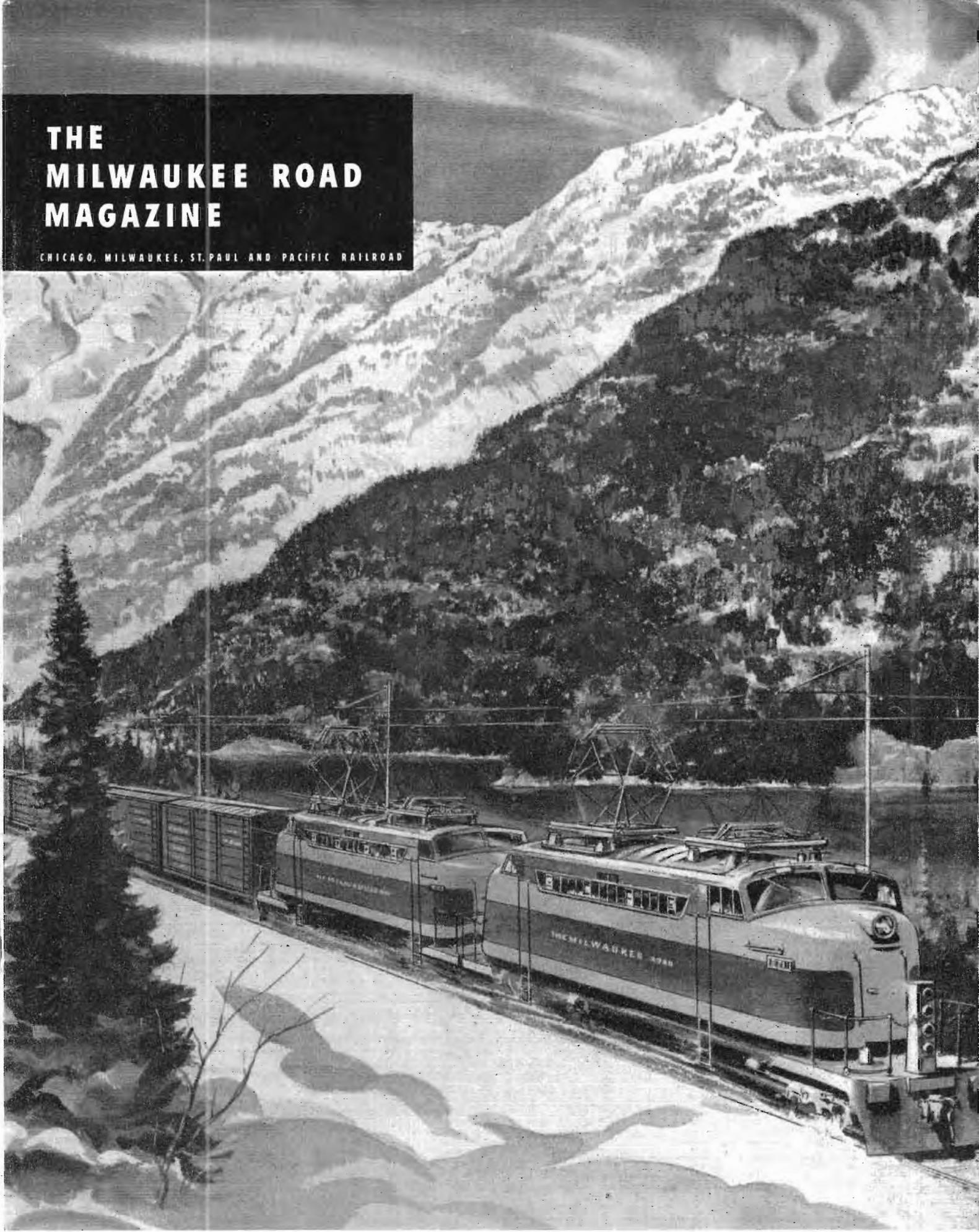


# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



JANUARY 1956

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# THE MILWAUKEE ROAD MAGAZINE

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

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President J. P. Kiley

**I**f there is any one topic that is almost certain to generate heat, and possibly "more heat than light," as the saying goes, it is *Big Business*.

Differences of opinion on this subject are to be expected, considering the tremendous differences among the companies which are thought of as big businesses. Some are larger and more influential, better able to attract favorable attention to themselves, but even more significantly, there are individual differences among the people who manage the affairs of big business concerns. Their points of view vary, as do their actions. Naturally, the men and women employed by those companies are differently affected.

There are, however, some respects in which practically all big businesses are alike.

BECAUSE OF THEIR BIGNESS, *they offer the individual greater security.* They can often survive a period of economic stress which would mean collapse for, say, a small factory with 50 employees.

In a broad sense, then, a big business provides something very worth while—the stability of a sound enterprise and the fellowship of thousands of men and women working with and for each other. This is as it should be, and not for material reasons only. It is good to know that we are *working with others*, that our welfare is not dependent on ourselves alone, but partly on how well the other fellow and the company itself do their jobs.

Large companies have another thing in common. The very bigness which means greater security on the one hand often creates an illusion of indifference on the other. This is especially true at those times when it does become necessary to reduce payrolls. The reason, of course, lies in the fact that a large company management cannot maintain the close personal relationship with thousands of employees that exists between the manager of a small factory and his personnel.

ALL OF US would like to feel that job security on our railroad is *absolute*. And yet we know in our own minds that it is not, simply because fluctuations in traffic volume and operating costs prevent it. The primary function of any business is to provide a product or a service, and to earn a profit in doing it. Otherwise, no business, and soon no jobs. I know it isn't necessary to labor the point, as railroad people are wise enough in the ways of business to recognize this as one of the simple economic facts of life.

# BIG BUSINESS and OURSELVES

In this connection it should be remembered, however, that a railroad is subject to very rigid regulations, which are unknown to most other businesses, including the majority of competing transportation agencies. These controls make a big difference in a railroad's earnings, and in the end have a direct bearing on the welfare of railroad people.

This is why I have always felt completely justified in saying that it is to the advantage of individual employes to help our industry pull itself free of the more restrictive regulations under which it operates. *It simply isn't possible to get a satisfactory flow of water if somebody is standing on the hose.*

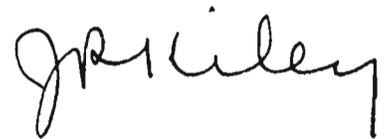
PERHAPS THE HAPPIEST THING about our situation as railroad people and employes of the Milwaukee is that since so many of us work directly with the public which pays our wages and salaries, we have a better chance than the

factory worker to do something personally about our company's welfare and our own continued earning power.

All things considered, I feel that we enjoy some important advantages. Our wages and benefits are better, or at least as good, as those of people employed in the average business, large or small, and the security of our work is definitely better.

The Milwaukee Road is big business. In the course of a single month our revenues amount to many *millions* of dollars, as do our payrolls and other expenses of operation. And yet, employes who have never met, such as the Indiana station agent and the engineer of the log train thundering through the Cascades, are working together as surely as though they were side by side at the factory bench. By doing their jobs well they are working both for themselves and for each other. They benefit by our railroad's bigness.

I believe it is important for all of us to consider these things as we begin another year together.



Bensenville Yard, near Chicago



## COMMENTS FROM OUR CUSTOMERS



*"The most agreeable recompense which we can receive for things which we have done is to see them known, to have them applauded with praises which honor us."*

—Moliere

### FAST, EFFICIENT, CONVENIENT

*(In connection with a recent trip from Milwaukee to Chicago)*

"Stewards in the dining car and the ticket agent were very courteous in their service. Also outstanding were the conductor and brakeman of the train (Pioneer Limited).

"Dining car service was exquisite—fast, efficient, wonderful food. Schedule—perfect timing for convenience. Coaches—the best I have ridden in. Terminals located in the heart of town for perfect convenience."

*Phil Borleske  
Route 2*

*Cedarburg, Wis.*

### IN THE CHANGE-OVER

*(From a letter to President J. P. Kiley)*

"For years in going to our redwood mill at Korbell, Calif., we have ridden the City of San Francisco, and in making a round trip recently we had the pleasure of using some of the Milwaukee's staff, as the train was made up of the Milwaukee complement of the UP-SP hook-up.

"I wish to write about your dining car steward, Mr. Garry A. Myers, and the staff in the dining car. I have never seen such zeal to serve as was apparent in this Milwaukee dining car, and it was refreshing . . . to find everybody as willing to serve as was so obvious on this train.

"Bringing this to your attention is purely to assure you that your boys are doing a public relations job for the Milwaukee in this new change-over. Being an industry on your line in Chicago, we are very partial to the Milwaukee anyway."

*Alvin Huss  
Huss Lumber Company  
1350 W. Fullerton Ave.*

*Chicago, Ill.*

### MEN YOU SELDOM FIND

"Clifford Anderson, who will be the manager of our Martell, Calif., plant after Jan. 1, and I were going to Washington recently for the annual meeting of the National Lumber Manufacturers' Association. The evening before he checked with me about baggage, etc., and I found I had lost the tickets. This was about 6:30 in the evening.

"I called the ticket office at the station and was very lucky to reach Mr. Gene Kampa [ticket clerk]. He said, 'don't be disturbed, we'll find a way out of this.' Apparently he got in touch with Mr. Bernie Fuechtmann [city ticket office], who came down to the depot on Saturday night. They remade the tickets and we picked them up Sunday morning as we left on the Hiawatha for Chicago.

" . . . You don't often find men like Mr. Kampa and Mr. Fuechtmann in an emergency. . . . I feel deeply in their debt and want to call them to your attention."

*David J. Winton  
Chairman  
Winton Lumber Company  
3100 W. Lake Street*

*Minneapolis, Minn.*

### THE BEST PART

"Rode the Milwaukee from Seattle to Chicago; [other lines to destination]. Milwaukee has by far the best equipment, most courteous service, made one feel at home. The reason for my trip, the death of mother, taking remains to Alabama for burial. Whether any of the employes knew this I do not know, but everyone seemed to receive the same treatment. . . . Best part of the whole trip."

*Herman Richter  
21 S. W. Bancroft St.*

*Portland, Ore.*

### BEST ON TOUR, JOAN CRAWFORD

*(From a letter to W. C. Klomp, assistant to general passenger agent, Chicago, regarding a trip made recently by Joan Crawford, the movie star, and her husband, A. N. Steele, president of the Pepsi-Cola Company, on the City of Portland.)*

"We are so grateful to you for arranging for the private dining room for us on the Union Pacific train into Oregon. We indeed had privacy, and I must say it was the best food that we had since we left home. . . . Mr. William Dixon, the chef, prepared superb meals for us, and our waiter, [Billy Davis], served them to us promptly and efficiently."

*Joan Crawford  
426 N. Bristol Ave.  
West Los Angeles, Calif.*

### COMFORTABLE AND PLEASANT

"My husband joins me in thanking your company, and especially the agent at Miles City, Mont., for the assistance given him while bringing his mother, who is 94 years old, from Miles City to Kansas City recently. Because of the arrangements made by your employes, the trip was much more comfortable and pleasant."

*Mrs. Hugh R. Keltner  
114th and State Line  
Grandview, Mo.*

### IT WAS OUTSTANDING

"I rode your Hiawatha from Chicago to Portage, Wis., . . . leaving Chicago at 10:30 A.M. and returning from Portage at 4:23 that afternoon.

"The service was so outstanding that I feel it would be inappropriate not to write and tell you about it. All of the personnel aboard, including the dining car personnel, were extremely courteous, friendly and efficient. They are to be commended."

*R. K. Pfunder  
Government  
Representative-Administration  
American Airlines  
918 Sixteenth Street N. W.  
Washington, D. C.*

**L**AST month's holiday travel was the usual "home for Christmas" rush on all railroads, but even more so on The Milwaukee Road, which enjoyed the largest volume of passenger business in its history. The increase, clearly reflecting the Milwaukee's key position as the Chicago-Omaha link in the Overland Route, also served to answer the question of how a railroad meets the situation when, practically overnight, its reservation work is more than tripled.

When the Milwaukee took over the operation of the four "City" trains and the Challenger on Oct. 30, the work of the reservation bureau in the Chicago Union Station was greatly increased. All space on the Overland trains, including coach seats, is reserved, or more than three times as many units as Reservations had handled before.

The additional work called for many changes—more space, more equipment,



A view of the newly installed rotating reservation board.

## the new look in RESERVATIONS

more personnel. The result—a distinctly new look in Reservations.

The first move was to increase the staff of 15 to 32, the reinforcements consisting of an assistant manager and 16 reservation clerks. In addition to Walter A. Keller, who has been manager of the bureau since it was opened in 1925, the supervisory force now includes Harold Williamson as night manager, J. J. Black as assistant manager, and A. M. Schirp, relief manager.

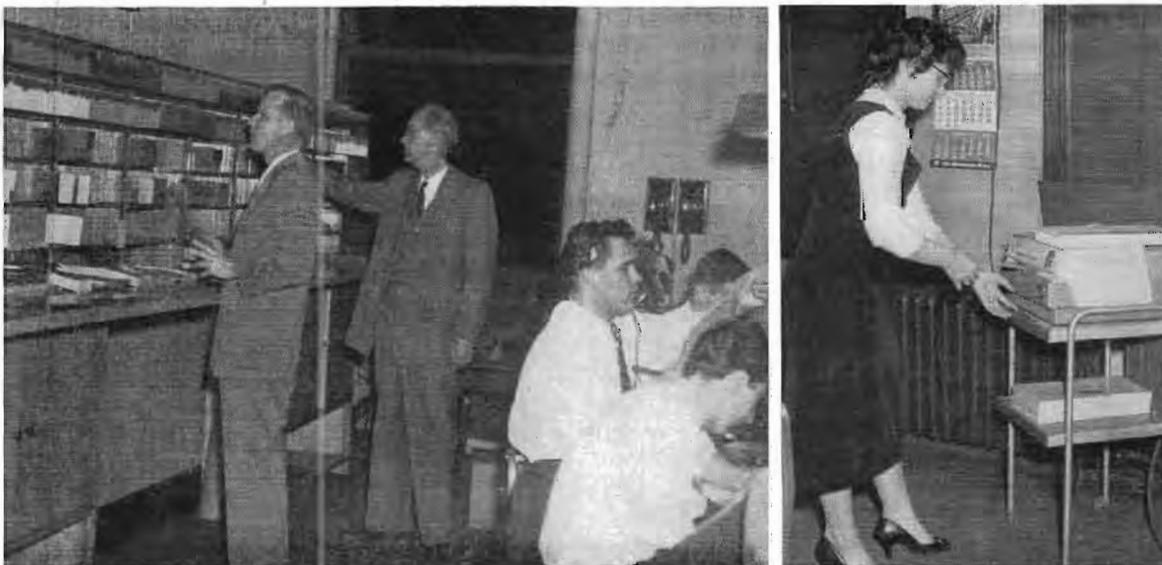
To speed the assignment of reserva-

tions, the diagram board was replaced by a rotating board. Operating like a "lazy susan," the new board provides for making reservations quickly on any of 16 trains over a period of two months. An advance diagram rack, also new, holds car diagrams for several additional months.

As a further efficiency measure, a switchboard was installed to channel calls for reservations to the bureau without going through the company board. The facilities of the wire department

were doubled, and a photostat machine installed for duplicating diagrams.

Space for the new setup was provided by knocking through a wall in the office. However, while the work was in progress, business went on as usual, seven days a week including holidays, and by Dec. 12 the bureau was in full operation. During the holidays space was sold out almost every day. At their peak the bureau handled approximately 2,000 wire requests a day, and more than 3,000 phone calls.



Far left: Walter A. Keller, manager of the reservation bureau (right), checks the new advance diagram rack with Harold Williamson, night manager.

Left: Mary J. Heron, reservation clerk, operating the photostat machine, new in the line of equipment for reproducing permanent records.



Kim Novak and her family as they appeared on *Person to Person* Dec. 16. In addition to her parents, the group includes her sister and brother-in-law, Arlene and Bill Malmberg, and their son Billy.



Left: Edward R. Murrow as he appeared during his visit with the Novaks.

## The Nation Meets the Novaks PERSON TO PERSON

ON MONDAY morning following the big event of the previous Friday night, Mrs. Novak was still a little breathless from the busy week and the attempt to get things set a-right.

"I know I shouldn't say such a thing," she began, "because we are always so glad to have Kim home for a few days, but you know I'm almost glad she has gone back to New York.

"It has been a madhouse around here for a week. I couldn't take two steps from the phone, and there has been someone at the door with flowers or a telegram, or *something* almost constantly. It's really a wonderful relief to be able to go about my work in peace and quiet."

So it was that with their famous daughter back in New York to pose for magazine covers before returning to Hol-

lywood, Mr. and Mrs. Joseph A. Novak of Chicago began putting their lives back together again after one of the most hectic, and most exciting, experiences an American family can have—a visit from Edward R. Murrow and his *Person to Person* television show. The date was Dec. 16.

Mr. Novak is a Milwaukee Road veteran who works as an L.C.L. tracing clerk at the Galewood freight office in Chicago. It was a near certainty that *Person to Person* would sooner or later bring its 36 million viewers around for a visit with the Novaks—a typical American family whose daughter Kim has succeeded in doing what practically every American girl would like to do. Almost overnight she has risen to stardom in the motion picture industry.

Mr. Murrow's introduction was typi-

cally brief and to the point:

"In a little more than two years," he said, "Kim Novak has traveled a long way, from Chicago to Hollywood, and from an unknown model to a motion picture star. It is fitting that she is the daughter of a railroad man. Kim Novak has appeared in only five pictures, the latest *Picnic*, but her talents have already made her one of the most sought after young stars in the business. She's only 22 years old."

The telecast was made more memorable by the fact that it was the 100th in the series and the first one in which the tremendously complex electronic magic which makes it possible failed to work perfectly.

The trouble was smoothly disposed of, but when the program returned to the Novak home, the camera angles had

been changed. As a result, the model Milwaukee Road train which CBS had arranged to have placed beneath the family Christmas tree was nowhere to be seen.

The group featured on the program included Kim, her mother and father, her sister and brother-in-law, Arlene and William Malmberg, and their small son.

Mr. Novak later said that 29 CBS technicians worked feverishly for a couple of days prior to the day of the show, installing the complicated two-way apparatus and lights required for the telecast from their five-room home.

All of the family had watched the program many times and were interested in learning how it was done, as well as some of the methods employed to make it appear that they and Mr. Murrow were visiting in the same room, such as talking toward a designated spot where he was assumed to be seated. Several days in advance of the telecast they were interviewed by one of the program's writers, Mr. Novak said, but the conversation as it was carried on during the show was not rehearsed.

The Novaks admit that it was a thrill to be on *Person to Person*. It was also a thrill for employes who knew of Mr. Novak's years with the railroad to realize that they were among the millions of Americans stopping for a Friday night visit in a Milwaukee Road home.

## Wage Hikes to Cost Milwaukee Road Extra \$12.8 Million Per Year

DURING the year 1955 the railroads reached agreements with the several employe organizations on wages and working conditions, and a health and welfare program which will have far-reaching effects on employes and the railroad industry.

