A black and white photograph showing the interior of a dome-shaped train car. The car has a curved, ribbed ceiling and rows of seats with light-colored wooden backs. Several passengers are visible, some sitting and some standing. A man in the foreground is reading a newspaper. The perspective is from the back of the car looking towards the front.

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

A SUPER DOME VIEW
OF SPRING

MARCH 1957

MARCH 1957

THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis
Manager

Marc Green Marie Hotton
Editor Assistant to Editor

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

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Every Idea Starts Small

IT IS interesting to wonder how many men in all of the centuries before Benjamin Franklin's time had seen lightning and done nothing about it. It would be even more interesting to know exactly how Franklin came by his theories about that mysterious force . . . not the big idea as we have come to think of it, but the first faint glimmer of a notion.

That is something we will never know. As a matter of fact, even the person having an idea is often put to it to recall exactly where it all began. The important thing, of course, is not *how* the idea comes into being but rather that someone's mind is open to receive it when circumstances and conditions combine in such a way as to make the idea "happen".

Advanced training in science and engineering may be necessary to an idea's full development, but anybody can have them, and everybody does, whether he realizes it or not. It is merely a matter of keeping one's mind open and alert to the fact that nothing is perfect, that everything is subject to improvement *and eventually will be improved*.

Only a few weeks ago I learned of a typical example of productive "brainstorming", of useful idea work in our own car shop in Milwaukee.

We were repairing some steel-framed gondolas. One of the men, passing by one of those car skeletons with its wooden sides stripped off, stopped and took a closer look. "Wouldn't it be better for certain types of loading if we left it that way?", he asked himself. The idea was passed on, and everyone became intrigued by its possibilities.

Someone else decided that the solid floor should be ripped out and a grating installed, thus creating a car which snow and debris would fall right out of . . . a kind of self-cleaning car.

As a result of this original thinking on the job, several old wooden gondolas have already been rebuilt in that way and are being used by a shipper of pipe who had complained of the snow and debris which his employes sometimes had to remove from cars before loading them. He has been very pleased with these "peek-a-boo" cars, as he calls them.

Every idea starts small, but in today's business climate it may grow to tremendous size. I am certain that all of us on The Milwaukee Road will find our work more interesting and more rewarding if we try to keep that fact constantly in mind.

J. P. Kiley

OUT OF HIS WALLET...!



(Answers on page 27)

1. **What is the minimum number of passengers to whom a party ticket will be sold—two, five or ten?**
2. **Is a ladder track a yard track from which a series of tracks branch, or one of several tracks which branches from a main track?**
3. **What is the published mileage rate allowance to be paid for the use of privately owned tank cars operated on the railroads of the United States—2c, 3c or 4c per mile?**
4. **Is an interlocking semaphore with an arm that moves up and down a fixed signal or a movable signal?**
5. **Is a lead track a track leading from a freight yard to a main line track or a track leading into a locomotive repair shop?**
6. **Is a GCA a general claim agent, a grade crossing attendant or a government certified accountant?**
7. **Is an RDC car usually employed in passenger service or freight service?**
8. **Is a 4-6-0 locomotive an electric, diesel-electric or steam locomotive?**
9. **Is the inside height of a boxcar usually greater than its inside width?**
10. **Does the same mileage rate allowance apply to all types of private freight and express cars?**

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

LOOKING FORWARD TO ANOTHER TRIP

" . . . I have just returned from a long trip over your line, traveling from Minneapolis to Tacoma and return. As I sat and gazed at the beauty of the scenery, I thought of the great creator of it all. Surely He was mindful of our every need before He ever created man . . .

"My thoughts went back to those who made it possible for me to make such a wonderful trip. First the surveyors who surveyed the track . . . then those who had a part in the work of laying the track, the vast amount of ties and rails it took, and the amount of money to do all this. Add to this the equipment I was enjoying, plus the efforts of all the employes to make it comfortable for me. I was indeed very grateful for all that had been done to make such a trip possible . . .

" . . . Though there are other modern ways of travel, to me none excels the Milwaukee's crack train to the Pacific Northwest for scenery and comfort. I look forward to making another such trip again!"

*Mrs. Grace E. Whitener
Baxter Springs, Kans.*

BEST IN 20 YEARS

"I have just returned from a business trip to New York, and it was my good fortune to have had a Milwaukee dining car on the City of San Francisco from Chicago.

"I travel by train a great deal throughout the 11 western states, in addition to making two trips to New York annually in connection with my position. It has been nearly 20 years since I have found any railroad dining car service comparable to that which I experienced on this trip. The food was delectable; the service and courtesy of the waiters and the dining car steward, Mr. Paul Jones, was something I have not encountered for many years . . .

"A few things which particularly impressed me were the demitasse which was served upon being seated for break-

fast, the dinnerware, the covers on the soup bowls, and the new type of coffee cup with the non-spillable rim, and all this in addition to excellent food at a reasonable price . . .

"I assure you that I am looking forward to taking the Milwaukee again."

*Glenn S. Baker
Manager
Western Division of CIBA
Pharmaceutical Products Inc.
San Francisco, Calif.*

ST. PAUL YARD, FORWARD MOVE

(To A. R. Brodin, city freight agent, Minneapolis)

"Our president, Larry Venard, my two sons and I all thoroughly enjoyed seeing your new automatic switching facility [St. Paul Yard]. As you know, we had some difficulty in working out a time to do it, and the date we selected presented quite a few problems, but the time was very well spent.

"We want to congratulate The Milwaukee Road on this forward looking move. We can now well understand your desire to publicize a new facility of this kind, and we hope it will be a very rewarding move for your road."

*C. A. Pratt
Vice President
Western Mineral Products Co.
Minneapolis, Minn.*

HE MAKES YOU FEEL AT HOME

"While riding the Afternoon Hiawatha to La Crosse recently, and again while riding it back, I observed the unusual courtesy of one of your trainmen, Mr. D. Hockenberry. What a public relations job he does for you! Everyone is made to feel at home by Mr. Hockenberry, and his manner is far above the usual. I purposely asked him his name, so I could write this note."

*T. E. Adamson Jr.
Evanston, Ill.*

A SAFE DAY IN THE FREIGHT HOUSE

The railroad freight house, where once the agent strained at the barrels of flour and the buckets of axle grease, has long since joined the rest of the industry in a spectacular march of progress.

Today the array of commodities out on the freight house platform reflects the growing complexity of modern living and the miracles of Twentieth Century manufacturing genius. The railroads and the railway supply industry, in turn, have done their utmost to meet the changing needs of shippers. The result has been a number of marked changes in freight house methods.

On the Milwaukee Road the most complete change from the methods of earlier years is to be found at the Galewood l.c.l. freight transfer station on the west side of Chicago, where hundreds of tons of freight are handled daily, most of it by means of an overhead conveyor system.

This station and the seven freight houses in the downtown section of Chicago provide the most complete cross-section of freight house methods to be found anywhere on the railroad.

A tour of the various Chicago freight houses will find virtually every type of freight handling equipment in use. In addition to the tremendously efficient conveyor system at Galewood there are—to mention a few—forklift trucks for carrying and stacking palletized loads, and small tractors for towing platform trucks; electric transporters for handling skid loads of freight; and the conventional two-wheel and four-wheel trucks which are still more efficient than anything else for handling certain types of freight under given conditions. Because of the types of commodities to be handled, the extent to which any given type of equipment is used varies from house to house.

Perhaps the greatest similarity among all freight houses on the railroad is in their emphasis on the subject of safety.

In 1956 there were 13 reportable injuries among freight house employes throughout the system—exactly half the number in 1952. In the seven downtown Chicago houses the number of yearly reportable injuries has gone from eight in 1952 to three in 1955 and none in 1956.

The pictures on these pages show some of the precautions which make for another safe day in the freight house.

MONTH	PERSONAL INJURIES							
	1956		1955					
	REF.	L.T.	MINOR	TOTAL				
JAN.	0	0	2	2	0	0	3	3
FEB.	0	0	2	2	0	1	0	1
MAR.	0	0	2	2	0	0	1	1
APR.	0	0	1	1	1	0	3	4
MAY	0	0	4	4	0	0	3	3
JUNE	0	0	3	3	0	0	4	4
JULY	0	1	2	3	0	2	2	2
AUG.	0	0	3	3	0	0	0	0
SEPT.	0	0	6	6	0	0	0	0
OCT.	0	0	5	5	0	0	0	0
NOV.	0	0	4	4	0	0	0	0
DEC.	0	0	0	0	0	0	0	0
TOTAL	0	1	23	24	1	2	3	3

Agent B. M. Smith, in charge of the seven downtown freight houses in Chicago, alongside the safety board in House No. 3 which shows no reportable injuries in 1956 and only one lost-time injury. Actually, not only House No. 3 employes, but all of the men working in the downtown houses went through last year without having a single reportable injury.



Safety is a first consideration for employes at the big Galewood I.C.I. transfer station in Chicago, where merchandise is transferred from car to car, as well as to and from truck trailers, by means of a continuous overhead conveyor system. Employes crossing through the line of platform trucks are careful to adjust their pace to that of the line and then cross through at an angle, as demonstrated here by Stower Roy Preis.

SIGNS OF SAFETY...

Left: Edward Schroeder, foreman at House No. 3, Chicago, places the red metal sign which warns engine crews to stop clear of cars in which men are working.

Center: Having attached a portable derail to a track at the east end of the Galewood freight house, Mechanic Andrew Vincent sets the red target in place in the derail mechanism to warn trainmen and

enginemen of its presence. The derail prevents the accidental movement of cars against the portable bridge at the east end of the station.

Right: Caller John Xaverius hangs a warning sign at the end of a truck trailer which has been placed for unloading at the Galewood freight house platform. This precaution is taken to prevent the moving of a trailer while men are working in it.



March, 1957



Safety meetings are held often at all of the freight houses as another precaution against personal injuries. E. G. Kiesele, superintendent of safety, is shown conducting such a meeting with the men in House No. 1, Chicago. Standing at the extreme right is Agent B. M. Smith, while at Mr. Kiesele's right are Assistant Superintendents of Safety G. M. Dempsey and A. W. Shea.

HANDLING MERCHANDISE...



CAR DOOR SAFETY...

◀ Experience has taught station forces that car doors can be thresholds to trouble if not properly opened and closed.

Left: Caller Leland Decker at Galewood station keeps his body in the clear as he opens a car door, thus avoiding the possibility of injury from package freight which might fall through the opening.

Left, below: Check Clerks Harold Dode and Walter Kocan at House No. 3 keep their hands in the clear as they close a car door. They also place their feet securely to avoid slipping.



Top: Checker Daniel Johnson, operating an electric transporter to move a skid load into a car in House No. 1, the so-called candy house, pushes the handle forward to stop it momentarily at the door, thus avoiding the risk of striking workmen inside the car.

Center: Stowers Nick Daros, Louis Buchanan and Joseph Nowell (left to right) observe safe practices in loading a Seattle-bound refrigerator car with 50,000 pounds of candy.

Lower picture: At Kinzie Street freight house Checker Lowell Behnke places cartons securely on a four-wheel truck. Careful stacking on trucks lessens the danger of personal injury and damage to freight as a result of packages slipping off.

Agent A. E. Ward (seated at left below) and Assistant Agent F. R. Lewis keep safety uppermost in the minds of station employes by discussing it every day over the public address system. At right, with safety manuals in hand, a group of workmen listen to Mr. Ward's remarks. Left to right: Foreman Charles Garry, Caller Lawrence Fryxell, Checker Charles Brown, Trucker Tony Mrczynski, Tow Motor Operator John Cwieka and Checker Emil VanderHeyden.

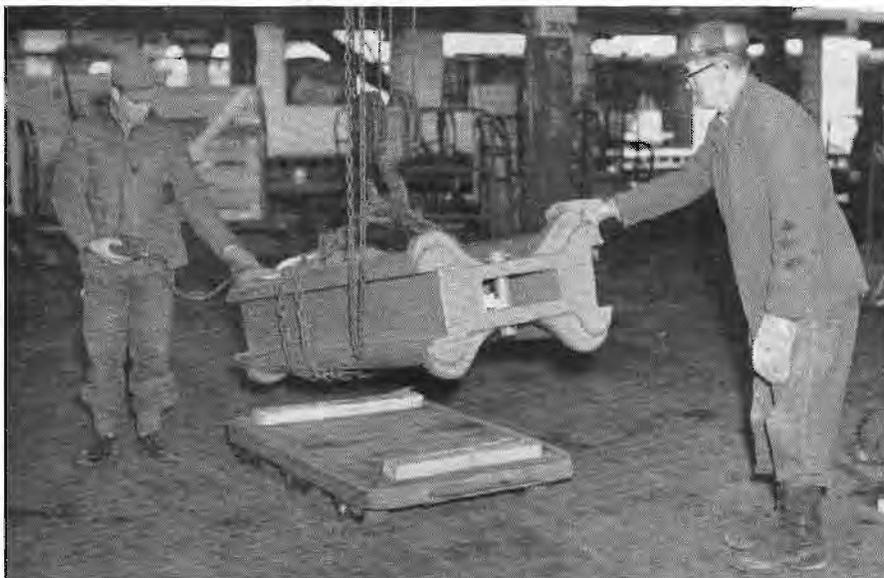


AT GALEWOOD...



