

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



**A SAFE DAY ON
A BRIDGE JOB ... see page 4**

JUNE 1957

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THE MILWAUKEE ROAD MAGAZINE

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IN THIS ISSUE

A Conductor Writes By President J. P. Kiley -----	2
A Safe Day on a Bridge Job-----	4
Something New . . . "Memo to Traffic Managers"-----	9
Notes on the General Staff Meeting-	10
Appointments -----	14
Rail Development Group Meets---	15
Talking It Over-----	16
Dedicate New Depot at Butte-----	18
Retirements -----	19
All Around the House -----	21
About People of the Railroad ----	24



A Conductor Writes

ONE of the topics discussed at length during the recent general staff meeting had to do with creating new business to utilize fully the greater capacity brought about by modernization on our railroad.

Being preoccupied with this problem, I was pleased to find in my mail on the second day of those sessions a letter from one of our conductors, commenting on this very subject.

He wrote that he has found nearly everyone to be proud of our new "kit of tools". The new diesels are of almost as much interest to trainmen as they are to enginemen, he said. Enginemen, in turn, are enthusiastic about the new all-steel cabooses and other improvements, just as the trainmen are. There are some who scoff and say that they prefer the "old way", but even these employes, he observed, are proud.

" . . . So much so", he wrote, "that there is a terrific *esprit de corps* among all railroaders. Most men would rather bring a smile to work than to come to a job they do not like."

The author of the letter then offered a number of suggestions—both general and specific—for improving Milwaukee Road service which, as he pointed out, is "the one item we have for sale."

Among those suggestions was one regarding the utilization of ideas suggested by on-the-job employes, and another regarding means by which information might be provided to refute or verify rumors.

It seems to me that the best answer to the conductor's thoughtful letter—better than the one I sent him, perhaps—is to be found in the action which his letter has inspired. Several of his proposals are now being explored by our operating department. In other words, his inquiry regarding matters of concern to all of us is already producing an answer to one of the principal questions that was on his mind.

The key to the providing of information is in the asking. The key to the use of an idea lies, first, in telling someone about that idea.

Officers and supervisors on The Milwaukee Road have been encouraged to welcome every opportunity to explain company policies, to discuss ideas brought to them by employes, and to answer questions as fully as possible, thereby scotching any rumors which might be current. I sincerely believe that most of them want to be helpful and will be if given the chance.

Ours has always been a railroad where the doors were open, where questions could be asked and ideas and problems "talked out." I believe we will all be happier, and our railroad more prosperous, if we not lose sight of that fact.

QUIZ



test your knowledge of railroads and railroading

(Answers on page 25)

1. Is a passenger locomotive engineer an employe of the traffic department, the transportation department, or the engineering department?
2. What is the present per diem rate for freight cars, \$2.00, \$2.40, or \$2.75?
3. Are freight cars bearing the initials ISTX owned by a private car company, a Class I railroad, or a Class II railroad?
4. Is the Pocahontas Territory identified with the Rocky Mountain Region, the Ozark Region, or the Appalachian Region?
5. Are unsettled claims those claims which have been apportioned by the carriers and not paid, or claims which have not been so apportioned and paid?
6. Railway A delivers one of its own freight cars, loaded, to Railway B at 10:00 P.M., Monday. Railway B delivers it to Railway C at 8:00 P.M., Tuesday. Railway C delivers the car, empty, to Railway B at 6:00 P.M., Wednesday. And B delivers it to A, its home road, at 10:00 P.M. the same day. Who pays per diem to A, and how much?
7. What is a party ticket issued specifically to cover the movement of a special baggage car called—a block ticket or a contract ticket?
8. In the last 20 years (1936-1956) has the average load per freight train, expressed in tons, increased about 40 per cent, 60 per cent or 80 per cent?
9. In what publication will one find the reporting marks of railroads—Official Railway Equipment Register, Official Guide of the Railways, or Pocket List of Railroad Officials?
10. What is the conductor's or trainman's lantern signal to the engineer for a train to back up—lantern swung back and forth horizontally, swung up and down vertically, or swung in a circle about head high?

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

REFRESHING APPROACH

"You have a parlor car conductor by the name of Frank W. Kuss who is doing a terrific job for you. My contact with him was on train No. 2 [Afternoon Hiawatha] which left Milwaukee on May 3.

"Mrs. Johnson and I had gone to get a seat in the diner, and I had started back to take some coats to the parlor car, when Mr. Kuss intercepted me and insisted that he be allowed to take them back for me. This was the first time I had ever had this approach made, and consequently I talked to him at some length afterwards. His attitude is that in the final analysis it is the passenger who pays his salary, and that pleasing him is his most important job. This is certainly a refreshing approach, and I hope you will let Mr. Kuss know that the people who ride with him thoroughly appreciate his attitude and helpfulness."

F. J. Johnson
President

Milwaukee & Suburban Transport Corp.
Milwaukee, Wis.

with everything about the trip. It was educational as well as entertaining.

"In behalf of the senior class I wish to extend their thanks to you and your company. I personally would recommend this tour to any senior class."

C. J. Lommen
Superintendent
Hills Public School

Hills, Minn.

THOROUGHLY, PROMPTLY

"I wish to express my most sincere thanks for your recovery and mailing to me of the material in a manila envelope which was left on your train several weeks ago. I assure you that the thoroughness and promptness with which your service was accomplished is indeed extremely unusual. My kindest thanks again."

Peter S. Mousolite
Dean of Students
Macalester College

St. Paul, Minn.

WITHOUT ADO

"This will acknowledge receipt of your check to cover our claim filed for damage on a shipment.

"It is certainly a satisfaction to have a claim settled so promptly and without fuss. I want you to know I do appreciate your service."

H. H. Embree

De Kalb, Ill.

BETTER IN EVERY WAY

"I recently returned from a rather extensive business trip which involved riding on six major railroads, including The Milwaukee Road. In my opinion, the contrast between your service and equipment and the others was so marked that I feel it only proper to comment to you about it. It seemed to me your personnel were more efficient and courteous, the equipment was better and cleaner, and certainly the food was the best of any served on any of the roads. I'd like to extend my compliments to your organization for the manner in which you operate."

Gerald A. Joines
Employment Manager
Cargill, Incorporated

Minneapolis, Minn.

RECOMMENDED TO ANY SENIOR

"Our senior class had a very fine trip to Chicago. The courtesies extended by your company made it a pleasure to travel. Our students were very pleased



Although equipped with safety helmets, B&B men try to avoid working underneath other men when there might be danger from falling objects. Carpenter Jack Osterbuhr (on the ground) stays in the clear as he places staging on needle beams suspended from ties. On the bridge, Carpenters George Ellingsen and Peter Fry are pulling drift pins from the stringer and cap, as they prepare to take the old structure down. Standing, above, is Foreman Clough.

Before leaving camp at Interior, S.D., for the work site, Foreman Ralph Clough discusses the rule of the day with the men in his crew. Left to right: Carpenters G. W. Stolley, (Mr. Clough), F. I. Shäff, J. G. Ellingsen, Maynard Stolley, Peter Fry, R. R. Ellis, J. H. Osterbuhr, Crane Operator P. Jangula, Brakeman Warren Lauderbach, Locomotive Engineer Arnold Saxer and Train Conductor C. Weiland.



10th of a series

A Safe Day on a Bridge Job

SOMETIMES it is nothing more than the faint click of the wheels over a culvert that declares the handiwork of a railroad's B&B department. And then again it may be a spectacular piece of engineering like The Milwaukee Road's famous pontoon across the Mississippi at Prairie du Chien which makes you aware of that colorful branch of railroading known as B&B.

On the Milwaukee that pair of letters serves as the brief and commonplace name by which to identify a varied and immensely interesting kind of work.

It has often been said that no industry compares with railroading when it

comes to being several kinds of business in one. The bridge and building department of a company the size of the Milwaukee proves that this is true, for at some time in its past that department has built more than 30,000 bridges and culverts, and it continues to maintain all of them so that the nation's com-

merce may flow safely and with dispatch.

In B&B work, statistics are impressive. Among those 30,000 are no less than 3,907 timber bridges and another 1,546 of steel; there are 304 of masonry construction and 23 classified as timber truss bridges, including two of the pon-



As the crew begins taking the bridge out of service, Foreman Clough sends out Carpenter Maynard Stolley to place the necessary red and yellow flags and torpedoes on the track, as required by rules regarding protection on impassable track in single track territory.

June, 1957



Above left: Before piles are unloaded, Foreman Clough (standing next to cab of crane) sees that each employe is in a safe position. The pile is lowered to within about a foot of the ground before it is swung out farther.

Above right: Carpenters J. H. Osterbuhr (left) and F. I. Shaff take the precaution of wearing their goggles for the job of sharpening piles. A keen edge and true blows result in the job being done safely.



The crane has been converted into a pile driver and begins the job of setting piles into the leads and advancing with them, one by one, to the bridge site a few yards away for driving. The men are careful to see that the line is securely attached to the pile before it is lifted into place.

toon type. Bridges alone on the Milwaukee (not including culverts) if placed end to end would span a body of water extending out of sight beyond the horizon. Their total length would be 167 miles.

The work of maintaining and occasionally replacing these structures is only part of the job of railroading performed by the versatile B&B forces. The other, as the name implies, involves building construction and maintenance, together with a thousand miscellaneous tasks which would hardly occur to anyone outside the B&B department itself.

On The Milwaukee Road, as of this month, the B&B department employs a



One of the B&B carpenters places a pile for driving in the gumbo-like silt which characterizes the South Dakota Badlands area, while another man (arms upraised) prepares to give signals to the pile driver operator. The man above lends a hand in setting the heavy pile. All treated timber piles in use today—mostly coast fir—will last 40 years or longer.

THE COVER

The first pile has been driven in place for the replacement of bridge W-200 a few miles east of Interior, S. D., and the carpenters use a power saw to remove the head of the pile. Before the sawing begins, a chain from the pile driver is attached to the head of the pile for pulling it clear as soon as removed. This precaution is taken as a safeguard against possible injury to men on the scaffolding or others who might be below at the time the pile head is sawed free.

force of 794, consisting of chief carpenters, crew foremen, carpenters, pump repairers, movable span bridge operators, steel workers, and clerks.

B. J. Ornburn, assistant chief engineer—structures, who is in charge of all bridge and building work on The Milwaukee Road, has this to say of the men in those crews:

"They are a versatile and capable group of men. With a little choosing you can find among our B&B crews some men who would qualify as fine cabinet makers and others who know all there is to know about framing the heaviest timber construction."

Mechanization and modernization, which have marked railroad progress generally in recent years, have nowhere made greater forward strides than in B&B work. The result has been to lighten and speed up the job. And this change has brought about an important by-product in the steady reduction of personal injuries to employees in this line of work.

In 1951 there were 23 reportable injuries among B&B employes, with a casualty rate of 10.47, but the record during the five years since has been one of steady improvement. During 1956 it was reduced to only four re-

Together for almost 30 years. That is the record of Ralph Clough and the Stolley brothers—Maynard (left) and George. None of the three has ever suffered a disabling injury. Picture taken in car which serves as both office and home-away-from-home for Foreman Clough. He and the eight men in his crew occupy two bunk cars.



Safety shoes are very important for men in a B&B crew as protection against the many heavy objects involved in their work. It is also second nature for them always to step over rails rather than risk a fall by stepping on the slick surface.



The Big Arm...

EVERY job can use an extra hand, but the big arm which has moved onto Milwaukee Road bridge and track jobs in recent months is more than a help. It's making the engineers and foremen wonder how they ever got along without it.

Diesel powered, the Milwaukee's five huge cranes such as the one shown here can be converted in a matter of about two hours from a heavy duty crane capable of lifting 40 tons, to a pile driver which can handle a 5,000 lb. drop hammer. These combination crane-pile drivers are not exactly new on the railroad. We had them on the job while steam was still the order of the day, but their dieselization has improved their usefulness to such an extent as to make them practically new machines.

They serve, for example, not only as cranes and pile drivers, but as power units when necessary, and can travel at a speed of 16 miles per hour.

B. J. Ornburn, assistant chief engineer, says that these combinations will drive 50 per cent more piles in day-after-day service than their steam predecessors would. They are fast, versatile, maneuverable. With them



Now it's a pile driver . . .

we are able to handle economically practically all of the materials that go into an ordinary construction job.

The picture at right shows one of these machines handling a so-called "chord" of four bridge stringers in one lift.



. . . and now it's a crane.



E. G. Kiesele presents Foreman Ralph Clough with a 10-year Superior Service Award card, marking the period during which no reportable or lost time injuries occurred to men under his supervision. Left to right: Mr. Kiesele; H. V. Allen, district safety engineer; Mr. Clough; and J. D. Martin, chief carpenter.

A Safe Day on a Bridge Job . . . cont'd

portable injuries, with a casualty rate of 2.63.

E. G. Kiesele, superintendent of safety, paid tribute to the employees of the department when he said:

"More and more, B&B men have demonstrated an appreciation of the im-

portance of safety in their work, whether it be the repairing of a tool shed, the placing of a pipe culvert, or the erection of steel bridge spans."

Ralph R. Clough of Chamberlain, S. D., foreman of the B&B crew which takes care of that part of the IM&D

Division stretching westward from Mitchell to Rapid City, is typical of all B&B men in the emphasis he places on safety. He started with the company as a carpenter on June 6, 1927, following two years of electrical engineering at South Dakota State College, and during the 30 years that have elapsed since that time has suffered no disabling injuries. He has been a foreman since 1945.

Mr. Clough's father, the late H. W. Clough, was a B&B foreman prior to his death in 1939. Mrs. R. R. Clough's father, Dan W. Rynor, was also with the railroad, having been agent at Interior, S. D., for 28 years before his death.

The Cloughs have one daughter, Mrs. Alvin Hartmann of Brookings, S. D. She is a graduate of South Dakota State College.

For Mr. Clough, working with tools is both occupation and hobby. During his spare time, when he's not fishing or bowling, he turns his hand to wood-working. At the time the pictures for this article were taken, however, his basement work shop was temporarily out of production while he engaged in another spare time occupation—raising the foundation of his house.

The pictures illustrating this article tell something of what is involved in a bridge replacement job, and the importance which Foreman Ralph Clough and the men in his crew place on doing the job both safely and well.



A top-notch bowler himself, Ralph Clough has for the past three years been the sponsor of the Women's Milwaukee Bowling Team at Chamberlain, of which Mrs. Clough is a member. The team won the 1956 championship of the Women's City Association Bowling Tournament. Shown are, left to right: Mrs. Axel Soderlund, Mrs. Guy Prentice, Mrs. Clough, Mr. Clough, Miss Mae Bely, and Mrs. Clairdon Smith.

The fishing is good along the shore of the Missouri River, a short distance from his home in Chamberlain, and Ralph Clough takes full advantage of it during his time at home. "There's nothing like fishing for relaxation", he says. "And I figure that a man works more safely if he can relax now and then and get his mind off his work." The Milwaukee Road's new bridge is in the distance.



something new... "MEMO" to Traffic Managers



REPRODUCED above are copies of the first two issues of a handy bulletin which is being issued periodically by our freight traffic department as an information guide to users of Milwaukee Road service. The leaflet is an attractive two-color single sheet which is released to on-line and off-line traffic representatives for distribution to industrial traffic managers and shippers in their areas. Publication was begun in May with an issue of 10,000 copies.

In breezy digest style, the bulletin brings shippers up-to-date on new equipment, improvements in old equipment, and changes made on the railroad which have resulted in stepped-up service. Much of the news is adapted from President Kiley's quarterly information letter to officers and supervisors. Some has previously appeared in *The Milwaukee Road Magazine*.

Issue No. 1, for instance, contained

reference to our growing fleet of sanitary-fresh hoppers for carrying flour, sugar and other bulk commodities, the superior riding quality of our steel-wheeled cars, the safety features of centralized traffic control, the efficiency record of our new retarder yards, and the present program of converting gondolas into "peek-a-boo" cars which are virtually self-cleaning. Number 2, released in June, included information about the special outsize boxcars available to shippers of wood chips, the new 70-ton refrigerator cars which supplement our fleet of iced reefers, the relocation of the main line near Loweth, Mont., and our modern multi-channel voice and teleprinter systems for faster communications.

In the short time "Memo" has been in circulation, traffic representatives have found the reaction to it to be very favorable.