The most recent of these agreements were those made on Dec. 21 with the brotherhoods representing non-operating employes and the conductors and brakemen.

Chronologically, these agreements were entered into as follows:

On Feb. 1, 1955 a health and welfare program for non-operating employe groups was put into effect. Under its terms the railroad and the employes contributed equally to the cost of the program, each paying \$3.40 per employe per month.

On June 1 yard conductors were granted an increase of 25 cents per day and road trainmen and conductors were granted an increase of 20 cents per day, plus certain other increases to employes in freight service based on the number of cars in a train, effective June 16.

On Oct. 4 an agreement was entered into with the Brotherhood of Railroad

Trainmen providing for an increase of 10½ cents in hourly wage rates, retroactive to Oct. 1, and the establishment of a 40-hour week in yard service, effective Dec. 1, when daily rates were further increased \$1.30 for foremen, \$1.13 for helpers and 72 cents for switch tenders.

On Oct. 14 an agreement was entered into with the Brotherhood of Locomotive Firemen and Enginemen providing for an increase of 8 cents per hour for road, and 4½ cents per hour for yard employes, retroactive to Oct. 1. This agreement also provided for the establishment of a five-day work week for firemen in yard service, effective Dec. 1, 1955, on which date their daily rates of pay were increased from \$1.62 to \$2.17, depending upon weight on drivers of locomotives.

On Oct. 27 an agreement was entered into with the Brotherhood of Locomotive Engineers providing for an increase of 7 per cent in wage rates (about 16 cents an hour), retroactive to Oct. 1.

On Dec. 21, an agreement was entered into with the Order of Railway Conductors providing for an increase of 10½ cents per hour, plus an additional amount equal to 2 per cent, retroactive to Oct. 1.

Also on Dec. 21 an agreement was entered into with the non-operating groups providing for an increase of 14½ cents in hourly wage rates, retroactive to Dec. 1 and that the railroads take over the full cost of the health and welfare program up to \$6.80 per employe per month, effective March 1, 1956.

The added cost to the railroad in 1955 resulting from all of the wage, health and welfare agreements is \$1,967,000, and on a full annual cost basis the amount will be \$11,707,000.

On Jan. 1, 1956 the rate of payroll taxes paid by the railroads was increased from 6.75 percent of taxable payroll (a maximum of \$350 per employe) to 7.75 percent. This is estimated to cost the Milwaukee an additional \$1,100,000 per year.

Altogether, considering wage increases, welfare costs and payroll taxes, the Milwaukee Road's payments directly to employes or on their behalf will be increased at a rate of approximately \$12,807,000 per year.

Kim is excited, and her mother and father are amazed by the complex devices installed in their basement for receiving Mr. Murrow's voice in their home and sending their own voices and the picture to television sets throughout the country.



# Milwaukee Makes Ready for the S-3



No. 265, an S-3 which has been out of service since The Milwaukee Road was dieselized in 1955, is spruced up for its new job. From left: Machinist C. L. Christman, Machinist F. A. Scheidt (top), Helper H. Nick and Foreman V. J. Janschütz. "Old Smokey" has been suggested as a name for the rail giant, which was the last word in steampower when it was built in 1944. Picture taken at the Milwaukee Shops.

AS A TRIBUTE to the role played by the steam locomotive in developing Milwaukee, Wis. into one of the country's foremost industrial and metropolitan centers, that city on Jan. 2 launched a drive to raise funds for the permanent display of one of the fast-vanishing coal burners. The goal is \$25,000, to be used for the purpose by The Milwaukee Road, in a scenic setting in one of the public parks.

Since the exhibit would be of educational value to today's youth and future generations, school children have also been given an opportunity to participate. A "Name the Engine" contest which closes on Feb. 2 offers prizes to children from kindergarten through the eighth grade for naming the Iron Horse.

The project was touched off by a letter which Mayor Frank P. Zeidler received from an eight-year-old girl. Representing her second grade schoolmates, she expressed their enthusiasm for the project and the opinion that their interest was shared by most Milwaukee children. On the principle that the children of tomorrow should have an opportunity to know the place of the steam engine in the transportation era of the past, business, industrial and professional men have organized to support the

plan as a civic measure.

The Milwaukee Road has received a number of requests from cities on the line for locomotives to be used as park exhibits, but for a number of reasons has refrained from granting them. Among them is the problem of arranging for maintenance once the exhibit is installed.

An exception is being made in this instance in recognition of the city's position as the birthplace—"home and mother"—of The Milwaukee Road.

The locomotive being offered for display represents the last word in steam up to the time of its replacement by the diesel. It weighs 412 tons, is 110 feet long, and cost \$255,000 when it was built by the American Locomotive Company in 1944. In the 4,000 horsepower class, it can do more than 100 miles per hour, and was in constant freight and passenger service until 1955. At the Milwaukee Shops where it is being cleaned and polished, its salvage value was estimated at approximately \$10,000.

The money currently being raised by popular subscription will transport the locomotive to the display site and guarantee maintenance during its years as a park exhibit. The Iron Horse committee has not definitely determined where it will be placed, but a decision is expected

shortly, as the weight of the locomotive makes it necessary to move it in February while the ground is still frozen. Moving plans call for towing it to street car rails and running it on its own power close to the site selected. Tentatively this choice is Washington Park.

Everyone in the Milwaukee area is invited to contribute to the fund, and it is hoped that there will be enough contributions of \$1 or more to do the job. The prizes for naming the locomotive are a \$25 Savings Bond for first, a second prize of a \$10 savings certificate, and a model train for third prize. Plans for the exhibit include the installation of two suitably inscribed bronze plaques, one with the names of The Milwaukee Road, special committee members and park commissioners, and the other with a short history and description of the locomotive.

## L. D. Phelan Retires as General Adjuster



L. D. Phelan

AN UNUSUAL career of railroad claim work and public service reached an important milestone at the end of December with the retirement of L. D. Phelan, general adjuster. He had been in rail-

roading 47 years,

and with the Milwaukee more than 34. Mr. Phelan recalls that his career began, somewhat unofficially, at the age of 12 when he took a job as messenger for the Missouri-Kansas-Texas Lines in his home town of Sedalia, Mo., at \$13 a month. His interest in railroading came naturally, as both his father and grandfather had had long years of service with the M-K-T. Other interests and occupations—principally his work as a trumpet player in local orchestras—intervened, however, before he finally decided on railroading as a career.

In 1908 he took his first regular railroad job—with the M-K-T in Sedalia—and later served with various railroads in the Southwest before coming to The

## R. S. Stephenson Elected Vice President, Succeeding J. W. Severs, Retired



R. S. Stephenson



J. W. Severs

RALPH S. STEPHENSON, who has been comptroller of The Milwaukee Road since 1949, was elected vice president and comptroller by the board of directors at the regular meeting in December. He assumed office on Jan. 1, succeeding J. W. Severs, who retired as vice president at the end of December, following a very distinguished career in railroad accounting which extended over a period of 43 years, 38 of which were spent with this railroad.

Mr. Severs has been vice president since 1945 and a director of the company since his election to that post in May, 1951. He will continue his close asso-

ciation with the railroad as a director and consultant.

Ralph Stephenson entered railway service with the Chicago Great Western in his home town of Oelwein, Ia., in 1912 and became chief shop accountant on that railroad prior to entering the Army, where he served almost two years overseas during the first World War. Upon returning from military service, he resumed his association with that railroad in Chicago and attended night school at Northwestern University for four years, where he studied accounting and related subjects.

Mr. Stephenson advanced to the posi-

tion of chief statistician in the office of president of the Chicago Great Western before coming to The Milwaukee Road in November, 1935, where he was employed as a special accountant and statistician over a period of seven years. In 1942 he returned to the Chicago Great Western and became comptroller of that line before coming to the Milwaukee again in February, 1945, as assistant comptroller.

He advanced to the position of comptroller on May 10, 1949, and continued in that capacity until the time of his election as vice president and comptroller.

J. W. Severs, a native of Alexis, Ill., entered railroad service with the Chicago and North Western in 1912. He came to The Milwaukee Road in 1917 as a traveling accountant and has been with it continuously, serving in a variety of accounting department positions, including that of special accountant, auditor of expenditure, and assistant comptroller. He has been located in Chicago throughout his career.

Mr. Severs was appointed assistant to trustee in 1939, and on Jan. 1, 1945 became executive assistant and comptroller. On Dec. 3 of that year he was elected vice president and comptroller of the reorganized company. His election to the position of vice president—finance and accounting came on May 10, 1949.

Mr. and Mrs. Severs make their home in suburban Park Ridge.

Milwaukee Road Dec. 1, 1921 as an adjuster in Milwaukee. Two years later he was transferred to Chicago as district adjuster, and in 1926 went to Aberdeen, S. D. in the same capacity. He returned to Chicago as assistant general adjuster, effective Nov. 1, 1944, and on Dec. 15, 1948 was advanced to general adjuster, which position he held until the time of his retirement.

Mr. Phelan holds the rank of Eagle Scout, and during his years in Aberdeen was very active in Scout work, for which he was awarded the Silver Beaver Award for Distinguished Service to Boyhood. He has also been active in Rotary Club affairs for many years, and in 1936 and 1937 served as governor of Rotary International.

Mr. Phelan's career with the railroad, as well as his devotion to public service, have been in keeping with the thought

he expressed shortly before leaving the railroad. "I've discovered in my work", he said, "that nothing in this world is really hard to do. It's just a matter of getting down to it!"

Throughout most of the time since returning to Chicago in 1944 Mr. and Mrs. Phelan have made their home in suburban Evanston. They have two sons. James, a commander in the Navy, is located in Washington, D. C., with the Naval Research Laboratory and Jack is located in Los Angeles with the Collins Radio Company as sales manager for the western division of the United States, Canada, Hawaii and Alaska.

The Phelans planned to start a leisurely tour of the South and Southeast soon after the first of the year. They will take their time about deciding where to make their retirement home, but are at present considering Southern California.

### THE COVER

*The Cascade Mountain scene on this month's cover, the work of Ralph Frederick, a Chicago artist known for his railroad subjects, is the attractive water color which illustrated the Milwaukee Road advertisement, "Conquering Time and Terrain", when it appeared in national magazines some time back. It has recently been on the newsstands again, also in full color, as the cover of the February issue of Railroad Magazine, "The Magazine of Adventurous Railroading." The scene, typical of the Milwaukee's winter operations in mountain territory, is the artist's impression of the region around Lake Keechelus, Wash.*

# KEEPING WELL

## Your Heart

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

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

A RAILROAD man never forgets to keep his watch in tip-top shape. Yet he will sometimes neglect the very mainspring of his own body—his heart.

The heart pumps away faithfully, billions of times during a man's lifetime, without having to be wound up. Too often we take the heart for granted—forgetting that many things can go wrong with it.

Frequently it takes a shock like the sudden passing from a heart attack of a friend or co-worker to bring a man up short and start him thinking about the condition of his own heart.

There are many kinds of heart disease. This is a blanket term commonly used to cover a multitude of heart ailments, most of which are quite unrelated except as they involve the heart or blood vessels. They range from rheumatic heart disease, which nearly always begins in childhood, to the vari-

ous disabilities associated with high blood pressure and thickening of the coronary arteries. These are commonest in persons from middle age onward.

Fortunately, not all "symptoms" necessarily mean heart trouble. If your heart on occasion palpitates or skips a beat, don't jump to the conclusion you have heart disease. Anxiety, overeating, overindulgence in coffee or alcohol or physical or emotional stress can sometimes make an otherwise sound heart act this way.

However, a periodic check of your heart by a physician is a good idea. Here are a few symptoms that call for a date with the doctor.

Unusual shortness of breath. All of us breathe more quickly after exertion, but if your breath is short after only moderate exertion, a weakened heart muscle may be the reason.

A feeling of pain or tightness in the chest after exertion or excitement. This may be due to nothing more than the pressure of gas in the stomach on the organs in the chest. But it's smart to play it safe and see a doctor.

Swelling of the feet or ankles. When the heart isn't pumping with its usual vigor, circulation may be slowed up. This causes fluid to gather in the tissues, and it usually shows up first in the feet and ankles.

Unusual fatigue. If you frequently feel very tired, even when you haven't been active, the cause may be high blood pressure or a deficient heart.

Statistics show an increase in the num-

ber of cases of heart disease. This may seem alarming but actually it isn't. More illnesses which used to be attributed to other causes are now properly classified as heart disease. Also, many more people are living to the age when most coronary diseases begin to appear.

Actually, the outlook regarding heart disease is quite encouraging. New surgical techniques and new treatments give the heart case of today a lot better chance than he would have had only a few years ago.

But early diagnosis is important. Your "ticker" deserves at least as much attention as you give your watch!



### test your knowledge of railroads and railroading

(Answers on page 21.)

1. Are cash transactions balanced out on the railroad's books daily, weekly or monthly?
2. Which of these are classed as passenger-train cars — refrigerator cars, mail cars, express cars, stock cars?
3. Does a gross-ton-mile figure include the weight of freight only, or the weight of freight and equipment combined?
4. What is the overall length of a standard freight car axle—between 5 and 6 feet, between 6 and 7 feet, or between 7 and 8 feet?
5. When a shipment is waybilled on form AD 99, is it a carload shipment or an LCL shipment?
6. What is a combination rate—a through rate made up of two local rates separately published, or a blanket rate for two or more commodities?
7. Is the current per diem charge for freight car hire more or less than \$2.00?
8. In which of these countries is the world's longest straight-and-level stretch of railway track—Australia, Russia or Argentina?
9. Under the new ICC classification of railroads, effective Jan. 1, 1956, is a railroad whose gross revenues total \$2,000,000 a year a Class I or a Class II railroad?

### KEENER COMPETITION

As was to be expected, representatives of the truck lines are bitterly opposing the proposal of President Eisenhower's so-called cabinet committee to ease restrictions on the railroads. But that opposition probably is the best reason why the public should support the administration. It provides rather clear evidence that keener competition between these two transportation systems can be expected if the proposal is adopted by Congress.

—Ralph Hendershot, Financial Editor  
The New York World Telegram

# appointments



M. W. Roark



A. A. Ische



A. J. Peters



J. J. Sheridan

## Law Department

Effective Jan. 1, 1956:

M. W. Roark is appointed general adjuster with headquarters in Chicago, succeeding L. D. Phelan, retired. Mr. Roark came to The Milwaukee Road on Aug. 1, 1929 as adjuster at Seattle. He was advanced to district adjuster at Miles City, Mont., in 1937 and served in the same capacity at Missoula, Mont., from Oct. 10, 1943 until he was transferred to Chicago as assistant general adjuster on Apr. 15, 1948. He held that position until the time of his present appointment. His brother, W. F. Roark, was traveling passenger agent with headquarters in Seattle at the time of his retirement in February, 1954.

Allen A. Ische is appointed assistant general adjuster with headquarters in Chicago. Mr. Ische came to the Milwaukee on Sept. 6, 1921 as a clerk in the claim department at Milwaukee, and was promoted to the position of adjuster two years later. On July 1, 1950 he was appointed district adjuster at Milwaukee, which position he held until the time of the present appointment.

## Operating Department

Effective Jan. 1, 1956:

A. J. Peters is appointed captain of police with headquarters in Chicago. Mr. Peters has been with the Road since 1916 and a member of the police force since 1935. As sergeant and lieutenant, he was stationed for 16 years at the Milwaukee Shops, and from 1948 to 1950 served as captain of police at Mason City. Most recently he has been captain at Savanna.

J. J. Sheridan is appointed captain of police at Seattle, replacing Guy Truscott who is assigned to other duties. Starting his service in the police department in 1934, Mr. Sheridan was formerly special officer at Davenport and Sioux City, and lieutenant of police at Tacoma. He was promoted to captain in October, 1953, and has been stationed in Sioux City since then.

## Traffic Department



J. M. Cunningham



G. M. Ryan



W. D. Sunter



R. E. Hibbard

Effective Jan. 1, 1956

J. M. Cunningham is appointed general freight traffic manager, sales and service, with office at Chicago. Mr. Cunningham, who started with the traffic department at Vancouver in 1920, has been general agent at various points, including Winnipeg, Duluth, Pittsburgh and Chicago, and district freight traffic manager in New York City. He was appointed freight traffic manager, sales and service, in March, 1954.

G. M. Ryan is appointed general freight traffic manager, rates and divisions, with office at Chicago. Since he entered service in the Chicago freight traffic department in 1915, Mr. Ryan has

been chief clerk, assistant general freight agent and general freight agent. He was assistant freight traffic manager in December, 1954 when he was promoted to freight traffic manager, rates and divisions.

W. D. Sunter is appointed freight traffic manager, sales and service, with office at Chicago. Mr. Sunter has been with the Road since 1919. He was assistant general freight agent from 1945 to December, 1954 when he was appointed assistant freight traffic manager, sales and service.

R. E. Hibbard is appointed freight traffic manager, rates and divisions, with office at Chicago. Since entering service in 1918, Mr. Hibbard has held various positions in the traffic department, including assistant general freight agent and general freight agent. He was appointed assistant freight traffic manager, rates and divisions, in December, 1954.

M. M. Wolverton is appointed general freight agent with office at Milwaukee. Mr. Wolverton, who started with the Road as city freight agent at St. Paul in 1922, has been a traffic representative at Mason City, Sioux City, Aberdeen (S. D.) and Omaha. Transferring to Milwaukee in 1945, he has been assistant general agent there, general agent, and since 1948 assistant general freight agent.



M. M. Wolverton



## report on dental health— Diet and Care

DENTAL and medical research scientists, reporting at the annual meeting of the American Dental Association, appealed for moderation to supplant the eccentric ideas of food faddists and dietary quacks. Too often, they pointed out, a dentist must consider such factors as poor diet, anemia and unhygienic mouth conditions in the treatment of teeth and gums.

The panel also criticized the widespread practice of massive vitamin supplementation by the public. "In addition to creating a neglect and carelessness in the selection of essential foods and a consequent danger of amino acid or mineral deficiencies, such overmedication may also initiate toxicity [harmful side effects]."

Malocclusion, or failure of the teeth to meet properly, was also cited as a factor in the mounting toll of teeth lost from diseases of the gums and other supporting tissues. Poor teeth alignment, it was reported, is widespread among children, particularly in the older age group. Orthodontists pointed out that development of irregular teeth can often be prevented in early childhood and stressed the fact that unless preventive action is taken then, deformities of the first teeth frequently produce a worsened condition in the permanent teeth.

The consensus of the specialists was that a success formula for the control of gum disease is 40 per cent dental treatment and 60 per cent home care. Fluoridation of water also gained status as an established procedure to control dental caries.

## home department

### Recipes for the Homemaker With a Job

SHORT cuts to appetizing meals are a boon to the homemaker with a full time job. The recipes featured here were selected as examples of tasty dishes that require only a few minutes to prepare.

