Mrs. James Mueller. Mother was formerly Lorraine Kline of the store department office, and Dad is also on the store force. Debra is their fifth child.

Casper Roth, retired general foreman of the store department, was transferred recently from Deaconess Hospital to General Hospital.

Arthur L. Johnson, sheet metal worker in the locomotive department, retired on Mar. 1 after 40 years of service.

Emily Hiddleston, retired clerk of the locomotive department, is improving following a serious illness.

Ludvick P. Bowe, coach yard carman, retired Mar. 1. He will farm with his brother near Northfield.

Carman Frank O. Transtrom of the light repair yard retired Mar. 1. He had been home due to ill health since last Sept. 9.

Carman Dennis Sullivan passed away Feb. 9 in St. Paul. He had retired Dec. 1, 1940.

Sympathy was extended to relatives of F. R. (Fritz) Campbell, retired traveling inspector, who passed away Mar. 25 at Milwaukee, following several months' illness.

Carl Ed Johnson and Mrs. Johnson are vacationing with their son who lives in Paramount, Calif. Haldur J. Johnson was a recent visitor in Los Angeles.

Carman Robert Johnson and Mrs. Johnson have a new baby boy at their home.

Car Inspector Aimer Peterson and Machine Operator Herbert Siegler are proud new owners of Silver Passes (45 years' service).

Sympathy was extended to Oscar Myren, airbrake man, in the loss of his mother, Mrs. Olaf Myren, who passed away Mar. 26 at Mound, Minn., at 73. Mrs. Myren was the wife of a retired carman in the schedule car shop.

In the 13th annual Hiawatha bowling tournament held in St. Paul the last three week ends of March, the following car department, store department and B&B employes won prize money: William Dolny, car department, won first place singles with a score of 671; C. B. Hofmaster, car department, fifth place with a score of 647. Prizes in the singles event were won also by Alfred Wing, Robert Pfeifer, Gary Savage, Harvey Borseth and Irving Pfeifer. In the doubles, Cary Savage of the store department and Jimmy Savage of the car department—father and son team—won fourth place with a score of 1,211. Ed Ake Jr., car department, and M. "Bud" Miller, B&B foreman, won 11th place.

#### Coast Division

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

Ivar Berven, chief clerk, was on pins and needles recently, expecting to hear any day about a new grandchild. Mrs. Berven left here some time ago to stay with their daughter in Ohio and help her with the new baby.

James Munro, chief substation operator at Renton, has been on the sick list for several weeks.



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CHICAGO, ILLINOIS

Carl Bell, section foreman at Mineral, left Apr. 1 for a vacation in Missouri.

Hazel Cardle, clerk in the roadmaster's office, is leaving this month for a vacation which will take her through California, New Mexico, Arizona and Texas.

Roadmaster C. W. Porter retired in January after more than 48 years with the railroad. Chet hired out as a carpenter at Whitehall, Mont., in September, 1907, and was promoted to assistant foreman at Cedar Falls in 1912. On Jan. 15, 1916, he was promoted to section foreman at Warden, transferred in 1928 to Worely, and on Feb. 16, 1937 was promoted to roadmaster at Othello. In 1943 he transferred to Ellensburg, and later to Tacoma. He was honored at a party given at the Poodle Dog Cafe, where a host of friends and relatives gathered to wish him well.

D. H. Peterson, foreman for system steel gang, has been promoted to roadmaster and taken over C. W. Porter's territory, which is lines south of Tacoma.

Paul Wilson, retired western traffic manager, has joined Pacific National Warehouses, Inc., in Seattle to serve in a consulting capacity in the expansion of distribution, storage and cartage operations of that company's cooperative group of independently owned companies.

### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

The 31st Memory Birthday Party was celebrated by Tacoma Chapter of the Women's Club on Feb. 27. Luncheon was served, with birthday cakes and candles, followed by a program with songs and readings. Minutes of the first meeting which was held in 1925 were read by Mrs. D. C. Monroe, a charter member. Also, short talks were given by past presidents and other charter members.

Each year more organizations are sponsoring events to tie in with the Tacoma Daffodil Festival scheduled for

Apr. 9-15. Chicago's famed department store, Marshall Field & Co., will tie-in with the 23rd annual festival this year by displaying thousands of the gorgeous yellow blooms from the Puyallup Valley during Festival Week. Six hundred thousand flowers will be purchased by the store from growers so the entire store can be decorated by opening time Apr. 9. This is believed to be the largest single order for fresh flowers ever placed in the nation.

On the sick list: Chief Clerk Fay Clover in the hospital undergoing an eye operation; Ralph Moyles of the cashier's office relieving, and Stella Wadkins of Auburn relieving in the cashier's department. Ticket Clerk Glen Russell also in the hospital for a few days; Velma Spann relieving on the expense desk, while Nick Fabina was temporarily at the passenger station.

### BELLINGHAM—PORT ANGELES

Gene Park, Correspondent  
Operator, Bellingham

Mrs. Bob Swanson, wife of conductor, was recently removed to Harborview Hospital in Seattle. Mrs. Swanson, as you may recall, was seriously burned, along with other family members, in a house fire 14 months ago. The fire completely destroyed the Swanson home. We are all hoping that this new move will see her on the road to complete recovery.

Conductor Gordon Thompson is off the job at this writing, due to a back injury. He is taking it easy at home.

Old Man Winter has finally passed on in this area, and in his wake are many scarred and dead bits of nature. The snowfall in the vicinity of Mt. Baker topped the 40-inch mark, and that's a lot of snow! And the greater portion of it is still there! When the spring thaws develop, a terrific run-off is anticipated. The American Red Cross is engaged in a flood evacuation plan along the lower reaches of the Nooksack River at this writing.