"After all," Mr. Clarke pointed out, "commercial aviation as well as the inland waterways are no longer infant industries passing through the development stage. They have grown large and vigorous and can now compete very well, indeed, from a service standpoint. There is no longer need for artificial support to industries which, as a result of such assistance, are beginning to eat into the lifeblood of their unsubsidized competition."

Mr. Clarke pointed out that President Eisenhower has repeatedly urged Congress to enact legislation calling for "the payment of fair and equitable charges by those specially benefiting from such facilities."

Mr. Clarke added that "not only would such a program improve the Federal budgetary situation but it would help restore fair competition since the rates of each mode of transportation would more nearly reflect the true economic costs of performing the service . . ."

"If we really want competitive equality—with reliance upon inherent advantages—the only answer, it seems to me, is to compel each transportation agency to stand, unassisted, on its own economic feet."

Mr. Clarke had equally sharp things to say about continuation of the three percent excise tax on freight transportation. (There's also a 10 percent tax on passenger travel.)

"Here we have a wartime measure, designed to conserve essential facilities in time of emergency, applied to an expanding economy. To state the proposition is to demonstrate its ludicrous nature," Mr. Clarke declared.

He pointed out that "The present excise tax on freight is one of the most important reasons why today private carriage is experiencing such a phenomenal growth—at the expense of the for-hire transportation industry, the lifeline of our American economy."

Mr. Clarke explained that a shipper, by using his own trucks, automatically cuts his freight bill by three percent, the amount of the excise tax. "As a three percent return is sufficient to stimulate the flow of funds into our banks, it is likewise more than sufficient to stimulate the growth of private carriage."

The legislatures of 10 states have formally urged Congress to repeal the "wartime-only" excise taxes. . . . In addition, some 100 organizations have joined hands to promote repeal and there are now 34 bills pending in Congress to either repeal or amend the taxes on transportation.

Rail Competitors Should Stand on Their Own "Economic Feet"

ICC Commissioner Attacks Subsidies, Heavy Tax Burden

THE Honorable Owen Clarke, chairman of the Interstate Commerce Commission, sharply criticized the government policy of "ludicrous" taxation of transportation companies on the one hand, and subsidization of nonrailroad transport agen-

cies on the other, in a recent talk before the New York Traffic Club.

"I suggest that the time has come to re-examine the entire program of governmental aid to any branch of the transportation industry.

ANOTHER reunion of the Milwaukee Road official family took place on May 20, 21 and 22 with the holding of the annual general staff meeting in Chicago. It brought together the company's top officers and supervisors from all over the system, as well as traffic representatives from all off-line points in this country and Canada.

Aside from the many details of traffic solicitation and train operation which are aired, discussed and solved at these meetings, they have come to be a kind of family get-together for the men who are principally charged with the task of running The Milwaukee Road.

The first meetings of this nature held on the railroad following the war took

place in the spring of 1949 with one group meeting in Chicago and another in Seattle. It was in September of the following year that the first system-wide get-together was held in Chicago.

J. P. Kiley, who had been president of the Road only a few weeks at the time, remarked on that occasion that he knew there had been misunderstandings and grievances among departments and that he hoped those difficulties might be brought out into the open and settled rather than become "buried in our minds."

At last month's meeting, Mr. Kiley recalled those earlier sessions and remarked on the great improvement which is now evident.

"At that first meeting," he said, "we found that some of our operating practices were not meeting certain service requirements of the traffic department. I'm glad to say that there has been a tremendous improvement in the way we understand the other fellow's problem and cooperate with him in solving it.

"A lot of improvements, you know, are just a matter of making up your mind that you're going to do a thing better."

The importance of inter-departmental cooperation was most evident in the recurring references to the great influence which operating department personnel have on the selling of service—and particularly in keeping it sold. This

NOTES ON THE GENERAL STAFF MEETING



theme was introduced by Leo T. Crowley, chairman of the board of directors, in his remarks before the joint meeting on the second day, and was discussed in some detail at various times during the three days by both President Kiley and Vice President W. J. Whalen.

Mr. Whalen went straight to the point when he said, "The operating man provides the car for the shipper and he is responsible for the kind of service the shipper receives. An operating man, when you get right down to it, is in as good a position to sell the service in many cases as the traffic man is."

The meeting on May 20 was devoted entirely to the traffic department, while the morning of the second day was set aside for joint discussions between traffic and operating representatives. The afternoon of the second day and the morning of the third were for the operating department men alone.

The joint meeting was highlighted by the appearance of Leo T. Crowley,



J. P. Kiley, president; P. H. Draver, vice president—traffic; and G. M. Ryan, general freight traffic manager—rates and divisions, listen intently as discussion gets under way on the floor of the meeting room during the traffic department session which opened the three-day meeting.

Operating and traffic department officers, together with representatives of other departments, pictured as Leo T. Crowley, chairman of the board of directors, was addressing the meeting.



"It takes courage and personality to be a good salesman," Mr. Crowley told his audience.





P. J. Weiland, assistant general manager; F. W. Bunce, chief mechanical officer; and V. E. Glosup, then acting chief engineer, and now engineer of maintenance of way (left to right) look on with interest as the group assembled for the operating department meeting.



Three of the principals in the joint meeting of the traffic and operating departments shown together before the start of the session. Left to right: J. H. Stewart, general manager, Lines East; P. H. Draver, vice president—traffic; and W. J. Whalen, vice president—operation.



Vice President Whalen (left) has a word with three officers from Milwaukee—(left to right) H. H. Melzer, chief engineer of tests; V. L. Green, assistant superintendent car department; and J. Hansen, assistant superintendent car department.



Visiting before the operating department meeting—(left to right) J. D. Shea, special assistant to vice president—operation; J. T. Hayes, superintendent of Iowa Division; (standing) J. T. Hansen, superintendent of Coast Division; K. R. Schwartz, superintendent of the Madison Division; and F. E. Devlin, general manager of the Des Moines Union Railway.

who addressed the group earnestly and in a spirit of encouragement.

Remarking that he, too, had worked as a salesman in his earlier years, he said he realized that it takes courage and personality to do the work of the traffic men . . . but that he hoped everyone present appreciated the necessity of picking up every carload of freight he possibly could.

Mr. Crowley then reminded his audience that the railroad's management and board of directors have in many ways offered encouragement . . . with appropriations for the best in equipment and service facilities, and by pursuing a policy of promotion from within the ranks.

"I am a great believer," he said, "in

recognizing seniority wherever possible."

Continuing in this vein, Mr. Crowley said that he did not want those present to feel that on The Milwaukee Road a man will not be permitted to make a mistake.

"We feel that when a man has been with our railroad for 20, 30 or 40 years, the company has an obligation to him, just as he has an obligation to the company."

Mr. Crowley concluded his remarks with a warm tribute to Mr. Kiley.

"I don't believe you could have a more loyal friend than John Kiley," he said. "I don't know of a railroad president anywhere who knows more about his railroad."

The meetings were productive of a

number of ideas and several specific plans, such as that for the re-arrangement of freight train connections which will attract more business to Milwaukee Road rails and increase the length of the haul in some instances. Plans were also made at the meeting for improvements in the Road's new electronic system for reporting train and freight car information in such a way as to provide faster transmission of data and make it available in a more useful form at office and terminal points.

The meetings held this year demonstrated more clearly than any in the past that real progress has been achieved through a sincere desire among the company's several departments to cooperate in maintaining a superior service.

A meeting of the law department staff, including state solicitors, was held in the board room on May 20. Seated, left to right, are: L. H. Dugan, vice president and western counsel; B. E. Lutterman, general attorney, Seattle; W. J. Quinn, vice president and general counsel; E. R. Eckersall, general solicitor; and Dwight Campbell, solicitor for the states of North and South Dakota.



Above: A candid snapshot at the joint traffic-operating meeting, showing left to right: F. G. McGinn, general manager Lines West; L. V. Anderson, assistant to vice president in charge of claim prevention, refrigerator and merchandise service; and J. M. Cunningham, general freight traffic manager—sales and service.



Above, left: A center of interest at the traffic meeting was this display of current Milwaukee Road advertisements. Pictured, left to right, are J. M. Cunningham, general freight traffic manager—sales and service; Harry Sengstacken, passenger traffic manager; and C. C. Dille, advertising manager.

Left: Shown in conversation prior to the start of the traffic meeting are G. H. Kronberg, district freight agent, Washington, D.C. (left) and R. G. Luscombe, general agent, Toronto.

appointments

Engineering Department

Effective June 1, 1957:

V. E. Glosup is appointed engineer of maintenance of way, in charge of all maintenance and construction. He has been serving as chief engineer in place of W. G. Powrie, who resumed his position June 1. Mr. Glosup has been with the Road's engineering department since 1928 in various capacities, including division engineer at Miles City, principal assistant engineer Lines West, and principal assistant engineer, Chicago. He has been assistant chief engineer, signals and communications, since 1953.



V. E. Glosup



B. J. Worley

Effective June 16, 1957:

B. J. Worley is appointed assistant chief engineer, signals and communications, Chicago. Since graduating from Iowa State University in 1939, Mr. Worley has served as rodman, assistant engineer and assistant division engineer. He was promoted to division engineer at Aberdeen in 1947, and in 1950 became division engineer with headquarters in Chicago, where he was appointed principal assistant engineer in August, 1953.

W. E. Fuhr is appointed principal assistant engineer with headquarters at Chicago, succeeding B. J. Worley. Mr. Fuhr started as a rodman shortly after graduating from Iowa State College in 1941, and since then has been instrumentman, assistant engineer and assistant division engineer at various points. He was promoted to division engineer in 1948, since when he has served in that capacity at Ottumwa, Miles City and Savanna.

E. C. Jordan is appointed division engineer of the D&I Division with head-

quarters at Savanna, succeeding W. E. Fuhr. Mr. Jordan, a graduate of Purdue in 1939, has served as rodman, instrumentman and assistant engineer. In 1951 he was appointed assistant division engineer at Minneapolis, where he was promoted to division engineer in 1953.

C. L. Imhauser is appointed supervisor, signals and communications, Chicago Terminal and Terre Haute Division, with headquarters at Western Avenue, Chicago. Mr. Imhauser started in the store department at Milwaukee in 1936 and was also in the signal department there before going on military leave in 1941. He returned in 1946 to serve as signal maintainer on Lines West and was promoted to signal inspector at Chicago headquarters in January, 1956.

Traffic Department

Effective June 1, 1957:

C. P. Schwarz is appointed coal freight agent with headquarters at Chicago following the retirement of A. J. Keller. Mr. Schwarz has been with the Road in Chicago since 1914, and with the traffic department since 1916. He was appointed a city freight agent in 1924, and was special coal agent from 1936 until 1950, since when he has again served as city freight agent.

Robert Moreland is appointed district freight and passenger agent with headquarters at No. 14 Millar Building, 10330 - 104th Street, Edmonton, Al-

berta, Canada. He will continue to report to the Winnipeg agency. Mr. Moreland started with the railroad in the Winnipeg traffic department in 1938. Since 1944 he has been traveling freight and passenger agent with headquarters there.

Purchasing Department

Effective June 1, 1957:

C. W. Reynolds, assistant purchasing agent in the Seattle office, will assume the duties heretofore assigned to C. S. Finlayson, who is retiring. The title of assistant to chief purchasing officer in Seattle is abolished. Mr. Reynolds, who entered service in his native Tacoma in 1922, was formerly supply train storekeeper at Tomah and chief clerk in the Seattle purchasing department. He was made buyer with headquarters in Seattle in 1952, and promoted to assistant purchasing agent in July, 1956.

Safety Department

Effective May 16, 1957:

C. J. Delin is appointed district safety engineer with headquarters in Tacoma, with territory Idaho and Coast Divisions, following the death of L. W. Dietrich. Mr. Delin has been with the Road since 1918, starting in the Tacoma roundhouse. He has been in engine service as a yard conductor since 1919.

Railroading in Darkest Africa

*Think you have trouble? Then lend an ear
To the woes of the Kenya railroadeer!
Where elephants wander down the track
And mess things up to Kumu and back,
And hungry lions lie in wait
For flagboys of the Sulu freight;
Where monkeys scamper through the cars
And steal from crew and passengers,
And apes and rhinos, and hippos lazy
Drive engine crewmen almost crazy.*

OUT of London comes an Associated Press story by Nathan Polowitzky recounting some of the thrills of railroading in Equatorial East Africa.

"If you want excitement, take a job running a railroad in Kenya," says Po-

lowetzky.

"There are lions to fight and elephants to dodge. Keeps a man fit all the time.

"Malcolm H. Archer, public relations officer of the East African Railway & Harbors, Nairobi, idly reading about the troubles of railroading in some countries, recounted some of EARH's difficulties in a letter to the Times.

"Out of the archives of his firm he dug up these historic messages:

"From station master, Irima, to game warden, Tsavo Royal National Park, November, 1954:

"You required urgently at Irima sta-

tion to watch and kill notorious lion hunting railway staff after 6 P.M. daily.'

Shoo, Elephants

"Then there was one on Jan. 29, 1954, from the assistant station master, Kanya, to the district traffic superintendent, Mombasa:

"'Yard congested with about eleven elephants.'

"In August, 1955, there flashed this message from the station master, Voi, to district traffic superintendent, Mombasa:

"'Urgent—assistant station master narrowly escaped from being caught by lion, assisted by traveling ticket examiner. All staff unwilling to do night working. Afford protection.'

"And in June, 1956, the station master, Bujoko, wired the district traffic superintendent, Kampala:

"'One buffalo chasing gangman. Work stopped. Arrange early shooting.'

Just a Lion

"It was the same—or even worse—back in the early 1900's.

"One message in May, 1901, from station master, Tsavo, to traffic manager, Nairobi, stated: 'Just a lion twice or thrice to break office and fencing doors, leaving office door on bell ringing half-hour. Myself and family, consisting of two wives and three children, narrowly escaping danger of life. Now seeking safety in office. Cannot dare give "line clear" signal to oncoming train. Please arrange matter own personal satisfaction and dispose of two lions who great bane of my existence.'"



"I'm TELLING you—there's something wrong with the duplicating machine!"

June, 1957

RAIL DEVELOPMENT GROUP MEETS



Robert C. Liebenow, president of the Chicago Board of Trade, visits with Milwaukee Road representatives at the meeting in Milwaukee. Left to right: H. J. Wood, agricultural agent, Chicago; R. B. Birchard, general agent, Milwaukee; Mr. Liebenow; A. L. Sedgwick, western industrial commissioner; S. J. Cooley, industrial commissioner; and L. B. Horton, commissioner, agricultural and mineral development department.

A "FIRST TEAM" composed of representatives of all the major industrial, professional and banking groups is needed to speak for business if the growing national problem of government interference in business is to be brought to an end, a group of railroad men were reminded last month.

The speaker was Robert C. Liebenow, president of the Chicago Board of Trade, who addressed a luncheon meeting of the American Railway Development Association in Milwaukee on May 15. A number of Milwaukee Road officers attended the luncheon, climaxing a four-day meeting of that association.

Mr. Liebenow's remarks are of particular interest to Milwaukee Road people in view of the fact that his father, Albert C. Liebenow of Aberdeen, was an H&D Division passenger conductor prior to retirement in December, 1954.

L. B. Horton, commissioner of the Road's agricultural and mineral development department, who served as chairman of the association's Agricultural, Forestry and Land Settlement Section, introduced Mr. Liebenow.

Citing the parallel situations of "railroad and grain people," Mr. Liebenow said that "both industries operate in spite of a maze of government regulations and both have had sad experiences with subsidies." He reviewed briefly what he termed the "era of [government] interference" in agriculture, add-

ing that the farmer and all the industries with which he is involved have become so mired in regulation that his actual status is hard to define.

"It is hardly necessary for me to recall to you the bitter experience the railroads had from the hand of a benevolent government, because there is no more outstanding illustration of the fact that the acceptance of subsidies carries with it the acceptance of regulation. I seriously doubt that the dynamic builders of the country's railroads—when they accepted 125 million dollars worth of assistance—expected to pay back that amount nine times over in the form of lower rates on government traffic," Mr. Liebenow stated in reference to land grants made to the railroads during the days when they were building the West.

He called the attention of his audience to the fact that there are today more than 2,000 government agencies whose responsibility it is to regulate, control, or in other ways affect the conduct of business.