Kebabs look festive enough for company and can be made from almost any kind of meat. A combination of lamb, tomatoes and green peppers is very good. The following recipe uses ham, either leftover or canned ham loaf, and broiled yams — a complete main course dish.

#### Ham Kebab Broil

- 18 1-inch ham cubes
- 24 pineapple chunks
- 12 pitted ripe olives
- 12 1-inch crosswise slices cooked yams
- ¼ cup melted butter or margarine
- ¼ cup brown sugar

On six 7-inch skewers place cube of ham, pineapple chunk, olive, pineapple chunk, and repeat, ending with ham. Arrange kebabs in center of a broiler rack, place yams on both sides, and brush with half the butter. Place under broiler about 6 inches from the flame and broil 8 minutes. Turn. Brush with remaining butter, sprinkle yams with brown sugar and broil 5 minutes longer. Makes 6 servings.

\* \* \*

Plump, ready cooked sausage, requiring only a quick heating through to serve, is an aid to streamlined cooking. This sausage adapts itself readily to casseroles, stuffings, sandwiches and tasty snacks. When time is a factor, try the following:

#### Quick Pizza Sandwich

- ½ lb. brown 'n serve sausage
- 4 English muffins, split, buttered and toasted
- ½ cup tomato paste or chili sauce
- 1 cup shredded cheese
- oregano

Cut each sausage into 8 pieces. On each English muffin half spread a tablespoon of tomato paste. Top each with sausage (one link per muffin half) and the shredded cheese. Season lightly with oregano. Broil until hot.

\* \* \*

When friends drop in for coffee, surprise them with this hot bread, delicious and made only in minutes. Take a loaf of bread, spread with a blend of honey and margarine, sprinkle with coconut, and pop it in the oven until golden and bubbly.



Ham Kebab Broil



Quickie Pizza Sandwich



Quick Coconut Honey Loaf

#### Quick Coconut Honey Loaf

- ⅓ cup margarine
- ¾ cup brown sugar, firmly packed
- ½ tsp. cinnamon
- 3 tbsps. honey
- 1 loaf unsliced white bread
- ⅓ cup shredded coconut

Mix softened margarine, brown sugar, cinnamon and honey thoroughly. Peel top crust off loaf and cut off side crusts. Cut diagonally almost through to bottom crust, into 12 slices. Spread sugar mixture on each slice down into cuts. Spread remainder on top, sprinkle with coconut, and place on ungreased cookie sheet. Bake in a hot (400°F.) oven 10-15 minutes, or until golden. (Good Luck recipe)

# recipe of the month

THIS is one of those rare recipes, a dessert in the royal tradition which requires little time spent in the kitchen. The filling is smooth gelatine flavored with coffee, a generous sprinkle of nut meats, a dash of rum flavor and swirls of whipped cream. A crown of lady fingers, chocolate topped, places this recipe in the "jewel" class.

## Coffee Coronet

- 2 envelopes unflavored gelatine
- 1/2 cup strong cold coffee
- 1 1/2 cups strong hot coffee
- 1 cup sugar
- 1 cup broken pecans
- 2 doz. lady fingers (about)
- 1/2 pkg. (3-oz.) semi sweet chocolate pieces, melted
- 2 cups heavy cream

1 tbsp. rum flavoring  
 Sprinkle gelatine on cold coffee. Add hot coffee, sugar, and stir until sugar and gelatine dissolve. Chill to consistency of unbeaten egg white. Meanwhile split 9 or 10 lady fingers and dip one end of each in melted chocolate. Whip chilled gelatine mixture until fluffy. Whip cream and fold in, with pecans and rum flavoring. Spoon into spring form pan to a depth of about 1/2 inch. Stand chocolate tipped lady fingers upright around edge of pan, add about 1/3 gelatine mixture and a layer of plain split lady fingers. Add another third of gelatine mixture, another layer of lady fingers and a top layer of gelatine. Chill until firm. Before serving remove from pan, sprinkle with a mixture of 3 tps. sugar and 1 tsp. very finely ground coffee. Garnish with additional whipped cream and the sugar-coffee mixture. Serves 12. (Pan-American Coffee Bureau recipe)



## do it yourself

# Here's How to Restore Old Furniture

BATTERED or broken furniture often can be restored to usefulness by means of a few minor home repairs.

Should the joints be loose or rickety, leave the piece in a hot dry room for several days to obtain the maximum shrinkage and then disassemble. Remove the old glue from the joints with a cloth dipped in hot water. Your lumber dealer will help you in selecting the right wood to match any parts which are broken. Old parts make good patterns for new parts. Reassemble with a good wood glue, using clamps to assure true joints. Place pads under the clamps so as not to mar the surface.

Small scratches can often be eliminated with a fine emery cloth, "00" sandpaper or steel wool, taking care with the latter not to darken the wood or cause rust streaks. To raise dents, place a wet pad over the dent and apply heat with an iron, being careful not to scorch the wood. To fill small holes, use natural wood filler.

If the finish is still in good condition, clean it with turpentine or mineral spirits and rub down with oil or wax. Apply wax several times a day for several days, allowing each coat to dry.

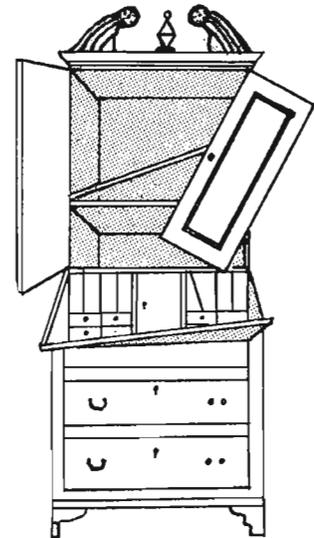
Beautiful natural wood is sometimes found under coats of paint. Remove the old finish with paint remover, clean the surface with benzine and smooth with

fine emery or sandpaper. If the wood is porous, raw linseed oil mixed with liquid drier—about a half pint of linseed oil and one teaspoon of drier—should be rubbed into the surface. Rub the mixture in sparingly, using a clean cloth, about four or five times at weekly intervals, then finish with wax.

Materials for coloring light scratches can be found all around the house. For instance, the oil from a Brazil nut or a black walnut makes a good wood stain. On genuine walnut or mahogany, a little linseed oil may restore the original color.

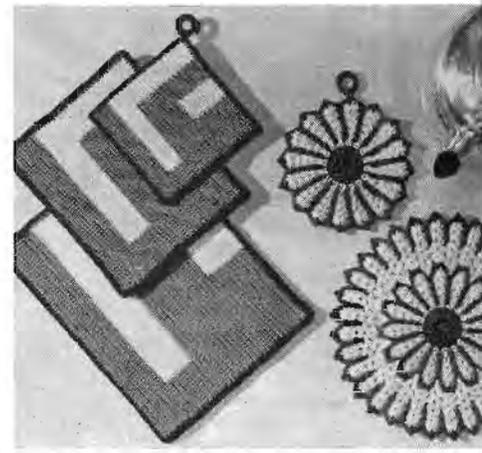
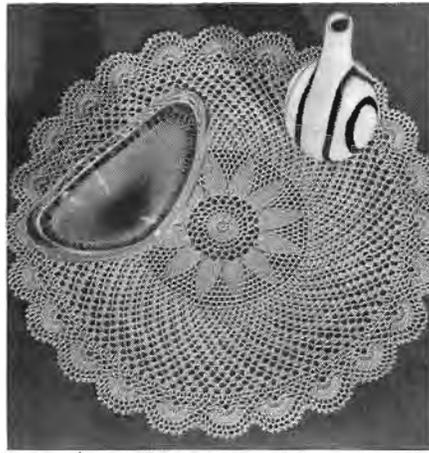
Herman Baum, who conducts a handyman column for the Chicago Sun-Times, recommends a brown crayon for hiding scratches on wood; also a dab of liquid shoe dye. The latter should be applied with a bit of cotton on the end of a toothpick. Iodine which has darkened with age is recommended for touching up brown mahogany, fresh iodine for red mahogany, and iodine diluted with an equal amount of alcohol for maple.

For deep scars, Mr. Baum suggests buying a small can of oil stain. Do not use it full strength, however, as it darkens wood. Dilute a teaspoonful with a few drops of turpentine and apply with a small water color brush or cotton on a toothpick. Wipe off immediately and reapply until the color of the wood is matched. Let it dry 24 hours.



Then apply fresh white shellac over the spot with a water color brush, being careful to keep it off the adjoining surfaces. Let dry at least four hours and apply additional coats until the surface is built up even with the surrounding wood. To finish, cut extra fine grip sandpaper into half-inch strips and lightly sand the spot, rubbing gently in the direction of the wood grain.

*The Lord's Prayer gets its worst abuse from children trying to learn it from a poor enunciator or a mumbling congregation. One little boy was heard to say, "Harold be Thy name", another begged, "Give us this day our jelly bread", and a little New York boy prayed, "Lead us not into Penn Station".*



**CROCHET CONTEST SUGGESTIONS.** For our readers who like to crochet, these designs are suggested as possible entries in the 1956 national crochet contest. (Over \$3,000 will be awarded in prizes. For contest rules, consult your local needlework department, or the board of your state or county fair.) The bedspread, with motifs six inches square, features raised roses and leaves worked in natural colors. Starting from a petal center, graceful swirls finished

with picot-edged scallops distinguish the attractive doily. The patterns for the potholders, one in a striking modern design and the other for a traditional decor, include matching hot plate mats. Free direction leaflets for ROSE BOWER BEDSPREAD, RIPPLE RHYTHM DOILY and MODERN AND TRADITIONAL POT-HOLDERS may be had from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

## New Year

### Health Resolution—

### "I Will Guard My Heart"

BEGIN your list of New Year resolutions for 1956 with a determination to take good care of your one and only heart, suggests the Chicago Heart Association. Dr. Louis N. Katz, the heart specialist who is president of the organization, has prepared the following, based on the advice he gives to patients who have had, or are fearful they will have, a heart attack:

*I will not be a week end athlete.*

*I will not be too lazy.*

*I will not be a glutton.*

*I will not get fat or stay that way.*

*I will do everything in moderation—not too much, not too little, not too fast, not too slow.*

## What's New for the Book Shelf

RECENT books and pamphlets of value to homemakers which are exceptional buys for their small cost include the new bulletins published by the Children's Bureau of the U. S. Department of Health, Education and Welfare. "Nutrition and Healthy Growth" starts with the diet of an expectant mother, describes the relationship of nutrition to the emotional and physical development of growing children, and has an appendix listing common foods and the contribution each makes to body nutrition.

The Bureau's newest release, prepared for parents of handicapped children, is "The Child With Rheumatic Fever". It describes the danger signals of an attack and the preventive value of early treatment, and contains suggestions for keeping the child interested during his convalescence in bed. Both bulletins are available from the Superintendent of Documents, Government Printing Office, Washington 25, D. C.: "Nutrition and Healthy Growth", 25 cents; "The Child With Rheumatic Fever", 10 cents.

For junior railroaders there is "The Little Circus Train That Led the Parade", by Ralph Kelly. This is an addition to the Magic Talking Books series and has a record, "Song of the Circus",

on the front cover; 49 cents, and published by John C. Winston Company, 1010 Arch Street, Philadelphia 7, Pa.

For the latest "do it yourself" information on house painting, a good buy is "How to Paint Your Wood Home", a 24-page illustrated booklet prepared by groups in the lumber and paint industries to help home owners get good results from modern paints. Single copies are available at 25 cents from the National Lumber Manufacturers Association, 1319 Eighteenth Street N. W., Washington 6, D. C.

Interested in a restful, inexpensive vacation this summer? Now is the time to make your plans and reservations. Farm vacations for city dwellers is an idea which is gaining momentum among an organized group of farmers. A booklet about this organization can be obtained by sending 25 cents to Farm Vacations and Holidays Inc., 500 Fifth Avenue, New York, N. Y. A vacation in one of our state or national parks is another opportunity for healthful outdoor recreation. Information about camping and lodge facilities is covered in detail in the booklet "National Forest Vacations", which can be obtained for 25 cents from the Superintendent of Documents, Washington, D. C.

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

	NOVEMBER		ELEVEN MONTHS	
	1955	1954	1955	1954
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passenger, mail, etc. ....	\$21,485,368	\$20,996,307	\$229,388,667	\$218,837,910
<b>PAID OUT IN WAGES</b>	10,434,547	9,622,407	109,670,451	109,403,041
PER DOLLAR RECEIVED (CENTS) .....	(48.6)	(45.8)	(47.8)	(50.0)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	628,841	635,094	6,673,406	6,443,762
PER DOLLAR RECEIVED (CENTS) .....	(2.9)	(3.0)	(2.9)	(2.9)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest	9,685,335	8,399,397	105,175,870	98,214,554
PER DOLLAR RECEIVED (CENTS) .....	(45.1)	(40.0)	(45.9)	(44.9)
<b>NET INCOME</b>	736,645	2,339,409	7,868,940	4,776,553
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	116,038	118,833	1,304,618	1,245,497
Increase 1955 over 1954 .....				+59,121
Decrease 1955 under 1954 .....	-2,795			

## Carloading by Commodities during December 1955 compared with December 1954

### INCREASES:

	% of Total Revenue	Carloads			
		1955	1954	1955 + or - to 1954	
				Number	%
Coal and Coke .....	8.4%	15,319	13,663	+1,656	+12.1%
Iron & Steel incl. Machinery .....	5.3	7,034	5,759	+1,275	+22.1
Meat and Products .....	4.3	5,664	5,618	+ 46	+ .8
Petroleum and Products .....	4.0	6,343	6,190	+ 153	+ 2.5
Autos, Trucks, Parts & Tires .....	3.7	3,204	3,186	+ 18	+ .6
Fruit & Vegetables .....	2.9	2,439	2,298	+ 141	+ 6.1
Agri. Impl. & Tractors incl. Parts .....	2.3	1,032	1,025	+ 7	+ .7
Live Stock .....	2.2	3,647	2,858	+ 789	+27.6
Cement, Brick, Lime & Plaster .....	1.2	1,468	1,366	+ 102	+ 7.5
<b>Total Increases</b> .....	<b>34.3%</b>	<b>46,150</b>	<b>41,963</b>	<b>+4,187</b>	<b>+10.0%</b>

### DECREASES:

Grain .....	13.6%	5,526	7,699	-2,173	-28.2%
Forest Prod. excl. Logs & Pulpwood .....	12.3	8,100	8,230	- 130	- 1.6
Logs and Pulpwood .....	4.9	5,095	8,095	-3,000	-37.1
Merchandise .....	2.0	7,351	8,149	- 798	- 9.8
Flour & Grain Products .....	2.0	4,950	5,418	- 468	- 8.6
Clay, Gravel, Sand and Stone .....	2.0	2,976	2,995	- 19	- .6
Beer .....	1.5	1,615	1,821	- 206	-11.3
Ore excl. Pooled Ore .....	.8	455	488	- 33	- 6.8
Miscellaneous excl. Beer .....	26.6	27,427	28,364	- 937	- 3.3
<b>Total Decreases</b> .....	<b>65.7%</b>	<b>63,495</b>	<b>71,259</b>	<b>-7,764</b>	<b>-10.9%</b>

<b>TOTAL</b> .....	<b>100.0%</b>	<b>109,645</b>	<b>113,222</b>	<b>-3,577</b>	<b>- 3.2%</b>
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# retirements

The following employes' applications for retirement were recorded during December, 1955

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

JONES, TRACY  
Sig. Maintainer ..... Chicago, Ill.  
PHELAN, LEROY D.  
General Adjuster ..... Chicago, Ill.  
WALTERS, THOMAS N.  
Trav. Accountant ..... Chicago, Ill.

## CHICAGO TERMINALS

DANGAS, JAMES  
Asst. Track Foreman ..... Chicago, Ill.  
LADAS, GUST  
General Foreman ..... Chicago, Ill.  
MALECKER, FRANK  
Conductor ..... Chicago, Ill.  
PALUCK, ANNA E.  
Janitress ..... Chicago, Ill.  
PARFITT, WESLEY A.  
Switchman ..... Chicago, Ill.  
RAKOZY, JOSEPH S.  
Car Insp. ..... Bensenville, Ill.  
VISGER, ROY C.  
Loco. Engr. ..... Bensenville, Ill.

## COAST DIVISION

ANDERSON, HARRY W.  
Chief Clerk ..... Tacoma, Wash.  
BREWSAUGH, CLYDE J.  
Asst. Yardmaster ..... Tacoma, Wash.

NIELSEN, EMIL  
Clerk ..... Seattle, Wash.  
REMMEL, JOHN W.  
Loco. Engr. ..... Tacoma, Wash.

## DUBUQUE & ILLINOIS DIVISION

FRENK, WILLIAM A.  
Sig. Maintainer ..... Elgin, Ill.  
HENGEL, SAM J.  
Icing & Heater Insp. .... Savanna, Ill.  
MCNAMAR, ELSWORTH  
Sec. Foreman ..... Mystic, Ia.  
OOTS, LEONARD V.  
Asst. Rndhse. Foreman .... Ottumwa, Ia.  
RIVARD, ALFRED  
Ex. Gang Laborer ..... Muscatine, Ia.  
WHITE, HERBERT T.  
Loco. Engr. .... Savanna, Ill.  
WILMOTT, SAMUEL A.  
B&B Carpenter ..... Savanna, Ill.  
ZAMBELA, MATT  
Ex-Gang Laborer ..... Itasca, Ill.

## HASTINGS & DAKOTA DIVISION

ANDERSON, VICTOR E.  
Loco. Engr. .... Minneapolis, Minn.  
BERG, HAROLD W.  
Conductor ..... Aberdeen, S. D.  
MEYER, GEORGE W.  
Conductor ..... Minneapolis, Minn.  
SPENCER, THOMAS  
Sec. Laborer ..... Groton, S. D.

## IDAHO DIVISION

TAYLOR, PEARL S.  
Agent ..... Plummer Jct., Ida.

## IOWA DIVISION

HAYWARD, ERNEST W.  
Sig. Maintainer ..... Perry, Ia.  
PEARCE, CHARLES B.  
Sec. Laborer ..... Maquoketa, Ia.  
VICHNIK, JOE  
Ex. Gang Laborer ..... Collins, Ia.

## IOWA & DAKOTA DIVISION

CHRISTENSEN, PETER S.  
Car Cleaner ..... Sioux City, Ia.  
JOHNSON, ARTHUR R.  
Loco. Engr. .... Mason City, Ia.  
JULL, WILLIAM C.  
Loco. Engr. .... Sanborn, Ia.  
KLUSS, VERNI C.  
Brakeman ..... Mason City, Ia.  
MARINO, ANDREA  
Snow Shovelers ..... Sioux City, Ia.  
MATTAS, HENRY C.  
Sec. Laborer ..... Ethan, S. D.  
NEHLS, ARTHUR  
Loco. Engr. .... Mason City, Ia.

## IOWA & SOUTHERN MINNESOTA DIVISION

DEHRING, ROLAND O.  
Loco. Engineer ..... Mankato, Minn.  
ERICKSON, MELVIN R.  
Boilermaker ..... Austin, Minn.