A SAFE DAY IN THE FREIGHT HOUSE...cont'd

Below: Even though Callers Peter Salach (left) and Peter Litz use a crane for handling shipments such as this at Galewood station, they take the precaution of wearing gloves to protect their hands from rough and sharp edges. Safety shoes are also recommended for freight house work. Right: Stower Rocco LaGrano exercises caution in taking the mast of a platform truck from the conveyor at Galewood. Since the upper section of the mast telescopes into the lower section, he is careful to keep his hand clear of the point where the sections come together.





Top: Wise employes wear eye protection when removing nails, blocking or banding from cars. Blocker Chester Zmarlinski at Galewood station shows how. Above, left: Check Clerk Frank Frontzak at House No. 3 inserts bolts in the runboard between cars to prevent its shifting. The board is also nailed to the floor of the car. Above, right: Blocker Oscar Hanson at House No. 3 takes the precaution of wearing goggles as he blocks reels of cable.

A SAFE DAY IN THE FREIGHT HOUSE...cont'd

Below, left: A microlever, shown being used by Stower Frank Palevich at Galewood station, enables one man to place a runboard between cars safely. He is careful to keep his body clear of the handle of the lever dolly. Below, right: Injuries to men and damage to freight can often be avoided by breaking down a load so that it is level or nearly so. Standing on a solid wooden crate, Mobilift Operator William Minihan levels a load at House No. 3.



Dividend Declared on Series A Preferred Stock

AT THE monthly meeting of the board of directors in Chicago on Feb. 21, a dividend of \$5.00 per share on the Series A preferred stock of the company was declared out of the 1956 earnings, payable at the rate of \$1.25 per share on Mar. 28, June 27, Sept. 26 and Nov. 27, 1957, to holders of record at the close of business on Mar. 8, June 7, Sept. 6 and Nov. 8, 1957, respectively.

The board also approved the payment of contingent interest at the full rate of 4½ per cent per annum on the general mortgage income bonds, Series A and B, and contingent interest on the Terre Haute bonds at the full rate of 11½ per cent per annum on Apr. 1, 1957, and the equal semiannual installments of interest at the rate of 5 per cent per annum on the income debentures, Series A, on Mar. 15, 1957 and Sept. 15, 1957.

It was further announced that consideration would be given at the meeting of the board of directors to be held Mar. 21 to a dividend on the common stock of the company.

What The Railroads Do In Thirty Minutes

EVERY 30 minutes of every day and night, an average of between 500 and 600 freight and passenger trains start on their runs somewhere in the United States, and an equal number pull into terminals, their runs completed. The passenger trains in this brief period produce transportation equivalent to carrying 1,628,000 persons one mile, and, in addition, handle about 80 per cent of all non-local United States mail, plus large quantities of baggage and express. Freight trains provide transportation equivalent to hauling a ton of freight more than 35,500,000 miles—about 1,420 times around the earth.

While performing their essential transportation service, railroads in the same 30 minutes will pour into the bloodstream of the nation's economy more than \$285,000 in wages to their employees, \$76,000 for improvements to plant and equipment, \$93,000 in purchases of fuel, materials and supplies, and more than \$62,000 in taxes to national, state and local governments.

In such figures—repeated 48 times every day, 365 days a year—is found a measure of the real worth to America of its entirely self-supporting, tax-paying railroads.

Green Board Ahead...

The article reprinted here from a recent issue of Youth magazine was submitted to that publication by President J. P. Kiley at the invitation of its editor. It contains some important reminders for the young man or woman faced with the choice of a career.

BEING a railroad man I may be prejudiced, but it seems to me there is one experience which every American should have during a lifetime. Let me describe it briefly.

You are on a train in the mountains and it is night. Your train is winding its way along the narrow shelf on which the track is laid. Except for the faint click of the wheels over the rails, all is quiet back in the Pullman car as you prepare for a good night's sleep. You turn off the light and raise the blind for a last look out the window. There before you is a fascinating spectacle.

Far up ahead the locomotive headlight is playing a game of light and shadow on the rugged terrain through which you are traveling. Heading into a curve the beam of light strikes a colorful rock. Then the light is lost in the black void of a canyon. And now, once more, it swings back to light the green tips of fir trees reaching up to track level at the next curve.

I maintain that everyone should have an experience of this nature. Not just because it is thrilling in itself, but more importantly because it is a practical lesson in the history of our country's growth and the part the railroad industry played in its development.

As you lie there in the stillness of your berth you can picture in your mind's eye the pioneers who first explored this country, searching for a passage through these mountainous peaks. And then you can see the engineers who surveyed, and blasted, and laid a steel highway for our country's expanding commerce.

In this imaginary setting you can all but hear the iron horse with its drivers pounding the mountain grades and straining at every bolt to fulfill its mission. Then, once more, you return to the present and feel secure in the effortless power of the giant diesel-electric locomotive up ahead.

Now and again you notice the signals

"Those signals not only indicate what lies ahead on the track. . . but stand as symbols of what lies ahead for the railroads themselves."



along the track. In the distance you pick up the next one, its light showing faintly green. "Green board ahead!" the enginemen say. It grows more brilliant, and then, as the locomotive reaches it, the signal light flashes red, a warning to any following trains.

Those signals, which must operate *without fail*, day and night, winter and summer, not only indicate what lies ahead on the track, but as examples of the technological progress which has taken place in this industry within recent years, they also stand as symbols of what lies ahead for the railroads themselves and for those of us who go into railroading as a career.

A good many people think of railroaders as either conductors, locomotive engineers, firemen, switchmen or agents. Actually, there are more different kinds of jobs in railroading than in most other industries—probably because railroading is several kinds of business rolled into one.

In addition to the important jobs just named, there are at least 100 trades and professions represented in the ranks of railroad employes. There are doctors, lawyers, chemists, engineers, architects, salesmen, plumbers, electricians, plasterers, carpenters, machinists, and many others. Women, too, find useful, satisfying careers in our industry.

The average young student of electronics or mechanical engineering would, I believe, be fascinated by the intricacies of even the most ordinary of today's automatic freight car classification yards. As for the largest and most modern of these installations, I believe they would be a challenge even to the professors

themselves, as would some of the problems involved in setting up a railroad's centralized traffic control and communications systems.

But does the challenge to the technician end there? Hardly! Railroading is an industry devoted to public service, working always in terms of movement and weather—all kinds of weather—and its problems are as varied as the public's needs.

If trains are not to be delayed, diesel fuel oil must flow freely from storage tanks in the Dakotas in the dead of winter. A job for chemists. A manufacturer produces a new pad for feeding oil to the freight car journals, but will it take the weight and the miles, and operate properly both at 100 degrees above and 30 below zero? A job for the test department!

I would not want to give the impression that railroading offers a career for every young man and woman. It doesn't. Its opportunities are broad but, like those of most industries, they are right for some and not for others.

Whether a person has in mind a job as a locomotive engineer, a private secretary, a dining car chef, or a specialist in electronics, railroading calls both for skill and for a straight-thinking responsible turn of mind in keeping with the role of the railroads as our country's largest and most dependable carrier.

The railroads today have changed so extensively, in ways both evident and unseen, that they are virtually a new industry. Their future is limitless.

As the men in the locomotive cab would say, it's a "green board ahead" for the railroads of America.



SOME THOUGHTS ABOUT

Early Planning Is the Key to Economic Security, Health and Happiness During Those Years After Retirement

DURING the years when America was being won from the wilderness, and even within the memory of many people still living, long life was hardly a thing to be expected. It came as a kind of bonus, and to relatively few. At the turn of the century, for instance, only about 4 per cent of Americans were over 65. Since that time, however, while the total population of our country has doubled, our older population has increased four times. By 1970 it is estimated that this figure will reach 16 million persons.

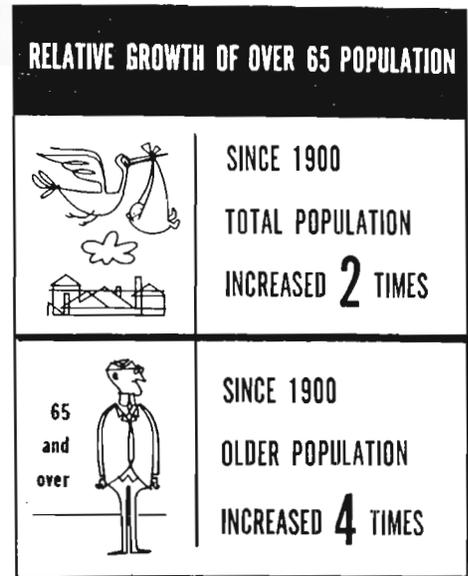
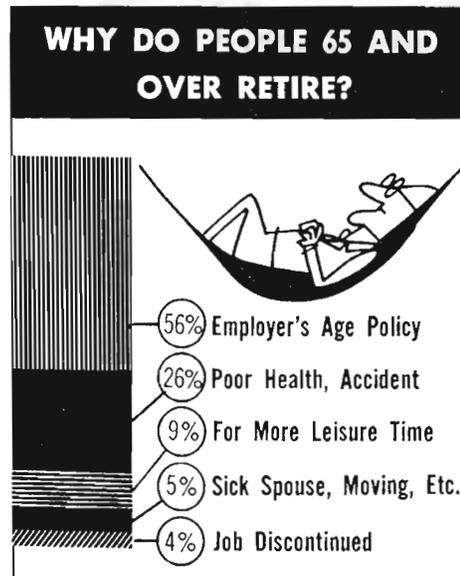
Never before in history, either, has the prospect been so good for enjoying the blessings of a long life. Sound engineers and optical experts are constantly inventing new and more efficient aids to hearing and seeing for oldsters. A machine has been perfected to magnify the printed page five times. A publisher prints "books for tired eyes"—large type editions of classics and current literature. Hearing aids can now be obtained that are almost invisible.

Houses with few steps to climb, kitchen layouts that save work, bathrooms en-

gineered for safety—everything that promotes the comfort and health of older people is being utilized. If problems still remain, then, they are those of adjusting to the emotional, physical and financial hurdles which all of us will face in late maturity.

Most people do not face up to the problems of their later years until the time is ripe for retirement. They cannot imagine themselves out of the routine of business. Then comes the evening of tribute, the testimonials, anecdotes and best wishes, and the presentation of a gift. During the celebration the guest of honor is beset by contradictory emotions, and for the next few days he may be slightly dazed. To many people who have spent their productive years in the business world, no job is

The charts used in connection with this article were provided by the Twentieth Century Fund, 330 West 42nd Street, New York 36, N. Y. Most of the facts were taken from a study entitled "Economic Needs of Older People" by John J. Corson and John W. McConnell, recently completed by the Twentieth Century Fund, and from "When You Grow Older" by George Lawton and Maxwell S. Stewart, a pamphlet published by the Public Affairs Committee Inc., 22 East 38th Street, New York 16, N. Y. Copies of the latter may be purchased at 20 cents each. Another helpful guide to people planning for their later years is "Retirement—A New Way of Life" by Dr. Eugene Friedmann of the University of Wisconsin staff. The booklet is available by mail from Bookstore, University of Wisconsin Extension Division, Madison 6, Wis.; 50 cents, payable by check.



so hard as that of an onlooker at domestic routine. Old age, even the "early years of old age", demands of them qualities with which they are poorly endowed. They have no compensating skill to fill the void caused by joblessness and are uneasy at being idle.

What situations in old age, what problems of adjustment can we prepare for? Old people, in order to be healthy, physically and mentally, need to be active, and activity is best if it is a definite vocation or an interest pursued seriously

and systematically. As birthdays mount, we tend to approach a new idea with fear, resentment or antagonism, but what makes an idea new is its unfamiliarity to us. From 40 on, then, we must keep in fighting trim our ability to handle an unfamiliar idea or skill with which to replace those in our own field when speed and endurance begin to decline.

A realistic program for preventing a psychological letdown must enable a man to do something in which he can take pride and continue to feel useful.

As avocational outlets he should be able to do things of an art, craft, or scientific nature, even if they involve only being handy around the house or garden.