"This interference of government in business is an insidious thing," Mr. Liebenow said in conclusion. "It has so infiltrated business that sometimes it is hard to isolate until it suddenly becomes strangling. It is like the moss which hangs so gracefully and beautifully from a live-oak tree that you hate to disturb it until you suddenly discover it has killed the tree."

TALKING IT OVER

Welfare and Social Work in the Milwaukee Road Family Discussed at Women's Club District Meetings

THE friendly spirit of The Milwaukee Road Women's Club was strongly evident as the club concluded its program of spring activities. To bring together its large and widely scattered membership, district meetings were held at Sioux City on Apr. 25; Milwaukee on May 3 and 4; Minneapolis on May 8; and at Tacoma on May 23.

These meetings provide the women of the railroad with opportunities to discuss the club's welfare and social work, which is its central purpose. Fifty of the organization's 57 chapters were represented. Reports of the delegates included such worthwhile efforts as furnishing food, fuel, clothing and medi-

cine to families temporarily down on their luck, paying doctor and hospital bills, supplying burial clothing, and helping the homeless victims of fires.

The work was financed by food and bake sales, auctions, cake walks, card parties, community dinners and similar activities. Good cheer committees reported calling on the sick and shut-ins to pass the time of day or leave little luxuries, and making sure that those individuals were remembered at holiday time. The list included, in addition to employes, widows and widowers, war veterans, and elderly retired people. One chapter sponsored a bowling team, others gave music awards to children of



Mrs. C. C. Steed (left), president general, Milwaukee, who presided at all of the district meetings, with Mrs. W. E. Swingle, president of La Crosse Chapter, when she attended a recent membership meeting there.

employes, worked for the Red Cross and sent youngsters to Scout Camps. Individual members volunteered as blood donors for employe families.

The get-together luncheons which concluded the business meetings were attended by almost 500 women. At the close of the spring program the club had approximately 15,000 members.



Chapter presidents who were delegates to the district meeting at the Hotel Schroeder in Milwaukee, May 3-4. From top, by rows, left to right: Miss Marilyn McNicholas, Chicago-Union Station Chapter; Mrs. Paul Penrod, Bensenville; Mrs. J. L. Tarbet, Kansas City; Mrs. Herbert Grooms, Ottumwa; Mrs. Martin Eggen (recording sec'y.), Marquette; Mrs. Peter Larscheid, Green Bay; Mrs. J. E. Tobias, Chicago-Fullerton Avenue; Mrs. Joseph Kluss, Marquette; Mrs. W. F. Murphy, Madison; Mrs. Al Klein, Beloit; Mrs. Milton Weidig, Milwaukee; Mrs. Clifford Wendell, Savanna; Mrs. James O'Brien, Wausau; Mrs. Jess Fuller, Davenport; Mrs. Floyd Van Oss, Channing; Mrs. Joseph Sullivan, Portage; Mrs. Elizabeth Ploog, Dubuque; and Mrs. Oscar Bond, Terre Haute.



Honored guests at the get-together luncheon in Sioux City. Front row, from left: Mrs. James McGuire, pres., Council Bluffs Chapter; Mrs. E. H. Miller, treas., Sioux Falls; Mrs. Arthur Stromquist, pres., Perry; Mrs. E. L. Hubbs, gen'l director, Miles City; Mrs. Margaret Schmidt, pres., Yankton; Mrs. Edward Mattison, pres., Sioux City. Top row, from left: Mrs. Herman



ABOVE: Luncheon scene at the Hotel Sheraton-Martin in Sioux City Apr. 25. Ten chapters were represented. BELOW: The get-together luncheon in Tacoma's Hotel Winthrop May 23.



Principals at the Tacoma district luncheon. Seated, from left: Mrs. William Heide, pres., Harlowton Chapter; Mrs. A. W. Herven, third v. pres. gen'l, Seattle; Mrs. C. C. Steed, pres. gen'l, Milwaukee; Miss Etta Lindskog, sec'y. gen'l, Chicago; Mrs. J. T. Hansen, wife of superintendent Coast Division, Tacoma; Mrs. George Weseman, pres., Spokane, and gen'l director. Standing, from left: Mrs. Earl Tallmadge, gen'l director, Tacoma (in charge of arrangements); Mrs. William Sommers, pres., Tacoma; Mrs. M. E. Taylor, treas., Othello; Mrs. Julia Porier, pres., Alberton; Mrs. J. E. Manley, pres., Deer Lodge; Mrs. Dale Cannedy, pres., Seattle; Mrs. Myron Olson, pres., Lewistown; and Mrs. Le Roy Sands, pres., Malden.



Head table group at the Minneapolis get-together in the Hotel Nicollet May 8. From left: Mrs. Walter Klucas, gen'l safety chairman, Mobridge; Mrs. E. L. Hubbs, gen'l director, Miles City; Mrs. L. W. Palmquist, gen'l advisory officer, Minneapolis; Mrs. R. E. Melquist, first v. pres. gen'l, Minneapolis (in charge of arrangements); Mrs. C. C. Steed, pres. gen'l, Milwaukee; Miss Etta Lindskog, sec'y. gen'l, Chicago; Mrs. O. D. Wolke, gen'l director, St. Paul; and Mrs. L. G. Ellis, gen'l constitution chairman, La Crosse.

ABOVE, RIGHT: Organization workers who attended the Minneapolis business and social get-together. Seated, from left: Mrs. R. A. Burns, pres., St. Paul Chapter; Mrs. Joseph Rieber, second v. pres., La Crosse; Mrs. R. E. Zielsdorf, past pres., New Lisbon; Mrs. J. E. Theophilus, pres., Austin; Mrs. Shirley Richey, second v. pres.,



Marmarth. Standing, from left: Mrs. E. S. Hanson, pres., Milbank; Mrs. E. L. Hubbs, pres., Miles City; Mrs. D. F. Andrews, pres., Mobridge; Mrs. Leo Belke, past pres., Sparta; Mrs. Joseph Jerdee, rec. sec'y., Tomah; Mrs. N. S. Groth, pres., Minneapolis; and Mrs. R. F. Ellsworth Jr., pres., Aberdeen.



Railroad and civic officials who took part in the dedication. From left: K. R. Coughlin, district freight and passenger agent, Butte; V. E. Straus, assistant general freight and passenger agent, Butte; L. F. Smith, president of the Butte Chamber of Commerce; Mayor W. P. Donnelly of Butte; P. J. Cullen, western traffic manager, Seattle; and O. R. Anderson, general passenger agent, Seattle. Mayor Donnelly holds a key to the station symbolic of the tie between the railroad and the city.

Dedicate New Depot at Butte

THE new Milwaukee Road passenger station at Butte, Mont., upon which construction was begun last fall, was dedicated on May 10. A large crowd accepted the invitation to view the ceremony and inspect the new facilities. O. R. Anderson, general passenger agent, Seattle, made the dedicatory address.

Butte's new Milwaukee Road station is centrally located at Idaho and Josette Streets, just west of Montana, on the main line track. The old station which it replaces was a model of its type when it was built in 1916, but had the disadvantage of requiring trains to back in. The new structure is more efficient for present-day needs, and the trackside feature will effect some saving in schedule time.

The building is a one-story brick, designed by the Road's architectural staff. Inner walls are ceramic glazed tile, floors are terrazo, and illumination is supplied by fluorescent lights. For the convenience of the public, the interior has been fitted with comfortable furniture and lounge fixtures. From the big windows of the waiting room, there is a view of the richest copper mine in the world.

Another advantage offered by the new location is ample parking space for cars. A 1,400-foot passenger platform leads to the trains, and at night the area is illuminated by flood lights. When the station was dedicated, all that remained to be done was surfacing the driveways and runways. The station also boasts the newest office and ticket equipment.



Exterior of the new Butte passenger station shortly before the dedication. All that remained to be done was surfacing the driveways and installing arc lights.

L. W. Dietrich

LAWRENCE W. DIETRICH, district safety engineer with headquarters in Seattle, died suddenly there on May 8, while on the job.

Mr. Dietrich, who was "Larry" to fellow employes on The Milwaukee Road, was born in New Prague, Minn., on June 2, 1897. He entered service in September, 1922, starting with the division of stores at Avery, Ida., and later performed services in other departments at Lines West locations. He had been a freight service inspector since 1947 when in April, 1954 he was appointed district safety engineer at Seattle headquarters.

Surviving Mr. Dietrich are his wife, Vivian, and a daughter, Mrs. R. W. Cameron of Seattle.

Unemployment and Sickness Benefits Year Starts July 1

JULY 1 marks the beginning of a new year for the purpose of paying unemployment and sickness benefits under the Railroad Unemployment Insurance Act.

An employe who wishes to claim unemployment benefits must register with an unemployment claims agent. Railroad foremen, supervisors, and station agents often serve in this capacity. An employe who wishes to claim sickness benefits must file an application and a statement of sickness with the Railroad Retirement Board within 10 days of the first day for which he wishes to claim benefits. Application blanks can be obtained from employers, labor organization officials, or any board office.

The Railroad Retirement Board recently released nearly a million and a half forms BA-6—"Certificates of Service Months and Compensation"—to railroad employers for distribution to employes who earned over \$400 in railroad service last year. Employes who have received theirs should detach the stub and keep it for their own records and attach the remainder of the certificate to the first application they file.

Unemployment and sickness claims are payable at daily benefit rates ranging from \$3.50 to \$8.50. Benefits are payable for all days of unemployment or sickness over seven in the employe's first 14-day claim period in the benefit year, and for all days over four in a later claim period.

The Milwaukee Road Magazine

retirements

during May 1957



General Offices—Chicago and Seattle—Including System Employes

BUCKNER, EMANUEL
Waiter Chicago, Ill.
CLARK, HENRY B.
Waiter Chicago, Ill.
CURTIS, ADA G.
Mach. Operator Chicago, Ill.
O'CONNOR, MARIE F.
Clerk Chicago, Ill.
THOREN, RUDOLPH E.
Bureau Head Chicago, Ill.
TOVEY, GEORGE D.
Head Clerk Chicago, Ill.

Chicago Terminals

ADAMS, RIDLEY P.
Ex. Gang Laborer Galewood, Ill.
BRADSHAW, VERNEY E.
Genl. Yardmaster Bensenville, Ill.
CONROY, WILLIAM H.
Ex. Gang Laborer Bensenville, Ill.
GIBSON, JAKE
Frt. Handler Galewood, Ill.
HALE, ELZA M.
Carman Chicago, Ill.
REGAN, MICHAEL P.
Train Clerk Bensenville, Ill.
SOSINE, HENRY J.
Stower Galewood, Ill.

Coast Division

BLUME, LOUIS D.
Tel. Operator So. Cle Elum, Wash.
JORGENSEN, JUBAL V.
Clerk Bellingham, Wash.
KARWACKI, RAYMOND J.
B&B Carpenter Seattle, Wash.

Dubuque & Illinois Division

FUGATE, JAMES L.
Loco. Engineer Kansas City, Mo.
PETRIE, ROBA V.
Laborer Laredo, Mo.
SCHMIDT, JOHN A.
Conductor Savanna, Ill.

Hastings & Dakota Division

BURNS, FRANK G.
Brakeman Minneapolis, Minn.
HORST, LOUIS
Sec. Laborer Java, S.D.
RAPP, WILLIAM E.
Conductor Aberdeen, S.D.
SULLIVAN JOHN A
Weed Burner Milbank, S.D.

Idaho Division

PEARS, FLOSSIE B.
Clerk Avery, Ida.
RILEY, CHARLES P.
Ice Handler Othello, Wash.
SNYDER, MERLE L.
Electrician Othello, Wash.

Iowa Division

BERRYHILL, ALICE M.
Steno. Marion, Ia.
CRIST, HARRY S.
Conductor Savanna, Ill.
EWALD, WARD K.
Loco. Engr. Des Moines, Ia.
GUNN, GLEN R.
Loco. Engr. Savanna, Ill.
LANGHEIM, ALBERT
Coal Shed Operator Manilla, Ia.
OVERMAN, LAFAYETTE B.
Sec. Foreman Delhi, Ia.
SHUART, HARRY A.
Sec. Laborer Cedar Rapids, Ia.

Iowa, Minnesota & Dakota Division

CALDWELL, ROY E.
Sec. Foreman Garden City, S.D.
DeJONGE, DAN
Sec. Laborer Rock Valley, Ia.
POPEJOY, JOHN I.
Agent-Operator Medford, Minn.
REILLY, ARTHUR B.
Conductor Austin, Minn.
REISDORF, ALBERT J.
Loco. Engineer Mason City, Ia.

La Crosse & River Division

BROWN, JOHN L.
Chief Clerk Wausau, Wis.
CAVANAUGH, WILLIAM G.
Laborer Portage, Wis.
HAYTER, CLARENCE J.
Janitor LaCrosse, Wis.
KING, ERICH H.
Sec. Laborer Merrill, Wis.
LACEY, JAMES S.
Ex. Gang Laborer Winona, Minn.
NOLAN, JOSEPH C.
Loco. Engineer Hastings, Minn.
OTTO, CHARLES F.
Conductor LaCrosse, Wis.
URE, EDWARD
Sec. Foreman Junction City, Wis.

Madison Division

CORBETT, RAYMOND A.
B&B Carpenter Madison, Wis.
GUTZMER, OTTO A.
Sec. Laborer Madison, Wis.
HAWKINS, ALBERT R.
Sec. Laborer Brodhead, Wis.
HOGAN, GEORGE E.
Rndhse. Foreman Janesville, Wis.

Milwaukee Division

GRADY, HENRY J.
Conductor Horicon, Wis.
HANES, FRANK
Conductor Milwaukee, Wis.
HUNT, BENSON F.
Foreman Channing, Mich.
PETROVICH, FRANK
Conductor Milwaukee, Wis.

Milwaukee Terminals & Shops

ARGIROS, ANGELO
Ex. Gang Foreman Milwaukee, Wis.
BREMSE, JOHN M.
AAR Lead Clerk Milwaukee, Wis.
KOERNER, HUGO F.
Loco. Engineer Milwaukee, Wis.
KOHLE, FRANK G.
Boilermaker Milwaukee, Wis.
MARKER, CONRAD
Carman Milwaukee, Wis.
MOLENKA, JOHN
Mach. Helper Milwaukee, Wis.
PAWLAK, JOSEPH
Sheet Metal Worker Milwaukee, Wis.
SCHWARTZ, JOHN J.
Loco. Engr. Milwaukee, Wis.

Terre Haute Division

MORREHEAD, KIT C.
Cutter Terre Haute, Ind.
MURPHY, FRANKLIN F.
Sec. Laborer Grammer, Ind.
MYERS, JAMES W.
Sec. Laborer Terre Haute, Ind.

Trans-Missouri Division

BROWN, CHARLES S.
Conductor Miles City, Mont.
GILMER, EARL W.
Clerk Miles City, Mont.
HOLM, HELMER E.
Loco. Engr. Miles City, Mont.
MAROON, JAMES E.
Ex. Gang Laborer Forsythe, Mont.
NOTTVEIT, NILS
Sec. Foreman Roundup, Mont.

Twin City Terminals

BRODERSON, GEORGE C.
Laborer Minneapolis, Minn.
CARROLL, LEO J.
Car Cleaner Minneapolis, Minn.
DEPOS, ALEX J.
Coach Cleaner Minneapolis, Minn.
GRAVES, ERNEST M.
Yard Clerk Minneapolis, Minn.
JOHNSON, ALBERT S.
Machinist Minneapolis, Minn.
MARTELL, HENRY J.
Car Cleaner Minneapolis, Minn.
McGUIRE, HERMAN
Sec. Laborer St. Paul, Minn.
MURPHY, FRANK B.
Sec. Laborer Minneapolis, Minn.
PALM, CARL G.
Sec. Laborer Minneapolis, Minn.
SCHIESEL, FRANK J.
Clerk St. Paul, Minn.
SINKOWSKI, ALEX S.
Carman Minneapolis, Minn.
STEVENS, LEO
Ex. Gang Laborer Minneapolis, Minn.
STRELECKI, JOE F.
Carman Helper Minneapolis, Minn.
TAYLOR, EMIL W.
Ex. Gang Laborer Minneapolis, Minn.
VANICK, FRANK
Ex. Gang Laborer Minneapolis, Minn.



“I have had lots of troubles”

AFTER YEARS OF WORK, the doorway to literary success finally opened. She managed to get her novel, *Moods*, published.

It promptly flopped.