## LA CROSSE & RIVER DIVISION

BYRNE, LAWRENCE M.  
Ex. Gang Laborer ..... Red Wing, Minn.  
REEL, LUVERNE A.  
Cashier ..... Tomah, Wis.

## MADISON DIVISION

CLIFTON, DAISY A.  
Clerk ..... Burlington, Wis.  
HANEY, GEORGE W.  
Loco. Engr. .... Janesville, Wis.  
WHITE, LEONARD  
Loco. Engr. .... Madison, Wis.

## MILWAUKEE DIVISION

KAZMIEROSKI, STEPHEN  
Ex. Gang Laborer ..... Lake, Wis.  
KNOWL, FRANK  
Loco. Fireman ..... Green Bay, Wis.  
LINDEMAN, LYLE O.  
Sec. Laborer ..... Channing, Mich.  
SQUIRES, EDWARD B.  
Agent ..... Pound, Wis.  
STAPLES, FLOYD A.  
Carman ..... Rondout, Ill.

## The Voice of Conscience — Loudest in December

LAST month the Milwaukee Road's miscellaneous credits account carried more than the usual number of entries in that mysterious column known as the "conscience fund." The largest entry was \$50, the smallest 23 cents. Seemingly, the still small voice was working overtime to clear the record for a fresh start in 1956.

"Conscience fund" mail is always heaviest at the close of the year. Usually the wrongdoers remain anonymous, but occasionally they identify themselves. The nature of their misdoings is varied. Often it is a stolen ride or failure to pay a fare, sometimes underpayment of a fare, or stealing merchandise or railroad property.

The refunds range from a few

cents (the Milwaukee recently received a conscience payment of 15 cents) to thousands of dollars. When the remittance is anonymous, the payment is generally in cash. Those who identify themselves may remit by check or postal money order, and there are some who have squared their conscience by calling upon an officer of the railroad and making restitution in person. Many of the conscience-stricken include interest to cover the use of the money while it was illegally in their possession.

In many instances the workings of conscience are extremely slow, and the gap between the transgression and the restitution has often extended through most of the individual's life span.

# They Said It With Music

MUSIC, which brought two young people together in courtship days and which has been a shared interest of their long and happy marriage, served as an appropriate background for the 53rd wedding anniversary of a Milwaukee Road couple well known in the Tacoma area.

When Mr. and Mrs. Harry Micklethwait of Five Mile Lake observed that anniversary recently, the feature of the festivities was a program presented by the Hillbillies, a choral group organized by Mrs. Micklethwait 10 years ago as an attraction for the annual Brooklake Fair. The tribute included the congratulations of a host of friends and neighbors, in recognition of the couple's contribution to the musical life of the community for almost half a century.

"Pa and Ma" Micklethwait, as they are affectionately known, were married in Portland, Ohio on Thanksgiving Day, 1902 and moved to Tacoma in 1909. The following year Mr. Micklethwait signed up as a Milwaukee Road engineer and was in continuous service until his retirement in 1943. In 1936 he and "Ma" moved to their summer home at Five Mile Lake where they have been very active in civic affairs.

Mr. Micklethwait, a native of Fredonia, N. Y., displayed an early talent for music. A graduate of Dana Musical Conservatory at Warren, Ohio, in his younger years he directed the Lake City band at Dunkirk, N. Y., and later the Ft. Leavenworth military band at



(Photo by Gene Wagner)

Mr. and Mrs. Harry Micklethwait

Ft. Leavenworth, Kans. In Tacoma, for 12 years he directed the Coast Artillery Band in the outdoor concerts sponsored by the city park board.

Mrs. Micklethwait was born in Brockway, Pa., but spent much of her youth in Olympia, Wash., and was graduated from the State Normal School at Ellensburg. Prior to 1900 she taught in the Kittitas Valley schools. In music circles her activities have included the direction of the Daughters of the Nile chorus for 20 years, also the Shuanalla Chorus and the Sixth Avenue Baptist Choir. She is also a long-time member of the St. Cecilia's Ladies Musical Club, Washington's first organization for women. As a charter member and past president of Tacoma Chapter of The Milwaukee Road Women's Club, she has arranged many musical programs

WINSTON, EDWARD P.  
Conductor . . . . . Harlowton, Mont.

## TWIN CITY TERMINALS

APKER, EARL H.  
Switchman . . . . . Minneapolis, Minn.  
CONLIN, GEORGE P.  
Loco. Crane Oper. . . . . St. Paul, Minn.  
COY, EDWARD G.  
Foreman . . . . . St. Paul, Minn.  
HESS, CARL G.  
Mach. Helper . . . . . Minneapolis, Minn.  
HUWEILER, FRANK A.  
Steamfitter . . . . . Minneapolis, Minn.  
MURRAY, JOSEPH P.  
Switchman . . . . . St. Paul, Minn.  
TINGSTAD, FRED E.  
Carman Cutter . . . . . Minneapolis, Minn.

## W. H. Prindiville

WILLIAM H. PRINDIVILLE, one of The Milwaukee Road's best-known conductors, with almost 54 years of service on the Dubuque & Illinois Division, died in Elgin, Ill. on Jan. 8 after a brief illness. He and Mrs. Prindiville had made their home there since 1941.

Having been in suburban service between Chicago and Elgin for approximately nine years, "Bill" Prindiville enjoyed the acquaintance and friendship of many hundreds of commuters who rode with him daily. On Apr. 14, 1952, the 50th anniversary of his entering Milwaukee Road service, a group of passengers broke with precedent and had him as their guest at breakfast in Chicago Union Station. Patrons and employees, including many officers who had worked with him over a long period of years, were saddened to learn of his passing.

William Prindiville was born in Chicago on July 6, 1888 and started with the Milwaukee as a messenger at the Union Street freight office in Chicago in 1902. He entered train service in 1905, became a freight conductor in 1909, moved on to passenger service in 1937, and was conductor on the first run of the Midwest Hiawatha out of Chicago in December, 1940. He went into suburban service in 1946.

He is survived by his widow and four sons, Edward of Perry, Ia., Francis of Kirkland, Ill., and William and Thomas of Chicago, and eight grandchildren. Edward is a traveling engineer with the Milwaukee, and William is a locomotive engineer working out of Bensenville, Ill. on the D&I Division.

The railroad operated a special train from Chicago to Elgin on the morning of Jan. 11 for employees and other friends attending the funeral. Services were held at St. Laurence Catholic Church, with burial at Genoa, Ill.

## MILWAUKEE TERMINALS & SHOPS

BELL, W. N.  
Loco. Engr. . . . . Milwaukee, Wis.  
BUEGE, JOHN F.  
Machinist . . . . . Milwaukee, Wis.  
FORK, NICHOLAS  
Car Inspector . . . . . Milwaukee, Wis.  
GRIEB, FRED E.  
Switchman . . . . . Milwaukee, Wis.  
HARVEY, WILLIAM G.  
Machinist . . . . . Milwaukee, Wis.  
JOHNSON, JOHN H.  
B&B Foreman . . . . . Milwaukee, Wis.  
KOZAK, JOSEPH  
Boilermaker . . . . . Milwaukee, Wis.  
MALLAS, GUST N.  
Ex. Gang Foreman . . . . . Milwaukee, Wis.  
MATTHES, FRANK A.  
B&B Carpenter . . . . . Milwaukee, Wis.  
PAVLOV, THEODORE  
Crossing Watchman . . . . . Milwaukee, Wis.  
STEMPKKE, STEPHEN J.  
Air Brake Insp. . . . . Milwaukee, Wis.

## OFF LINE & MISCELLANEOUS

MOORE, ROBERT S.  
General Agent . . . . . Toronto, Canada

## ROCKY MOUNTAIN DIVISION

LAPINER, PAUL  
Sub-Station Oper. . . . . Eustis, Mont.  
VINGE, OLE E.  
Sec. Laborer . . . . . Lewistown, Mont.  
WILLIAMS, CHARLES E.  
Trav. Engr. . . . . Butte, Mont.

## TERRE HAUTE DIVISION

SEYBOLD, GUY  
Carman . . . . . Terre Haute, Ind.  
VOLPERT, JOHN R.  
Carman . . . . . Terre Haute, Ind.

## TRANS-MISSOURI DIVISION

CALLEN, JESSE O.  
Carman Helper . . . . . Miles City, Mont.  
PAETZNICK, CARL J.  
Boilermaker Helper . . . . . Mobridge, S. D.  
PORTER, NEVA B.  
Custodian . . . . . Ridgeview, S. D.

# YOU<sup>★</sup> are eligible

★(as a Milwaukee Road employee)

for this non-cancellable, non-assessable, guaranteed premium,  
**\$1,000.00 insurance policy**  
(payable in case of death from any cause.)  
**for only \$1.00 per month**

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

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

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

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

- (a) On payroll deduction plan
- (b) No medical examination
- (c) No membership fees.—  
Age on application determines rate
- (d) Policy can be continued  
regardless of occupation change

## MAIL THIS APPLICATION TODAY!

**Employees Mutual Benefit Ass'n.**  
1457 Grand Ave.  
St. Paul 5, Minn.

Please have the C.M.St.P. & P.R.R. CO. make premium  
deductions each month for the following: Please print

My Name ..... Payroll No. ....  
Deduction \$.....per month for \$1000.00  
SSA No. .... Occupation.....  
Address .....  
City ..... State.....  
Date of Birth .....  
Beneficiary ..... Relationship.....  
Dependent Wife \$.....per month for \$1000.00  
Name ..... Date of Birth.....  
(add \$1.00 a month for each year over 60)  
Dependent Children \$.....per month for \$500.00  
First Name ..... Age ..... Date of Birth .....

.....  
.....  
.....  
(If additional children add attachment)

Signature \_\_\_\_\_

Date \_\_\_\_\_

# about people of the railroad



## D & I Division

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



A. G. Elder

A. G. (Alphonsus) Elder, chief dispatcher at Ottumwa and a veteran of 44 years of service, retired on Dec. 10. Fellow employes gave him a rousing send-off and a handsome retirement gift. Mr. Elder started with the Road in 1909 as an operator at Perry and was employed at various stations

on the Iowa Division until 1917 when he was promoted to train dispatcher at Sioux City. He became chief dispatcher there in 1941 and in that capacity transferred to Ottumwa in 1944. He and Mrs. Elder sold their home in Ottumwa and after his retirement left at once to make their home in Bellflower, Calif. Mr. Elder is a member of the Elder family well known on the railroad. One of his brothers, the late A. J., was an assistant general manager of Lines East, and another, Chester Estes, was chief dispatcher at Beloit for many years. Two nephews are currently serving at Austin, James as trainmaster and Don as chief dispatcher. Mr. Elder is being succeeded at Ottumwa by L. W. Nigus of Savanna.

Iowa Division Conductor and Mrs. William Ellithorpe of Savanna observed their 32nd wedding anniversary Dec. 25. Mrs. Ellithorpe is president of the Trainmen's Auxiliary at Savanna.

Terese Truninger, file clerk in the superintendent's office at Savanna, was a very happy girl in early December when her husband called from California to let her know of his arrival in the States after a sojourn of 18 months with the Air Force in Tokyo. After a 30-day leave he will be based at Bryan, Tex., where Terese plans to spend some of her January vacation.

E. C. Gourley, chief clerk to division engineer, and family, Savanna, vacationed in San Diego, Calif., during the holidays with Mrs. Gourley's brother-in-law and sister; also stopped off in Salt Lake City . . . Fireman Steve Kampas and wife, Savanna, vacationed in New York City during the holidays with Mr. Kampas' brother and family.

Georgia Ann Pease, daughter of Engineer George Pease, Elgin, was married to Anthony J. Butera of Rockford recently in the First Congregational Church in Elgin. Sandra Pease was her sister's attendant. A reception followed in the church parlors and the new home will be made in Rockford.

Retired Switchman Ernest Graves, who was a patient for a few weeks in the Savanna City Hospital, is now in a nursing home in Milledgeville, Ill.

W. A. Frenk of Elgin, who started his railroad service in 1907 in the Elgin freight house and transferred to the signal department in 1913, retired on Dec. 15.

J. H. Mulder, chief clerk to DMM at Savanna, who was in the Veterans' Hospital in Iowa City in November and part of December, has returned to work and is feeling much better.

Retired Switchman Harry Radke of Savanna spent several weeks in the Veterans' Hospital at Iowa City in December and is now convalescing at home.

The Art Thostensons (dispatcher at Savanna) welcomed another son on Dec. 31.

A. L. Muntz, retired car department employe, Savanna, died Dec. 4 in the East Moline hospital where he had been a patient for some time. Mr. Muntz started his employment on the railroad as a machinist helper in 1908, transferring to the car department in 1916, and retiring in 1947 due to ill health. Burial was in the Savanna cemetery. Surviving are his widow, one son, Brakeman R. L. Muntz, Savanna, one daughter and three grandchildren.

Mrs. William Mangler, mother of Fireman Alvin Mangler, Savanna, passed away at her home in Bellevue, Ia., Dec. 12. Surviving are her son and three daughters.

Ed Phillips, retired switchman, passed away in the home of his son-in-law and daughter, Conductor and Mrs. Zernie Sack, at Savanna, on Dec. 15. Mr. Phillips started railroading in 1894 in yard service and continued in that service until his retirement in April, 1941. Surviving are three daughters, Mrs. Wayne Bowman of Davenport and Mrs. Ray Capron and Mrs. Zernie Sack of Savanna.

At the recent election of officers held by Savanna Chapter of the Women's Club in Byram clubhouse, Mrs. Clifford Wendell was re-elected president. Others re-elected were Mrs. Jack Flickinger, first vice president; Mrs. C. E. Kinney, second vice president; Mrs. Otto Wacker, treasurer; and Mrs. William Young, recording secretary. Mrs. Myron Hansen was elected corresponding secretary.

The Women's Club recently received a new American flag from the V.F.W. The presentation was made by Forbes Quinlan, quartermaster of the post, in memory of Cecil Gunn from the Gunn family.

D&I employes who were presented with Silver Passes within recent weeks include Frank J. Yurcek, acetylene cutter in the Savanna shops, Engineers A. A. Haberbush, H. T. White and E. C. Vogt of Savanna, and Engineer G. F. Brown of Elgin.

S. J. Hengel, refrigerator car icing and

heating inspector in Savanna, also completed 45 years of continuous service and was presented with a Silver Pass. Mr. Hengel retired on Nov. 30.

In recognition of 45 years of continuous service, George C. Lanke, car inspector at Marquette, has been presented with a Silver Pass. The Lankes make their home in Prairie du Chien.

## Terre Haute Division

Christine Reichert, Correspondent  
Superintendent's Office, Terre Haute

Agent and Mrs. A. L. O'Neill of Jasonville, Ind., have received a Gold Pass, good for a lifetime of travel on all Milwaukee Road trains, in recognition of Mr. O'Neill's 50 years of service. The O'Neills have celebrated their golden wedding anniversary and reared nine children, six of whom are living. One son, Austin, Jr. of Elnora, Ind., followed his father's occupation, and two daughters learned telegraphy from their father and are employed by a telephone company in Toledo, Ohio. Mr. O'Neill began his service at Linton, then called Southern Indiana Station, transferred after four months to Sullivan, where he was stationed for 11 years, and was at Coalmont for 19 years before going to Jasonville. By way of a celebration, he and Mrs. O'Neill plan a trip to Washington, D. C., in January, to visit Mrs. O'Neill's sister, Miss Bernadette Turnbloom, who has served as secretary to Joseph Davies, ex-ambassador to Russia, and who will conduct them on a tour of the city.

Agent L. R. Sims of Crane has taken a leave of absence due to ill health and will spend a few weeks in Arizona.



Mr. and Mrs. A. L. O'Neill who received their Gold Pass last month at Jasonville, Ind., where Mr. O'Neill has been agent for the past 20 years. For details read the column of Correspondent Christine Reichert.



**SILVER AND GOLD.** An occasion for congratulations at Kansas City shows Section Foreman Thomas Stamatis, a veteran of 45 years of service (left), receiving his Silver Pass from Superintendent R. R. Brown. Section Foreman W. W. Richardson, looking on, has 50 years of service and holds a Gold Pass. Both men are employed in the Coburg District.



**SILVER PASS ANNIVERSARY.** H. E. Mohr, veteran Chicago-Fullerton Avenue accounting department employe (center), receiving his Silver Pass with the congratulations of J. E. Vraney, auditor of station accounts and overcharge claims (left) and E. J. Linden, assistant auditor of station accounts and overcharge claims. Mr. Mohr's service dates from Dec. 17, 1910 starting in the office of the freight auditor. He later transferred to the car accountant's office and in 1921 to the auditor of station accounts force where since 1954 he has been bureau head of agents' accounts and the uncollected bureau.

On vacation in December, Agent Harry King of Bedford visited his daughter in Clinton, Ia.

Henry Crow of the Terre Haute freight house and Mrs. Crow left immediately after Christmas on a trip to Florida.

Clerk Francis Pickerell returned to work at Seymour Jan. 1 after a month's absence caused by injuries received in a fall at his home.

Jack T. Dyson, store department employe on this division for 38 years, died at Terre Haute on Dec. 11 after approximately a year's illness. He was buried at Petersburg, Ind.

John W. Ball, retired conductor and Mrs.

Ball of Terre Haute visited in Phoenix, Ariz., in December.

Bernard A. McCanna of Chicago Heights, with 37 years of service as station and yard clerk on this division, retired on Jan. 1.

Odus Young, retired brakeman and Mrs. Young have returned from a visit with their daughter, son-in-law and new grandson, "Ty William", in Oakland, Calif. The baby was named for his uncle, Brakeman William Young, of this division.

Recent retirements included Boilermaker Helper Earl Coleman and Cinder Pit Man C. E. Thomas.

In recognition of having been in the employ of the Road for 45 years, Ernest Robinson, car department inspector at Bedford, has been presented with a Silver Pass.

## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Superintendent, Spokane

On Nov. 30 P. S. Taylor performed his last service as agent at Plummer Junction, and on Dec. 17 a group of friends, both retired and working, honored him at a dinner at Leo's Club in Worley, with the following in attendance: Mrs. Taylor, Mr. and Mrs. R. E. Joiner, Mr. and Mrs. J. B. Dede, Mr. and Mrs. C. H. Coplen, Mr. and Mrs. Frank Hays, Mr. and Mrs. Charles Lillwitz, Mr. and Mrs. A. L. Schlatter, Mr. and Mrs. B. D. Bell, Mr. and Mrs. Paul Tift, Mr. and Mrs. M. F. Bell, Mr. and Mrs. E. W. Stratton, Mr. and Mrs. Dean Brown, Mrs. Alice Smith and G. M. Durkee. Mr. Bell, agent at Othello, was toastmaster, with Mrs. Frank Hays relating interesting events in the many years Mr. Taylor and Mr. Hays worked together as agent-operator at Rosalia. Mr. Hays made the presentation of a leather traveling bag on behalf of his fellow-employes on the division. Mr. and Mrs. Taylor have lived in Plummer for some years and no doubt will continue to make their home there.