In addition to bringing personal satisfaction, an avocation can also bring in money. For instance, a retired executive who learned metalcraft for the fun of it, discovered its money-making possibilities and started a small business. A woman of 78 runs a shirt "hospital" which she started 30 years ago. It fur-

YOUR LATER YEARS

EVEN with all the things that are being done, and that will be done, to make life more comfortable for older people, no one is relieved of the responsibility of providing for his own needs to as great a degree as possible. Railroad employes meet this responsibility, at least in part, through their Railroad Retirement payments, and the railroad companies help them by matching those payments dollar for dollar. Many have put aside something for their later years through home ownership, insurance, a savings account or investments.

Experts in this field are generally agreed that to avoid the hazard of a dependent old age, a person should set up a program in his productive years. Their suggestions include the following points:

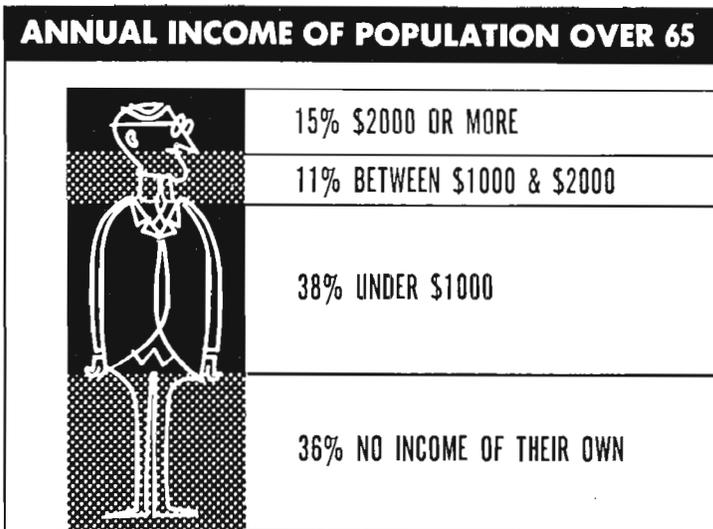
- **Development of skills.** Muscles may not hold up after the age of 60, but skills acquired in earlier years will help to get and hold a job. Study some skill in

your present work which represents a potential opportunity in your "after 60" period.

- **Set up an adequate savings program,** regularly allotting a certain portion of your earnings to United States bonds, savings or sound investments. "Don't spend it all" is a good motto whether you're 19 or 49.

- **Keep your installment buying down** to a reasonable figure as you mature. When one has not yet attained full earning power, installment buying is often welcomed because one cannot pay outright for all the things needed in a new home. As one grows older, it is desirable not to burden your future earnings too heavily.

- **Learn your Railroad Retirement Benefits** (and Social Security benefits if employed after retirement.) Make sure you understand them perfectly so that you won't miss benefits to which you are entitled.



The average retired railroad man or woman enjoys a greater degree of financial security than the average over-65 American. For details see concluding paragraphs of article, on page 16.

nishes her with a good living, especially since her husband passed on. Another woman of 85 specializes in hooked rugs of unusual design that bring a good price.

It is an achievement to make a retirement activity commercially profitable, but when that happens a person still needs interests that provide pleasure and relaxation. A retirement plan is like a suit of clothes or a hat: it must meet physical and financial requirements, but most of all it must suit the personality of the individual.

In later years, good health is all-important. Many people imagine that illness and aches and pains are a necessary part of getting old, but this is not necessarily true. While most people are

ill more frequently as they get into their sixties and seventies, many enjoy excellent health. They just have to work a little harder to keep healthy than when they were younger.

Certain diseases, however, such as diabetes, arthritis, cancer, and diseases of the heart and blood vessels, are more common at an advanced age than in youth. Since many of them do not cause pain until serious damage has been done, regular medical examinations are advisable after 40. Such examinations should be designed not only to detect disease, but to find out how healthy a person really is.

How much work or exercise an older person can safely do depends a great deal on previous habits. For instance, a

man who has been physically active may find that he can continue to be so into his seventies, while one who has spent most of his business career at a desk may find that even mild exercise is too much. A balanced diet, important at any age, is particularly so for oldsters. Many older people refuse to eat nourishing foods, either because they find them hard to chew, or because they just don't like them. As a result, they not only have a monotonous diet, but may also suffer from a vitamin deficiency.

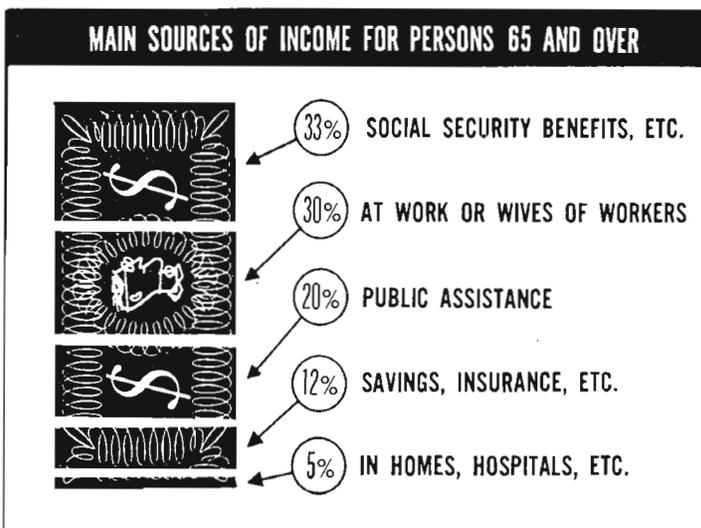
Strangely enough, as people grow older and less active, many suffer from fatigue and point to it as the reason for a lack of accomplishment. If the condition is constant, an examination by a physician will reveal if illness or disease is responsible. It may be that the cure is not a medical compound, but the need to straighten out inner conflicts and fears. Vitamin B complex is helpful to a person suffering from a definite physical deficiency, but it cannot resolve emotional upsets.

Old age can be dismal if each person has to face it friendless and alone. But it can be relatively rich when older people band together to help each other. An advantage now open to people over 65 are the clubs in various parts of the country which have been formed by retired persons to promote fellowship and share mutual problems. Some cities have also set up counseling services to give advice and encouragement on planning for the future.

Money problems in old age are undeniably serious. However, financial security does not guarantee that a person will live happily in his old age. With or without a pension, though, most older people must learn to live on considerably less than they did during their working lifetime. For a man or woman who regards money as an end in itself, this represents a major adjustment, particularly for those who have been accustomed to "keeping up with the Joneses" and can no longer do so. But once they have rid themselves of such ideas, most older people find that there are many little luxuries they can get along without.

Another advantage now enjoyed by our senior citizens is an increase in economic security during the last few decades. While it is a recognized fact that at 65 there is a marked increase in unemployment, our national output is increasing faster than the over-65 population. Added up, it means that the productive effort that goes to support older

(Continued on page 16)



• APPOINTMENTS •

Engineering Department

Effective Mar. 1, 1957:

W. G. Powrie, chief engineer, has been granted a leave of absence for reasons of health. During his absence V. E. Glosup will serve as acting chief engineer.

Traffic Department

Effective Mar. 1, 1957:



R. K. Hurlbut

R. K. Hurlbut is appointed general agent at Madison, Wis., following the retirement of J. F. Conlin. Mr. Hurlbut is a native of Richland Center, Wis., who started with the Road in Madison in 1934.

He has been district passenger agent there since 1947.

G. A. Henkens is appointed district freight and passenger agent at Omaha, Neb. Mr. Henkens started his service with the Road in the Omaha traffic department in 1923 and transferred to the general offices in Chicago three years later. In 1948 he returned to Omaha where he has since been general agent passenger department.

H. J. McCauley is appointed city ticket agent in Minneapolis, following the retirement of J. A. Oslie. Mr. McCauley, a native of Decorah, Ia., has been with the Road in the Twin Cities for 30 years. Since 1950 he has been accountant in the Minneapolis station ticket office.

Store Department

Effective Mar. 1, 1957:

The headquarters of H. A. Unmacht, district timekeeper, will be at Milwaukee Shops, Wis.

W. Goudy is appointed district storekeeper, Lines West, with headquarters at Tacoma, following the transfer of H. A. Unmacht. Mr. Goudy, who entered service at Green Bay in 1919, has been assistant maintenance of way storekeeper at Tomah and most recently division storekeeper at Deer Lodge.

L. E. Bacon is appointed division storekeeper, Rocky Mountain Division, with headquarters at Deer Lodge, succeeding W. Goudy.

March, 1957



Key officers of The Milwaukee Traffic Club who were elected at a meeting in the Elks Club on Feb. 5. From left: D. G. Ploetz, traffic manager of the Harnischfeger Corporation, first vice president; C. F. Dahnke, general passenger agent, The Milwaukee Road, president; K. B. Brandt, traffic manager, Kearney & Trecker Corporation, secretary-treasurer; R. W. Brushe, traffic manager, Pressed Steel Tank Company, third vice president; and H. A. Jahnke, sales representative, Motor Transport Company, third vice president.

C. F. Dahnke to Head Milwaukee Traffic Club in 1957

AT A meeting of The Milwaukee Traffic Club on Feb. 5, C. F. Dahnke, general passenger agent of The Milwaukee Road at Milwaukee, was elected president for 1957. He succeeds G. C. Loeser, assistant general traffic manager of the Jos. Schlitz Brewing Company. Mr. Dahnke had previously served the club as a director and as third, second and first vice president. In the latter position he is being succeeded by D. G. Ploetz, traffic manager of the Harnischfeger Corporation.

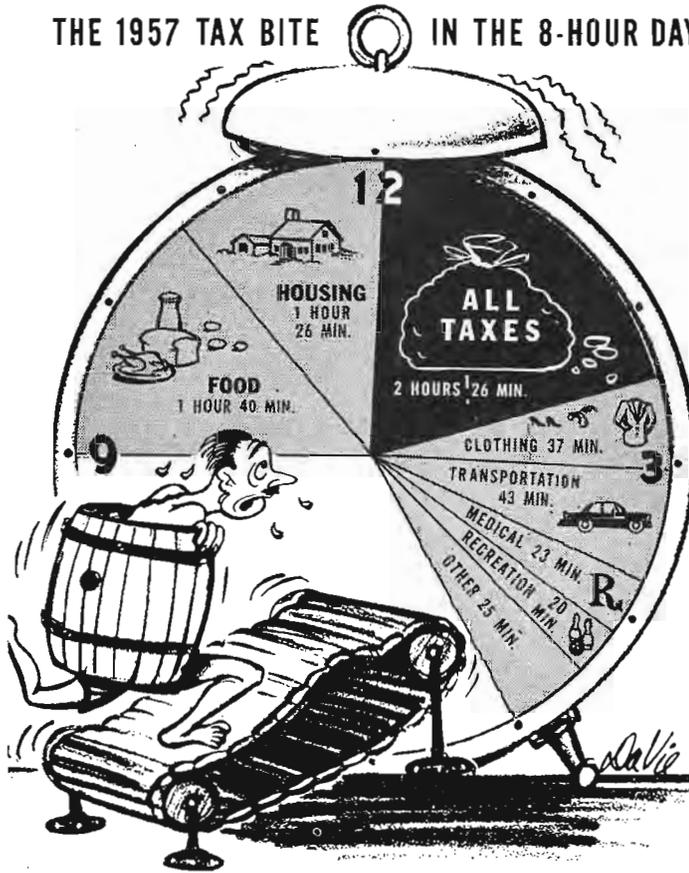
R. B. Birchard, Milwaukee Road general agent in Milwaukee, was elected to the club's board of directors. Others named to the board were G. C. Brewer Jr., assistant general traffic manager of the A. O. Smith Corporation; J. J. Irelandi, traffic manager, the Krause Milling Company; W. H. Schulze, manager, Motor Cargo Company; W. K. Corner, manager, Consolidated Forwarding Company; and R. H. Gustafson, general agent, the Chicago Great Western Railway.

Mr. Dahnke is a native of Wisconsin who started with the Road as a telegrapher at Boscobel in 1915 and was later ticket agent at Richland Center and Madison. He was city passenger agent at Madison from 1929 until 1939 when he went to Milwaukee as general passenger agent. He was appointed assistant general passenger agent there in 1946 and promoted to general passenger agent last May. He is a former president of the Wisconsin Passenger Club and an honorary life member of the American Association of Railroad Ticket Agents.

Milwaukee is the home city of Mr. Birchard who entered service there in 1922. He has held various positions in the traffic department there and in Mason City, and was also assistant general agent in Chicago before being appointed general agent at Milwaukee in 1953.

Horse power was much safer when only horses had it.

THE 1957 TAX BITE IN THE 8-HOUR DAY



The average \$4,500-a-year man must work 2 hours and 26 minutes of his eight-hour day to pay for his taxes, according to the Tax Foundation. As the clock shows, more time is spent working for taxes than for food and other items.