Undaunted, she wrote a second novel, which instantly turned out to be the rage of 1869. Businessmen, lawyers, housewives, everybody read and talked about *Little Women*.

Fortune had finally smiled on Louisa May Alcott. Twenty years had passed between her first writings and *Little Women*—years of privation, struggle, pain. She had worked as a maid, as a paid companion, had nearly lost her life as a Civil War nurse, had once come close to suicide.

Now world-famous, her family secure, she would write many more books. And people would love them.

For, as she said, “I have had lots of troubles; so I write jolly tales.”

In those words, spoke the kind of unvarnished courage without which this country would be a far poorer place. Poorer not only by Louisa May Alcott’s stories, but by the accomplishments of millions. For it is human courage and character that have made America wealthy and strong. And have made America’s Savings Bonds one of the world’s finest investments.

170 million Americans back U.S. Savings Bonds—back them with a guarantee unmatched by any other form of saving. Your principal guaranteed safe to any amount—your interest guaranteed sure—by the greatest nation on earth. If you want *real* security, buy Bonds. Get them at your bank or through the Payroll Savings Plan where you work. And hold on to them.

PART OF EVERY AMERICAN'S SAVINGS BELONGS IN U. S. SAVINGS BONDS

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A Dining Car Treat to Make at Home...

SUMMER SALAD PLATE

A SALAD made to order for summer meals, satisfying, table-pretty, and packed to the last bite with important food value—such is *De Luxe Sea Food Salad*, currently being featured as a luncheon entree on Milwaukee Road dining car menus.

Nothing matches a salad for appetite appeal during sultry weather. Besides being a fast source of energy, it requires no cooking—no wilting over a hot stove. Served alone, it can be the focal point of a luncheon, teamed with soup and dessert, it becomes a full course meal.

De Luxe Sea Food Salad, which was introduced on Hiawatha trains late this spring, was adapted from a cookbook recipe first taste-tested at home by M. P. Ayars, superintendent of sleeping and dining car service. Perfected by men cooks, it is handsome and hearty in a way which men especially seem to like.

The ingredients are old fashioned,

but in this up-dated version they create a flavor that is entirely new. Featured are shrimp and tuna, sharpened with just a bite of lemon, and combined with celery, onion, and crisp red apple. The touch which puts it in the unusual class is the addition of sliced stuffed olives and raw parsnip, shredded—the latter imparts a seafood flavor that has been likened to crab. Binding the whole together is a dressing, lusciously tangy, with an underlying accent of Worcestershire sauce and horseradish.

To serve this salad as it is done in Milwaukee Road diners, place a mound in the center of a plate, together with a generous portion of potato chips. Tuck in slices of garden-fresh tomatoes, radish roses and queen olives, and garnish with a bouquet of parsley. The perfect accompaniment is cinnamon toast or toasted raisin bread, and a beverage, maybe iced tea. Milwaukee Road menus offer this, plus a choice of dessert. To tempt jaded

hot-weather appetites, they suggest ice cream, a caramel cup, or pie, either a la mode or with cheese.

De Luxe Sea Food Salad

- 1¼ cup shredded raw parsnips
- ½ small diced onion
- 6 stuffed olives, sliced
- ½ can (7 oz. can) tuna, coarsely flaked
- 2 hard boiled eggs, diced
- 1½ crisp unpared red apples, diced
- 1½ tbsps. lemon juice
- 1 cup thinly sliced celery
- 1 cup canned shrimp (cut in half)

Combine ingredients and toss together with a fork. Add dressing and toss again, thoroughly. To serve, heap into a bouillon cup (do not pack), and unmold onto plate.

Tangy Dressing

- ½ cup mayonnaise
 - ⅛ cup French dressing
 - ⅛ cup chili sauce
 - ½ tsp. chopped chives
 - ½ tsp. prepared horseradish
 - ½ tsp. Worcestershire sauce
- Mix all ingredients thoroughly.

An Income Hobby That Started at Home



Mrs. C. D. Emerson with some of the stuffed toys which are being made by women in Perry, Ia., working in their own homes under her supervision.

by Ruby Eckman, Magazine Correspondent, Perry, Ia.

AN INFANT industry is fast developing in Perry, Ia., which promises to become a profitable enterprise for the wife of a Milwaukee Road dispatcher. The project stems from Mrs. C. D. Emerson's hobby of designing and making place cards, favors and table decorations for the various civic groups with which she is associated.

Mrs. Emerson is active in the First Christian Church of Perry, the local chapter of The Milwaukee Road Women's Club which she has served as president, and is an organizer and past president of the Perry Toastmistress Club. When any one of these plans an affair which calls for favors or decorations, she is the one to whom they generally look to design them for the occasion, and

Close-up of the first Pix-a-Dix dolls made by Mrs. Emerson. (Perry Chief photos)



she never has failed to come up with something unique.

For example, when the railroad Women's Club planned its annual May breakfast last year, Mrs. Emerson headed the committee which made miniature cardboard diesels, super dome observation cars, depots and telegraph and signal equipment to use as favors and table decorations. Mr. Emerson, who occasionally serves as his wife's adviser on railroad designs, is never surprised when he goes home to find a group of women sitting around the dining room table, busily at work with cardboard, crepe paper, scissors and glue.

It was only natural, then, that when a friend wanted a pattern for a stuffed doll recently, she should ask Mrs. Emerson to make it. Within a few days the friend not only had her pattern, but she and several others were presented with the finished product, a happy faced character wearing a pointed hat and a colorful suit.

So interested did Mrs. Emerson's friends become in her hobby that they began making suggestions, most of which proved of value. One suggested the name "Pix-a-Dix" for the doll. Another introduced her to a store buyer in Omaha who placed a big order for the dolls. A relative suggested that she get a copyright on the name and design, and that she hire helpers to make the dolls at home on the piece work plan.

Encouraged by their interest, she turned one room of the Emerson home into a workshop, with a big table where she could do the cutting, and with stor-

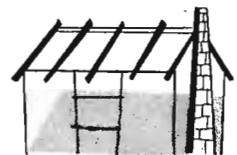
age space for materials and the finished dolls. She had no difficulty in securing all the competent help she needed among Perry housewives, who enjoyed the income from work they could do at their convenience in their own homes.

A few months ago a firm in St. Paul asked for the exclusive distribution of the entire Pix-a-Dix output, and contracted as well for an "Autograph Pixie," a small doll for teen-agers. The smaller version is to be made of a chintz whose smooth surface will take kindly to the collecting of autographs.

When one of the firm's representatives recently visited Perry and learned of the cooperation which Mrs. Emerson has from her friends and workers, he also arranged for her to take over the making of several other lines of stuffed toys, all work to be done by the women who have been making the Pix-a-Dix dolls.

Friends sometimes wonder how Mrs. Emerson, who has two lively young sons, the younger not yet of school age, finds time to take care of her growing business. Her answer is that if you like what you are doing, work is not a task but a pleasure, and she is certainly enjoying her hobbies. Sons Dick and Mike are also proud of their mother's accomplishments, as are her husband and her friends.

New Carpeting Build It Into the House



New homes generally require new carpets, and this can amount to a generous estimate of the over-all cost. If you are planning to build, it may pay to investigate the possibility of including them in the price of the house.

Discuss this with your builder. You may find that many lending institutions will permit you to include in your mortgage an installation of wall-to-wall carpet with padding. You may have it installed directly on the subfloor surface, and the elimination of finish floors can amount to a substantial saving.

Weeding Out Gardening Hazards



HERE'S a list of hazards you'll want to watch when gardening, as suggested by the National Safety Council this summer. It's a practical guide on how to save yourself from personal injury.

1. Take frequent rests and ease into the work.
2. Space projects over a number of week ends, not just one.
3. Keep tools sharp and in good repair.
4. If more than one person is working in a small area, be careful of how you swing your tools.
5. When putting tools down, place them where they can't be tripped over, and turn the edges down.
6. When lifting heavy objects, get help if the load is too heavy for one person.
7. When pruning branches, never get your head below your work—falling twigs and flying bark can injure eyes.
8. Wear loose clothes, thick-soled shoes, and work gloves. If the sun is bright, wear a hat.
9. Avoid the habit of chewing on a leaf or stalk. There are more than 100 common plants which are poisonous, some of them lethal.
10. Exercise care when handling poisonous insecticides or plant foods. Wash hands and exposed parts of the body after working with them.

Spray your lawn with weed killer when the sky is overcast or late in the day when the sun goes down, advises *Better Homes & Gardens* magazine. Otherwise, the high temperature of the grass can greatly step up the action of the weed killer and result in damage.

June, 1957

HOW TO BUY—OR SELL—A HOUSE

THREE FACTORS should be considered when purchasing a house—the neighborhood, the condition of the house, and prevailing market conditions. This is the true yardstick to be used, whether the house is old or new, ranch or traditional, development or city.

The location of the house is all-important. It is the one thing you will never be able to change, says an article in a recent issue of *Better Homes & Gardens*. The article suggests that the buyer or seller consider these questions: Is the property located near slums or factories? Is it in the path of heavy auto traffic? Is it protected by zoning, or open to commercial invasion? If so, the seller must resign himself to a lower price than the same house and lot would bring in a better-protected area.

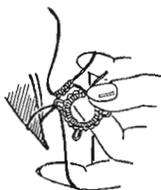
The prudent buyer will ascertain whether the neighborhood is a "tired" section where the residents neglect their lawns and put off painting as long as they can. The larger the city is, the more certain neighborhoods will tend to attract

specific racial or religious groups. When one group becomes dominant, potential buyers are restricted for the most part to the dominant group. Another aspect often overlooked is the comparative value of your home against the others in the same neighborhood. For instance, a home worth \$25,000 in an area of similar homes will probably sell for that amount, but the same home in an area of \$15,000 homes may bring only \$19,000.

In assessing the condition of a house, the average buyer is often too shrewd as he pitilessly hunts down every real or imagined flaw in the structure. He rummages in closets for evidence of rain leaks, and mistakes normal settling for quicksand under the foundation. Very often a minor defect he turns up will outweigh a dozen advantages the house really offers. Every house has some possible structural weakness which some day may have to be repaired, but unless it is imminently dangerous or extremely expensive, the article says not to worry about it, if you are the buyer.



TIPS FOR TATTERS. Tatting is a fascinating hobby that pays off in many lovely accessories. For instance, the tatted edging on the crisp collar and cuffs shown here is like a fresh greeting to summer. Equally pretty edgings can be made for guest towels, doilies, hankies, lingerie and baby clothes. A new leaflet, "How To Do Tatting", includes step-by-step instructions for making the stitches, how to wind a shuttle, how to use a ball thread with a shuttle, and the directions for making the edging shown here. Copies are available, free of charge, from *The Milwaukee Road Magazine*, Room 356 Union Station, Chicago 6, Ill.



Rocky Mountain Division

EAST END

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

John Stefanoff, a Great Falls High School teacher and son of E von Stefanoff, veteran section foreman at ChoctEAU, is one of 750 secondary teachers in the United States awarded grants this year by the National Science Foundation to study ways of improving the teaching of science and mathematics in secondary schools. The one-year grants are for \$3,000, plus tuition, fees, books, travel expense, and allowances for dependents. He will start his year's study at the University of Colorado in September. Mr. Stefanoff was himself a section and relief foreman for about three years before he started teaching. He has a bachelor of science degree from the California Institute of Technology, a master's in education from Montana State, and has had advance study at Cornell and the University of Oregon. During World War II he served in the Navy. He is now in his 10th year as a physics instructor at the school in Great Falls, where he is local sponsor of the National State Science Talent Search, and co-sponsor of the Future Scientists and Future Engineers Clubs.

Silver Passes were issued in recent months to two Lewistown employes, Conductor C. K. Hatton and Engineer T. Erickson. A Gold Pass was awarded to Engineer Thomas H. Lefever of Three Forks.

We are sorry to report the death of John Murry, father of Brakeman Melvin Murry, who died May 14.

At this writing, Fireman Delbert Pugh is in the Milwaukee Providence Hospital in Seattle.

Engineer and Mrs. L. A. Gibbs have purchased a home in Opportunity, Wash., where they will live after their retirement.

Retired Engineer Andrew Torgimson has left for the East to visit relatives and friends. Retired Engineer Chester Markel has returned home after a visit in Illinois and points east. Retired Engineer A. L. McGrath has returned from



John Stefanoff

a 10-day vacation with friends and relatives in New York.

Mrs. William Short, wife of Fireman Short, and Mrs. Leonard Rice, wife of Fireman Rice, were initiated into the lady fireman lodge here. Twenty-four members of the Snowy Range Lodge of Livingston put on the initiation work.

Mrs. C. C. Steed, president general of the Women's Club, and Miss Etta Lindskog, secretary general, of Chicago, paid the Three Forks Chapter of the club a visit in May.

Coast Division

TACOMA

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

On the evening of May 1, fire destroyed a warehouse in Enumelaw, about two blocks from the Milwaukee Road station. Conductors S. A. Swanson and C. John Horr, who were visiting there at the home of Brakeman R. B. Craig, noticed the fire and immediately ran our diesel down to pull out six freight cars spotted for unloading. Their action was highly commended by Superintendent Hansen, especially as they were off duty at the time. No loss or damage or personal injuries were incurred.

It came as a shock when L. W. Dietrich, district safety engineer, was taken by death May 8. His record in both claim prevention and safety first spoke for itself, his loyalty and cooperation were unquestioned, and he gave unstintingly of his time to his work. He will be missed by many friends. Yard Conductor Chet Delin was appointed as his successor.

Mrs. Mike Grummel had a two-week vacation on Staten Island, N. Y., with her son, Doctor Roger Grummel, and his family. Roger is now the father of two boys, Pat and Mike. She also visited Washington, D. C. . . Yard Clerk Don Mooney and wife spent a three-week vacation in Williamsburg, Va.

Harry Anderson and wife have returned from a three-month visit in Escanaba, Mich. While there, Mrs. Anderson's mother passed away at the age of 97. Harry is enjoying his retirement. He intends to spend the summer redecorating and painting his home.

J. A. Gordon, former warehouseman who retired in 1937 and father of Car Distributor G. K. Gordon, does get around. He "postcarded" from New Hampshire, his former home, that he was having a wonderful time, and was returning via Canada.

Warehouse Checker Al Black passed the traditional chocolates and cigars May 23. He was a grandfather for the second time, to a girl, "Cintha", born to Mr. and Mrs. Breedlove. The baby's father is a master sergeant in the Army. She has a baby brother, Nathan III.

In the recent Washington State Apple Blossom Festival parade in Wenatchee, the Tacoma-Puyallup-Summer entry created a sensation as it won the sweepstakes trophy. It was built on a St. Paul & Tacoma Lumber Company chassis, and utilized 67,000 daffodils which had been stored here since the end of the season and transported across the mountains. Large crowds stopped to watch, while en route to the Apple Cup hydroplane race on Lake Chelan.

Trans-Missouri Division

WEST

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

At the recent annual meeting of the Baseball Mothers Club of Miles City, Mrs. E. L. Hubbs was elected president for the coming year.

Mrs. Cordelia V. McGee passed away recently at the home of her daughter Dorothy in Los Angeles. Funeral services were held in Miles City with burial in Custer County Cemetery.

Mrs. Mina Zibell died May 1 on her 65th birthday, following a long illness. She is survived by her husband William, a daughter and two grandchildren.

Section Foreman S. A. Swanson's crew is laying switches and tracks across

Notice—Military Railway Service Veterans

THE 12th annual reunion of the Military Railway Service Veterans, members of which are railroad men who served during World War II and the Korean conflict, will be held at the Dinkler-Plaza Hotel, Atlanta, Ga., on Sept. 13-14-15. A varied program has been planned which includes sightseeing tours, a dinner dance at the hotel, and a golf tournament at the Bobby Jones Golf Club. Special activities are being arranged for the veterans' ladies. R. E. Godley, manager of stores for the Illinois Central Railroad, is in charge of the program. Inquiries regarding this organization may be directed to F. W. Okie, secretary-treasurer, at P. O. Box 536, Pittsburgh 30, Pa.

the site of the old roundhouse to the diesel stalls in the north end of the machine shop. As soon as the new stalls are completed, the last vestige of the old roundhouse here will be removed.

A luncheon was held at the Custer Club May 14 to honor the general officers of the Milwaukee Women's Club, Mrs. Bessie L. Steed and Etta Lindskog of Chicago. Afterward a special meeting was held in the clubhouse with Mrs. Steed and Miss Lindskog as guest speakers.