R. E. Joiner vacationed away from his duties as chief dispatcher during the holidays, spending Christmas with his daughter in Montana. L. H. Bailly acted as chief during his absence.

Funeral services were held recently for Mrs. Hattie Melhuish, Othello, in the Malden Congregational Church. She was the mother of Mrs. Oakley Burns, wife of Engineer Burns, and Orlie Melhuish, Othello.

Diane Buergel, daughter of the Mark Buerfels of Malden, recently became the bride of Elton Hill of Rosalia. Mr. Buergel is in engine service on this division.

Conductor and Mrs. C. R. Moore have moved to Addy, Wash., having sold their home to Conductor and Mrs. W. Carroll.

The Milwaukee Women's Club, Malden Chapter, met with Mrs. Fred Krebs and Mrs. Mary Murphy as hostesses for their December meeting. A talk, "Short Cuts to Meal Planning," was given by the county extension agent of Colfax.

Spokane Chapter served a luncheon Dec. 14 which was well attended, and on Dec. 16 a potluck supper was held with a group of Malden folks attending. Mrs. G. H. Hill showed colored slides of her Caribbean cruise the past year.

J. E. James, retired yard conductor, has returned from California.

## William Kelly

WILLIAM KELLY, who in years gone by was the top conductor on the old Kansas City Division, passed away in a hospital in South Bend, Ind., on Dec. 2 at the age of 97. He was a charter member of the Veteran Employes' Association and until recent years had been a familiar figure at all reunions. He is survived by his daughter and son-in-law, Mr. and Mrs. D. L. Warren of South Bend, with whom he had lived since the death of his wife.

Mr. Kelly was a long-time friend of J. T. Gillick, retired operating vice president, having started railroading in 1873 as a messenger at Whitewater, Wis., and entered train service in 1874 as a freight brakeman on the old Prairie du Chien Division. He made his date as conductor in 1881 and was in work train service at the shops and the Wauwatosa sand pit until 1884 when he went to the Council Bluffs Division on a run between Savanna and Van Horne. Transferring to the Kansas City Division in 1886, he worked for a while on track laying between Ottumwa and Kansas City, was later in freight service, and in 1888 went into passenger service. In 1903, assigned to the Southwest Limited, he started the long run on that train between Davenport and Kansas City which made him before his retirement one of our road's best known and best liked conductors.

## Chicago General Offices

### OFFICE OF FREIGHT AUDITOR

Clara Fister, Correspondent

Sympathy was extended to Blanche Debs, statistical bureau, whose husband, Arthur, passed away Dec. 1; also to Margaret Jones, machine bureau, whose sister Mary, of the computing bureau, passed away Dec. 5; and to Julia Lindahl, keypunch and coding bureau, whose brother, Joseph Bender, passed away Dec. 13.

We are happy to see Lydia Schuler, local and interline balance bureau, and William Steckman and May Whitman, both of the review bureau, back to work after their sick leaves.

Frances Daniels, keypunch and coding bureau, is on a sick leave furlough at this writing.

Edith Marquiss, bookkeeper, is convalescing at home after a stay at Columbus Hospital, and Helen Schultz, machine room, is at home from Resurrection Hospital.

Jane Wozny spent her winter vacation in Dallas, Tex. Jim Murrin spent the Christmas holidays with his wife at their daughter's home in Denver.

Emil Nielsen retired in Seattle on Nov. 15. He was formerly associated with the Road's rate department.

Wedding bells rang recently at St. Joseph's Church for Kenneth Stark, waybill filing

bureau, and Alberta Kiely.

Cupid was just as busy as Santa Claus on Christmas Eve, when two girls from the key-punch and coding bureau became engaged. Shirley Raskow received a ring from Donald Peck and Gerry Budnick a ring from Gary Demchuk.

Kenneth Hartman, John Kardasz, Richard Hoehne and Richard Straza, all of the machine room, opened the hunting season at Grass Lake and along the Mississippi River.

#### AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Jerry L. Ginaine, retired bureau head of this office, passed away Nov. 16 at the age of 85. Surviving are his widow and one daughter residing in Glenview, Ill. Mr. Ginaine was the holder of a Gold Pass. He started with the Milwaukee in July, 1899 as local agent and operator at Burlington, Wis., and transferred to the freight claim department in May, 1902 as head rate clerk. He transferred to this office Mar. 22, 1918 and retired from the position of bureau head of the rate department on July 1, 1944, after 55 years of continuous service.

#### ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

Assistant Engineer E. W. (Wally) Nelson left us the middle of January for warmer climes—Sarasota, Fla. Wally started with the Milwaukee after graduating from high school in 1925 and has worked continuously since then. His experience included the following: yard clerk, painter, rodman, instrumentman, draftsman, bookkeeper, engineering accountant and assistant engineer. We are all going to miss him and his friendly ways. Wally has the knack of making the most tedious and difficult jobs look easy, and we wish him success in whatever new work he gets into.

We understand from the Tomah papers that our rail mill superintendent, B. L. Hilliker, won first prize in the Christmas home decorating contest. Believe the papers referred to the owners as "the Hillikers", so assume Mrs. Hilliker and daughter Karen helped Beldin with the decorations.

#### QUIZ answers

1. Daily.
2. Mail and express cars.
3. The weight of freight and equipment combined.
4. Between 7 and 8 feet.
5. LCL.
6. A through rate made up of two local rates separately published.
7. More. The rate in November, 1955 was \$2.40.
8. In Argentina. It extends from Junin to Mackenna and is 205 miles in length.
9. A Class II railroad.

January, 1956



182 YEARS of Milwaukee Road service is represented in this group of Idaho Division veterans pictured at the retirement dinner held recently at Worley for Agent P. S. Taylor of Plummer Junction. From left: Frank Hays, retired Coeur d'Alene agent, Mr. Taylor, C. H. Coplen, present agent at Coeur d'Alene, and A. L. Schlatter, agent at Worley. Mr. Taylor, whose service dates back to March, 1910, was honored by a large group of friends.

Friends of Ralph R. Lowe, retired, will doubtless be interested in the news that he celebrated his golden wedding anniversary on Dec. 5. He and Mrs. Lowe observed the day at their home in Eau Claire, Wis., with a quiet celebration that was marked by phone calls from each of their four children, Keith of Griffith, Ind., Mrs. Victor Schoch and Mrs. Joyce Johnson of Seattle, and Mrs. Arlene Ferguson, Elkton, Md. They have three grandchildren. Mr. Lowe was with our engineering department 31 years before retiring about 10 years ago. He also has a record of service with the Wisconsin & Northern Railroad, the U. S. Forest Service, and with the Goegibic County Highway Commission on location and construction work in Michigan. He and Mrs. Lowe have been living in Eau Claire for the past five years.

#### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

On Dec. 1 George Miller and Pete Steger were presented with beautiful floral bouquets in honor of their new positions. Mr. Miller has taken on the job of bureau head of Car-load Tracing, and Mr. Steger is his assistant.

Celebrating her 30th year with the Road last month was Marie Simpson of the foreign car records. She received many lovely gifts from her co-workers.

C. H. Gasmann, who has succeeded Carl Denz as bureau head of the Milwaukee car records, was honored with a bouquet on Dec. 12. His friends and co-workers extended their good wishes.

Announcing the arrival of her new granddaughter is Viola Asa. The cuddlesome little girl was born to her son and daughter-in-law on Nov. 16.

Miss Clara Wood, head of the keypunch room, was succeeded by Kay Madl on Dec. 23 when she took the position of assistant to Mr. Gasmann. Both received flowers on the occasion.

Holiday greetings were happily received this year from Margaret Gallagher, Elsie Graening, Mamie Dahlman, William Roloff, Martin Murphy and John Bove.

On the sick list last month was Dora Buchholz of the Milwaukee car records. She has taken a leave of absence because of ill health.

Edgar D. Dunning, former broadcast clerk in this office, was laid to rest recently in Greenwood Memorial Park cemetery, Phoenix, Ariz. Mr. Dunning moved to Arizona after his retirement on June 1, 1953. He started to work for the Road in August, 1929.

#### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Arona Puttrich

With deep regret we report the death of Mary Jones, assistant bureau head of the central computing department, who passed away suddenly on Dec. 5. Mary will be remembered throughout the building for her creative talents. She was a very willing worker and had decorated many desks and made many centerpieces for retirements and bridal showers. Immediate survivors include her twin sister Margaret, head of the key punch bureau in the office of the freight auditor's office who, like Mary, has almost 40 years of service with the Road.

At the present writing Ruby Dunaven is on leave of absence because of ill health.

Nora Boyle announces the arrival of a baby boy, born Dec. 15.

Arlene Romb is the new mail opener in the conductors accounts bureau.

Sympathy was extended to June Mathisen on the recent loss of her mother.

Ann Snyder reports that on her last visit with Bill Tidd, our regular Magazine correspondent, he was progressing very well and wished to be remembered to his friends.

Santa Claus, in the person of Don Walton, auditor of expenditure's office, presented an engagement ring to Elsa Straumann, typist. The wedding will take place in June.

Late vacationers are Elba Anderson and Erna Anhalt who thought Mexico was the place to see. Elmar Martell toured Louisiana, Alabama and Florida. Bess White visited with relatives in Pittsburgh over the holidays and Edna Anderson visited her home town in Iowa.

### OPERATING DEPARTMENT

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

It is with regret that we report the death within the Christmas period of the mothers of Miss Margaret Brandt, chief file clerk, transportation department, and Mrs. Suzanne Padgett, messenger of the telegraph department. Their many friends extended sympathy.

We are glad to report that Kenneth W. Leigh, chief clerk, transportation department, was released from the Sherman Hospital, Elgin, on Christmas Eve.

James L. Goulding, chief of police for the Chicago Union Station Company, died unexpectedly in Wesley Memorial Hospital on Dec. 18. He was 62. Mr. Goulding was employed in the station for more than 30 years and had been police chief since 1945. His wife Alma having died earlier this year, he is survived by a niece, Onita Walker, with whom he lived, and a sister, Margaret Mitchell of Boston. Funeral services were held in Chicago and burial was in Marseilles, Ill. Mr. Goulding was a member of Blair Lodge No. 393, A.F.&A.M.; Oriental Consistory; Medinah Temple Shrine, A.A.O.N.M.S.; the Police Chief Association; and Pennsylvania Post of the Legion.



**CAPTAIN CARLSON RETIRES.** Charles F. Carlson, since 1936 captain of police for the Milwaukee in the Chicago area, was honored at a luncheon given Dec. 22 by the Chicago Railway Special Agents and Police Association to mark his retirement at the end of December. He is shown at left, seated with E. F. Conway, Milwaukee Road superintendent of police; standing, left to right, are his successor, Capt. A. J. Peters, and J. A. Condit, president at that time of the host association. Mr. Conway was elected to succeed Mr. Condit at a meeting that day. Captain Carlson began railroading with the C&NW in 1908 and came to the Milwaukee as a special officer in 1917. He became a captain when appointed to that position in Miles City in 1926.

### CHORAL CLUB NEWS

Theresa Glasl, Correspondent

As fast as their little feet could carry them, Mascots Connie Cianci, Shannon Adams and Elizabeth Ann Gibson milled through the crowds distributing cards to listeners during the club's Christmas programs in the Union Station. Director Jorian invited the public to join us in singing some of the well known Christmas carols, and it was good to hear the enthusiastic response. After the last performance on Dec. 23 the choral group gathered in the assembly room where "dolls with curls were given the little girls who did things they should" (taken from "Don't Wait 'Til the Night Before Christmas to Be Good"). We greatly appreciated their excellent performance.

Evelyn Stoll, assistant director, took over the direction of the group for the concert on the morning of Dec. 22, as Mr. Jorian had another commitment that day.

At this writing we extend sympathy to June Mathisen (alto) whose mother passed away Dec. 27. Phil McDonald was soloist at the funeral service.

After the Prairie Club's Christmas walk in the vicinity of Sauganash, members and their friends assembled at the Sauganash field house where the Choral Club gave a concert to a full house. An informal program was presented, and the audience participated in singing Christmas carols. During the intermission, an interesting colored movie of the Prairie Club's canoe trip on Wisconsin's Wolf River was shown by Harold Kiehm, promotion chairman for the club. At the end of the program, all gathered for a delightful social hour.

There will be a concert on Feb. 8 at 8:15 p.m. in Joyce Memorial Methodist Church, 3900 W. Seeley.

It was pleasant to receive Christmas cards from the following charter members in far-away places: Mary Maney, California; Kay Gillespie and Bob Weber in Arizona; and from Viola Zechlin in Chicago, who is recovering from a serious illness.

Club President Phil McDonald's father passed away on Jan. 4. Sincere sympathy was extended to the family.

### AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Rose Zuchola, clerk in the bill and voucher bureau, retired Dec. 16. Rose started with the railroad on July 7, 1911 in the auditor of equipment accounts office, transferred subsequently to the office of supervisor of payroll taxes, and in April, 1951 transferred to the auditor of expenditure's office. She was presented with a beautiful leather hand bag and cash by her friends in the auditor of equipment accounts, chief disbursements office, and auditor of expenditure's office.

Sympathy was extended to Robert Albrecht, paymaster's office, whose brother passed away Dec. 13; to Paul Bauer, statistical bureau, whose brother passed away Jan. 4; and to Phil McDonald whose father passed away Jan. 4.

Emmett Moran, bill and voucher bureau, has welcomed his fifth child, a girl born Dec. 21.

Walter Maronn had a surprise while vacationing in Florida recently. He was shopping

in a drug store, when whom should he meet but Bob Hayden, retired, formerly of the material bureau.

Visiting the office during the holidays was Mr. Trout, retired, who has been doing quite a bit of traveling the past three months; also Frank Opic, who also is taking life easy.

Darlene Lazzaro of the payroll bureau and Lorraine D'Azzeno of the paymaster's office became engaged last month.

## Milwaukee Terminals

### FOWLER STREET STATION

Pearl Freund, Correspondent

After 50 years of service, Joseph Jendusa, car inspector at house 7, retired on Jan. 1. He started inspecting cars in 1905 in the tractor department, in 1918 he continued this occupation in the crane department, and in 1929 came to house 7 at Fowler Street. He was the recipient of a Gold Buton this summer and has been enjoying the privileges of a Silver Pass. He expects to fill his spare time with maintenance work on his property in Milwaukee, where he will continue to live with Mrs. Jendusa. They have four children, all married.



Joseph Jendusa

Elmer A. Keller, OS&D department, was recently elected Worthy Patron, Acadia Chapter, Order of the Eastern Star. Daughter Marjorie was appointed Adah of the same chapter. Mrs. Keller and daughter Carol are also active members of this chapter and Carol will be one of the hostesses at the coming installation.

Cathie Consolazione, on a leave of absence because of illness, has been an occasional visitor here. Her recent trip to California to visit a sister proved to be very enjoyable.

Mr. and Mrs. Joseph Wuerl received a live Christmas gift at St. Joseph Hospital on Dec. 25 at 11:40 p.m. and named him "Raymond Thomas." The Wuerls have another child, Deborah Marie, 26 months.

On Dec. 22 the office force gathered around a beautifully decorated Christmas tree to exchange greetings, sing carols, and to partake of a tasty snack of fancy cookies. The holiday spirit prevailed, and the little party was enjoyed by all.

Bruno Kowalski, outbound rate clerk, was granddad a second time when daughter Mrs. Richard Bergeron gave birth to a son recently at Mercy Hospital. He was christened "Thomas Michael." Brother Paul James is 16 months old.

Another proud grandpa in the outbound rate department is Ted Wojtasiak, whose daughter and son-in-law, Mr. and Mrs. David Wilson, welcomed a new arrival Dec. 2 at St. Mary's Hospital. She is Patricia Ann and has a little sister, Mary Monica, age three years.

Under the heading of "New Assignments," we have Barbara McPhee, expense clerk and IBM operator; Betty MacLeod as bill and expense clerk and IBM operator; Jerome

Hofkes, carload billing; Walter Beaman, night expense and bill clerk and IBM operator; Sylvester Krolikowski, auto messenger-days; F. E. McClintic, night auto messenger; and Carol Hollenbeck, shipping ticket sorter.

A newcomer is Julius Mallas who is operating the afternoon auto messenger run. He was formerly an extra gang timekeeper.

Jack Corbett, son of Harvey Corbett of the demurrage department, returned home on a 20-day furlough to spend the Christmas holidays with Mother and Dad. Jack enlisted in the Air Force over a year ago and is now stationed at Camp Walters Air Force Base, Mineral Wells, Tex.

#### DAVIES YARD

Charles Pikalek, Correspondent

Mr. and Mrs. Robert Schlesinger are the proud parents of a baby girl born Dec. 2.

Mr. and Mrs. W. C. Mauer are the proud parents of a baby girl born Dec. 12.

S. Dragovich underwent surgery recently and is recuperating at home at this writing.

#### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

##### UNION STATION

Edward Gromacki has been appointed stationmaster at the Milwaukee Union Station. Mr. Gromacki has been with our road since June 4, 1929 and made his seniority date as extra yardmaster on Oct. 1, 1945. He has worked for the past several years as assistant stationmaster on the second trick at the depot.

Rate Clerk John Rosploch of our traffic department in the depot is leaving the Road to take up the position of chief clerk at the Nickel Plate's Milwaukee office. John came to the traffic department at Milwaukee in 1951 as clerk, and was in military service for two years. Returning to the traffic department in May, 1953, he was promoted to tracking clerk and then to rate clerk, which position he held at the time of his appointment with the Nickel Plate, which is effective Jan. 15.

##### MUSKEGO YARD

On Dec. 10 our top man on the switchmen's seniority list, Fred Grieb, retired. Fred started with the Road on Aug. 22, 1906 and has been a loyal worker in the interest of our company these many years. He did a wonderful job for the railroad and everyone could depend on Freddie when he was asked to perform a task. We all wish him and Mrs. Grieb health and happiness in the years to come.

Trainmaster Q. W. Torpin and Mrs. Torpin are the proud parents of new daughter, Kathy, born on Nov. 21.

The holiday season at Milwaukee was saddened by the death of Stationmaster Lester R. Canar who was taken ill suddenly on Dec. 15 and passed away at Milwaukee Hospital that evening. Mr. Canar started with our railroad on Sept. 3, 1913 as ticket clerk, working in that capacity until Apr. 1, 1917. In 1920 he made his seniority date as switchman. For a few years prior to 1952 he worked as assistant stationmaster, and in 1952 was appointed stationmaster upon the retirement of John Crowley. Funeral services were held at the Schmidt

#### FAREWELL CHORUS

Behind the scenes at the final Christmas concert presented by the Milwaukee Road Choral Club in the Chicago Union Station last month, tenor John S. Morrissey is wished God-speed by a group of fellow choristers as he makes ready to entrain for California. From left: Mrs. Alma Matthies, accompanist; Loretta Kuhn, club treasurer; Mr. Morrissey; and W. H. "Phil" McDonald, president. The "little pitcher" is Miss Kuhn's niece, Kathleen Adams. Mr. Morrissey, a retired Chicago Terminals switchman who has been one of the club's mainstays, was joining his daughter and her family at a new home in San Marino.