Spectacular Blaze Claims "Old No. 1" Roundhouse, Milwaukee

A LANDMARK familiar to several generations of Milwaukee Road employes and citizens of Milwaukee was largely destroyed on the night of Feb. 28 when "Old No. 1" roundhouse near the entrance to the shop area became the victim of a five-alarm fire. The structure, generally referred to as the "road house" or "passenger house" during the days of steam operation, has been used principally for storage of diesel units in recent years.

The loss, estimated at approximately \$399,000, included the complete destruction of one diesel switch engine, as well as damage to six other diesel units, an electric locomotive truck frame, and other pieces of equipment of lesser value. Twenty-one stalls in the north, or newer, end of the building were destroyed, while the older part, constructed around 1878, was largely spared.

The structure and equipment were covered by insurance which will provide partial recovery of the loss.

The fire appears to have resulted from the use of cutting torches in the removal

of air reservoirs, flangers and other salvageable equipment from four wooden box flanger cars. The fire apparently smoldered undetected for a considerable time. Employees in that section of the roundhouse left about 3:30 p.m., approximately two hours before the fire was discovered. Twenty-five employes in the south part of the structure got out safely. No one was injured.

A. A. Horton

ADELBERT A. HORTON, whose 63 years as a Milwaukee Road station agent are believed to be an industry record for men employed in that capacity, died on Feb. 14 at Fairmont, Minn. He had been stationed at Fairmont 54 years before retiring on Mar. 31, 1948. Death at 88 followed an operation for a broken hip. He was the father of L. B. Horton of Glenview, Ill., commissioner of the Road's agricultural and mineral development department.

Mr. Horton was the youngest son in a pioneer family which moved from New York state to Minnesota in 1861 and settled near Rochester. An older brother started working for the Milwaukee when the line was extended through the Dakotas, and "Bert", then about 15, learned telegraphy "hanging around the station." Soon he was filling relief jobs, and in 1885 became agent at Kinbrae, Minn. He was there two years and at Edgerton, Minn., another six before beginning his long service at Fairmont. When he retired, he out-ranked by 13 years the next employe on the seniority list of the former I&SM Division.

During his long residence in Fairmont, Minn., Mr. Horton had served in many civic offices, including city

NOTICE—Voting Members of The Milwaukee Road Women's Club

DISTRICT conventions and get-together luncheons will be held as follows:

- Sioux City, Ia. Hotel Sheraton-Martin April 25
- Milwaukee, Wis. Hotel Schroeder May 3-4
- Minneapolis, Minn. Hotel Nicollet May 8
- Tacoma, Wash. Hotel Winthrop May 23

All voting members are invited to attend the business sessions as well as the get-together luncheons. For details and reservations consult local chapter presidents.

alderman, president of the Kiwanis Club and for 25 years as president of the library board. In 1932 he was the recipient of a 25-year service emblem from the ORT and in 1951 of a 65-year button from the Veteran Employees' Association of The Milwaukee Road, of which he was a charter member. Funeral services were held in Fairmont. In addition to his son, Mr. Horton is survived by the latter's two daughters, Katharine and Mary Ann.

W. M. Thurber

WILLIAM MACK THURBER, retired assistant superintendent of the D&I Second District, passed away Feb. 1 in Dubuque. Funeral services were held there under the auspices of Masonic Lodge No. 125, with members of the Retired Employees Club of Dubuque forming an honorary escort.

Mr. Thurber came from a pioneer Milwaukee Road family whose services predated the Civil War. His grandfather was an agent for the old Milwaukee-Mississippi Railroad at Muscoda, Wis., a job in which he was succeeded by his son and later his grandson. Two other grandsons were with the Road—R. L. Thurber who later became a newspaper publisher at Richland Center, Wis., and the late N. P. Thurber, at one time assistant superintendent of the Milwaukee Division. Mr. Thurber's mother was one of the Road's first woman telegraphers, whose 25 years of service brought the family total to 241 years. His own service started in 1898 as a telegrapher on the old Prairie du Chien Division. Later he was an assistant dispatcher, chief dispatcher and trainmaster, and from 1918 to 1931 superintendent of the old Dubuque, the I&D, the La Crosse and the Illinois Divisions.

He had also served as assistant superintendent at Davenport and La Crosse before retiring at Dubuque on Jan. 1, 1947.

FORGET YESTERDAY

Finish every day and be done with it. You have done what you could. Some blunders and some absurdities no doubt crept in; forget them as soon as you can. Tomorrow is a new day; begin it well and serenely with too high a spirit to be cumbered with your old nonsense. This day is all that is good and fair. It is too dear, with its hopes and invitations, to waste a moment on yesterdays.

—Ralph Waldo Emerson



Part of the large crowd of Coast-to-Coast Stores owners, their wives and children and guests as they boarded the Milwaukee Road special train in Minneapolis for the trip to the new plant in St. Louis Park.

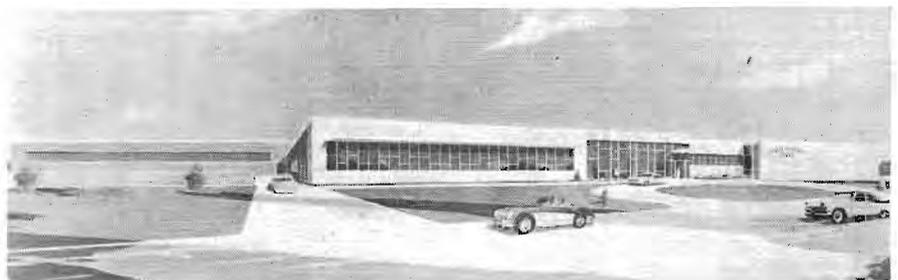
Coast-to-Coast Stores Opening Features Train Ride for Guests

THE MILWAUKEE ROAD was privileged to play a featured role in the formal dedication on Feb. 10 of the huge \$3,000,000 offices and warehouse of Coast-to-Coast Central Organization, Inc., in St. Louis Park, Minn., a suburb of Minneapolis. The occasion, combining the dedication of the new structure with the firm's annual meeting, was attended by approximately 1,500 persons, including owners and their wives and children, representatives of that organization's 645 independently owned stores in 17 Upper Midwestern and Northwestern states, and other guests. As a convenience the Coast-to-Coast organization arranged with the Milwaukee for the operation of a "Coast-to-Coast Special Express" to carry guests from downtown Minneapolis to the plant in St. Louis Park. The train made four runs at two-hour intervals, starting at 8:30 in the morning, taking the passengers directly

from the Milwaukee Road depot to an interior rail court inside the warehouse. The court, large enough to accommodate eight freight cars at a time, was ideal for receiving the six-coach train.

The new one-story warehouse and office building is considered to be the largest of its type in the Upper Midwest, covering a total area of 410,000 square feet. It will house hard lines merchandise in automotive, hardware, housewares, sporting goods, electrical, home appliances, plumbing and heating, home furnishings, toy and paint departments.

The new warehouse is air conditioned and features a "towveyor", an under-the-floor traveling chain 1,260 feet in length which circles a large area, carrying tow line trucks loaded with incoming merchandise to the proper area for stocking. The plant also includes a sign processing shop which will print a million signs each year for use in Coast-to-Coast stores.



Architect's drawing of the new offices and warehouse of Coast-to-Coast Central Organization, Inc.

... Your Later Years

(Continued from page 12)

people is likely to become a smaller percentage of our total output, and that in the future we can take better care of them because we can better afford to.

The average railroad man or woman now in the "golden years of retirement" enjoys a greater degree of financial security than the majority of over-65 Americans. As of Dec. 31, 1956, approximately 326,908 were receiving monthly benefits from the Railroad Retirement Board. The average benefit was \$112.44 per month, or \$1,349.28 per year. In addition, more than one-third of all retired railroad men had wives who received an additional spouse's benefit payment averaging \$48.14 per month, or \$577.68 for the year.

In other words, the families of more than a third of all retired railroad employes had an average yearly income from Railroad Retirement of about \$1,927, to say nothing of the income which the retired employe is privileged to earn in addition to his Railroad Retirement benefits. Except for those drawing a disability annuity and who are under 65 years of age, there is no limit placed on the earnings of retired railroad people.

All of us, if we live long enough, will eventually arrive at old age, and as long as we live some kind of problem must be met. Retirement is not a period of contemplation, but of self-realization. A whole new world can be opened by understanding that it is an approach to a new life rather than a departure from the old.

DR. CAREFUL PRESCRIBES THE CURE



retirements

during February 1957



General Offices—Chicago and Seattle—Including System Employes

ANDERSON, ADOLPH E. Cook	Chicago, Ill.
BELL, ERNEST J. Waiter	Chicago, Ill.
CARROW, WALTER J. Clerk	Chicago, Ill.
HARDEN, ANDREW M. Porter	Chicago, Ill.
MISCHKE, JOHN R. Clerk	Chicago, Ill.
NUMMERDOR, CLARENCE Gen. Supt. Transp.	Chicago, Ill.
RICHARDS, EDWARD S. Steward	Chicago, Ill.
TATE, JAMES Waiter	Chicago, Ill.
VAN SCHOYEK, ADELINE Clerk	Chicago, Ill.

Chicago Terminals

BEYER, HERMAN A. Loco. Engr.	Chicago, Ill.
CHADDERON, FARRELL L. Machinist	Chicago, Ill.
CUNDIFF, HOLBERT A. Mach. Helper	Bensenville, Ill.
DEMETRO, JOHN Stower	Chicago, Ill.
DI VALL, ROBERT G. Yardmaster	Bensenville, Ill.
DOMBKOWSKI, PETER Trucker	Chicago, Ill.
HYMAN, IKE Fire Cleaner	Bensenville, Ill.
JOHNSON, BERT A. Clerk	Bensenville, Ill.
KAWA, FRANK Carman	Chicago, Ill.
KULIEKE, SAMUEL G. Loco. Engr.	Chicago, Ill.
KWIETNIEWSKI, TONY B. Carman	Bensenville, Ill.
LEPIPAS, GEORGE V. Track Laborer	Bensenville, Ill.
MAGAFAS, JOHN P. Sec. Laborer	Chicago, Ill.
MALLY, NICK Ex. Gang Roadmaster	Chicago, Ill.
McGRAW, CLEBER C. Pipefitter	Bensenville, Ill.
METCALF, MARGARET C. Tel. Oper.	Galewood, Ill.
O'ROURKE, FRANK J. Bridge Tender	Chicago, Ill.
RAINES, MAX H. Crossing Watchman	Chicago, Ill.
RONSCHE, HARRY E. Mach. Helper	Chicago, Ill.
SPLITT, JOSEPH Switchman	Chicago, Ill.
WOLEK, VINCENT Carman	Galewood, Ill.

Coast Division

BROSTROM, OSCAR B & B Carpenter	Seattle, Wash.
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GRAHAM, EUGENE J. Ex. Gang Laborer	Elbe, Wash.
LORAN, FRANK M. B & B Foreman	Tacoma, Wash.
MAYLES, RALPH R. Clerk	Tacoma, Wash.

Dubuque & Illinois Division

ARCHER, ALVA E. B. M. Helper	Ottumwa, Ia.
BLOSS, JOSEPH N. Clerk	Chillicothe, Mo.
DAVIS, EARL Sec. Laborer	Braymer, Mo.
GLAB, FRED Bridgeman	Dubuque, Ia.
LEONARDO, SAM Turntable Oper.	Savanna, Ill.
THEMAS, SAM S. Lampman	Savanna, Ill.
WAYSON, WILLIAM B. Loco. Engr.	Davenport, Ia.
WILSON, WILLIAM R. R. H. Foreman	Ottumwa, Ia.

Hastings & Dakota Division

ENGELHART, SEBASTIAN P. Carman	Aberdeen, S.D.
MARTIN, WALTER E. Loco. Engr.	Ortonville, Minn.
MYERS, CLYDE L. Loco. Fireman	Andover, S.D.
STEVENS, CLARENCE F. Loco. Fireman	Aberdeen, S.D.
WILLIAMS, FRANK Loco. Engr.	Aberdeen, S.D.

Idaho Division

CASEBEER, EDWARD J. Loco Engr.	Spokane, Wash.
CLARK, JOSEPH C. Loco. Engr.	Spokane, Wash.
DULIK, LOUIS J. Loco. Engr.	Spokane, Wash.
KRONMEIER, WILLIAM R. Loco. Engr.	Spokane, Wash.
LINEHAN, JOSEPH H. Conductor	Spokane, Wash.
SCANLAN, JOHN A. Loco. Engr.	Spokane, Wash.
SHAW, ROY S. Loco. Engr.	Spokane, Wash.
VAN DUERSEN, AUGUST C. Loco. Fireman	Cle Elum, Wash.
WOHLK, ALMA B & B Cook	Othello, Wash.