Brakeman Earl M. Rogers, 52, passed away at Harlowton May 11. He was born in Blooming Prairie, Minn., and lived in McIntosh, S.D., before coming to Miles City in 1942. He is survived by his wife, a daughter and a grandson.

Samuel A. Mayo, retired yardmaster, died at a Miles City hospital May 12 after a long illness. He was born in Milwaukee, Wis., July 29, 1868 and lived in Wisconsin during his childhood. He was married to Katherine Timmons in 1895 at Madison, S.D., and they moved to Miles City when the road was extended in 1908. Mrs. Mayo passed away in 1939 and he was married to Mrs. Juliana Eckert in 1941. He is survived by his wife, a daughter, a son, two brothers, a sister, six grandchildren and a great-grandchild. Burial was in Calvary Cemetery.

Dispatcher Darrell Goodspeed and family are moving to Spokane. Mrs. Goodspeed was honored by the Women's Club with a handkerchief shower at the clubhouse May 20.

On May 17, No. 15 stopped at Melstone to pick up 14 pupils of the fourth, fifth and sixth grades of the Melstone school and their teacher, Mrs. Bassett, for a trip to Harlowton. The party visited our shops and facilities there and returned the same day on No. 16.

Mrs. Dan Brady was recently elected president of the Holy Rosary Hospital Guild. Funds raised by the group have aided the hospital in its work. An isolette was purchased for the obstetrical department, and material was furnished for re-decorating two rooms.

Mrs. Harvey Wilkins, a long time resident of Miles City, passed away at a local hospital May 20, after a long illness. Her husband was employed in the mechanical department at Miles City before his retirement in 1953.

Blacksmith John Eide, 63, passed away May 29 in a Miles City hospital after a brief illness. Mr. Eide was born in Norway and had been a long time resident of Miles City. He is survived by his wife, two brothers and three sisters. Burial was in Sunset Memorial Gardens.

The Miles City Milwaukee Service Club is cooperating with other local service groups in sponsoring a team of the Babe Ruth League. This program has been very successful in past years and a full schedule of activities for the juvenile

45 YEARS, ACCIDENT-FREE. Machinist E. A. Bensch, who started as a call boy at Dubuque in 1912 and who has been at Deer Lodge since transferring there as an apprentice the following year, shown receiving his Silver Pass from Master Mechanic James Kerwin. His 45 years of service are entirely accident-free. Mr. Bensch, who is assistant general chairman of District No. 73 of the machinists' organization, is the first shop craftsman at Deer Lodge to hold a Silver Pass.



ANNIVERSARY COUPLE. Mr. and Mrs. Harry W. Bauck of Dubuque observed their golden wedding anniversary on May 19 with a family dinner and a reception. They have four sons and six grandchildren. Mr. Bauck is a retired carman who started at the Dubuque Shops in 1912, transferred to Milwaukee Shops in 1940, and retired there in 1951. Since then he and Mrs. Bauck have been living in Dubuque, where Mrs. Bauck belongs to the Women's Club.



PARTNERS NOW. Mary O'Grady, secretary to the assistant superintendent of the Chicago Terminals, was a pretty picture in bridal white when she was married recently to James C. Price Jr. at St. Gertrude's Church in Franklin Park, Ill. The groom is the son of James C. Price Sr., a clerk at Bensenville Yard.



MONTANA RETIREMENT. E. W. Gilmer, chief clerk to the agent at Miles City, wound up his railroad service last month after having been with the Road since 1917. He has since moved to the Gallatin Valley in western Montana, where he has a spacious log cabin under construction. This is one of the best areas in the Northwest for hunting and fishing, both of which he can now pursue at leisure.

QUIZ answers

1. Transportation department (on the Milwaukee, the operating department)
2. \$2.75, effective Jan. 1, 1957.
3. A private car company.
4. Appalachian Region.
5. Claims which have not been so apportioned and paid.
6. B and C each pays per diem (\$2.75) for one day.
7. A block ticket.
8. About 80 per cent (83 per cent, to be exact).
9. Official Railway Equipment Register.
10. Swung in a circle about head high.

baseball group is just getting into full swing.

With the retirement of Earl Gilmer, Ira Rodgers has taken his place as chief clerk to the agent at the Miles City freight house. John Scott has bid in the ticket clerk job vacated by Rodgers.

Twin City Terminals

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

The first educational tour to pass through St. Paul this summer consisted of M. G. Denney, CFA, Kansas City; Sam Grafensten, TF&PA, St. Louis; G. D. Landahl, CF&PA, Des Moines; Charles A. Foote, DF&PA, Sioux City; Dan W. McCloskey, TF&PA, Pittsburgh; G. E. Blair, TPA, Cleveland; and Robert Adams, TF&PA, Cincinnati, formerly assistant ticket agent, St. Paul. Also present was Lou Renchard, Detroit. The tour was conducted by Doug Sutton, city freight agent, in very rainy weather, but all expressed their approval of the tour through our hump yards, St. Paul, Newport, South St. Paul and the Macalester, Midway and Minnesota Transfer districts of St. Paul.

St. Paul experienced one of its worst winters garden-wise in the memory of many experienced gardeners. Iris, roses and perennials were especially badly hit. The writer lost several clumps of name iris as well as other perennials. New home owners, Nick Kosta and Dick Carlson, are working hard on their gardens.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Tommy Carter left us Memorial Day to report for duty with the Air Force in Amarillo, Tex.

Jerry Scott has taken a leave of absence to study architectural drawing at the Vocational High School.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Carman Edward Ryberg and the Mrs. vacationed in Cincinnati, Atlanta, and St. Petersburg, Fla.

Members of the Milwaukee Road bowling league, from the Minneapolis car, store and locomotive departments bowled in the tournament at Miles City on May 18 and 19. Real Western hospitality was accorded them, including a chuck wagon lunch served by the Milwaukee

New IM&D Reporter— Sophia P. McKillip



SINCE a few months ago when Sophia P. McKillip, secretary to the division freight and passenger agent at Mason City, quietly slipped into the role of Magazine correspondent for the Mason City area, she has earned a high energy rating for getting things done. From the start she has demonstrated that as a reporter she knows how to cover the ground.

Silver-haired Sophy McKillip is a native of South Dakota, and proud of it. She was raised at Mitchell, graduated from Notre Dame Academy and the Mitchell Business College, and as a typewriter artist has worked for the state of South Dakota at Brookings, the federal government in Washington, D. C., and for a Mitchell architect. When she started with the Road—on Dec. 8, 1947—it was at Mitchell, where she was hired to fill the position of clerk to trainmaster and roadmaster. Two years later she went to Mason City as a clerk in the freight house, and in March, 1952 transferred to the traffic department. This brings her up to date as secretary to DF&PA.

Being a person who prefers the company of people to hobbies, Sophy spreads her wings as a member of Beta Sigma Phi sorority, Xi Nu Exemplar Chapter. She also likes music—she's a record fan and loves to dance.

Road Women's Club at Miles City (Bill Klar's home town).

Sympathy was extended to Mrs. Edna Bowers of the store department in the death of her husband Ward, who passed away May 16, following long illness, at Veteran's Hospital.

Mrs. Elizabeth Brzezinski, store department clerk, resigned June 1 to care for home and children.

Andrew Esby, who retired from a

carman job on Light Repair in 1953, passed away while visiting relatives in Norway. It was his second trip back since his retirement. The remains are being returned to Minneapolis for burial.

Chicago General Offices

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

On May 6, Bessie J. Berger, car record clerk, and Clara M. Wood, assistant head of the Milwaukee car record bureau, celebrated 45 years of service with the Road. Both received clock radios and flowers from their co-workers, and in the absence of D. B. Ramsay, auditor of equipment accounts, C. P. Richardson, assistant auditor of equipment accounts, presented them with Silver Passes.

We are happy to report Mary Schank's return after her illness.

A shower was given for Evelyn Drifke, who was wed recently. Her friends of the keypunch room presented her with some lovely gifts.

Eleanor Griffin marked 30 years with the Road on May 10. Co-workers presented her with flowers and a handbag.

Vacations are getting into full swing. Margaret Bradon visited in Seattle, Blanche Polzin and Ernestine Harrer went to Bermuda, Marie Peterson and her husband to Florida, and Joan Magnuszewski to New York and Washington, D. C. Verna Gallagher and husband started in San Francisco and went on to Los Angeles. On a grand tour of the West are Rose Erwin and her husband, visiting Grand Canyon, Los Angeles, San Francisco and Denver.

Mary McGrath's father is here on a visit from their home in Newry, Ireland. Mary brought him in to visit the keypunch room where she works.

Kitty O'Malley has returned to her home in Wesport, County Mayo, for a three-month visit.

Our new office girl is Karen Moore.

Grace Adams is in Bethany Methodist Hospital at this writing, to recuperate from an appendectomy.

Chuck Krawezk was wed to Pat Jakalski at St. Viator's Church on May 18 and was presented with an electric coffee pot as a wedding gift.

Some 50 employes in the Fullerton Avenue building have contributed toward a memorial at the Ravenswood Presbyterian Church to the late Melony A. Wood, sister of Clara Wood, assistant bureau head of Milwaukee Road car records, who passed away May 9. A brother, George, also survives. Melony, an invalid for many years, had been a member of the church fellowship since 1921.

The Milwaukee Road Magazine

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Clerk Erwin Kiemle of the bookkeeping bureau is now Private Kiemle, U. S. Army. He is stationed at Ft. Leonard Wood, Mo.

On Apr. 30 Le Roy Shemroske left his position in the payroll bureau to join his brother in opening the Shemroske Brothers Hardware Store at 5404 W. Division Street.

The proud and happy smile being worn these days by Bureau Head Michael Schlee is caused by the arrival of his new son, Douglas, born May 25.

Bureau Head Rudolph Thoren of Shop Timekeeping retired on May 31 after more than 42 years of service.

Marie Stwalley is back after a stay in a hospital.

Key Punch Operator Virginia Seay became Mrs. Kenneth Morron on June 1. The couple honeymooned at Wisconsin Dells.

Marie De Francesca, Catherine Yaklin and Genevieve Sanborn have joined the key punch section of the supervisor of machine accounting office. Alice Foegelle is the newest addition to the bill and voucher disbursement section force.

Sympathy was extended to George Williams and son Bernard on the death of Mrs. Williams.

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

Assistant Engineer Wilbur M. Ludolph and wife celebrated their 40th wedding anniversary May 12 by taking the same trip as they did on their honeymoon, namely, Minneapolis to Chicago. Dates were identical and both trips occurred on Mother's Day.

Added to our force is Zacharia Anast, who started work May 13 as a junior draftsman under K. E. Hornung, architect.

It is grandfather's turn again, with Assistant Engineer C. V. Lund announcing the birth of a grandson, David, on May 23 at Buffalo, N. Y.; the father, Clarence Jr., in the armed forces there; mother, Barbara.

Raymond A. Fuller Sr., 86, father of Francis E. Fuller, assistant engineer, passed away May 15. He was buried in the Rock Island national cemetery. Mr. Fuller was a retired mail carrier of Moline, Ill. Survivors are Jessie Maud, his wife; Mrs. Katherine Lane of Moline, a daughter; and sons Lyle Raymond of Lynden, Ill; Raymond, Jr., and Ralph P. of Moline.

We have received advice that Harold M. Taylor, 36, was killed May 18, as a result of a crane turning over on him. He left a wife, Juanita, and a child. Burial was in Muncie, Ind. Harold

THEIR FIFTIETH. Mr. and Mrs. C. F. Prescott shown celebrating their golden wedding anniversary last month with a reception in the Golden Link I.O.O.F. Hall in Minneapolis. Mr. Prescott, an instrument man in the Minneapolis engineering department, holds a Gold Pass for 51 years of service. He started as a clerk when the line was being constructed west from Moberg, later became chief clerk to district engineer, and instrument man in 1931.



worked for the Road from Mar. 1, 1947 to Jan. 11, 1952, as a draftsman under E. E. Burch, bridge engineer. A floral wreath was sent by the engineering department.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

The Choral Club has accepted an invitation to sing at the Chicagoland Fair on July 13, Wisconsin Day, at 11 A. M.—the place, Navy Pier. Special thought is being given to selecting appropriate music for this performance, and the theme is well expressed in Easthope Martin's "Come to the Fair"—"The sun is a-shining to welcome the day, Heigh-ho! come to the fair! The folk are all singing so merry and gay, Heigh-ho! come to the fair! So deck yourselves out in your finest array and lock up your house for there'll be plenty of fun. Come then, maidens and men, to the fair in the pride of the morning." Rehearsals will continue on Monday nights through July 8 in preparation for the event.

The club gave a concert the evening of May 22 in Grace Evangelical United Brethren Church, 3325 W. Wrightwood, under the sponsorship of the Women's Christian Guild. A varied program was presented.

At the May 27 rehearsal, an invitation was read and favorably voted on, to give a concert on June 18 at 8 P.M. for the Brotherhood of Railway and Steamship Clerks Local 991 and the Milwaukee Road Welfare Club, in connection with their party and dance in Weber's Hall at 2924 N. Southport Avenue.

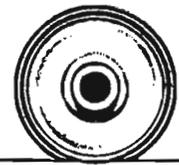
DELAHUNTY-ZIDRON. The newly wedded Mr. and Mrs. Robert Zidron snapped after leaving the Westwood Evangelical Lutheran Church in Elmwood Park, Ill., last month. The bride was Elaine Delahunty, a clerk in the auditor of expenditure's office in Chicago.



TRAVELING AUDITOR RETIRES. J. C. "Jack" McCann, traveling auditor with headquarters in Terre Haute (second from left) who was honored at a retirement dinner in Chicago last month, posed with department associates of long standing. From left: E. J. Linden, assistant auditor of station accounts and overcharge claims; F. H. Joynt, chief traveling auditor; and J. E. Vraney, auditor of station accounts and overcharge claims. Mr. McCann is retiring in July after 45 years of railroading which included service with the CG&I and the CTH&SE before signing up with the Milwaukee in 1921. He has been a traveling auditor since 1941. He and Mrs. McCann are moving to Eugene, Ore., where he will assist his son in business.



here's how we're doing



	APRIL		FOUR MONTHS	
	1957	1956	1957	1956
RECEIVED FROM CUSTOMERS				
for hauling freight, passenger, mail, etc.	\$21,040,648	\$20,207,420	\$81,117,727	\$79,730,280
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (cents)	47.5	49.0	49.3	51.7
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	718,922	692,844	2,824,652	2,774,698
PER DOLLAR RECEIVED (cents)	3.4	3.4	3.5	3.5
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest.	9,758,852	9,640,621	37,620,777	37,342,790
PER DOLLAR RECEIVED (cents)	46.4	47.7	46.4	46.8
NET INCOME	\$563,990		\$698,158	
NET LOSS		\$35,549		\$1,635,316
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	107,049	105,466	425,231	437,857
Increase 1957 over 1956	+1,583			
Decrease 1957 under 1956			-12,626	

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Whipple O. Parrott, assistant engineer in the Valuation Order 3 Section, retired Apr. 30 after more than 35 years of service. "Whip," as he is known to his friends, is a native of Minneapolis and his first railroad service was in the Road's engineering department in 1910. In 1915 he went into business, in which he remained until 1923 when he went back to railroad service in the engineering department of the Northern Pacific. He returned to The Milwaukee Road in 1925 as analysis engineer in the present office of auditor of capital expenditures where he has since been employed. His retirement was marked by the presentation of a handsome attache case as a token of esteem by fellow employes. He and Mrs. Parrott will continue to live in Round Lake Park, Ill., where he was recently elected village clerk.

Doing nothing is the most tiresome job in the world, because you can't quit and rest.

OFFICE OF FREIGHT AUDITOR

Betty Chiolak, Correspondent

Wedding bells rang recently for three of our keypunch operators. Lydia Kerath and Waldimar Gangnuss decided on their day as June 1 and were married at Zion Church. Edna Lessentine said her marriage vows with Joe C. Brough at St. Vincent's Church on May 4, and Etta O'Malley and Richard Bake were married May 11 at St. Sebastian's Church.

On June 1 Geraldine Cermak, waybill sorter, and Ronald L. McPheron, making a very good looking couple, were married in Nazareth Evangelical and Reformed Church. A reception was held at the Bunker Hill Country Club, and they honeymooned in Florida.