Mr. Morrissey, a retired Chicago Terminals switchman who has been one of the club's mainstays, was joining his daughter and her family at a new home in San Marino.

& Bartelt Chapel, with Wauwatosa Masonic Lodge taking part. Mr. Canar is survived by his wife, a son, Donald, of Evanston, Ill., a daughter, Mrs. Lucille Sengpiel of Milwaukee, and a sister, Miss Ruth Canar of Milwaukee.

Steno Gene Prescott spent the Christmas holidays with his folks in Chattanooga, Tenn.

An enjoyable Christmas dinner party was held by Muskego Yard supervisors and office force at Hindman's Restaurant on Dec. 19. Everyone enjoyed the good food and a good time.

Locomotive engineers in the terminals who have chalked up 45 years of continuous service and received Silver Passes recently are James E. Duncan, Charles Farrell and Claude A. Yarmark.

### Madison Division

In recognition of 50 years of service, Gold Passes were presented recently to Engineer Walter J. Seitz, Janesville, and Engineer William Riemer, Milwaukee.

Silver Passes, tokens of 45 years of continuous service, were presented to Switchman D. W. Murphy, Madison; Adam Mutter, section foreman at Lima Center; Agent L. W. Eberle, Stoutington; and Engineer John A. Lovaas, Janesville.

### Rocky Mountain Division

#### NORTHERN MONTANA

Pat Yates, Correspondent  
Car Foreman, Lewistown

Communication Lineman Everett Ray Robison, stationed at Spokane, and Helen Jean Egger of Lewistown were united in marriage Dec. 10 at the First Methodist Church in Lewistown. For the present they will travel over Mr. Robison's territory, which includes part of Washington, Idaho, and the Northern Montana.

B&B Carpenter Raymond Miller, 25, died Dec. 14 in the Great Falls Hospital following a car accident Dec. 11 in Lewistown. Raymond

Miller had a host of friends on the Northern Montana because of the extensive traveling of the B&B gangs. We extended sympathy to his family.

I was told that Roundhouse Foreman Jim Trapp of Harlowton and Ed Mielkie, roundhouse foreman at Lewistown, got their deer on the Musselshell River by Martinsdale on Christmas Day.

Crane Operator O. E. Rudisil who has been on Lines West since last April has returned to Perry, Ia., to resume his crane operator duties there.

Section Foreman Clyde Kingsland is back on the job after being off a couple of months on account of sickness.

Visitors at the home of Agent M. J. Boyd over the Christmas holidays were his sons Bob and Mort Jr. Both are former employes of the Milwaukee, Bob as a freight house clerk and Mort Jr. as an operator. The brothers now run a drive-in at Great Falls called "Boyd's Burgermaster." When some of you Lewistown people are in Great Falls, don't forget to stop at Boyd's for a "burger."

Carman Ralph Carpenter of Harlowton passed away Nov. 29 following an illness of several months. He had worked for the car department since August, 1918. Ralph told me once that his first helper job on the rip track was with Carman M. L. Johnson who is now car foreman at Miles City. I worked with Ralph for several years and enjoyed every minute of it. He was a good mechanic and a fine fellow. He will be missed by those who knew him.

*Some years ago the late Albert Einstein, world-famous scientist, was a guest at a dinner tendered by a college president. When he was called on for an address he said: "I have nothing to say. In case I have something to say, I'll be back"—and sat down. Six months later he wired the college president: "I have something to say." Accordingly, another dinner was held and he made his speech.*



From National Safety News  
Published by  
The National Safety Council

*Policeman: "Have you any explanation for wandering about at this time of the night?"*

*Reveler: "Look here, if I had an explanation I'd have gone home to the wife hours ago."*

## Twin City Terminals

### MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor  
Stationmaster, Minneapolis

In the Milwaukee Road bowling league now playing at the new Hiawatha Bowl, the 2201 bar team captained by John Markun holds a comfortable lead on first place, and at this writing is enjoying a winning streak of 24 consecutive games. Their record is one of the best in city leagues, sporting a 33-3 performance in the games won and lost column. Other members of the team are Arnie Karlstad, Hank Edling, Bud O'Connell, all yardmen at South Minneapolis, and Mac McGoon, telegrapher, who commutes each Friday night from Hastings.

In recognition of completing 45 years of continuous service, a Silver Pass has been presented to C. J. Knutson, Minneapolis engineer, whose run is between Minneapolis and LaCrosse.

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Wedding bells rang for Walter Garvey, youngest son of Air Brake Foreman P. A. Garvey, at Minneapolis on Dec. 17.

Chief Clerk Charles C. Laird and Mrs. Laird provided a buffet lunch at their new home the evening of Dec. 23. A good time was enjoyed by all.

Frank Huweiler, steamfitter in the coach yard, and David Ringstad, carman in the shops, retired Dec. 1 and 16, respectively, with over 30 years of service to their credit.

Locomotive Department Machinist W. W. Anderson, recently retired, is spending the winter in California and Mexico. Also, Retired Gang Foreman C. A. Yelick is on a trip to Los Angeles and San Diego.

Machinist George Knappik, who has been on the sick list, is recuperating in Los Angeles.

Eddie S. Kerrot, of the roundhouse force, has retired after 47 years of service.

Carl Gustafson, former checker and write-up-man at the shops for more than 30 years, died on Dec. 6.

Edward D. Wandberg, retired machinist in the locomotive department, who had 52 years of service, died on Nov. 28.

### ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary F. Shields, Correspondent  
c/o General Agent

Christmas holidays found members of the general agent's office heading home for the celebration. Julius Swanson, his wife and daughter spent Christmas Eve in Superior, Wis., at the home of his wife's parents, and Sunday they journeyed to North Branch, Minn., to spend the day with his folks. Granddaughter Cheryl, 18 months old, returned home with considerable loot for such a small number.

Don Lilledahl and his fiancée spent Christmas Eve with her folks, and then drove to Huron, S. D., to spend the day with his folks. Guess it's true, "There's no place like home for the holidays."

### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

Condolences were extended to R. A. Kolhoff, traveling freight agent, on the death of his wife Dec. 21.

Jack Anderson is taking a leave of absence from the local freight office effective Jan. 1 to attend the University of Minnesota.

Dick Johnson, lay-out clerk in the freight house, retired effective Jan. 1.

The annual Christmas luncheon at the local freight office took place Dec. 23. Among retired and former employes who attended were Mr. Fahey, retired agent, Florence McCauley, Fred Dafoe, A. J. Benolkin, Jim Martin, Harry Hagen and Irene Burchard.

### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

Bob Stewart, former rate clerk in this office, became a freight service inspector effective Dec. 1. The position was previously held by E. P. McLarnon.

Joe Kulisheck's son Richard worked on the mail for The Milwaukee Road during the Christmas rush. He is a student at the University of Minnesota.

Eugene Voje's title is now "revising clerk." He took over the duties of Bob Stewart.

John Dypdal is acting as chief bill clerk.

Irvine Rothmund, formerly of the roundhouse force and on the sick list the past two years, was greeted during the holidays by a group of singers from Concordia College.

A key ring with three keys was found recently near the freight office. Owner may have same by calling at the cashier's office in the freight office, foot of Sibley Street.

## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Miss Mary Hickey, who had been a clerk and time revisor in the superintendent's office at Milwaukee for most of her working career, passed away on Dec. 5. In recent years she had handled the timekeeping for the old Southwestern Division train and enginemen. Burial was on Dec. 7, with three of her co-workers, Herbert Franzen, Louis Knoebel and Frank Knoebel, as pallbearers.

The cold we have been experiencing so far this winter will now hold less terror for 10 of our older trainmen and some of enginemen who are on three-week vacations at this writing, split up between chair warmers at fireplaces, Florida sightseers and California vacationists.

### SECOND DISTRICT

George Catlin, bridge tender at Appleton, was presented last month with a Gold Pass in recognition of 50 years of continuous service. The "lifetime" pass was issued in favor of Mr. and Mrs. Catlin, who live on Spencer Street in Appleton.

Silver Passes were also issued recently to Albert Jeffers, conductor at Plymouth, and Engineer R. K. Mitchell, Crystal Falls.

# I & D Division

## FIRST DISTRICT

Florence Paullin, Correspondent  
Roundhouse Clerk, Mitchell

Am happy to join the ranks of the Magazine's correspondents and will make a big effort to keep you informed about what is going on around these parts. News is a little scarce this month, as I have just been appointed.

Tony Klotas, section laborer at Mitchell since 1920, is retiring on Jan. 1, and taking a long rest. We understand he is going to travel and, who knows, he may end up back in Italy with that girlhood sweetheart. We all wished him happiness and contentment in his retirement.

We welcome the Martin Silvernails, who hail from Minneapolis. Mr. Silvernail is the new railroad detective in this vicinity.

Roy Miner, chief operator at Mitchell, has convinced his wife that Mitchell is the place to live, and Mrs. Miner and the family are moving here from Canton to make their home.

Miss Romana Schoppert has taken the vacancy left by Mrs. William (Darlene) Peta. Romana comes from the farm west of Mitchell, has those city ways, and we like her a lot.

Glad to report that C. R. (Pop) Wallis, retired engineer, is much improved and home from the hospital.

We have a Golden Glover in our midst in the person of Dean Goetsch, machinist apprentice at the Mitchell roundhouse. Will be watching the outcome.

Machinist and Mrs. W. J. Potvin were blessed with the arrival of twin daughters in November. They are very welcome, as the household already has four boys.

Your correspondent had a grand letter from Mrs. Darlene Peta, who is now making her home in Marion, Ia. She says Bill is really on the go down there, but likes his new job fine.

Fireman and Mrs. A. H. Heck and family moved recently to Mason City. We will miss "Junior" a lot.

Roundhouse Laborer Joe Kurtenback is on a sick leave at this writing and his son Denis is holding down Dad's job.

John O'Neill, laid off at the Sioux City roundhouse, has taken the stationary fireman position at Mitchell this winter.

From me to you all—A Very, Very Happy New Year.

## EAST END

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

Mrs. R. L. Goltz and Mrs. Al Kirby were hostesses at the dessert luncheon which preceded the December meeting of the Milwaukee Women's Club here. Officers elected for 1956 were: Mrs. Ralph Joynt, president; Mrs. A. L. Kirby, first vice-president; Mrs. Paul Hurley, second vice president; Mrs. Dick Postma, recording secretary; Mrs. R. L. Goltz, corresponding secretary; Mrs. C. S. Pack, treasurer, and Mrs. John Moloney, historian.

Agent C. B. Bergeson, Whittemore, became a grandfather for the first time when a daughter was born to Mr. and Mrs. Q. W. Torpin of Milwaukee. Kathleen Ann was



**"IT GIVES ME GREAT PLEASURE—"**. Scene at the annual veterans dinner held recently by Mitchell Chapter of the Women's Club at the Elk's club house. Shown here are Mrs. Ben Stroh, chapter president, who was general chairman of the gala affair, and George Cowling who served as the veterans' spokesman. Approximately 100 were present. The featured entertainment was a singing quartet from Dakota Wesleyan University, and bingo.

born at Mercy Hospital, Mason City, Nov. 21.

Donald Winegar, section laborer at Hartley, died Dec. 7 as the result of an automobile accident. He had worked on the section at Mason City and Hartley since September, 1943. He is survived by a sister, Mrs. Carl Zahn of McGregor.

Frank J. Ryan, 67, retired trainman, died Dec. 29 in Mason City. Mr. Ryan was employed by the Road from 1907 until his retirement in 1944. He had been bailiff of Cerro Gordo County district court in Mason City since 1948. He is survived by two daughters, Mrs. D. J. (Doris) Fisher, Springfield, Ill., and Mrs. Stanley (Grace) Patterson, Mason City.

Recent retirements: William Jull, engineer, Sanborn; A. R. Johnson, engineer, Mason City; Art Nehls, engineer, Mason City; Verni C. Kluss, trainman, Mason City; William J. Hart, yard conductor, Mason City.

## SECOND DISTRICT

Fay Ness, Correspondent  
Superintendent's Office, Sioux City

Emil Gilbertson, retired train dispatcher, died in a Sioux City hospital Dec. 8 after a short illness. He had retired in September, 1937, after completing 38 years of service as an operator and train dispatcher, all on the old SC&D Division. He is survived by his widow. Funeral services were conducted in Sioux City.

Forty-five fellow employes and wives attended a farewell luncheon for Captain of Police Sheridan and Mrs. Sheridan at the Martin Hotel in Sioux City on Dec. 28. They left Jan. 1 for Seattle where Mr. Sheridan assumes the captaincy of the police department. We have enjoyed knowing and working with the Sheridans, Mildred having done vacation relief work in the various departments at Sioux City. The new assignment

is like going home for them, inasmuch as they were on the Coast Division prior to transferring to Sioux City.

Charles M. McClaren, retired conductor, died at a hospital in Ida Grove on Dec. 28 after a short illness. He had retired in 1943 after 25 years of service as a brakeman and conductor at Sioux City. He is survived by his widow and a son, C. K. McClaren, who is with the Road as a yardmaster at Sioux Falls.

A son, Robert Paul, was born Nov. 14 at the home of Brakeman T. S. Hartnett.

Section Foreman George Kostis was commended by Superintendent Novak for his alertness in discovering a hot box in No. 209 when the train stopped recently at Luton. This undoubtedly averted serious trouble, inasmuch as the wheel had to be replaced.

Sympathy was extended to Train Dispatcher E. M. Isaacson in the death of his mother Nov. 28.

## Off Line Offices

### NEW YORK CITY

At the 34th annual meeting of the General Eastern Passenger Agents Association of New York in the Waldorf-Astoria on Jan. 5, C. C. Burns, general agent passenger department, was elected vice president for 1956. Mr. Burns has been with The Milwaukee Road since 1927, starting as a clerk in the traffic department at Indianapolis. In 1932 he transferred to Cleveland where he was chief clerk and city passenger agent, in 1940 to Philadelphia as traveling freight and passenger agent, and in 1941 to the position of district passenger agent in Washington, D. C. He was appointed assistant general agent passenger department at New York City in July, 1947, and general agent in January, 1948.

## H & D Division

### EAST END

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

After 45 years in engine service, Vic Anderson has retired.

Arlen Kurtzbein is the new brakeman on the east H&D. He is the son of Conductor Ervin Kurtzbein. Allan Skarp is the extra yardman at Montevideo since the inauguration of the five-day week for switchmen.

Bill Hodge is receiving congratulations from his friends because of the Evinrude outboard motor which he won recently at Claggett's Sport Shop.

New babies in H&D families are Victoria Perpich, at the home of Conductor John Perpich; Michael, at the home of Fireman Jerry Ross; and a daughter at the home of Operator Duane Hanson.

Conductor George Meyers, who became ill in April, has retired. He is now at home in Minneapolis, after a long siege in the hospital.

Agent S. E. Fosnes of Groton is taking off the winter months due to illness.

Tom Fasching has been holding down the side table at Montevideo while the regular operator, Wayne Dunlap, is working on the milk farm at Stewart.

### MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Wire Chief Ronnie Cornell ended the 1955 vacation season in the relay office by visiting friends and relatives in Seattle.

A brand new addition to the Duane Hansen family, a daughter, was reported on Dec. 21. The baby is their first.

Understand that Division Engineer's Clerk Susan Ogden is taking a course in Scandinavian languages.

Carman Bill Mertz and wife vacationed in Oregon during the holidays.

Sympathy was extended to the family of Engineer Frank C. "Riley" Davis who passed away Dec. 26.

Engineer Bruce Talbot, at this writing, is visiting his son Richard and family in Everett, Wash.

L. E. Crawford, formerly employed in the Aberdeen roundhouse, is now employed in the roundhouse at Sioux Falls.

L. G. Stefan retired last month, due to disability. He started at the Aberdeen car department in 1913.

Carman S. P. Englehart is taking a leave of absence because of illness.



**JUST WHAT THEY NEEDED.** The automatic coffee brewer which was a wedding gift from his fellow employes made a big hit with Dick LaFave, yard clerk at Bellingham, Wash., and his bride, shown at the reception following their marriage on Nov. 25. Mrs. LaFave is the former Mary Lee Dustin.

## Coast Division

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

Engineer John William Rimmel retired Nov. 30 after more than 45 years of service with the Road. Mr. Rimmel hired out with the Milwaukee on Mar. 12, 1910 as a locomotive fireman and was promoted to engineer on Feb. 27, 1918.

Brakeman E. G. Thygesen Sr. died of a heart attack on Dec. 16 at Tacoma.

Yard Conductor Dale Cannedy suffered a fatal heart attack on Dec. 7. Mr. Cannedy was first employed in the maintenance of way department at Faith, S. D. He transferred to the Coast Division as clerk and in April, 1944 became a yard brakeman.

In the first half of the bowling season just over, the store department was the winner by the slight margin of one point, being followed closely by the sand house. The high singles and series honors went to John Lee, scoring a high game of 251 and high series of 616. Walt Jennings, Sr. is still leading the league with a high average of 174.

*In 1848 Zachary Taylor refused to accept a letter notifying him that he had been nominated for the Presidency because it bore no postage and was marked "Collect."*

## TACOMA

E. L. Crawford, Correspondent  
c/o Agent

Season's greetings were received from O. H. Guttormson, retired chief yard clerk, spending the Christmas holidays in Arizona.

Hazel Gottlieb, clerk in the chief carpenter's office, is spending a month's vacation in California with her sister.

Frank Bushey, outbound revising clerk in the freight office, accepted a position with the Milwaukee police department effective Jan. 2.

Jack Goerger, car man, retired Dec. 31 after 35 years of service.

Vern Meyer, car man, died recently after a long illness.

## BELLINGHAM—PORT ANGELES

Gene Park, Correspondent  
Operator, Bellingham

Thirty-one Bellingham employes gathered at the Cedar Chest the evening of Dec. 17 for an informal holiday dinner. Smorgasbord was served. Door prizes were awarded to the following: Engineer Floyd Clapper, copper carafe set; Engineer Art Clark, milk glass cake stand; Agent Dale Finley, set of plastic cannisters; and Brakeman Bob Swanson, china Christmas tree.

W. H. Cobby, agent at Lynden, will be off for two months on account of illness. At present, he is soaking up some of that warm southern California sunshine. The agency at Lynden is currently being handled by G. S. Moore, who was previously relieving Agent Elbe.

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

Harry H. Tavenner, retired general and local agent at Everett, passed away in a local hospital Nov. 22. Burial was in the Auburn cemetery. Mr. Tavenner who was 79 at his death held a Gold Pass and had one of the longest service records on Lines West. He was born in Cordova, Ill., and started his railroad career as a passenger brakeman. He gave up train service to go into the B&B department and for a time was also warehouse foreman and cashier at Moline, Ill. When Missoula station was opened in 1909 he became cashier at that point, later was made city ticket agent, and in 1915 was appointed freight and passenger agent. He transferred to Everett in 1920 and retired there in 1947. He was a past president of the Seattle-Tacoma Retired Employees Association. Sur-

## WEST COAST WOOD PRESERVING CO.

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

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

vivors are his wife, Ora; a son, Harry A. of Auburn; a daughter, Mrs. Harry J. Watson of San Francisco; and three grandchildren.