Iowa Division

AIRHART, ARTHUR V. W. H. Foreman	Perry, Ia.
CAMPBELL, MELVIN R. Sec. Laborer	Springville, Ia.
JACKSON, ROBERT H. Sec. Laborer	Panora, Ia.
LEE, EDWIN C. Sec. Foreman	Maxwell, Ia.
LUTZE, FLOYD G. Loco. Engr.	Perry, Ia.
YEPSEN, FRANK J. Sec. Laborer	Fonda, Ia.

The Milwaukee Road Magazine

**Iowa, Minnesota & Dakota
Division**

BOHR, PETER J.
Sec. Laborer Mitchell, S.D.
CASEY, JOHN W.
Switchman Madison, S.D.
DARR, MATHEW D.
Yardmaster Austin, Minn.
HANSON, CHRIS O.
Loco. Engr. Austin, Minn.
HEYMAN, CORNELIUS
Sec. Laborer Hull, Ia.
KEARNEY, FRANK S.
Custodian Dolton, S.D.
LASLEY, JAMES E.
Agent Fairmont, Minn.
MOHS, GUS O.
Loco. Engr. Austin, Minn.
OTTERNESS, HENRY O.
Agent LeRoy, Minn.
PETERSON, LEE
Sec. Foreman Kadoka, Minn.
SCHMITT, NICK H.
Sec. Laborer Mt. Vernon, S.D.

La Crosse & River Division

BEAVER, WILLIAM R.
Conductor Milwaukee, Wis.
BLACKWOOD, JOHN C.
Leadman Tomah, Wis.
DAVIS, JOHN
Sec. Laborer Necedah, Wis.
KULLBERG, AUGUST
Sec. Laborer Bangor, Wis.
McCAIGUE, GEORGE F.
Trainman Milwaukee, Wis.
OMUNDSON, CASPER H.
Conductor Red Wing, Minn.
ROEKEN, WILLIAM A.
Loco. Engr. Milwaukee, Wis.

Madison Division

ALLEMANG, CASH M.
Loco. Engr. Madison, Wis.
MARSH, OTTO C.
Car Repairer Janesville, Wis.
MUTTER, ADAM
Sec. Foreman Whitewater, Wis.

Milwaukee Division

CARPENTER, MARY E.
Stenographer Milwaukee, Wis.
FRIESS, ARTHUR J.
Agent-Oper. Saukville, Wis.
INGLIS, ANDREW G.
Conductor Milwaukee, Wis.
JOACHIM, WILLIAM E.
Hostler Helper Green Bay, Wis.
WUBBELS, JACOB J.
Loco. Engr. Milwaukee, Wis.

Milwaukee Terminals & Shops

BERGQUIST, OSCAR S.
Machinist Milwaukee, Wis.
BISHOP, FRANK
Sec. Laborer Milwaukee, Wis.
DETTEN, DOMINIC
Mach. Helper Milwaukee, Wis.
EIMERMAN, HENRY P.
Helper Milwaukee, Wis.
ERN, ERWIN E.
Carman Milwaukee, Wis.
FALCH, WALTER B.
Hammer Oper. Milwaukee, Wis.
HILT, GUSTAVE P.
Air Brakeman Milwaukee, Wis.
JENDUSA, FRANK P.
Inspector Milwaukee, Wis.
JOHNSON, EDWARD A.
Trucker Milwaukee, Wis.
KOMPOSCH, THOMAS
Welder Milwaukee, Wis.
KUFALK, EDNA E.
Comp. Oper. Milwaukee, Wis.
METZEN, ARTHUR F.
Clerk Milwaukee, Wis.

FIRST CARLOAD TO A NEW PLANT



Koston Studio photo

IT WAS an overcast day when the photographer happened around, but the unloading of the first carload of lumber received in a brand new plant on Milwaukee Road trackage seemed to call for a picture anyway. The J. Lentin Lumber Company of Chicago, which has been in the wholesale lumber business for 38 years, recently opened this new warehouse at Franklin Park, Illinois. It has a floor area of 16,000 square feet, with a track capacity that will permit the

spotting of seven cars at a time.

Before moving into this modern warehouse the company conducted its business from a facility on the Belt Railway of Chicago at Cicero and Grand Avenues, where storage space was not available to it.

The wide driveway shown permits direct loading into delivery trucks out of cars, when desired, as well as free movement of vehicles.

MITSCHKE, JACOB
Carpenter Milwaukee, Wis.
MURPHY, HAROLD E.
Switchman Milwaukee, Wis.
OLSEN, ORVILLE N.
Lineman No. Milwaukee, Wis.
PRESS, AMANDA E.
Ticket Sorter Milwaukee, Wis.
RETZLAFF, WILLIAM F.
Mach. Helper Milwaukee, Wis.
SCHMITZ, JAMES E.
Switchman Milwaukee, Wis.
SMITH, IVY
Sec. Laborer Milwaukee, Wis.
WEGNER, WALTER F.
Pump Repairer Milwaukee, Wis.
WILSON, WALTER E.
Chf. Train Caller Milwaukee, Wis.

Terre Haute Division

BEVINGTON, EDWARD W.
Dispatcher Terre Haute, Ind.
CLAWSON, OSCAR L.
Asst. Supt. Terre Haute, Ind.
ERNHART, MANUEL F.
Conductor Terre Haute, Ind.
STEWART, GLEN
B & B Carpenter Terre Haute, Ind.

Trans-Missouri Division

BURNS, THOMAS J.
Ex. Gang Laborer Miles City, Mont.
JOHNSON, MARCUS L.
Genl. Car Foreman Miles City, Mont.

Twin City Terminals

BOWKER, MERVIN S.
Clerk Minneapolis, Minn.
CHRIST, TONY
Sec. Laborer Minneapolis, Minn.
DICKINSON, ORAL L.
Sec. Laborer Minneapolis, Minn.
GAYE, EARL F.
Crossingman Minneapolis, Minn.
GRULKOWSKI, HARRY F.
Mail Sorter St. Paul, Minn.
KNOKE, EDWARD R.
Car Distributor Minneapolis, Minn.
NEE, HARRY J.
Clerk Minneapolis, Minn.
OSLIE, JESSE A.
City Ticket Agt. Minneapolis, Minn.
VARLAND, AMOS J.
Sec. Laborer Morristown, S.D.



FOR AN EASTER SURPRISE — MAKE A PINATA

TO CHILDREN, the best part of spring is Easter—chocolate rabbits, baby chicks, egg hunts and hidden baskets. For a surprise this Easter season, make them a pinata. The idea is new in this country, and children will love the story. This is how it started:

The pinata originated in Latin American countries as part of the Christmas festivities. In its original form it was a painted earthenware jar called an *olla*, decorated to resemble a bird or animal or some gaudy creature, and filled with sweets and hung in a doorway. With



friends and relatives watching from the sidelines, children were given a chance to whack at it with a stick. Eventually it broke and there was a joyous scramble for falling goodies.

The pinata shown here is made of Dennison flameproof crepe paper gathered over cardboard strips stapled together to form a circle. It can be suspended in a doorway, and children will be enchanted when they pull a ribbon and a present pops out.

HOW TO MAKE: Cut 6 cardboard strips $1\frac{1}{2}$ x 26 inches long. Reinforce four with #15 wire, taping it down with cellophane tape. Staple the strips together at top and bottom to form a circular frame. Draw pink crepe paper around the frame, pleat slightly at the bottom, and tape to the frame. There will now be about 4 inches of the frame showing at the top.

Measuring up about 5 inches from the bottom, make slits all around the pinata for ribbons to be drawn through. Wrap a favor for each child and tie on a length of ribbon. Place the favors inside the bunny and draw a ribbon through each slit. Use a 5-inch wide strip of pink crepe paper to cover the top of the pinata, pleat slightly at the top and tape to the frame. Trim with loops of ribbon and artificial flowers.

FEATURES: Cut ears 12 inches long by 3 inches at widest part, from pink gummed paper. Cut two pieces for each ear, paste back to back and attach to the pinata with tape. Eyes are semicircles of white gummed paper, centers are black gummed paper circles, with a pie shaped wedge cut out. Cut a large anchor shape from black gummed paper to form the nose and mouth, and use narrow black gummed strips for whiskers. The bow tie can be made of blue or yellow gummed paper or ribbon.



De Luxe Muffins, Good for Family Meals

RICH and nutty in flavor and hot from the oven, a new muffin currently being introduced on Milwaukee Road diners is guaranteed to add interest to even the most humdrum meals. Travelers on the Afternoon Hiawatha, the City of San Francisco and the City of Denver have endorsed them enthusiastically. The recipe is an old one in the family of M. P. Ayars, superintendent of the sleeping and dining car department and, like many family style recipes, takes little

time to prepare. Here it is, good for lifting everyday meals from the realm of the ordinary:

De Luxe Muffins

- 1 cup sifted enriched flour
- ½ tsp. salt
- 3 tbsps. baking powder
- ¼ cup brown sugar
- ¼ cup shortening
- 1 cup Pettijohns cereal (uncooked)
- 1 egg, beaten
- 1 cup milk

Sift together flour, salt and baking powder. Stir in brown sugar. Cut in shortening until mixture resembles corn meal. Add Pettijohns cereal and blend thoroughly. Add beaten egg and milk, stirring only until moistened. Fill greased muffin cups 2/3 full. Bake in a hot (425°F.) oven about 20 minutes.

NUT MUFFINS: Add ½ cup chopped nutmeats with Pettijohns.

RAISIN MUFFINS: Add ½ cup raisins with Pettijohns.

Aboard the Dome Diner of the City of Portland, Superintendent M. P. Ayars of the sleeping and dining car department (right) discusses with Dining Car Inspector H. H. Ruble the merits of the new De Luxe Muffins. Mr. Ruble originated a popular stuffed pork tenderloin dinner entree which will be featured next month.

KOULITCH

—a traditional
Easter bread

TALL and reminiscent of mosque towers, Koulitch is an example of the fine cooking of imperial Russia. This traditional Easter cake is yeast-raised, frosted pink and sprinkled with nuts. Served at a tea with pretty candied fruits, it will provide food for conversation as well as good eating.

Koulitch

- ¾ cup milk
- 1 tbsp. sugar
- ½ tsp. salt
- 4 cups sifted enriched flour
- ¼ cup warm water
- 1 pkg. or cake yeast
- ½ cup soft butter
- ½ cup sugar
- 2 eggs
- ½ cup raisins
- 2 tbsps. chopped citron
- 2 tbsps. grated orange peel
- 1 tsp. grated lemon peel
- 2 tbsps. fine bread crumbs

Scald milk. Add 1 tbsp. sugar and ½ tsp. salt. Pour into a large mixing bowl and stir in 1 cup sifted flour. Measure water into a small bowl (warm, not hot, for active dry yeast, lukewarm for compressed). Sprinkle or



crumble in yeast, stir until dissolved. Add to batter in the bowl. Cover and let rise in a warm place until double in bulk, about 45 minutes.

Cream butter and ½ cup sugar. Beat eggs, set aside 1 tbsp. to brush the dough later, and blend the rest with the creamed mixture. Stir in remaining flour, raisins, citron, orange and lemon peel. Combine with the yeast mixture, turn out on a floured board, and knead until elastic. Divide into 4 equal parts and round each into a ball. Place each ball in a well-

greased 1-pound can, like an empty baked bean or fruit can. Each can should be about half full. Cover with a cloth and let rise in a warm place until dough doubles in bulk. Brush tops with beaten egg, sprinkle lightly with bread crumbs. Place cans on a cookie sheet and bake at 400°F. for 15 minutes. Reduce heat to 350° and bake 35 to 40 minutes longer. Remove from cans and cool on wire racks. Decorate with confectioners' sugar icing tinted pink and sprinkle with chopped nuts.

New Food Ideas for Lent



Ship 'N Shore Casserole

Filets Duglere
(Fish Fillets with Tomato Glaze)



HERE'S good news for homemakers who have tried every Lenten dish and are still looking for something new. These recipes make superb use of fish and have extraordinary appetite appeal.

First, the different meal-in-a-casserole that you can make in minutes. Serve it with crisp green salad, a favorite dessert and a beverage.