Kathleen De Julius, foster daughter of Joe Bialas, review clerk, left the Road on May 24 to become Mrs. Stanley Pringle. Kathy, who worked in the machine room, went to Ft. Sill, Okla., where her husband is stationed with the Army.

Cupid was also busy with bow and arrow. Trudy Kerath received an engagement ring on May 18 from John

Scherffius, and Gerry Budnick received one on May 17 from Frank Krupa.

Lucille Carson and her husband traveled to Rochester, N. Y., on their vacation, to help their granddaughter, Beth



OFFICE ROMANCE. Etta O'Malley, keypunch operator in the freight auditor's office in Chicago, and Richard Bake, a rate clerk on the same force, shown as they were leaving St. Sebastian's Church after their marriage on May 11. Fellow employes attended the ceremony and reception at the Verdandie Club. They honeymooned at Daytona Beach, Fla.

Terri, celebrate her first birthday. They then went on to Canada. Betty Chiolak, your correspondent, also traveled east. Most of my vacation was spent in Meadville, Pa., visiting my sister's family. Elsie Dreher had a good time in Sun Valley, Ida., where the Railway Business Woman's Association held its national convention May 2-3-4. Nina Clark brought back about 100 beautiful pictures to show us the places she visited in Oregon and Washington. Another who took in beautiful scenery was Marie Meyer, who traveled to the Smoky Mountains and Georgia.

Anne Motyka left the Road on May 31 to become a homemaker. She received some lovely going-away presents.

Here's a verse that's not so funny: Too much month at the end of the money!

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Margaret Madden and Francis Lynch were married Apr. 27 at Queen of Apostles Church. They honeymooned in the South.

Blanka Wagenhols and Klaus Fischer were married June 1 at St. Paul's Church.

The Pioneer Ltd. team finished in first place in the Milwaukee Road Bowling League at Rolaway. It consisted of Al Gerke, Frank Kuitzer, Ralph Wexler, Charles Becker, and Tom Gavin, captain.

Vacations were taken as follows: Annette Wiercinski, New York; Marge and Ray Wagons, Canada and New York; Bob Rinaldi, fishing at Rainy Lake, Canada; the Clyde Stanleys, Florida; the Roy Tiedjes, Washington, D. C.;

the Manes Blumbergs, Florida; Agnes McGrath and Elaine Gibson, Florida.

Ruth Rinaldi is back after an extended illness.

Jerry Wollard has joined the Marines.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

R. L. Stingle, claim investigator, gained a son-in-law through the marriage of his daughter Karen Rose to Lawrence Geisler May 4 at St. Edward's Church.

Sympathy was extended to Felix Specht, bureau head, on the death of his sister.

Retired Bureau Head George D. Tovey announced the birth of a grandson, Thomas Daniel, to his daughter on May 14.

Milwaukee Road Carloadings



MAY 1957 compared with MAY 1956

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in May 1957 over May 1956	NUMBER OF CARLOADS			
		MAY		INCREASE	
		1957	1956	1957 over 1956	% of increase
12.9%	Forest Prod. (Excl. Logs & Pulpwood) . . .	9,940	9,902	+ 38	+ .4%
2.8	Agri. Impl., Machinery & Parts	2,581	1,066	+ 1,515	+ 142.1
2.7	Oil and Gasoline	4,004	3,637	+ 367	+ 10.1
2.7	Automobiles and Parts	2,867	2,239	+ 628	+ 28.0
2.7	Forwarder Traffic	3,187	2,424	+ 763	+ 31.5
2.3	Liquors, Malt	3,048	2,763	+ 285	+ 10.3
26.1%		25,627	22,031	+ 3,596	+ 16.3%
	loading of these commodities DECREASED in May 1957 under May 1956	MAY		DECREASE	
		1957	1956	1957 under 1956	% of decrease
11.2%	Grain and Soy Beans	6,601	7,785	- 1,184	- 15.2%
8.4	Iron and Steel	7,210	7,659	- 449	- 5.9
5.1	Coal and Coke	7,863	9,133	- 1,270	- 13.9
3.1	Cement, Lime, Plaster & Stucco	2,384	3,086	- 702	- 22.7
3.0	Meat & Packing House Prod.	3,875	4,278	- 403	- 9.4
2.9	Gravel, Sand & Stone	5,421	5,840	- 419	- 7.2
2.4	All Other Prod. of Mines	1,603	2,259	- 656	- 29.0
2.2	Merchandise	7,339	7,802	- 463	- 5.9
1.8	Grain Products	4,514	4,929	- 415	- 8.4
1.7	All Other Animals & Prod.	1,155	1,488	- 333	- 22.4
1.7	Logs and Pulpwood	6,413	7,603	- 1,190	- 15.7
1.2	Fruits & Vegetables (Fresh)	2,467	2,483	- 16	- .6
1.2	All Other Prod. of Agri.	1,496	1,818	- 322	- 17.7
.9	Livestock	1,268	1,392	- 124	- 8.9
27.1	All Other Mfgs. & Miscellaneous	25,162	26,888	- 1,726	- 6.4
73.9%		84,771	94,443	- 9,672	- 10.2%
100.0%	Total	110,398	116,474	- 6,076	- 5.2%

Insure your INCOME *your MOST* VALUABLE POSSESSION

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

GOOD SALES OPPORTUNITIES — Full or part-time men needed for sales and service work.

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T-Z "CLINGTITE" DUST GUARD PLUGS
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DUO-THERM FUEL OIL HEATERS
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T-Z RETAINING VALVE BRACKETS

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

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

New members of our force are Pauline C. Keller, Jerome Ewald, Frank Kappel and James P. McGuire.

Theodore T. Pulsha, claim investigator, has presented Joanne Barnas, formerly of the central station accounting bureau, with a ring for the third finger, left hand.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

We are glad to report the return of Marie Horatt, who has been convalescing at home from an operation.

John Frank is now in charge of the grain and livestock bureau, and Fred Brodhagen is handling the responsibilities of the OS&D department.

James Alopogianis has left to serve two years with the armed forces.

A letter from Don and Sally Devitt tells us that everything in Giessen, Germany, is fine. The Army and European life seem to agree with them.

Aileen Hermes has returned from a vacation in Florida and California. While in California, she met Anna Nasheim, and they both visited Disneyland, Knox Berry Farm and other interesting places.

Paul Heppert and Leonard Cmiel are new to the Milwaukee Road family.

Madison Division

FIRST DISTRICT

J. W. Loftin, Correspondent
Yard Office, Janesville, Wis.

George E. Hogan, roundhouse foreman at Janesville, retired May 15 after 51 years of service. He was honored at a dinner at the Vets Club May 22, and presented with a gift and purse by his friends and co-workers. Among those present were A. C. Morrissey, chief dispatcher, Beloit; F. J. Love, assistant trainmaster, Madison; G. H. Rowley, retired superintendent, Madison; L. J. Cain, roundhouse foreman, Beloit, who acted as emcee; F. E. Daley, agent at

Janesville; John Gregg, who succeeds Mr. Hogan; Lester Falter, new night foreman; and J. M. Brown, retired Janesville agent.

Mr. Hogan started as an apprentice at Milwaukee in 1906 and was a machinist prior to becoming a roundhouse foreman in 1917. In 1926 he went to Channing, Mich.; from there to Galewood, Bensenville, Davenport and Ottumwa before his appointment at Janesville in 1945. He plans to make his home with his daughter, Mrs. Jane Grobe, in Bensenville. He also has a son, John, who lives in Milwaukee.

John Gregg, new day foreman, started with the Road as an apprentice in Milwaukee. He has worked in Racine and Rockford and came to Janesville in 1932 as night foreman. He has one son who is a switchman with the Milwaukee in Janesville.

SECOND DISTRICT

W. S. Busky, Correspondent
c/o Agent, Rockford



J. W. Egan

Roundhouse Foreman John W. Egan of Ladd, Ill., has applied for retirement effective this month. He started in August, 1908 at Milwaukee Shops, became an apprentice

machinist in November, 1909 and was promoted to machinist at Ladd in September, 1914. He was appointed roundhouse foreman in April, 1931. He has a 45-year Silver Pass, and recently received a 12-year safety card for the years 1944 to 1956.

Conductor John A. Grivetti and wife of Ladd, Ill., have returned from a vacation which took in, among points of interest, Holland and Detroit, Mich., London, Ontario, and Niagara Falls.

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45-YEAR MAN. Machinist Walter Smith of Milwaukee Shops is shown being congratulated by Shop Superintendent C. G. Benken-dorf when he recently received his Silver Pass. Since starting his apprenticeship in 1910 he has worked at Miles City and Othello, and now Milwaukee, where he is a diesel injector technician. His grandfather, Richard, his father, Albert, and his uncle, Joseph, were also veteran Milwaukee Road men.

Sectionman L. Leonelli of Mendota, Ill., and Theresa Zolli were married recently in St. Benedict's Church at Ladd. A reception was held in the church hall.

While Agent C. F. Wickler and wife of Delavan were on their way to a vacation in Florida, near Greenwood, S. C., Mrs. Wickler fell and broke an arm and leg. A 10-day stay in the hospital enabled them to make the trip home, and Mrs. Wickler is recuperating at this writing, although still unable to walk.

Warehouse Foreman Charles Weber of Racine is recovering from an operation at this writing.

Beloit team representation in the Milwaukee Road bowling tournament at Miles City fared favorably this year. The last report, pending the final week end of bowling May 25-26, showed Conductor N. Steinhagen in first place with 660, and Conductor Al Klein in sixth place; for doubles, Engineer Ira Warfield and Al Klein, fourth; and both teams placing among the top 10 for team score. The bowlers who made this trip are using this means to thank the Miles City employes for their generous hospitality in their friendly city. Beloit is under consideration as a site for the 1959 tournament.

Assistant Superintendent G. J. Barry has been transferred to Milwaukee. He is succeeded by Assistant Superintendent W. F. Plattenberger.

The Women's Club, Beloit Chapter, held a reception June 9 at Grinell Hall in honor of Retired Engineer Lester Tingley and wife on the occasion of their golden wedding anniversary.

D & I Division

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

Word has come to us that John R. Burton, retired Elgin employe, died at the home of his daughter, Mrs. I. J. Breckenfeld, in Okemos, Mich., on Apr. 6. He had been ill about six weeks. Mr. Burton was born in Plato Center, Ill., on Jan. 31, 1871, and started with the Road in September, 1891 on the old Council Bluffs Division. The following year he transferred to the D&I, from which he retired in 1937. In addition to his daughter, he is survived by three grandsons. Funeral services were held in Lansing, Mich., and burial was in Okemos.

A Gold Pass was presented last month to Brakeman A. E. Knaack of Chicago. Silver Passes went to Agent A. J. Gibson of Dixon, and to J. O. Pauley, agent at Mystic.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

Engineer Arnold H. Sampson and wife of Bensenville have adopted two children, a boy, Kurt, three years old, and his sister, Mitzi, two. The children were welcomed by 55 family friends at an open house in their honor.

The monthly meeting of Bensenville Chapter of the Women's Club on May 1 featured a potluck luncheon in honor of contributing members, whose support helped the chapter go "over the top" in membership this year. The attendance numbered close to 40. A dinner will be held in June for men whose work schedules prevented them from being present. Invitations are extended to all employes in the roundhouse, the yard, and the new yard office, and to roadmen and retired veterans. Mrs. Paul Penrod, wife of a Chicago Terminals engineer, is president of the chapter, which is the third oldest on the system.

WESTERN AVENUE

Frank J. Wozny, well remembered on the railroad as commissary agent and dining car inspector before his retirement in 1949, stopped by the Magazine office recently to request a change of mailing address from his home in Chicago to a temporary one at a point southeast of Paris. Mrs. Wozny's home was originally in that section of France. They sail from New York on July 8 for a sojourn of six months or more abroad.

"The secret of writing is to learn the big words—and then learn not to use them."
—H. G. Hutcheson

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GALEWOOD

Norma Gunderson, Correspondent

Your correspondent served on the jury (criminal court) for two weeks in May.

Irv Parsons, trailer foreman on the platform, has been released from St. Anne's Hospital and is recuperating at home at this writing.

Harry King, communication checker, met with an accident while fixing up around his home. He has since been released from the hospital and is recuperating at home.

Stower Henry Sosine, who is in the Vet's hospital at this writing, planned to retire in May.

Bernice Stoneberg, general clerk in the office, is in Loretto Hospital at this writing and reported to be doing very well. Josephine Piconere, car record clerk, is still on the sick list. Milton E. Johnson, car record clerk, is back after a long illness.

Congratulations were extended to Vito Rizzo, auto mail clerk, on his marriage. The newlyweds honeymooned in the West.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

A. L. Nance, adjuster-chief clerk in the office of assistant general adjuster, transferred to Milwaukee as adjuster June 1. Hugh McCann, formerly ticket clerk at Spokane, has taken over Mr. Nance's position.

Tom Carscallen, secretary in office of assistant to general manager, was married May 11 to Gertrude Lamb. After a brief honeymoon, the Carscallens are at home in Tacoma.

Mrs. C. D. Anderson, wife of train rules examiner, and two daughters left Seattle in May to visit relatives in Deerfield, Minn. They will be joined by Mr. Anderson this month.

Mrs. Edward D. Kennedy, wife of retired chief clerk to general manager, passed away May 24 after suffering a heart attack. She was born and educated in Anoka, Minn., and came to Seattle with Mr. Kennedy in 1912. Services were held at the Arthur A. Wright Funeral Home. Besides her husband, Mrs. Kennedy is survived by two daughters, Mrs. George H. Baldwin of Seattle and Mrs. Ronald A. Jackes of Armidale, New South Wales, Australia. The latter flew

to Seattle for the burial.

Miss Charlotte Hill, stenographer in the auditor's office, has been on sick leave since May 1. She was recently confined in Providence but is convalescing at home at this writing.

Mrs. W. F. Kramer, wife of chief clerk to general manager, and her daughter Judy left May 31 to visit their former home in Green Bay, Wis. They will also visit in St. Paul and Chicago.

Seattle Chapter of the Women's Club entertained more than 100 guests at a smorgasbord held in the Union Station club rooms on May 2. Mrs. H. O. Engel was chairman of the affair, assisted by Mmes. H. Fordyce, Claude Peterson, E. M. Marx, Ray Fink and Carl Fowler.

Milwaukee Shops

STORE DEPARTMENT

Virginia Tabbert, Correspondent

A party was held at the Old Heidelberg restaurant on May 22 to honor Arthur F. Metzen on his retirement. Art had 39 years with the stores division and held the position of chief invoice and receiving clerk. He was presented with a monetary gift.

Louis R. Gurrath, chief stockman, passed away at his home on May 18. Mr. Gurrath had 45 years of service with the stores division, starting as a store-helper. Condolences were extended to his wife Signe and family.

A newcomer to the stores division is Ethel Seith, typist.

"Colette Ann" is the brand new addition to the Robert Chartier family. Mom is the former Carol Rydlewicz, typist in the GSK office. Ray Rydlewicz, shop foreman, is walking around with his



THEY WERE THERE. Members of the Railway Business Woman's Association who traveled to the wide open spaces of Sun Valley, Ida., for the organization's national convention May 2-3-4 included this Milwaukee Road trio from Milwaukee Chapter. From left, they are: Ramona Kopitsch of the locomotive department at Milwaukee Shops, who is outgoing president of the chapter; Nancy Houting, secretary in the law department, new president elect; and Dorothy Blask of the traffic department, retiring national recording secretary and newly elected recording secretary of District No. 3—Chicago, Milwaukee, the Twin Cities, Kansas City, Omaha and Billings.

head in the clouds—it's his first grandchild.

Earl Solverson, former Magazine correspondent, is again at the Veteran's Hospital at Woods, Wis. The latest report is that he's doing fine.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Superintendent, Spokane

Engineer A. J. Berg has decided it is time to take it easy and has retired.

Gary Ferrell, son of Conductor Jack Ferrell, spent some time with his parents at Malden after finishing his boot training at San Diego. A 15-month cruise with the Navy is next for young Gary.

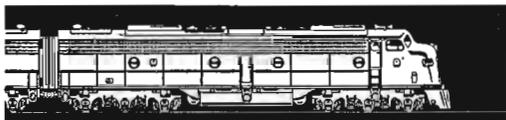
Ann Smith, assistant cashier at Spokane, returned from her Port Angeles vacation bringing her daughter and a young grandson (one of three) home for a visit.