The annual Christmas luncheon of the Milwaukee Service Club was held Dec. 22 at the Transportation Club, with 160 present. B. E. Lutterman, general attorney, was chairman of the affair, and C. D. MacLennan, western freight claim agent, assisted by C. W. Reynolds, buyer, distributed the gifts. Scott McGalliard directed the singing of carols and music was furnished by Glen Williamson, Robert Brinkley and Gilbert Lahti, with vocal selections by Kara Anderson. The Christmas message was given by Rev. Hubert Newton, assistant pastor of the University Presbyterian Church.

Vice President L. H. Dugan greeted the guests and gave a brief resume of the progress of The Milwaukee Road in recent years. Director Joshua Green also gave a brief talk and presented the Retired Employees Club, through Byron Walker, with \$100 to be awarded as prize money to members who participated in the contest for solicitation of traffic. The tables were artistically decorated by Ruth Walla, Agnes Horak, Sylvia Farrow and Carol Menard. Each guest received a Christmas gift, and all participated in the drawing for the main gifts, a beautiful lamp and two hams.

Mr. and Mrs. Roger Wilhelm have moved into their new home at Robinswood, a suburb of Bellevue, and are now enjoying rural life.

The Milwaukee Women's Club was host to the employees of the general offices Dec. 15 when they served coffee and sweets between 11:00 A.M. and 2:00 P.M. Mrs. H. O. Engel was chairman.

R. C. Sanders, retired general agent, and Mrs. Sanders are at this writing on a trip that will take them to Dallas, New Orleans, Miami, and Nassau in the Bahamas. They intend to return to Seattle in the early spring.

D. T. Mankey, assistant treasurer, and Mrs. Mankey were badly shaken up New Year's Eve en route to their home in Bellevue in a freak accident involving a pile up of 30 or more cars, caused by ice forming on the highway. Mr. Mankey was detained in Providence Hospital for a day but apparently suffered only bruises and scratches. Mrs. Mankey received a concussion, but at this writing is out of danger, though still confined to the hospital.

## Iowa Division

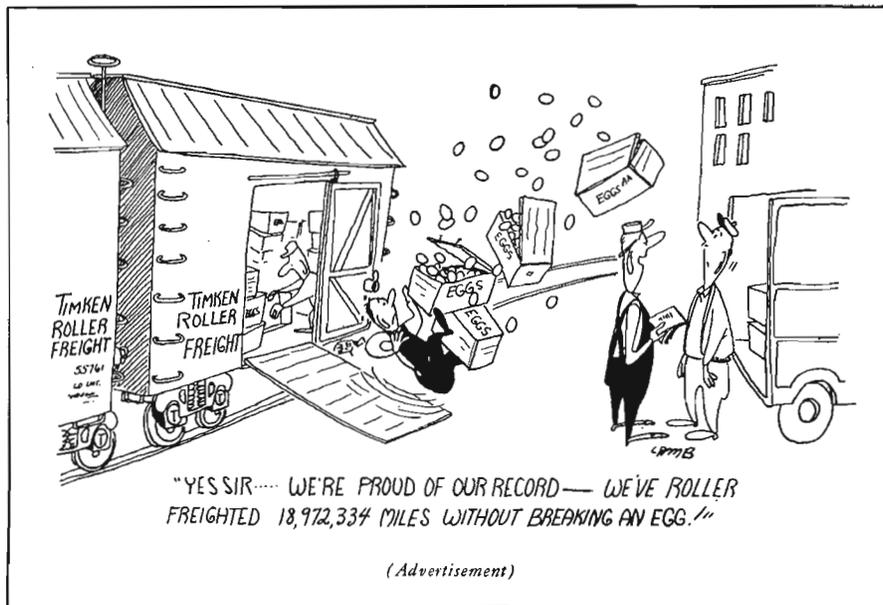
### MIDDLE AND WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

A. C. Jacobs, retired agent at Waukee, has been in a nursing home in Des Moines following injuries sustained in a fall in his yard.

Lester Wyckoff, retired clerk, will soon have two new members in the family circle. The engagements of Carmen Wyckoff, a granddaughter, to Alan Bryan of Bayard, and of Sharon Jones to Donald Wyckoff, a grandson, were announced during the holidays. The young couples will be married in the spring.

Olin Rudisil, crane operator, who has been working for the last few months in Montana, returned to Perry for the holidays.



(Advertisement)

Donald Schroeder, who has been swing operator at Madrid for some time, was married on Dec. 3 to Kathryn Ingraham of Des Moines. The wedding took place in Des Moines' Trinity Lutheran Church. Donald transferred to a job at Templeton, and the young couple are making their home in Manila.

Conductor Lowell Fox left the latter part of December for San Francisco to take in the East-West football classic and visit friends. He had his 1956 vacation scheduled for the first three weeks of January so he could have plenty of time to enjoy the trip.

Thomas McClune who worked for some time in the Perry roundhouse before his retirement, passed away at his home in Rippey on Dec. 20 a short time after suffering a heart attack. He was 73. Before going to work in the Perry roundhouse he had farmed in the Rippey area. Funeral services and burial were at Rippey.

A. J. "Tony" Steir, section foreman at Madrid, has been off duty following surgery. K. Nelson of the Cambridge section force has been relief foreman during his absence.

William Barker Sr., retired engine inspector, was a surgery patient at the University Hospital in Iowa City for a few weeks.

Mrs. Lee Varnadore, widow of a veteran shop employe at Perry, died in the Dallas County Hospital on Dec. 16. She had been in failing health for some time and would have been 73 this month.

Silver Passes were issued within the last few weeks to Engineer D. R. Wagner and Conductor H. J. Fuller, following their completion of 45 years of continuous service.

E. W. Hayward, who retired recently after working many years in the signal department at Herndon and Perry, was the guest of honor at a party given at the Hotel Pattee in Perry in December. A large group of fellow employes attended. Ernest was presented with a gift of money which he plans to use to buy woodworking equipment for his hobby shop in the basement of his home.

Engineer and Mrs. Paul Slater took a seven-month-old baby boy into their home during December to raise as their own. The little fellow was named "Kirk Douglas."

Retired Engineer and Mrs. P. J. Ryan have announced the engagement of their daughter Madonna to Eugene R. Maher of Grand Island, Neb. The wedding will take Feb. 4 at St. Patrick's Church in Perry.

The home of F. D. Radosevich, agent at Milford, was saddened during December. Frank's father, who made his home with him part of each year, died suddenly on Dec. 10 in Des Moines where he has been staying with a daughter. Burial was at Granger, as that was the family home for many years. On Dec. 21 Tommy, the four and a half-month-old son of Mr. and Mrs. Radosevich, passed away in a Spencer hospital after a short illness. Private funeral services were held in Milford.

Engineer Bernie Olson, who has gained quite a distinction by being photographed on one of the first runs of the streamliners, had his vacation the last three weeks of December and with Mrs. Olson went to Seattle to visit their son La Verne. La Verne and his wife operate a fishing boat in Alaskan waters and had come into dock at Seattle for repairs to their boat.

Alfred Noack, who has been with the Road for more than 25 years, retired in November. Part of his service was in the M of W department, and the last in the perishable freight department at Perry. Perry lodge of the Brotherhood of Railway Clerks had a special dinner at its December meeting and presented Alfred with a gift. Mrs. Noack was at the dinner. The Noacks live on an acreage near Perry, and Alfred expects to garden intensively and raise chickens.

Mr. and Mrs. Robert Oglesby have gone to housekeeping in Collins, Ia., where Robert has been appointed to one of the operator's jobs. After his release from the Army he and Ida Mae Frost of Elkins, Ark., were married at the M. E. church in DeSoto, Kans. They had a short wedding trip through the Ozarks before going to Collins.

Some new names were added to the engineers' lists in December when the train rules examiners conducted classes and the following men qualified: Stanley Stewart, Earl Green, Louis Honomichl, Earnest Rumley, La Verne Huffman, R. L. Joyner and

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L. A. Vallier, Stewart, Joyner and Vallier have been called for work as engineers following their promotion.

Engineer Arthur Cortner and wife spent their vacation in Tampa, Fla., where their son-in-law is stationed at the Air Force base. They also visited Earl Holdridge who retired recently and moved to Largo to operate a motel which he and his son purchased.

M. A. Devoe, retired agent who makes his home with his son Bruce, agent at Perry, has gone to Beaumont, Tex., to spend the balance of the winter with his sister.

Engineer and Mrs. E. J. Collins are the parents of a daughter born on Dec. 1.

J. B. McGuire, joint agent at Kansas City, and his family spent part of their vacation with relatives and friends at Oxford Junction and Perry in December. John was formerly the agent at Perry.

William Sheets, retired machinist, and wife left Perry shortly before Christmas to spend the balance of the winter at the home of their son in Sacramento, Calif. They had never seen their grandson Frank Smith Jr., who is now several months old.

F. R. Hoes, who was roundhouse foreman at Perry before his retirement, and Mrs. Hoes enjoyed a vacation with friends in Hempstead, N. Y., in December.

Royal Mansfield, who has been signal maintainer at Maxwell for some time, was appointed maintainer at Perry in November following the retirement of Ernest Hayward.

Retired Machinist and Mrs. D. F. Sullivan have a new granddaughter. The baby, who was named Deborah, was born to Mr. and Mrs. Frank Upton in Milwaukee Dec. 26.

Rolland Audas and family of Memphis, Tenn., were holiday visitors in Perry. Rolland, who was formerly a clerk in the Perry freight office, is now on the DF&PA force in Memphis.

Brenda Bills, a daughter born to Mr. and Mrs. Richard Bills of Jefferson, Ia., is a new granddaughter for Earl Bills, Perry freight house foreman.

Section Foreman Clair Galihier of Portsmouth took his vacation in December and

with Mrs. Galihier went to California to visit a daughter.

Yardmaster Charles Prowse and wife went to California after Christmas to spend the balance of the 1955 and their 1956 vacations with Charles' daughter and husband and his brother's family.

F. F. Foster, agent at Maxwell, was hospitalized in November and December following a heart seizure.

Mrs. Walt Mahaffa, wife of a clerk at Perry who was seriously injured in an auto accident last winter, has just had the cast removed from her leg which was broken in several places. She will be wearing a brace for some time, but it is a great relief to her to be rid of the cast she has worn so long.

Richard Balsbaugh, a former fireman, engineer and trainmaster for the Milwaukee who went to work for the Wisconsin Power Company, recently had a nice promotion. He was one of two electrical engineers selected from that company to help design one of the atomic power plants to be built in Detroit during the next few years.

Robert Schappaugh, son of Mrs. Charles Prowse of Perry, was married recently at Trinity Lutheran Church in Burlington, Ia., to Joyce Elaine Mummie of that city. The young people will live in Des Moines where Robert is employed by a florist and the bride is a nurse at the Veterans hospital. Yardmaster and Mrs. Prowse attended the wedding.

### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

Lynn Wink, son of Pump Repairer E. L. Wink, completed his boot training at the Great Lakes Naval Training Station on Dec. 17 and spent the holidays with his parents in Marion.

Assistant Engineer Ralph R. Mills has purchased a home on Ninth Street in Marion.

Ralph A. Waln, signal maintainer at Van Horne, and wife have returned from three weeks' vacation in California; visited Mr. Waln's mother and Mrs. Waln's sister in Pasadena, and their son-in-law and daughter in San Jose.

Patricia Whiteford of New York spent the holidays in Marion with her parents — Division Engineer R. A. Whiteford and wife.

Assistant Division Engineer B. H. Bobbitt and family journeyed to Moberly, Mo., to spend the holidays with their respective families.

H. O. Fohey, supervisor of signals and communications for the East Iowa Division, has moved his family to Marion from Elgin, Ill.

Cleo Ness, son of Conductor O. R. Ness of Marion, has been released from a Cedar Rapids hospital and returned to his home to convalesce after a siege of pneumonia.

Mr. and Mrs. Leroy Smith and family of Arcadia, Calif., were holiday guests in the home of Mrs. Smith's parents, Retired Engineer John C. Smith and wife, in Marion.

Kenneth Hillerege, retired railroad mechanic and a Marion resident for many years, 76, died at his home in Scottsbluff, Neb., on Dec. 15. He has been in ill health for a number of years. His wife and son Donald of the state of Wyoming, and daughter, Mrs.

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**CHRISTMAS SEAL COMMITTEE.** Chairmen of the Christmas Seal sale at Tomah, Wis.: Mrs. George Bursinger Sr., Mrs. Earl Marquardt and Mrs. Archer Harris (left to right). For the last six years, Tomah Chapter of The Milwaukee Road Women's Club has been chosen by the Wisconsin Anti-Tuberculosis Association to conduct the sale of Christmas seals in that area.



Robert G. Hutchinson of Houston, Tex., survive him. Funeral services were held in Scottsbluff.

Sympathy was extended to Mrs. Hazel McCalley, stenographer in the division engineers' office at Marion, whose husband, Park L. McCalley, 55, died after suffering a heart attack on Dec. 23. Born Oct. 22, 1900 at Marion, Mr. McCalley was married to Hazel E. Tabor on Jan. 1, 1942 at Kahoka, Mo. He was an agent for the Continental Oil Company and was owner of the P. L. McCalley Tire Company. An army veteran of World War II, he was a lifelong resident of Cedar Rapids and Marion. Surviving, in addition to his wife, are two brothers, Hubert C. McCalley and Ray C. McCalley, both of Marion.

Mr. McCalley was a member of Westminster Presbyterian Church, Marion lodge No. 6, A.F. and A.M.; Marion Chapter No. 10, R.A.M.; Patmos Commandery No. 27, K.T.; Marion Chapter No. 183, O.E.S.; past noble grand of Osceola Lodge No. 18, I.O.O.F. of Marion; Palestine Council No. 27, R. and S. M.; and El Kabir Shrine, Gethsemane White Shrine No. 1, Hanford Post No. 5 American Legion, and the Chamber of Commerce, all of Cedar Rapids. Services were conducted in the Turner Chapel and burial was in Oak Shade cemetery at Marion.

In recognition of having been in the employ of the Road for 45 years, a Silver Pass was issued last month to Locomotive Engineer E. D. Vosburgh. The Vosburghs live in Cedar Rapids.

*Every American military plane that flies over water carries a collapsible boat which contains food rations and a copy of the Bible in a waterproof package.*

## L & R Division

### FIRST DISTRICT

K. D. Smith, Correspondent  
Operator, Portage

Engineer William Wipperman and wife entertained their family and guests, including seven children and 14 grandchildren, at a party at the Owl's Nest on their 40th wedding anniversary. They were presented with a chest of silver and other gifts.

Engineer George Rumpf spent his Christmas in the Lutheran Hospital at LaCrosse after a fall on the ice which fractured his hip. At this writing he is doing fine and hoping to come home soon.

The past two months have been busy ones on the railroad around these parts. Lots of traveling, and freight trains loaded to capacity.

We are sorry to report the death of Mrs. Otto Gloeckler, 72, widow of roundhouse employe. Surviving are two sons, Bernard and Charles of Portage, a daughter, Gertrude, in Milwaukee, and two sisters in Milwaukee. Charles is a fireman on our division. Mrs. Gloeckler passed away after a long illness on Dec. 5.

So far this winter we have had only a few inches of the stuff called snow, but the weather has been cold enough to freeze the favorite fishing spots for the ice fishermen. I saw some bluegills 12 inches long recently. The lucky fisherman said he caught them with "gray" crickets at "Round Lake." Just another alibi, but the fish were really something. And down on Lake Wisconsin there are a lot of ducks still hanging around.

Engineer George T. Courtney of Milwaukee and Engineer Ernest E. Troswick, Minne-

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apolis, have been presented with Silver Passes in recognition of 45 years of continuous service. Mr. Courtney's run is between Milwaukee and LaCrosse, and Mr. Troswick's between LaCrosse and Minneapolis.

## I & S M Division

In recognition of 50 years in Milwaukee Road service, Charles Johnson, agent at Sherburn, has been presented with a Gold "lifetime" Pass.

Conductor A. J. Mattice, a veteran of 45 years of continuous service, has received his Silver Pass. Conductor Mattice makes his home in Faribault.

## Chicago Terminals

### BENSENVILLE

Dorothy Lee Camp, Correspondent

Happy to report that Car Foreman W. "Bill" Bennett is getting along nicely after a serious mishap. He wishes through the Magazine to thank all of his friends for their good wishes and many, many cards.

Bill Jensen, signal supervisor, says if it's true that if a man has one real friend he is wealthy, then he must be a millionaire, judging by all the friends who have helped him pass his days of enforced rest. Bill is following doctor's orders to the letter these days, so we expect to have him around for a long time.

Illinois Division Conductor Bill Maze is still seriously ill at this writing and expecting to be hospitalized.

There are happy days ahead for Car Inspector J. Rakozy who, after 42 years as a member of the Milwaukee family, retired on Dec. 1.

Car Inspector C. Hutson has returned to work after being laid up since October as the result of an auto accident.

Charlene Dohse, steno-clerk on leave of absence from the master mechanic's office, and hubby Donald are the proud parents of Kathleen Diane, born Nov. 29.

Sympathy was extended to John Busse,

machinist helper in the roundhouse, whose daughter passed away recently.

Leo Piero, clerk at the diesel house, has been off for some time due to a heart condition. It is hoped that the new year will find him back doing his usual bang-up job.

Some 10 or 11 years ago, on a trip from Kansas City to Chicago on No. 108, your correspondent was able to perform a service for a Miss Kate Warder and Miss Sarah Cord Warder, sisters who were returning from Excelsior Springs where they had undergone surgery. En route Miss Kate became dangerously ill, but due to the attention of the dining car steward and Pullman porters who furnished a steady supply of hot water bottles, blankets, towels and cracked ice, and the first aid training of your correspondent, she pulled through all right. An ambulance met the train at the station in Chicago so the sisters could continue the trip (after attention from a doctor) to their home in Jeffersonville, Ind. My purpose in reporting this bit of railroad service history is that once more at Christmas and New Year I received my usual season's greeting from both Kate and Sarah Cord Warder. Always they express their appreciation of the service on our railroad, and best of all, send me their blessings and prayers.

Santa Claus (Train Director Joe Camp) once more made his Christmas round of the "wee set." His list was a bit shorter this year, as a good many have grown so big they greet him with "Hi, Uncle Joe." Boy, is it nice to have our own private Santa! So each year Santa tries to add a few to his list who still know THERE IS A REAL SANTA CLAUS. This year little Dennis Youngbird, eight months, was Santa's newest little tot, while Twinkie Phillips, 15, who was the original cause of Joe starting out to be Santa, was the oldest and one of the most excited, as she now helps Santa with some of the smaller tots' packages.