Ship 'N Shore Casserole

- 1 can condensed cream of mushroom soup
- 1 1/4 cups water or milk
- 1/4 cup finely chopped onion
- 1 tsp. lemon juice
- 1/4 tsp. salt
- dash of pepper
- 1 1/8 cups (5 oz. pkg.) pre-cooked rice sea foods*
- 1 box frozen peas, thawed
- 1/2 cup grated Cheddar cheese
- paprika

Mix soup, water, onion, lemon juice, salt and pepper in a saucepan. Bring to a boil, stirring occasionally. Pour about half the mixture into a greased 1 1/2-quart casserole. Then in layers add the precooked rice (right from the box), sea food and peas. Add remaining soup, top with cheese, sprinkle with paprika. Cover. Bake in a 375°F. oven 20 minutes. Serves 4 or 5.

*Use any of these sea foods: A can of salmon, tuna, crab, lobster, shrimp or minced clams. Or use 1/2 pound of any fresh or frozen fish

(scallops, shrimp, oysters); cut in small pieces and saute in 3 tbsps. butter for about 3 minutes.

Note: For variety, use celery soup instead of the mushroom and, if you like, omit one or all of these: the onion, the lemon juice, the peas.

French chefs have ways with fish that we could well copy. This recipe was developed by a French chef, but adapted to use in American kitchens.

Filets Duglere (Fish Fillets with Tomato Glaze)

- 1 lb. frozen fish fillets
- 2 tbsps. butter
- 1 medium onion, chopped
- 1 clove garlic, minced
- 1 No. 2 can tomatoes
- 1/4 cup lemon juice
- 1 tbsp. minced parsley
- 1 tbsp. flour
- 1/4 tsp. oregano
- 2 tbsps. heavy cream

Let fillets thaw, and cut in serving-size pieces. Melt 1 tbsp. butter in a skillet; add onion and garlic. Place fish on top, and cover with tomatoes, lemon juice, oregano and parsley. Bring to a boil; lower heat; cover and cook 10-15 minutes. Remove to chafing dish to keep warm. Cream remaining butter with flour and stir into sauce. Cook, stirring occasionally for about 5 minutes. Blend in cream. Garnish with parsley. Makes 4 servings.

Before You Fall Down on Your Spring Cleaning

FALLS are the nation's No. 2 accident killer, second only to traffic accidents. Last year they killed 20,000 persons, and more than half occurred in homes! According to the National Safety Council, most could have been prevented.

Homemakers can do a lot this year to reduce the alarming toll, first, by making sure they are not numbered among the victims of spring cleaning accidents, and second, by using this time for a closeup inspection of hazards around the house.

Here's how to protect yourself: To reach high places, use a kitchen step stool or a stepladder in good repair.

Never climb on boxes or unsteady chairs. Sitting on a window sash to wash outside windows is foolhardy. Don't stagger downstairs with loads of bedding or objects that are too heavy or that obstruct your view.

Keep your cleaning tools picked up and safely out of the way. By all means, don't make an obstacle course out of the stairs. If you spill anything, wipe it up immediately.

To protect the rest of the family the year round, housecleaning time is an opportunity to make a note of all the hazards you see from time to time



around the house, but forget or put off removing. This year step up the cleaning routine by having a paper and pencil handy. List the hazards as you come across them, and then consult the man of the house on a definite plan to eliminate them before some member of the family pays the penalty for your neglect.

The Milwaukee Road Magazine

When Junior Must Stay in Bed

JUNIOR is confined to bed with a sore throat. You dose him, as the doctor has prescribed, and now are faced with the problem of keeping him busy and content.

A good starting point is his favorite hobby. This is the day to get his stamp album or matchbook collection pasted up to date; also to assort the pictures he's been hoarding of baseball players, cowboys, autos and planes.

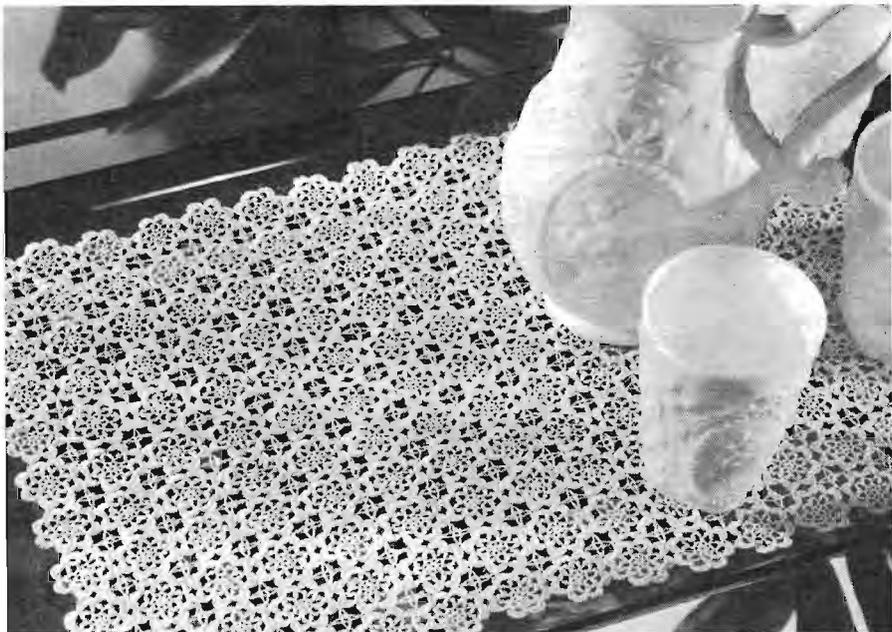
Is the patient artistic? Coloring books and crayons never lose their appeal. Girls can make bracelets and necklaces by stringing buttons, or different shapes of macaroni colored with food dyes. Pipe cleaners are excellent for small sculptors to bend into cute animals. Pictures of animals clipped from magazines and mounted on cardboard make a lively bedside zoo.

A child's model autos, locomotives and toy soldiers are good company in bed. Thanks to a child's imagination, the folds in bed covers become plains or mountains for trains, airfields for planes, hilly terrain for military maneuvers. You can improvise an ideal enclosed auto raceway from a grocery carton by cutting down its sides to a height of two or three inches.

Does your child love boats? If you can trust him with a little water, magnetically powered ships are fun. Set a shallow glass or aluminum pie plate (iron or steel won't do) on a chair beside the bed, pouring in one inch of water. Now take a wooden kitchen match and float it on the water, with two straight pins stuck through so that the head and about one-eighth of an inch of pin show above the water as smoke stacks. The rest of each pin is below water and helps to steady the craft. Now the ship is ready for power, which is provided by a toy magnet. By holding the magnet about an inch away from the boat, the skipper can move it forward, turn it or reverse.

Sound can keep a sick child amused, too. The glass wind-harps sold in Oriental novelty shops, hung at a sick-room window, will tinkle in the lightest breeze. One last hint: Have everything—toys, paper, crayons, favorite doll—all within easy reach. A basket tied to the edge of the bed makes a good toy caddy.

March, 1957



CROCHET GLAMOUR FOR MISS AND MRS. These crochet designs are relaxing projects that work up quickly. The pretty serving tray mat is for the hostess who entertains frequently. In fresh white, the dainty floral pattern of cotton motifs is characteristic of gracious hospitality. The pert cloche crocheted in mercerized cotton intertwined with silver strands is a fashionable spring choice for the young miss. Crocheted red cherries with green leaves dangle from its side and from the accompanying junior-size drawstring bag. Direction leaflets for both—FILIGREE TRAY MAT and YOUNG MISS CLOCHE AND BAG—are available to our readers free of charge. Write to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



Ways to Easier Living

Here's a tip on a quick refrigerator defrosting method. Use an inexpensive infrared lamp. If you have a bridge-type lamp, you can screw the infrared lamp into the socket and train the lamp on the open refrigerator.

When building or modernizing a driveway, make it at least eight feet wide and provide a 10-foot level portion in front of the garage.

Avoid snagged curtains by covering the end of the curtain rod before threading it on a curtain. Use the finger of an old glove or transparent tape for an "end" cover.

If you have to kill wasps this summer, spray at night while they are in their nests. Soaking the nests with a DDT or

chlordane spray will do the trick. Use carbon tetrachloride, available at drug-stores, to kill hornets or yellow jackets. Soak a wad of cotton in the chemical and plug up the nests. Then knock the pests into a bag and burn them.

Mothproof wool socks, booties, mittens and scarves by putting them in glass jars. They are protected from moths, yet you can see what you have inside without exposing them.

Before buying a carpet, test its resilience. Put carpet samples under the legs of a chair overnight. Then see if the indentation disappears when the chair is moved away.

For those small hard-to-reach darning spots, use a marble as a darning egg. Try one in a glove finger which needs mending. (*Better Homes & Gardens*)

Annual Report for 1956

THE MILWAUKEE ROAD WOMEN'S CLUB

an account of the activities and membership of local chapters for the year ended Dec. 31, 1956

WELFARE AND GOOD CHEER ACTIVITIES

MEMBERSHIP

Chapter	Spent for Welfare and Good Cheer	Value of Donations At No Cost	Families Given Aid and Cheer	Calls Made	Good Cheer Messages Sent	Earned on Ways and Means Activities	Voting Dec. 31, 1956	Contributing Dec. 31, 1956	Total Dec. 31, 1956
Aberdeen, S. D.	\$ 308.09	—	63	55	168	\$ 217.02	178	202	380
Alberton, Mont.	26.75	—	78	50	72	—	95	87	182
Austin, Minn.	57.43	\$ 106.75	50	214	247	14.00	117	108	225
Avery, Ida.	64.29	—	20	21	86	30.20	47	113	160
Beloit, Wis.	106.90	—	26	14	21	103.33	100	112	212
Bensenville, Ill.	435.63	—	64	500	1,060	117.69	168	344	512
Black Hills (Rapid City)	131.46	—	54	124	31	8.98	82	98	180
Butte, Mont.	63.85	—	13	13	4	28.61	57	67	124
Channing, Mich.	84.19	—	66	17	40	50.35	90	69	159
Chicago-Fullerton Ave.	206.17	—	94	157	382	443.90	386	537	923
Chicago-Union Station	62.03	—	25	50	30	—	233	725	958
Council Bluffs, Ia.	128.59	—	34	156	98	29.80	63	84	147
Davenport, Ia.	18.12	—	18	12	8	—	70	118	188
Deer Lodge, Mont.	89.91	15.00	39	85	44	—	73	117	190
Des Moines, Ia.	18.17	—	15	113	46	—	47	43	90
Dubuque, Ia.	31.88	—	48	61	48	31.48	90	114	204
Green Bay, Wis.	104.19	—	45	89	40	21.97	114	130	244
Harlowton, Mont.	183.63	—	59	42	45	72.91	115	86	201
Iron Mountain, Mich.	80.81	—	101	42	43	28.62	74	96	170
Janesville, Wis.	358.76	32.50	337	136	107	125.97	214	254	468
Kansas City, Mo.	35.00	—	256	271	34	—	90	133	223
La Crosse, Wis.	199.37	58.20	220	286	388	32.16	157	284	441
Lewistown, Mont.	91.88	—	142	125	82	35.65	90	105	195
Madison, S. D.	85.79	—	72	51	16	—	43	38	81
Madison, Wis.	141.41	—	110	178	112	54.77	118	94	212
Malden, Wash.	39.26	—	8	7	34	10.19	71	85	156
Marion, Ia.	32.28	—	86	47	90	34.25	126	109	235
Marmarth, N. D.	23.22	—	9	21	43	19.90	25	30	55
Marquette, Ia.	114.90	—	59	63	36	30.45	128	100	228
Mason City, Ia.	53.61	—	4	4	24	31.70	85	80	165
Merrill, Wis.	15.59	—	10	31	21	11.50	34	21	55
Milbank, S. D.	61.41	13.00	13	9	76	18.48	43	71	114
Miles City, Mont.	608.63	723.00	255	928	149	159.63	220	215	435
Milwaukee, Wis.	147.89	—	19	22	83	139.58	252	895	1,147
Minneapolis, Minn.	193.71	7.20	114	104	113	78.47	170	615	785
Mitchell, S. D.	93.22	8.00	72	65	43	20.89	122	142	264
Mobridge, S. D.	450.62	—	68	85	82	—	156	179	335
Montevideo, Minn.	11.90	—	5	33	27	14.39	77	68	145
New Lisbon, Wis.	201.43	—	214	117	103	70.23	94	82	176
Othello, Wash.	59.70	—	50	72	44	14.51	26	59	85
Ottumwa, Ia.	171.31	—	63	33	148	30.50	192	265	457
Perry, Ia.	164.76	100.39	55	37	63	22.52	210	176	386
Portage, Wis.	48.42	—	56	65	48	24.79	105	86	191
St. Maries, Ida.	14.53	—	43	89	33	—	57	70	127
St. Paul, Minn.	119.90	—	12	23	58	63.59	120	344	464
Sanborn, Ia.	111.90	—	33	23	19	16.18	64	57	121
Savanna, Ill.	120.99	—	285	142	139	146.47	170	277	447
Seattle, Wash.	126.18	4.80	69	59	115	48.54	186	202	388
Sioux City, Ia.	121.73	5.00	241	129	121	—	215	199	414
Sioux Falls, S. D.	146.58	—	29	212	151	81.06	56	95	151
Sparta, Wis.	65.06	26.00	27	39	35	23.63	38	60	98
Spokane, Wash.	84.29	4.50	85	180	60	3.25	129	116	245
Tacoma, Wash.	324.26	10.82	141	556	374	285.13	178	314	492
Terre Haute, Ind.	71.35	8.35	73	134	52	—	108	89	197
Three Forks, Mont.	10.00	—	—	—	40	—	51	45	96
Tomah, Wis.	163.05	1.00	139	60	118	134.65	204	194	398
Wausau, Wis.	107.89	20.00	62	110	88	44.00	100	119	219
West Clinton, Ind.	79.58	30.21	36	131	48	15.60	50	89	139
Yankton, S. D.	54.84	.65	22	45	26	26.75	55	60	115
Total	\$7,328.29	\$1,175.37	4,506	6,537	5,956	\$3,068.24	6,828	9,766	16,594
Amount donated to local chapters by general governing board.....						\$4,449.15	Total Increase		193

Off Line Offices

PHILADELPHIA

At the annual election of officers of the Philadelphia Passenger Association, E. Paul Schilling, Milwaukee Road district passenger agent, was elected president. He had just completed a term as first vice



E. P. Schilling

president. Mr. Schilling has been with the Road since 1936, starting his service in Chicago. He was city passenger agent in Cleveland before transferring to Philadelphia as district passenger agent in 1951. The Philadelphia Passenger Association is composed of about 400 members of the travel fraternity in the Philadelphia area. Meetings are held the first Monday of each month at the Savanna Hotel.