## L & R Division

### THIRD DISTRICT

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

Train Dispatcher and Mrs. Howard Parker have returned from New York City, to which they accompanied their daughter Mary, when she sailed on the USS America for Germany, where her marriage to A 2/C Joseph Gajewski was scheduled on arrival. Before leaving Wausau Miss Parker was honored at many parties and showers.

"Erve" VanWormer, retired conductor, has spent the winter in San Francisco with a daughter.

The marriage of Miss Sharon Mc-

*The Milwaukee Road Magazine*



**FOR AID TO DEFENSE.** On behalf of The Milwaukee Road, C. F. Dahnke, assistant general passenger agent, Milwaukee, is shown accepting from Rear Adm. E. P. Forrestel, commandant of the 9th Naval District, a citation "in recognition of a public-spirited company policy which appreciates the need for and makes a definite contribution to the readiness of the U. S. Naval Reserve by authorizing military leaves of absence for employes, to permit them to take U. S. Navy training cruises and other training duty and thus maintain their readiness to serve in defense of our country in time of need." The railroad was one of 14 Milwaukee industries cited last month for giving at least five Reservists training leaves with pay in addition to vacations. Fourteen Milwaukee Road men were granted leaves.

# St. Paul - Minneapolis

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## PIONEER LIMITED



**PORTRAIT OF A TIRED BUSINESSMAN** resting up for a busy day is the special appeal of this newspaper advertisement, one of a series featuring Milwaukee Road passenger trains which appears the year around in on-line and off-line agency cities. This particular ad appeared in Chicago, St. Paul, Minneapolis and Milwaukee papers. The Pioneer Limited, famed overnight train between Chicago and the Twin Cities for more than half a century, was the first all-steel train west of the Mississippi and the first to be lit by electricity. Dan Healy achieved his reputation as "the best-known dining car steward in America" while host of the Pioneer from 1899 until his death in 1922.



**"BREAKFAST IN MILWAUKEE"**, the popular audience participation show televised from station WISN-TV, recently featured the activities of Milwaukee Chapter of The Milwaukee Road Women's Club. Heading the group of officers who took part, Mrs. M. A. Weidig, president, is shown being interviewed by emcee William Bramhall. Others at the center table are Mmes. R. A. Rathbun, A. E. Walton and J. S. Manders (left to right). The discussion concerned, for the most part, the club's welfare program.

### QUIZ answers

1. One word without hyphen.
2. Load pulled.
3. Twenty-five years ago (May 1931).
4. Sawed crossties.
5. Process of manufacture (open hearth).
6. Eastern zone.
7. Accompanies shipment to destination.
8. One-eighth of a cent, or less than 3 $\frac{1}{2}$  per cent of the United States revenue on this class of mail.
9. Train operations.
10. Articles improperly represented as baggage.

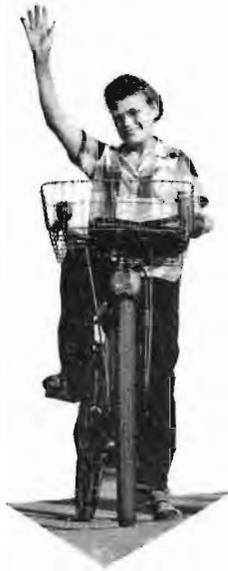
**YOU LEARN SO MUCH WHEN YOU TRAVEL.** An exciting change from schoolroom curriculum shows first graders of the Eliot School in St. Louis Park, Minn., making the most of a ride from Minneapolis to St. Paul on the Afternoon Hiawatha recently. The 11-mile trip was part of a study of railroad and other transportation facilities in the Twin Cities.



**SPECTACULAR.** Engineer Frank M. Rogers of Madison, Wis., who pilots the Sioux between Madison and Chicago, is shown breaking his way through the heavy layer of ice which coated the train when he brought it into the Chicago Union Station Mar. 11. A storm which raged through the upper Midwest that week end caused widespread damage. Throughout the run from Canton, S. D., the Sioux was buffeted by winds that reached 70 m.p.h. and a blizzard that heaped the snow to a depth of two feet in many places in Iowa and Wisconsin. (Chicago Sun-Times photo)



**COME RAIN OR COME SHINE.** The seven-inch snowfall which tied up traffic in Milwaukee late last month also upset the routine of Irene Werth, janitress in the Union Station offices. Miss Werth, a cycling enthusiast who is accustomed to riding a bicycle to and from work in all kinds of weather, for once was obliged to forsake her faithful wheel for city transportation. This, however, is how she prefers to get around. (Milwaukee Journal photo)



**BIGGEST TAXPAYER.** Representing The Milwaukee Road as the biggest taxpayer in Jones County, Ia., Don Gustafson, agent at Anamosa (man at right), is shown last month in the tax line-up at the office of Mrs. Blanche Corwin, county treasurer. Others representing large taxpayers were (from left) William Thompson and Tom Muller, manager and assistant manager of the Iowa Electric Light and Power Co. at Anamosa, and Norman Plath, local manager for Northwestern Bell Telephone. Their total payment to cover the first half of their 1955 tax was \$65,819.10, of which the railroad paid \$27,147.17. The Road's tax bill in Iowa has almost doubled in the last 10 years. (Anamosa Journal-Eureka photo)

THE MILWAUKEE ROAD MAGAZINE

Chicago Milwaukee, St. Paul and Pacific Railroad Co.  
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