After many a flash bulb had turned black, and many feet of colored movie film had been used in getting pictures of the small fry, the famous red suit is back in the cedar closet until it is time for another command performance. Santa is not only the bearer of gifts and toys, but always reminds children that Christmas is a time to share their love and kindness with others. So again Santa (friend hubby) and your correspondent wish everyone of you a very happy New Year.

Thanks to the roundhouse fellow and Kelly from the car inspector section for their news about the Bensenville crowd. Due to a lack of time for gathering news, it is a great help when anyone bothers to jot down a newsy item and drop it at the Bensenville office. Your efforts are greatly appreciated, and your contributions will be used whenever possible. Thanks again, fellows, and please keep it coming.

William Mike Mazur arrived Dec. 5 to bless the home of Special Officer Lennie Mazur and his wife Esther. Proud daddy reports that Mike is getting in form for the spring plowing. They grow fast out in Libertyville.

Ed Meiers, first train clerk at the Bensenville office, had the good luck to win a 21-inch TV set recently. Tom Perry, train clerk, and Teletype Operator Bill Sullivan also hit a lucky streak a few days before Christmas.

## UNION STREET

Florence LaMonica, Correspondent

Ben Kocan, check clerk at house 3, passed away Dec. 23.

Andrew Shorter, father of John Shorter, foreman in house 2, passed away Dec. 31.

Richard Lahtinen, son of William Lahtinen, stower at house 3, passed away Dec. 10.

Mrs. Alfreda Ostli, sister of P. J. Debs, assistant foreman at house 5, passed away Dec. 8.

I extend a sincere "thank you" to everyone for their kind expressions of friendship and sympathy in the recent death of my dear brother.

## GALEWOOD

Norma Gunderson, Correspondent

Retired Switchman Ogden Hall and wife, now living in St. Petersburg, Fla., drove into Chicago Nov. 25 to take Mr. Hall's sister-in-law back with them, and as they reached the city met with an accident. Fortunately no one was hurt. Damage to the car amounted to \$200.

Mary Heslich, telephone operator, had been back to work only a couple of weeks after a two-month illness when she fell and broke her shoulder Nov. 29. She is coming along nicely and expects to have the cast removed soon.

Carl Williams, entry clerk in the freight house, will appreciate hearing from anyone knowing of a three-room apartment along our line.

Archie Sinclair of the freight house force and wife have gone to Zephyr Hills, Fla., for the winter.

Walter J. Hamann, chief clerk, and family, also daughter Luwana Burkey, bill clerk, and her husband, enjoyed a winter vacation at Miami Beach, Fla., the latter part of November.

Tom Dyba, route clerk, is recuperating at home from an eye operation. From all reports he is doing nicely. Bernard Halverson has taken over the position of route clerk during Tom's absence, transferring from W. E. Doyle's force.

Rita Schroeder, of the car record department, has taken an indefinite leave of absence.

Howard Kay, clerk at Elsmere, and wife Marilyn, are proud to announce the arrival of daughter Carolyn, born at the Edgewater Hospital Dec. 3.

Claim Clerk Joe Novak did a wonderful

job on TV when his daughter, Kim, was interviewed by Ed Murrow on Person to Person in their home the evening of Dec. 16.

The office and freight house forces enjoyed a treat of coffee and cake served by the Women's Club, Fullerton Avenue Chapter, Dec. 21.

The following men of the platform force are off, due to illness, at this writing: Caller Irving Smith at Wesley Memorial hospital; Caller Peter Litz, Cooper James Kerr, Janitor Thomas Piovesan, Retired Foreman Frank Smith, confined to Edgewater Hospital, and Retired Check Clerk Arthur Browder.

Sympathy was extended to R. D. McQuinn, division chairman of the B. of R. C., whose sister Helen passed away Dec. 17.

Women's Club membership dues for 1956 are now payable. Ann Oldorff is Galewood's membership chairman.

## GENERAL

L. C. Kusch, assistant superintendent of the sleeping and dining car department who is a veteran of half a century of service, was recently presented with his Gold "lifetime" Pass.

Silver Passes, tokens of 45 years of continuous service, were presented to Engineer William T. Olsen, Switchman Henry L. Kruse and Car Department Employee John W. Mika.

## Trans-Missouri Division

### WEST

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

At the annual November meeting and stag, Miles City Milwaukee Service Club members elected the following slate of officers for 1956: Martin Kelm, chairman; Frank Zawada, vice-chairman; Ray Grant, treasurer; Dan Gilmer, secretary. Board members elected for the two-year term were Al Arnoldt, V. Pickart, J. Schell, M. Pope and G. Meier. Hold over board members are R. Rask, J. Zawada, J. Weiss, H. Lathrop and J. McGuire.

Lars Villanger, retired pipefitter, passed away recently while on a hunting trip. He had accompanied a group of hunters but remained in the car and died during their absence. Mr. Villanger was born Feb. 11, 1887 in Hosanger, Norway and came to the United States when he was 18. In 1910 he married Jennie Larson and they homesteaded near Ryegate, Mont., later moving to Miles City. He entered the employ of the

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railroad in 1920 and retired in 1952. He is survived by his wife, two daughters and four grandchildren. Funeral services were held in the Graves Funeral Home and burial was in Custer County cemetery. Pallbearers were Sten Stordahl, A. S. Anderson, Thomas Haroldson, P. Krumpke, J. C. Johnson and John Eide.

Beverly Moore, former steno in the superintendent's office now attending Montana State University, was recently crowned Phi Sigma Kappa Moonlight Girl at the fraternity's annual Carnation Ball held in Missoula.

Marriages in the closing months of 1955 include: Sally Joan Peterson, daughter of Mr. and Mrs. A. T. Peterson, and Harry J. Taggart, son of Mr. and Mrs. H. H. Taggart, in Miles City.

Robert Lee Taggart, daughter of Mr. and Mrs. H. H. Taggart, and David Wesley Bargier, in Glendive, Mont.

Virginia Lee Wilson, daughter of Mr. and Mrs. Alan Wilson, and K. Huckins, in Miles City.

Giovanna Cawley and Robert E. Boyle, son of Mr. and Mrs. W. C. Boyle, in Chicago.

Two Christmas parties arranged by Milwaukee groups opened the yuletide season in Miles City on Dec. 17. In the afternoon there was the children's party sponsored by the Women's Club and the Milwaukee Service Club in the Eagles ballroom. Santa Claus gave out stockings to more than 300 Milwaukee youngsters. The program included motion pictures, selections by the Washington Junior High band and piano numbers by Ed and Mary Lou Lynam and Kathy Young. The committee for arrangements included Mrs. A. O. Thor, Mrs. E. L. Hubbs, Mrs. Darrell Goodspeed, Mrs. Ed Lynam and Mrs. J. D. Pessein.

The annual Service Club party for members, their families and guests was held the same evening in the Eagles Hall. Harry Stamp, club chairman, acted as general chair-

man. Sam Leo and his committee handled the refreshments, while Martin Kelm and his group took care of hall and building arrangements. Gifts were presented to the following retired employes: O. E. Achamire, L. J. Adrian, Art Althaus, E. D. Ferrell, Dave Gross, S. T. Hobbs, H. P. Johnson, J. B. Kearns, Mons Lee and C. C. Vanderpool. The evening's program was presented by the Barn Players. It included a three act play, "Toby Helps Out", which was a play within a play, and specialty numbers by Sandra Kuahi and Anne Wilbur. Following the program lunch was served and the guests danced in the ballroom.

E. H. Stowers was recently appointed chief clerk to the master mechanic at Tacoma. Dan Gilmer, formerly car department clerk, has been appointed chief clerk to the district car foreman at Miles City.

In recognition of 45 years of continuous service, Silver Passes have been presented to J. W. Mulloy, agent at Terry, and to Conductor M. E. Hanrahan, Miles City.

The monthly meeting of Alberton Chapter of the Women's Club on Dec. 7 featured the annual Christmas party, together with the election of officers for 1956. Mrs. Julia Poirier, finishing her term as chapter correspondent, reported that 25 children attended the party and enjoyed the beautiful Christmas tree. In the election, the following members were chosen for offices: president, Mrs. Noella DuBoise; first vice president, Mrs. Julia Poirier; second vice president, Mrs. Pearl Deschamp; treasurer, Mrs. Bertha Brasch; and secretary, Mrs. Ruth Athern. Hostesses for the meeting were Mrs. Laura Rives and Mrs. Guy Lovely.

**EAST END**

Dora H. Anderson, Correspondent  
c/o Agent, Mobridge

The Women's Club here held its annual Christmas party for the children of Milwaukee employes the afternoon of Dec. 19 at the Odd Fellows Hall, with Santa Claus distributing gifts, nuts and candy, and for the grown-ups in the evening, with an exchange of gifts. The meeting opened with the singing of carols, followed by tap dancing by little Diane Owens and Cathy Hohl, and a piano solo by little Mary Ann Travis.

At this meeting the following officers were installed for 1956: president, Mrs. Lawrence Knoll; first vice president, Mrs. Dick Andrews; second vice president, Mrs. Jake Keller; secretary, Mrs. Bob Radtke; treasurer, Mrs. Eddie Mauck; and corresponding secretary and historian, Mrs. Dora Anderson. Refreshments were served from a beautifully decorated table by Mes. Art Grothe, Carl Norby, Joe Norby and Harold Sizemore.

David Durand, grandson of Charles Coy, retired car inspector, arrived home Dec. 18 after serving four years in the Navy. He was stationed aboard the U.S.S. Northampton and visited many foreign countries, including Norway, Germany, England, Scotland, France, Greece, Iceland and Spain. He plans to enter the School of Mines at Rapid City in March.

Conductor Louis Larson and wife had as Christmas visitors their daughter Janice, who is a technician at the Swedish hospital in Seattle, and Mrs. Hazel Smith, Mrs. Larson's sister from Riverside, Calif.



**LIFE OF THE PARTY.** The identity of these clown characters, authentic in every detail of costume and greasepaint, was a matter for much speculation at the masquerade party held recently by Milwaukee Chapter of the Railway Business Woman's Association at the Y.W.C.A. Unmasked, the revelers were revealed as Harriet Boyle (left) and Nancy Houting of the car department force at Milwaukee Shops.

Engineer Louis Madsen of Mobridge has been awarded his Silver Pass for his 45 years of service with the Milwaukee.

Miss Beth Byington, daughter of Engineer Walter Byington, was married to Virgil Sterling of Yankton, S. D., on Dec. 28 at the Congregational Church in Mobridge. They will make their home at Yankton where he is a psychologist at the Yankton Hospital.

Operator Teske relieved Operator Klovstad of Miles City while the Klovstads were on vacation.

Car Foreman J. M. Shanahan and wife spent their vacation visiting their son and daughter in Tacoma.

Agent W. J. Collins of Lantry, who is taking a leave of absence, returned from a trip to California and Washington and left for Memphis, Tenn., to visit his daughter.

## Milwaukee Shops

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

H. J. Montgomery, Correspondent

Lieutenant of Police R. Weckwerth and Morrie Stuart, safety engineer, have put a lot of time into seeing that all employees of the car, locomotive and stores department and at Davies Yard know all about the various types of fire extinguishers used at the shops. Demonstrations at all of the meetings helped immensely to show how they are used. The efforts of these men were greatly appreciated.

The Norbert J. Eberhardys, now living in Wilmington, N. C., wish their many friends in Milwaukee and West Allis a Merry Christmas and a Happy New Year.

Condolences were extended to the O. C. Petersons in the death of Oscar's 84-year-old

mother at Topeka, Kans.

Walter Stark is back at work in the CD office looking better than ever after an operation on his right eye.

In answer to who's the new Jim Barrors in our office, it's still the same Jim Borrer. Sorry to have misspelled his name.

The weather in Milwaukee for Christmas was very uncommon. Almost like Easter. C'mon back, all you people who moved to other states because you hate cold winters. We seldom have them no more!

Mrs. Mary Biller, mother of Martin Joseph, underwent an eye operation at St. Luke's Hospital and at this writing is recuperating at home.

A 1/c Ken Schultz, terminal fireman, was home from Houston, Tex. for Christmas. He has one year left to serve of his four-year enlistment.

Joseph Palmerschiem, who recently retired as assistant to master mechanic, has been presented with a Gold Pass in recognition of his 50 years of service. Gold Passes were also presented to Machinists John F. Buege and Harold Killian. Machinists Frank A. Oldenburg and John T. O'Leary, who have completed 45 years of continuous service, were presented with Silver Passes.

### STORE DEPARTMENT

Virginia Tabbert, Correspondent

Joseph Borek, after an absence of four months due to illness, has returned to his duties as overhead crane operator in the CD machine shop.

William Lukaszewski, better known as Bill Lukas, passed away on Dec. 8. Bill had worked in the stores division for 43 years up to his retirement last July 22.

Everywhere that Carol Rydlewicz goes these days, she dazzles all with the brilliance of her third finger, left hand. Carol, typist-clerk, is the daughter of Ray Rydlewicz, shop foreman, and the lucky lad attached to the brilliance is Bob Chartier.

A pre-Christmas gift to the Francis Rainers is Mary Alice who arrived Dec. 18. The Rainers have two other girls and one boy.

Josephine Bentz has taken over a clerk's position in the GSK office.

# "M-F"

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

**MacLean-Fogg Lock Nut Co.**  
**CHICAGO, ILL.**

*Specialties*  
**DELICACIES FOR THE TABLE**  
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**E. A. AARON & BROS.**  
**CHICAGO, ILLINOIS**

*Still Greater*  
**PROTECTION**  
**for CARS and LADING**  
CARDWELL WESTINGHOUSE  
FRICTION DRAFT GEARS  
*to absorb horizontal shocks*  
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*to absorb vertical and lateral shocks*  
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CARDWELL WESTINGHOUSE CO.  
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**GENERAL MOTORS**  **LOCOMOTIVES**  
help railroads win friends and  
influence shippers by running  
faster schedules  on time.

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**GENERAL MOTORS**  
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La Grappe, Illinois, Home of the Diesel Locomotive. In Canada, GENERAL MOTORS DIESEL LTD., London, Ontario.



**Jan. 12, 1839**—The first iron was made with anthracite, in Mauch Chunk (now Jim Thorpe), Pa.

**Jan. 13, 1834**—Born, in Revere, Mass., Horatio Alger, who was to write more than 100 up-the-ladder books for boys.

**Jan. 15, 1870**—In a cartoon by Thomas Nast, the donkey became symbol of the Democratic party.

**Jan. 16, 1906**—The Illinois, Iowa & Minnesota Railway (a predecessor line of The Milwaukee Road) opened for traffic.

**Jan. 17, 1706**—Born in Boston, Mass., Benjamin Franklin. He said, "There never was a good war or a bad peace."

**Jan. 23, 1869**—George Westinghouse applied for the patent on railroad car air brakes.

**Jan. 24, 1853**—All-rail route completed between Eastern cities and Chicago.

*Two Indians watched the building of a lighthouse. When it was finally completed they sat and watched it every night. A thick fog came rolling in one night and the siren blew continuously.*

*"Ugh," grunted one Indian to the other, "light shine, bell ring, horn blow, but fog come in just the same."*

*"Why does a talented, beautiful girl like you dance in a run-down, sordid place like this?"*

*"I don't know unless it's because I meet a lot more prominent, eligible rich men like yourself than I did as a librarian."*

*During Mark Twain's early days in the newspaper business in Missouri he received a letter from a subscriber stating that he had found a spider in his paper and asking if this was an omen of good or bad luck.*

*Twain replied: "Finding a spider in your paper is neither good luck nor bad. The spider was merely looking over our paper to see which merchant was not advertising so that he could go to that store, spin his web across the door and lead a life of undisturbed peace ever afterward."*

**QUEEN OF THE SNOW.** Patricia Maureen, the pretty daughter of Engineer Edgar Miller of Mobridge, S. D., who was chosen to represent that city in the state Snow Queen contest at Aberdeen on Jan. 14. Patricia is active in music at the Mobridge High School, serving as student director of the band, and as a member of the mixed chorus, Glee Club and girls' triple trio. She also received a scholarship to the summer music camp at Vermillion and attended Girls State at Mitchell.



**FROM THE WOMEN'S CLUB.** Chicago-Fullerton Avenue Chapter of the Women's Club doubled the pleasure of gift-giving last month by remembering our disabled war veterans at Hines, Ill. Shown here packing afghans made by members for the paraplegic patients at Vaughn Hospital are, from left: Mrs. Ernest Buchholtz, president in 1955, Mrs. John Tobias, 1955 first vice president and president for 1956, and Mrs. Harry M. Borgerson, house and purchasing chairman. The committee also presented several hundred books from the chapter's library to the library at Hines Hospital.



**TICKET TICKER.** A big deal at Mason City, Ia., recently shows H. W. Frazee, passenger and ticket agent, fanning out tickets for some 300 boys and girls and youth leaders to "travel Milwaukee" to the International Live Stock Exposition in Chicago. F. J. Galvin, TFGPA, is holding a check for \$5,250 in payment of the round trip tickets. Douglas Sherwin (center) of the staff of KGLO-TV was in charge of the annual North Iowa trip to the live stock exposition. (Mason City Globe Gazette photo)





**MEET "THE MILWAUKEE" IN OAKLAND.** During a recent visit to the West Coast, President J. P. Kiley, accompanied by L. H. Dugan, vice president and western counsel, stopped for a visit at the Milwaukee's new office in Oakland, Calif. Shown, left to right: A. S. Price, division freight

and passenger agent; R. G. Graham, district passenger agent, San Francisco; Mr. Dugan; H. R. Meek, city freight agent; Betty Ziegler, steno-clerk; Mr. Kiley; and L. P. Freeman, general agent, San Francisco.

**FOR GOOD LITTLE GIRLS.** Enjoying the role of a benevolent Santa, W. H. "Phil" McDonald, president of the Milwaukee Road Choral Club, Chicago, presents dolls to three delighted little girls who served as mascots for the club's annual Christmas concerts in the Union Station. From left: Elizabeth Ann Gibson, Connie Cianci and Shannon Adams. Elizabeth Ann and Shannon are nieces of Loretta Kuhn, secretary to assistant chief purchasing officer and treasurer of the choral club, and Connie is the daughter of Mary Cianci, a member of the soprano section who is employed in the office of freight auditor.



January, 1956

**RAILTOWN COMING UP.** An event expected to interest a great many people is the opening this spring of Railtown U.S.A., a museum and amusement park on U. S. 41 a short distance south of Milwaukee near the former station of Oakwood, Wis. This picture was taken near Oakwood last summer and shows No. 24, The Traveler, approaching an old timer, No. 4 from the White Pass & Yukon, which will be one of the attractions.



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THE MILWAUKEE ROAD MAGAZINE

Chicago Milwaukee, St. Paul and Pacific Railroad Co.  
516 West Jackson Blvd., Chicago (6), Illinois

WINTER SCENE in Chicago's famous Lincoln Park