Joyce Goldie, clerk, relieved Adah Whitaker, stenographer, on her vacation, while Adah relieved Mrs. Smith. Miss Goldie is from Deer Lodge.

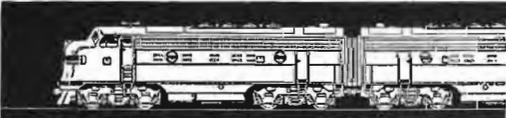
Operator George C. Cooper, Spokane, is in the hospital at this writing, following an operation. "Cap" Allen is back in the Veteran's hospital.

Etta Lindskog and Mrs. Steed stopped off in Spokane May 21 and attended a luncheon with Spokane Chapter of the Women's Club, at the Coeur d' Alene Hotel. They then went on to Tacoma for the Club's district meeting. Mrs. George Weseman, president of Spokane Chap-

The Milwaukee Road Magazine



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(after policy is in force three years)
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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
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ficiary without interest or car-
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Deduct \$..... per month for \$1000.00 policy.

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Date of Birth.....

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

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

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

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

★ ★ ★ ★ ★

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

First Name Age Date of Birth

.....

.....

.....

(If additional children add attachment)

Signature

Date



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ter, Mrs. N. B. Jones and Mrs. George Hill attended the Tacoma session.

C. J. Delin, new district safety engineer, stopped at Spokane on his first trip since taking over as the successor of L. W. Dietrich.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

This division has been saddened by the death of two of our veteran engineers, George James, who succumbed after a short illness on Apr. 25, and Coker Turner, who was stricken at Chicago on May 7.

Fireman Herb Neilson is a young and proud grandfather since May 7.

Silver Passes were presented recently to C. A. Kranz of Lake Bluff, a member of the superintendent's staff, and Engineer G. W. Scholten, Milwaukee.

THIRD DISTRICT

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

F. R. Haasch relieved L. A. Jentges, agent at Menomonee Falls, for three weeks during May. Others who had vacations last month were E. L. Seal, agent at Lannon, W. J. Tesch, agent at Slinger, and D. A. Dunning, agent at Mayville. All were relieved by R. S. Streff.

Art Beecher, retired engineer, passed away May 22 at his home in Beaver Dam.

The kindergarten class of Slinger Public School enjoyed a ride on No. 30 May 21, going from Slinger to Richfield.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

George H. Richter, head of the Fowler Street claim department, has been presented with a Silver Pass in recognition of 45 years of service. He is the father of two lovely daughters, Shirley and

Carol, both married, and young Ralph, a yard clerk at Menominee Belt.

The father of Claire Hempe, check clerk in House 7, passed away recently after a short illness. Paul Hempe was president of the old Milwaukee Monument Co., a member of the Milwaukee Yacht Club and the Knights of Pythias.

Max Kuehn, trucker in House 7 who retired recently on account of disability, passed away on May 30. Max enjoyed music and liked to sing, and lost no opportunity to entertain his friends at a gathering.

Barbara McPhee, outbound carload bill clerk, and husband Jim headed June 1 for their annual vacation visit to the rockbound coast of Maine, where Jim's folks live.

Josephine Fillier, steno clerk, who was ill for two weeks, is at home at this writing following minor surgery at Mt. Sinai Hospital. Mary Bartelt, extension clerk, who underwent surgery at St. Joseph's Hospital, is also convalescing at home.

Betty Whitford, OS&D clerk, and husband Vernon planned an extensive vacation this month. Time permitting, they hope to visit the Black Hills, then Seattle and Portland, and return via San Francisco. Fred Roessger, outbound rate clerk, Mrs. Roessger and son Clarence and wife are taking a trip to the Pacific Northwest and the Grand Canyon. It is hard to imagine Fred in salmon country without his fishing equipment. Ted Wojtasiak, outbound rate clerk, spent a week of his vacation working around his Antigo farm and gardening at home, proof of his green thumb.

A story about Jack London concerns his introduction to a musician. "I, too, am a musician in a small way", said the author. "In fact, my musical talent was once the means of saving my life. In my boyhood there was a great flood in our town. When the water struck our house, my father got on a bed and floated until rescued."

"And you?" queried his listener.

"I accompanied him on the piano", said London.

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GREETINGS FROM THE HOWELLS. A popular Milwaukee couple, Mr. and Mrs. Lewis E. Howell, who retired this spring, shown at the farewell party given for Myrtle Pershing Howell by some 200 co-workers and friends at the Medford Hotel. Lou Howell, steamfitter foreman of the locomotive department at Milwaukee Shops, was feted at a dinner in the Ambassador Hotel. This picture was mailed from San Rafael, Calif., where the Howells are currently spending several carefree months.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

UNION STATION

District Adjuster E. J. Scofield retired Apr. 30. Mr. Scofield was born in Milwaukee and started with our road as a clerk in the claim department in 1910. He and his family reside in Wauwatosa. On Apr. 30 a farewell luncheon was held in his honor at the Plankinton Sky Room in Milwaukee. He was presented on this occasion with a wrist watch.

Doris and Art Stullieh are the proud parents of a girl born May 25 in Chicago, where the Stulliehs now live. They have named her "Jeri Lynn".

Frank "Danny" Bryan retired June 1. Danny started with the Road in June, 1910 in the engineering department on the L&R Division. During 1918 and 1919 he served with the Navy, after which he returned to the engineering department in Milwaukee. In 1942, after an automobile accident, he was obliged to discontinue engineering, and in 1944 returned to work in the city ticket office, in Milwaukee. Danny's son works in our passenger reservation and information office in Milwaukee, and he has one married daughter. He and Mrs. Bryan plan to remain in Milwaukee to enjoy their retirement years.

MUSKEGO YARD

My news information bureau, headed by Virginia McCarthy, has the following to report:

June, 1957

Mrs. John P. Mahoney, wife of switchman, has returned from a vacation stay in England.

Caller Larry LaRue Jr. was married on May 11 to Miss Joyce Holz at St. Barbara's Church. Clerk Roger Brandenburg and Dolores Zweifel also took matrimonial vows on May 11, at Greenfield Park Lutheran Church.

Congratulations are in order for: Switchman Ted Stengel and Mrs. Stengel, on the birth of little Debbie Lynn, Apr. 23; Mr. and Mrs. Jim McNulty, parents of a fine boy, Scott Edward, born Apr. 27; the Matt Krimpelbein family on the birth of James Mark May 10; Mr. and Mrs. Tom Davidson (L&R Division brakeman) for a boy, Kirk Thomas, born May 17.

Frank Hanes, C&M conductor, retired May 1.

C&M Conductor Cliff McAllister is in Milwaukee Hospital at this writing as the result of a heart condition.

While on a vacation stopover in Denver, Debra, the five-year-old daughter of C&M Brakeman Don Listle, was stricken with polio. At last report she was recovering nicely.

The mother of Switchtender Harold Maguire passed away May 5. George Roeder also lost his mother recently.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Train Dispatcher Arnold Jerde and wife are basking in California sunshine at this writing, being relieved by your correspondent. Agent Bill Gentz of Linton and family are also on vacation; Cal Wolff relieving.

G. T. Behl has been appointed agent at Warner, permanent, as M. H. Heiser was appointed agent at Glenham and

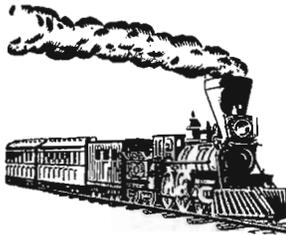


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LARGE HOMESITES \$795 UP
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L. J. Koffler agent at Groton. The latter succeeds Sig Fosness who retired after 39 years of service.

Sympathy was extended to Engineer R. W. Kegley in the recent loss of his wife, who passed away suddenly.

Statistician John Faeth and family headed California way for their vacation, to visit with their son's family. They figured on stopping at Reno to finance the trip.

Agent Leonard Schaeffer of Edgeley recently returned from his vacation with a wife.

Gold Passes for 50 years of service were issued recently to Engineer Arthur J. Anderson and Time Revisor W. H. Berg, both of Aberdeen. Frank Thares, section foreman at Selby, has received his Silver Pass.

EAST END

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

John Larson of Aberdeen is the night yard and ticket clerk at Montevideo, Clayton Severson having bid in the Hopkins job.

Walter Amundson, former dispatcher at Montevideo and in recent years dispatcher at Newport, died Apr. 29.

Eva Oswood, wife of Conductor Carl Oswood of Ortonville, passed away recently in Milwaukee where she had gone for surgery.

Mr. and Mrs. John Daniels of Hopkins have received their Silver Pass. John is section foreman at Hopkins. Engineer Lawrence Reeve has traded off his Silver Pass for a Gold Pass. Conductor R. E. Copeland of Minneapolis also received a Silver Pass.

Of interest to the H&D family is the news that Mrs. Dave Ashmore has been chosen Chippewa County's "mother of the year." She is the mother-in-law of two of our engineers, Ralph Lighter and Reuben Nelson.

Brakeman Frank Burns of Minneapolis has retired.



IN FOR LIFE. At Aberdeen, S. D., W. J. Kane, retired chief clerk to superintendent, is shown receiving from Train Dispatcher F. L. Harvey, commander of American Legion Sidney L. Smith Post No. 24, a life membership certificate. The honor recognized more than 25 years of continuous service to the organization, during which he filled the positions of post, district, and department commander. During World War II Mr. Kane served on the governor's committee which recommended the formation of the present State Veterans Department, and received a national citation for his work as state chairman of the Legion's War Bond program. Since 1943 he has been a member of the Legion's national committee on transportation.

William A. Eddington, retired baggageman, died in Minneapolis May 14. He was 84.

Retired Conductors Albert Johnson and Bert Nixon are hospitalized in Minneapolis at this writing. According to reports, both are improving.

Joe Adams, retired Ortonville conductor, passed away May 13 after a long illness. Joe was well known for his ability to compose poetry.

Iowa Division

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Engineer George Balsbaugh returned to work in May after being off duty 10 weeks while undergoing eye surgery. His recovery was very satisfactory.

Harlan Johnson, clerk in the superintendent's office at Perry, has been making week end trips to Iowa City to see his mother and sister both of whom have been in the University hospital. His sister, Mrs. Harris, had an operation on her hip, and his mother has a broken hip. Mrs. Harris has a daughter who is a nurse on the hospital staff.

Operator Larry Fister, who is on leave to serve with the Army, was sent to Fort Lewis, Wash., for basic combat training

The Milwaukee Road Magazine

with the 4th Infantry Division.

Bonnie Anfinson, daughter of Engineer P. L. Anfinson, was married in May in the Assembly of God Church in Perry to Arnold H. Folden Jr. of Des Moines. The groom's father, who is pastor of the church, performed the ceremony. The bride's brother Dick sang, and her brother Robert was best man. A reception for 175 followed the ceremony. Bonnie is a graduate of the North Central Bible Institute of Minneapolis, and the groom attended Drake University in Des Moines.

The Frank Hoes suburban home in Perry has been visited by an unusually large number of young folks this spring. Since his retirement Frank has added a large variety of wild life to his collection. School children visit the farm to see the peacocks, pheasant, quail, rabbits, pigeons and other birds. Mrs. Hoes has an antique collection, and with the flowers they grow, visitors find plenty to interest them.

Mr. and Mrs. William Harrison became the parents of a girl on May 12. William is employed in the track department at Perry.

Merrill Cate, who for a number of years was an Iowa Division passenger brakeman, came from California to spend Mother's Day with his mother, Mrs. A. B. Cate. Merrill is now with an airplane company in California as labor manager. Mrs. Cate's other children who live in Iowa were all home for Mother's Day.

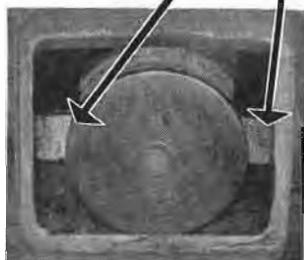
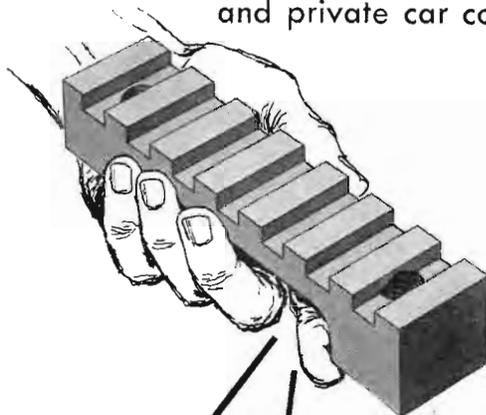
Mrs. Halsey Wasson, wife of retired engineer, died in the Perry hospital May 1 following a few days illness. She and Mr. Wasson had recently returned from California, where they spent the winter with their children. In addition to her husband, she is survived by two daughters, and by five sons, one of whom, William, is foreman at the Perry roundhouse.

Conductor Walter Main walked down the middle aisle on May 25 with his daughter Cecelia, when she was united in marriage to Gilbert Chirinos, son of Dr. and Mrs. Gilberto Chirinos of Lima, Peru. The young people met while Gilbert was a student in animal husbandry at Iowa State College, Ames. His mother and a cousin who is also studying in the United States were here for the wedding. After a trip to New York, the young people went to housekeeping in Des Moines.

Train Dispatcher W. W. Faller of Perry and Agent Reuben DeWald of Adaza attended funeral services last month in Tripp, S. D. for Adam DeWald, father of the Adaza agent and of Mrs. Faller.

K. O. Krueger of the signals and communications department finished installing the new radio communications equip-

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ment at the Perry dispatcher's office the latter part of May. The radio antenna is atop an 85-foot pole close to the office building. The equipment was put into service May 25. Installation work was under the direction of C. E. Wood, head of the radio communications department.

Train Dispatcher Earle Edwards of the Perry office will remember May 1, as that is the date he received his Silver Pass and also started handling the movement of trains on the entire division. The Marion CTC board was moved to Perry the previous day, which was one of

Earle's rest days. Earle's father, N. J. Edwards, received his Gold Pass before he retired as agent at Toronto a number of years ago. Thomas Rellihan also received a Silver Pass, representing forty-five years of service in track and engine service.

Mrs. Harry La Borde, wife of a retired engineer, died at the Perry hospital May 8. She had been in failing health for two years. She was a member of the Order of Eastern Star and the auxiliaries to the locomotive engineers and the B. of L. E. and F.

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Mrs. H. H. Rissler, widow of Hoyt Rissler who was for many years in train service as a brakeman and conductor, passed away at a Des Moines hospital in May. She was 88 years of age. In 1953 she was honored for having been a member of the Order of Eastern Star for 50 years. Her sons, Ralph and Harvey, who were both in Milwaukee train service, and a daughter preceded her in death. She made her home with a grandson in Des Moines.

Karen Dueland, daughter of the chief signal maintainer at Perry, had an emergency operation for appendicitis in May.

The consolidation of several of the sections on the Des Moines line resulted in a number of moves by section foremen. Fred White, who was at Adel, went to Clive. William Myers of Lohrville went to Rockwell City, Grover Wolfe from Sac City to Storm Lake, R. L. Stacey from Fonda to Storm Lake as first man, and E. J. Fister from Panoa to Jefferson as first man.

Signals and Communications Supervisor R. R. McConahay, a member of the Toast Master's Club at Perry, gave a talk before the Kiwanis Club on the Milwaukee's communications service May 21.

Fireman Paul Bancroft, who is on leave while doing his four year tap for Uncle Sam, has been promoted to private first class. He also became the father of a boy, all in the third week in May. He and his wife have been living in Lawton, Okla., while he is stationed at Fort Sill. The baby is the first grandchild for Engineer Ralph Walker of Perry.

Relief Agent L. V. Hilsabeck was off duty in May on account of the death of

his father, who passed away at the family home in Marshalltown.

Mrs. Harry Brulport, widow of a former Perry yardmaster, has a great-grandson. The baby was born to Mr. and Mrs. Gene Groff in Minneapolis May 5.

Cecil Gibbons of the Perry round-house force and his wife are grandparents to a boy born at a Pasadena hospital to their daughter, Mrs. J. W. Evans.

Time Revisor Don Dollarhide and family, who moved from Marion when the superintendent's office was moved to Perry, will be rural residents for the summer. They have moved into a house on a relative's farm near Yale, Ia., and will raise chickens and a garden.