D & I Division

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

Nels Schmidt, a veteran reporter for the Times-Journal at Savanna and brother of Conductor B. W. Schmidt, Machinist Olaf Schmidt and Retired Switchman Jens Schmidt, passed away in the city hospital in Savanna Feb. 25, following a brief illness. Surviving are three sisters in addition to the three brothers.

Joe Eberhardt, retired mechanical department employe, Savanna, died in the city hospital Feb. 7. Surviving are his widow and two sisters. Mr. Eberhardt had been employed in the mechanical department for nearly 50 years and when he retired on Aug. 4, 1938, was chief locomotive painter. Funeral services were held in St. John's Catholic Church, with burial in Dubuque.

We have just learned that Joseph H. Skelton, who was employed in the engineering department in Savanna during 1927-1928, passed away last Aug. 24 of injuries received in an auto accident. His wife and daughter were also injured. Mrs. Skelton is now able to get about without crutches and daughter Gerry was confined to the home until February.

Charlie Brooks, whom many old-timers will remember as a call boy at the Savanna roundhouse some 40 years ago, retired the latter part of 1956 after 40 years of railroad service, five years with

the Milwaukee and 35 with the EJ&E at Hammond, Ind. Charlie recently returned from South America and for the present is living in Savanna.

Assistant Time Revisor Esther Nast and her husband, Switchman L. L. Nast, vacationed in California last month.

Yard Clerk William Schreiner, now a seaman recruit, graduated from Great Lakes Naval Training Station on Feb. 23 and returned to Savanna for a 14-day leave before reporting to Norman, Okla.

Engineer J. Keiller of Savanna was in Jane Lamb Hospital in Clinton last month.

Retired Switchman and Mrs. E. J. Waterman of Mountainview, Calif., who have been spending the winter with Mrs. Waterman's parents in Savanna, celebrated their 37th wedding anniversary here last month.

R. E. Duhigg succeeds Mr. Kinney as chief clerk at Savanna, and Clifford Nordwell becomes assistant chief clerk. Lane O'Rourke took over the chief time revisor job, Lucille Dickman took over Lane's work as chief carpenter's clerk, and M. Podolski assumed the office messenger work.

N. E. Davis of Ottumwa, a machinist in the locomotive department, received his Silver Pass last month.

Division Master Mechanic Henderson became a grandfather with the birth of a son to his daughter, Mrs. Clare Rogers, at Mt. Carroll last month. Dispatcher Z. G. Reiff, while not a new grandpa, is beaming over the arrival of his first grandson at the home of his daughter Beatrice. And Conductor Milburn Lynn of Elgin about burst the buttons off his blue vest when Devid Scott Lynn arrived at the home of his son Milburn Keith in

Lafayette, Ind.

William F. Exceen, a Gold Pass engineer who had 59 years of railroad service when he retired in 1952, died of a heart seizure at his home in Lawton, Mich., on Jan. 22. He was 78 on his last birthday. Mr. Exceen was born in Lawton and got his first job at the age of 13, carrying oil for switch lamps on the West Michigan railroad. Later he became a fireman, and at 19 was promoted to engineer. He joined the Milwaukee in 1900 and moved to Ottumwa, living there until he retired. For the last 20 years of his service he was on runs between Davenport and Kansas City. After his retirement Mr. Exceen returned to Lawton where he became one of the largest independent fruit growers in the area. He is survived by two daughters, Mrs. Herbert Schmidt and Mrs. Paul McCarville, both of Milwaukee, seven grandchildren and one great-grandchild. Burial was in Lawton.

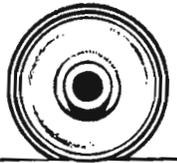
George W. Phillips former yardmaster at Savanna, passed away in the Savanna City Hospital Jan. 20, following a long illness. Surviving are his widow, half-sister and brother and two daughters. Funeral services and burial were in Savanna. Mr. Phillips started railroad-ing in 1911 as a switchman and served as yardmaster for a number of years before he left the service in 1944.

No, we didn't forget about the box of candy the girls in the superintendent's office got from "The Boys in Blue" at Christmas time. Didn't get any Magazine notes in during January, though, so it got a little late. Anyway, we did enjoy it very much and many thanks to Conductors Bernie W. Schmidt, O. Koser and R. Muntz.

D&I FETES C. E. KINNEY. At a retirement dinner in honor of C. E. Kinney, chief clerk to superintendent of the D&I Division which was held last month in the Elks Club at Clinton, Ia., the honored guest is shown accepting the congratulations of some of his 75 friends and co-workers who were present; at his right, D&I Superintendent A. O. Thor. Mr. Kinney, who retired recently after 50 years of service, was chief clerk at Savanna for 26 years.



here's how we're doing



	JANUARY	
	1957	1956
RECEIVED FROM CUSTOMERS		
for hauling freight, passengers, mail, etc.....	\$19,955,613	\$19,365,891
PAID OUT IN WAGES	10,557,762	10,699,538
PER DOLLAR RECEIVED (cents)	(52.9)	(55.2)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	709,458	704,063
PER DOLLAR RECEIVED (cents)	(3.6)	(3.6)
ALL OTHER PAYMENTS		
for operating expenses, taxes, rents and interest.	9,400,243	9,310,200
PER DOLLAR RECEIVED (cents).....	(47.1)	(48.1)
NET LOSS	\$711,850	\$1,347,910
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:		
Number of cars	108,074	111,502
Decrease 1957 under 1956		-3,428

L & R Division

THIRD DISTRICT

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

W. F. Krause, 76, who retired as an engineer in 1945 after 48 years of service, passed away suddenly Feb. 2 in his home at Wausau. Funeral services were conducted by the pastor of St. Paul's Evangelical Church. Mr. Krause had been a Mason since 1902 and a 32nd degree Mason since 1910. He was also a life member of the Eagles Aerie at Wausau and of Tripoli Shrine Temple. Survivors are two sons, William F. Jr. and Lawrence, and a daughter Wilma, all of Wausau.

Mrs. Nick Semmelhack, wife of retired agent, passed away Feb. 25 in Murrieta, Calif., of a heart attack. She and Mr. Semmelhack had spent the past several winters in California. Burial was at Elsinore, Calif. Immediate survivor besides her husband is a daughter, Mrs Bert Yonko of Phoenix, Ariz.

The Tomahawk, Wis., daily paper carried the following item: "Fifty years ago—Feb. 1, 1907: George Streeter passed the railroad fireman's examination at Milwaukee and Wausau this week. George is 'head man' on the engineers' seniority list at present."

"Gib" Jensen, section foreman at Schofield, retired Feb. 28 after 46 years in the track department. He entered service as a laborer and was later promoted to foreman of the old Gleason logging line, now abandoned. Gib will have time now to enjoy more leisurely his hobbies of fishing and hunting. He and Mrs. Jensen are considering returning to Gleason for their retirement.

Another track department employe to retire is Fred W. Runo, section laborer at Babcock for many years.

Mr. and Mrs. Elmer Jonas had an enjoyable vacation making a trip to Norman, Okla., to visit their son Ronald who was recently transferred to the naval station there. Conductor and Mrs. Raoul Bertrand spent their vacation in Texas.

tal Feb. 25. Engineer P. J. Vessell, who also had surgery there, is recuperating at home in Mitchell.

Mrs. John O'Neill, mother of Pipe Fitter Joe O'Neill of Mitchell and widow of Engineer John O'Neill of Sioux City, passed away in Sioux City Feb. 3.

L. B. Long, agent at Marion Junction since 1940, passed away at his home Feb. 15 after a long illness. He was the brother of Agent L. L. Long of Mitchell.

Agent L. L. Long and wife spent their recent vacation in Phoenix, Ariz., and California. "Ted" says Arizona is the place for him when he retires.

L. D. Lyons relieved Agent Long at Mitchell until Feb. 27; then to Marion Junction. E. D. Mayer relieved Mr. Lyons at Marion.

R. J. Graen, agent at St. Olaf, Ia., has been assigned to the agency at Parker, S. D.

Dean Goetsch, machinist apprentice, was presented with a beautiful trophy last month at a banquet given in Mitchell for the Golden Glovers. Dean coached the Mitchell team to a tie with Sioux Falls. Both teams are members of the South Dakota Association of Golden Glove Boxers. Dean has won many decisions in Golden Glove boxing himself.

I M & D Division

SANBORN-RAPID CITY

Florence Paullin, Correspondent
Roundhouse Clerk, Mitchell

It's a son for Mr. and Mrs. Robert Harges of Des Moines, and a grandson for Engineer Fred Harges of Mitchell.

At this writing, Machinist Helper Charles Coury is in St. Joseph's Hospital in Mitchell after surgery, and getting along fine. Retired Blacksmith Gilbert Lunder underwent surgery at the hospi-

Tongue Twister: A group of words that get your tang all tongued up.

MASON CITY AREA

Contributed by Sophia P. McKillip

A. M. Choate, agent at Nora Springs, became ill suddenly in early February and has since been confined to St. Joseph Mercy Hospital in Mason City.

J. E. Peek has been appointed operator at Charles City and has moved his family there.

The station at Luana was closed Feb. 15 and business is now being handled at Monona. E. L. Pommer last worked as relief agent at Luana.

It is nice to see the heavier grain loading at stations both east and west of Mason City. The box cars have been kept full.

R. J. Graen, for some years agent at St. Olaf, Ia., was appointed agent at Parker, S. D., following the retirement of W. A. Peterson.

Conductor W. H. Colloton visited the

office recently after being off on account of illness for two months.

William Flynn, conductor on Sioux 11 and 22 who became ill at Marquette some weeks ago, is recovering nicely at home in Mason City.

Fred Carl Miller, 81, retired conductor, died Feb. 2. Mr. Miller started working in 1912 and retired in 1947. He is survived by his wife, two daughters and two sons.

H. G. Gerling, for some years night operator at Charles City, Ia., has been appointed agent there.

Madison Division

FIRST DISTRICT

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

Employees in the freight office at Janesville are getting back to normal after their moving job. The office was

moved from the second floor of the freight house to the west end waiting room of the passenger depot at 220 N. High St. LCL merchandise will continue to be handled at the freight house at 1013 Pleasant St.

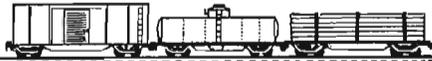
Sympathy was extended to Edwin Lueck, cashier, on the death of his father, William C. Lueck. The senior Mr. Lueck, a retired CNW employe, made his home with his son.

Willard T. Allen, engine watchman, passed away suddenly. He was a veteran of World War II, and had served in the European Theater.

J. M. Brown, retired Janesville agent, says he is awaiting the arrival of spring and especially the golf season. Mr. Brown, who retired last October, expects to have plenty of spare time this summer to enjoy the outdoors.