Dennis Locke, son of Agent W. W. Locke of Nemaha, was given the "Good Citizenship" award at the Sac City High school commencement exercises in May. The award is presented yearly by the attorneys of Sac County to the high school senior who excels in good citizenship, dependability, service, leadership and patriotism. The student is selected by the high school faculty.

COUNCIL BLUFFS TERMINAL

Frank P. Fischer, Correspondent
Perishable Freight Inspector, Council Bluffs

E. E. Smith, trainmaster at Council Bluffs, retired recently at the age of 65 after 49 years and 11 months of railroading, the last 35 years with the Milwaukee. Earl was yardmaster from 1925 until 1950, when he was appointed trainmaster.

Cupid struck twice last month. On May 9 Operator Duane Anderson was married to Claudia Ramey. They spent a honeymoon at Lake Okoboji. On May 11 Clerk Norman Rice and Beverly Corboley were wed at Bethany Presbyterian Church.

Mrs. Ida Hollingsworth, mother of Switchman Merle Hollingsworth, passed away May 5 at the age of 86, after a short illness. She was a former member of the Milwaukee Road Women's Club and the ladies' auxiliary to the Brotherhood of Railroad Trainmen.

The Women's Club chapter held a potluck dinner May 9 at the Y.M.C.A. to climax a successful membership drive.

Emery Davis, chief clerk in the Omaha office when he retired in 1954 after more than 47 years of service, has returned from California where he spent the last two years. He plans to sell his home in Omaha and return to Ontario, Calif.

Mr. and Mrs. Antonio Renteria are the parents of a boy born May 19.

Nels Jensen spent his vacation in Texas and Arizona.

Worry doesn't empty the day of its trouble, but only of its strength.

The Milwaukee Road Magazine



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EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Captain Richard C. Fontaine, son of Sherman A. Fontaine, relief clerk at Cedar Rapids and Marion, who with his wife and daughter Susan recently visited his parents in Marion, has been appointed assistant professor of military science and air tactics at Memphis State University. Captain Fontaine is a 1951 graduate of the University of Iowa and a Korean combat pilot. Most recently he has been on duty in Italy and North Africa. Mr. Fontaine has been a pipefitter for 23 years and relief clerk for the past two years.



Capt. R. C. Fontaine

Rate Clerk William Chadima and wife enjoyed a vacation tour of Florida and Louisiana last month.

Frank W. Johnson, retired passenger conductor, returned home May 13 from a Cedar Rapids hospital where he was treated for a fractured arm and bruises incurred when he was struck by an automobile.

Robert Postel, a former Milwaukee Road employe, who was injured in an automobile accident, is in a serious condition at Mercy Hospital in Cedar Rapids at this writing.

Mrs. Tom Costello, widow of conductor, has returned to her home after a stay in a Cedar Rapids hospital.

Sympathy was extended to Mrs. Carl Schantz, whose mother, Mrs. Ethel Chadwick, passed away May 17 in a Cedar Rapids hospital.

I M & D Division

EAST END

Erle Jorgensen, Correspondent
Office of Dispatcher, Austin

Yardmaster M. E. Crosby has returned to work at Austin after undergoing an examination at Rochester, Minn.

Vern Defor, clerk at Austin, Robert H. McCoy, Austin rate clerk, and Dwight Kneeskern, OS&D clerk, are confined to their homes. Vern underwent treatment at St. Mary's Hospital in Rochester, and Bob McCoy at St. Olaf in Austin. Yard-Relief Clerk E. M. Carroll has also been off duty on account of illness.

Telegraph Operator Peter E. Berg, 69, passed away Apr. 26 in St. Barnabas Hospital in Minneapolis, where he was visiting his daughter. Funeral services were held at Rushford, his home town.

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Mr. Berg was a 50-year veteran. Among his survivors are Carl A. Berg, retired chief dispatcher, Madison, S. D., and Olaf H. Berg, retired chief clerk of the law department at Minneapolis, who now lives in Dubuque.

Yardmaster M. D. Darr has retired on account of disability, and Yardmaster W. J. Cambern has been appointed to the day shift.

Mrs. Jacob Bartley and Mrs. Joe Elms passed away recently at rest homes in Austin. Both were widows of conductors.

Recent appointments are: R. W. Barker, agent at Fountain; K. H. Stensrud, operator at Fairmont; K. C. Sexter, agent at Medford; D. H. Clinin, agent at Matawan; G. C. Carson, agent at Bradley, R. J. Wencl, agent at Rose Creek; J. A. Lindberg, at Lyle; C. C. Houska, agent at Marion Jet.; E. L. Wopat, agent, Sherburn; D. G. Wright, agent at Chandler; D. W. Clinin, agent at LeRoy; and L. V. Olson, agent at Hokah.

Trainmaster J. F. Elder and Traveling Engineer J. T. Phleger recently conducted train rules classes on the Bristol line. A surprise was in store at Bryant, where, after classes were completed, Mrs. Melvina Grasse, agent, served the group a very fine lunch.

May 26 concluded the railroad service of Si Johnson, dispatcher at Austin. Si's first railroad experience was with the CB&Q in 1910, and later with the Monon as traveling freight agent. He entered Milwaukee Road service as a telegrapher in 1916. He and Mrs. Johnson were honored by members of the dispatcher's force at a dinner on May 28, at which a gift certificate was presented to Si toward the purchase of a typewriter. He and Mrs. Johnson plan to remain in Austin. Their summer schedule includes a trip south to their daughter's.

Time Revisor J. W. Bailey and Mrs. Bailey vacationed last month in Oregon and Colorado, visiting their daughters at each point.

Superintendent W. J. Hotchkiss is back to the office after recovering from surgery at Methodist Hospital in Rochester.

Chief Clerk H. J. Swank reports that Mrs. Swank is making a fine recovery from surgery at St. Olaf Hospital.

Gold Passes were presented last month to Brakeman Edward Jeffers and Conductor W. E. Malone, both of Austin, and to John J. McGrane, Sioux City engineer. A Silver Pass went to Henry Dopita, car department employe at Austin.

SANBORN-RAPID CITY

Florence Paulin, Correspondent
 Roundhouse Clerk, Mitchell

A daughter was born on May 7 in Sioux City to Fireman and Mrs. Wayne S. Burris. "Doona Kay" is the new arrival at the home of Fireman and Mrs. Robert Foster of Sioux City.

Mrs. E. A. Weiland, wife of Engineer Weiland of Sioux City, is recuperating at home after a recent hospital stay.

Pat Gallagher, retired IM&D conductor, passed away at St. Joe Hospital in Mitchell on May 9, a few days after undergoing an operation. Mr. Gallagher, who retired in 1946, had been active until just a week or so before his death. His widow will remain at the home in Mitchell.

Frank E. Livingston, retired engineer, passed away in St. Joe Hospital in Mitchell after a long illness. He was the father of Engineer Orlo Livingston, Mitchell, and Machinist Howard Livingston of Tomah, Wis. Mr. Livingston was one of 13 retired engineers at Mitchell. The remaining 12, who served as active and honorary pallbearers, are D. R. Dale, Carl Becker, Ed Kirsch, C. R. Wallis, George McDougall, George Gowing, Harry Veit, Henry Kissler, Carl Hubert, Joe Mortell, Frank Talbot and R. J. Kelly.

Ramonna Schoppert of Assistant Superintendent Dimmitt's office is flashing a beautiful diamond on her left hand. The lucky fellow is Leonard Fridel of Ethan, S. D. The day she received the ring was her 21st birthday.

James Pavolasky, Mitchell to Canton engineer, is in St. Joseph Hospital at this writing.

My private tipster tells me that Miss Marie Kvidahl, clerk in the roundhouse

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office in Sioux City, has said "I will" and is flashing a sparkler on her left hand. Understand the big event will take place in September.

It's a girl, "Lana Jean", for the (Switchman) Robert Libsigers of Mitchell. The baby, their first, arrived May 13.

J. A. Entwistle, retired carman, and wife have returned to Mitchell after spending the past five months in California, Texas and Arizona. They like California, and expect to move out there before long.

D. I. Caldwell, retired engineer, and wife are back in Mitchell after four months spent in Colorado and Chicago. Mr. Caldwell underwent eye surgery in Chicago, and we are glad to report that he is doing fine. While out west they spent a day at Ft. Collins with Mrs. Jack Sundquist, widow of the former boiler foreman at Mitchell.

Walter W. Shugart, retired Sioux City engineer, died May 3 in a Sioux City hospital at the age of 68. Burial was in Graceland Park, with graveside rites by Riverside Masonic lodge. Active and honorary pallbearers were Dave Thompson, John Dunham, Triff La Plante, George Gaskill, James Hobbs, Lewis Saarory, E. A. Weiland, John Lancot, R. L. Foster, John McGrane, Olaf Hagen and R. S. Hollifield. Mr. Shugart, who retired in 1952 after 51 years of service, was an engineer on the Hiawatha and the Arrow.

Edward J. Cussen, retired Midwest Hiawatha conductor, and Mrs. Cussen, now of El Cerrito, Cal., are spending a month with relatives in Sioux City, their former home. Mr. Cussen retired in 1954 after 52 years of service.

MASON CITY AREA

Sophia P. McKillip, Correspondent
Office of DF&PA, Mason City

Mason City Chapter of the Women's Club held a family potluck supper at the YWCA May 4, with 47 attending. Mes A. L. Kirby, L. D. Mather, Dick Postma, Otto Werner and O. T. Anderson were on the committee.

Beverly Ann Hogan, daughter of Mr. and Mrs. John P. Hogan, became the bride of Rolland Raymond Wald Jr. of Minneapolis. Mrs. Robert Salier, the bride's sister, was matron of honor, and Mr. Salier served as best man. A reception in the church hall followed the ceremony. The bride is an X-ray technician at the Swedish Hospital in Minneapolis, and the bridegroom, who has completed three years of service in the Marines, is with an ambulance service there.

Mr. and Mrs. Harry L. Kinney just returned from a three-week vacation spent visiting at various points in Wisconsin, Iowa, Missouri, Minnesota, North

Dakota and South Dakota. In LaCrosse they visited A. C. Anderson, formerly agent at Mason City.

Mr. and Mrs. Floyd Phillips were in Deer Lodge, Mont., to attend the graduation services of their grandson Dale, son of D. O. Burke, assistant superintendent of Chicago Terminals.

William Findley and George Stevens, retired machinists, who are confined to Mercy Hospital at this writing, are reported to be getting along fine. A. J. (Duke) Moore has returned to work after spending several weeks in Mercy Hospital.

Mr. and Mrs. Art Peterson attended the graduation exercises of their son Maurice from St. Henry's College, Belleville, Ill., on June 29.

Leonard R. Meuwissen, for many years chief dispatcher in Mason City, passed away after a long illness in Salt Lake City. Surviving are his wife, Arlouine, in Salt Lake City, two daughters and two sons. Burial services were in Salt Lake City.

L & R Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

First, we have a big holler to make about the weather—rain and cold, cold and rain. Spoils that fishing trip vacation and baseball games, and the only thing that grows is the grass, which is thriving, inasmuch as I cut mine three times a week!

The "blessing" of daylight saving time is with us, and I am wondering who invented it on account of the first day after it went into effect my depot telephone developed three hot boxes and a broken journal. And I don't belong to the Burlington Liar's Club!

Our passenger station at Portage has that new look, newly painted. Big Gus, the painter, and his pal Kennebeck were puzzled when passengers removed their hats when they came in. I told them, "Why, that's natural. You did such a good job, they think they are in church."

Note: In the April Magazine, it was reported that Edward Bartlett of Milwaukee had been presented with a Gold Pass in recognition of 50 years of service as an engineer. It has since been learned that Mr. Bartlett's service was as a brakeman.—Ed.

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"THE NEIGH OF THE IRON HORSE is making itself heard" wrote an eyewitness of the arrival of the first train in Prairie du Chien, Wis., on Apr. 15, 1857. This year, as that city marked the 100th anniversary of the event, interest centered on this diorama in the Villa Louise museum at Prairie du Chien, which depicts the triumphant entry of the wood-burning locomotive. The railroad was the Milwaukee and Mississippi, Milwaukee Road predecessor line in the state. The occasion was the first milestone in the city's development as a center of commerce. (Peckham photo)



WITHOUT A HITCH. Moving day for the train dispatcher's office at Perry, Ia., from the depot where it had been housed since 1880 to the new division headquarters office building completed there this spring, came off without a hitch. The crated centralized traffic control board is shown being lifted by a crane for the move to the new location. To move the CTC board, the signals and communications department ran a cable from the machine east across Second Street to the power in the new building, thereby preventing a break in its operation. The transfer took about 30 minutes, with a few more to install the machine and attach it to the permanent power lines. (Perry Chief photo)



LAST TIME ON THE OLYMPIAN. In Milwaukee, the retirement last month of A. F. Vanderkin, veteran Olympian Hiawatha engineer, was marked by the press and a large turnout of home town co-workers. This is how he looked at the throttle of No. 15 as he brought it in from Chicago for the last time on May 31, and also with some of the people who were on hand to wish him "good luck". From left, in the group: Brakeman Clarence Mebus; Trainmaster Paul Bridenstine; Tom Kubal, assistant master mechanic; F. W. Bunce, chief mechanical officer; Mrs. Vanderkin; D. W. Woodhouse, chief clerk to superintendent of the Milwaukee Division; Brakeman John Hanalos; Conductor James Heagney; Mr. Vanderkin; Stationmaster E. R. Gromacki; Collector J. H. Costello; J. E. Boeshaar, chief time revisor, Milwaukee Division. Mr. Vanderkin, who retired at 72, made his seniority date as a fireman in 1906 and as an engineer in 1911.



The Milwaukee Road Magazine

BACK IN HARNESS. With a "plume of steam and a warning cry" (the smoke from a creosote wood fire; the cry a sound effect from a phonograph record) Old Smoky, the steam locomotive which The Milwaukee Road presented to the city of Milwaukee in January as a memorial to the vanishing era of steam transportation, gave a realistic impersonation of being back in harness as it was formally dedicated May 12. Shown are children and adults lined up to inspect the 412-ton iron horse at the permanent display site near South Bay and East Conway Streets where it was moved while the ground was frozen last November. Mayor Frank P. Zeidler spoke, and the ribbon was cut by school children who first suggested the exhibit for its educational and historical value. Old Smoky, in the 4,000 horsepower class, was built in 1944 and gave some 900,000 miles of yecman service before conceding its place to a diesel in 1954. The memorial faces west, to symbolize the role played by the steam locomotive in opening the West to population and prosperity. (Milwaukee Journal photo)



Get Off the Worry-Go-Round



IT HAPPENS TO THE BEST OF 'EM

Every successful salesman has had moments like this. In fact, research organizations say that 40 per cent of all businessmen admit that lack of self-confidence is one of their chief fears.

Most top-notch actors suffer from that butterfly-in-the-stomach feeling. But they recognize it for what it is; a natural nervousness that often disappears the moment they get on the stage.

The next time you get an attack of the jitters remind yourself that it's a natural way to feel, concentrate on the message you want to give and remember that your prospect is just another human being like you. And like you, he's got his own worries.

Expect to have a pleasant interview. You will.



WHAT DO YOU SUPPOSE THEY TALKED ABOUT? Perfectly timed was this recent get-together, when a group of former engineering department associates all happened to come calling on the same afternoon at the retirement home of T. H. Strate, former division engineer, Chicago, in San Ysidro, Calif. From left: J. F. McConahay, retired supervisor signals and communications, Seattle; Mr. Strate; W. H. Penfield, retired chief engineer, Chicago; J. C. Wetherell, retired assistant engineer, Milwaukee; and W. F. McDonald, retired division engineer, Milwaukee. Mr. Wetherell and Mr. McDonald now live in La Mesa, Calif., about 18 miles north of the Strates. Mr. McConahay still calls Seattle home, and Mr. Penfield spends the winter months in the olive-growing country at Lindsay, Calif., and the summers at Mount Carroll, Ill.

THE
MILWAUKEE
ROAD

MAGAZINE

CHICAGO,

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PORTRAIT OF SPEED. A fast train and a slow shutter speed created this unusual picture of the eastbound City of Los Angeles at a well-guarded crossing just west of Elgin, Ill. Note that a portion of the crossing sign and lights on the far side of the crossing can be seen through the blur created by the speeding locomotive. (Elgin Courier-News photo)