Conductor V. A. Brantmeyer and Telegraph Operator Leo F. Thatcher, both

Milwaukee Road Carloadings



FEBRUARY 1957 compared with FEBRUARY 1956

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in February 1957 over February 1956	NUMBER OF CARLOADS			
		FEBRUARY		INCREASE	
		1957	1956	1957 over 1956	% of increase
9.5%	Grain and Soy Beans.....	7,840	6,583	+ 1,257	+ 19.1%
6.7	Iron and Steel.....	6,908	6,269	+ 639	+ 10.2
3.7	Oil and Gasoline.....	4,840	4,785	+ 55	+ 1.1
3.2	Automobiles and Parts.....	3,075	2,518	+ 557	+ 22.1
3.0	Agri. Impl., Machinery & Parts.....	2,423	1,449	+ 974	+ 67.2
2.5	Forwarder Traffic.....	2,608	2,058	+ 550	+ 26.7
28.6%		27,694	23,662	+ 4,032	+ 17.0%
	loading of these commodities DECREASED in February 1957 under February 1956	FEBRUARY		DECREASE	
		1957	1956	1957 under 1956	% of decrease
11.8	Forest Prod. (Excl. Logs & Pulpwood)...	7,269	8,029	- 760	- 9.5%
8.3	Coal and Coke.....	11,892	13,274	- 1,382	- 10.4
3.2	Meat & Packing House Prod.....	3,488	4,375	- 887	- 20.3
2.3	Merchandise.....	5,713	7,506	- 1,793	- 23.9
2.3	All Other Prod. of Agri.....	1,730	2,297	- 567	- 24.7
2.2	Fruits & Vegetables (Fresh).....	1,977	2,420	- 443	- 18.3
2.0	Gravel, Sand & Stone.....	2,530	2,823	- 293	- 10.4
1.9	Grain Products.....	3,986	4,761	- 775	- 16.3
1.9	All Other Prod. of Mines.....	1,115	1,675	- 560	- 33.4
1.9	Liquors, Malt.....	1,938	2,063	- 125	- 6.1
1.7	All Other Animals & Prod.....	962	1,483	- 521	- 35.1
1.7	Logs and Pulpwood.....	3,865	4,616	- 751	- 16.3
1.3	Livestock.....	1,171	1,956	- 785	- 40.1
.9	Cement, Lime, Plaster & Stucco.....	841	909	- 68	- 7.5
28.0	All Other Mfgs. & Miscellaneous.....	22,826	25,580	- 2,754	- 10.8
71.4%		71,303	83,767	-12,464	- 14.9%
100.0%	Total Loadings and Net DECREASE	98,997	107,429	- 8,432	- 7.8%

of Madison, were presented last month with Silver Passes.

First District employes who wish to report news items should forward them to this correspondent at Janesville.

SECOND DISTRICT

A notice has just reached us that Henry E. Peters of Freeport, Ill., a retired chief yard clerk, passed away in a Freeport hospital last Dec. 28. Death was due to a cerebral hemorrhage. He was 72 years of age. Surviving him are his wife Elsie; an adopted daughter, Mrs. Evelyin Kraft, and two granddaughters of Bellwood, Ill.; two sisters Clara Sieg and Emma Zjerk; and a brother, Ernst, of Chicago. Funeral services were conducted in Freeport, Ill., with burial in Concordia Cemetery, Chicago.

Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MUSKEGO YARD

Your correspondent having just returned at this writing from a week's vacation in White Sulphur Springs, W. Va., and New York City, was happy to find that our Muskego reporter, Virginia McCarthy, had been busy newsgathering as usual, in spite of the fact that her young daughter Kathy had suffered a concussion in a skating accident. In addition, Kathy was convalescing from scarlet fever.

Switchman Jimmy Schmitz retired on Feb. 1; George Stallman, Northern Division conductor, on Mar. 1; Frank Blaine, C&M conductor, on Feb. 26; and Switchmen Harold Murphy and Arvid Baake, because of disability, on Feb. 1. Switchman Sigvardt Mathisen, whose retirement was effective Feb. 27, was presented at a get-together with a beautiful pin of his fraternal order.

Mr. and Mrs. Frank Silkey are in line for congratulations on the birth of a son, Brien Edward, on Feb. 7; Mr. and Mrs. Louis Mane for a boy, Anthony Lee, born Feb. 23.

Caller Larry La Rue's son Larry Jr., who has worked for the Road as a yard clerk at various times, was seriously injured in an auto accident on Feb. 21. At this writing, however, he is reported to be getting along well.

Sympathy was extended to Yardmaster John Dwyer and to Ray Stachowiak on the recent loss of infants in their families; also to Switchman Aubrey Wiley on the loss of his mother Feb. 5.

At this writing Switchman John Howard is confined to his home by illness and Switchtender Caswell Garber is convalescing at home after surgery.

Mrs. Hattie Mickelson has returned to



HALF A CENTURY OF SERVICE. Raymond McGrath of the Fowler Street station force in Milwaukee, who recently reached his 50th year of Milwaukee Road service, shows his Gold Pass to Agent L. E. Martin. Co-workers presented him with an anniversary gift. Mr. McGrath is on the messenger desk, but has put in most of his service as a yard clerk.

her desk at the yard after several months' recuperation from surgery. Switchtender Jim Hawkey has returned to the job after an absence of three years.

Switchman Tom Barrett is vacationing in Mexico at this writing, Acapulco, to be specific, skin diving being one of his accomplishments.

Switchman Harry Balcerak passed away suddenly on Feb. 27. He had been with the Road since Apr. 21, 1945.

Many Muskego Yard people attended the dinner and dance given recently by the Milwaukee Road Credit Union at Stanton's Hall on Bluemound Road. Danny Jaekel and his wife were among the lucky ones to receive door prizes. Reports of the good time enjoyed by all included Ray McCann's outstanding tenor rendition of "When Irish Eyes Are Smiling" and a few encores.

PAN-AMERICAN ALLIANCE.

An exciting occasion in the home of Milwaukee Terminals Switchman Jerome Schwartz shows him with sons Kenneth and Jerry lending questionable assistance to Mrs. Schwartz who is packing for the family's recent trip to attend the wedding of Jerry and Miss Olga Valcourt of Caguas, Puerto Rico. Their marriage in that city followed a two-year courtship while Miss Valcourt was a student at Mount Mary College in Milwaukee and Jerry, an extra board switchman, was attending Marquette University. Jerry is currently finishing a course in marketing and advertising at Marquette. (Brookfield News photo)



Ken Cwiklis has returned to work as a switchman after being released from military service.

Train Clerk Everett Callahan passed away Feb. 21 after a long illness. He had a service date of Sept. 16, 1916 and had spent the greater part of his service as train clerk, and some years as assistant chief clerk. He is survived by his widow in Milwaukee.

UNION DEPOT

Mrs. Marion Steckbauer has returned to the division engineer's office after a leave of absence.

Jeanice Myers has been appointed secretary to General Agent Birchard of the traffic department. Russell Peterson, who comes from the Milwaukee Division offices, has been appointed to her former position of secretary to Division Freight Agent Hagendorn.

City Freight Agent Harvey McElhanon and Doreen Koch were married at Bethany Evangelical Church in Milwaukee on Feb. 23.

FOWLER STREET STATION

Pearl Freund, Correspondent

Births in the news are those of Mark Stephen Koplien, whose mother, Beverly, formerly worked in the claim department and whose father, Lester, is a traveling agent for the C&O. The Kopliens now live in Green Bay. Sharing the spotlight is your correspondent's new grandson, Eric James, born Feb. 6 to daughter Virginia and Conrad Heinzelmann.

John Krohn is back on the job after a long siege of illness. Patrick Norris, check clerk in House 7, is also back after recuperating from an injury incurred in his home last September.

Check Clerk Elmer Soule retired the latter part of January, having been with the Road since Dec. 31, 1945. He will celebrate his 78th birthday in April. His plans include moving to Phoenix, Ariz., where his son now makes his home.

William Mills, chief clerk at the C&O Maple Street dock for many years, passed away recently.

Willard Kinast has again chosen Acapulco for a vacation spot.

Donald Mohr, yard clerk at North Milwaukee, has resigned to join the Milwaukee fire department. Mrs. Mohr, Ollie to us, is a clerk in the IBM department.

The West Allis Cancer Society has gained an asset in Cathy Consolazione, bill clerk, who is donating her time to handle the current drive.

Wedding bells rang on Feb. 23 for Geraldine Fourchette, car messenger, and Robert Neuman, an apprentice at Allis Chalmers. They were married at St. John's Cathedral rectory and spent their honeymoon in the bride's home town of Chippewa Falls.

Tom Vail, son of Clem Vail, carload rate clerk, is on furlough from the Air Force and assisting with the car messenger runs. He expects to be released from service in June.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Stower Joe Lewitska is home at this writing, due to a heart condition.

Earl Secondi, assemblyman, is now a benedict. His wedding day was Feb. 23.

Frank Lucas, checker with 51 years of service, and John Klos, assemblyman with 30 years of service, retired Feb. 28. They were presented with purses by fellow employees.

Assistant Agent R. E. Chalifoux returned Feb. 21 from Dunnellon, Fla., feeling fine after his recent illness. Hattie Blackman, bill clerk, has returned from Miami Beach, tanned by the Florida sun.

Luwana Burkey, bill clerk, returned to work Feb. 1 after a leave of absence, and Marian Felt, miscellaneous clerk, on Feb. 25 after a 90-day leave. Clarence Henderson, assistant demurrage clerk who was off for several weeks because of illness, returned Feb. 20.

It was nice to have a visit Feb. 27 from Car Record Clerk Milton Johnson, who has been home for several months due to illness.

For the Apr. 9 meeting of Fullerton Avenue Chapter of the Women's Club, Ways and Means Chairman Mathilde Nauheimer is planning a cakewalk. Anyone who would like to donate a home-made cake for that evening will find that it is appreciated.

March, 1957



RETIRES FROM MECHANICAL DEPARTMENT. Ernest Buchholtz, district general car foreman with headquarters at Bensenville Yard, being presented with a retirement gift at a dinner in his honor in Chicago Feb. 21. From left: J. A. Deppe, retired superintendent of car department, Milwaukee Shops; Mr. Buchholtz; C. E. Barrett, superintendent of the Milwaukee Shops car department; and J. Hansen, assistant superintendent of the car department. Mr. Buchholtz started with the Road as a water boy on the section at Nahant, Ia., and entered the car department there in 1912. Except for two brief periods in Minneapolis, he has been stationed in the Chicago area since 1927. He is retiring at 63 because of Mrs. Buchholtz' health and moving to Davenport where they have relatives. The Buchholtzes have twin daughters and three sons—Ernest Jr. and Merle, who have 37 years of service between them, are assistant foremen in the Chicago car department.

Frances Mason, good cheer chairman of Fullerton Avenue Chapter, had the experience while visiting employes at Wesley Memorial Hospital on Feb. 11 of meeting George Liberace of the famous entertaining team. Liberace, who was convalescing from injuries he suffered in a holdup last month, gave Frances his autograph.

Chicago General Offices

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

Through the medium of music, our club conducted a large group from the Bethlehem Evangelical Church on a globe circling concert tour the evening of Feb. 21. Starting with "Let There Be Music" as a musical salutation before leaving the States, we first presented a sacred repertoire consisting of "Lauda Anima", "Bless Thou the Lord", and "The Beatitudes". Now on our way, "Border Ballad" took us to the frontiers of England and Scotland which from the 11th to the 15th century were the scene of constant forays and inspired Sir Walter Scott to write, "March, March, Ettrick and Teviotdale, Why the de'il dinna ye march forward in order? March, March, Eskdale and Liddesdale, All the Blue Bonnets are bound for the border".

And it was Olaf Trygvason who took

us next sailing o'er the great North Sea, seeking a new and distant kingdom, where yet unknown was he, in "Land-Sighting" by Grieg. In China the sound of "Chop Sticks" attracted attention, in Cuba the beat of the waltz and rhumba set everyone to dancing, and in Mexico, like gay caballeros, all donned colorful sombreros. Returning then to a grand and glorious homecoming, within sight of the Statue of Liberty we welcomed all to our land of opportunity with "Give Me Your Tired Your Poor" and to express the gay times we love, the lively music of "South Pacific". Continuing,

QUIZ answers

1. Two passengers.
2. A yard track from which a series of tracks branch.
3. Four cents.
4. Fixed signal.
5. A track leading from a freight yard to a main line track.
6. General claim agent.
7. Passenger service.
8. Steam locomotive.
9. Yes.
10. No. Variation is from 6 mills for gondolas to 4.75 cents for refrigerator express cars.

we sang that good old American folk song, "Country Style", the spiritual "Lord Bring Dat Sinner Home", and a selection from the new Student Prince release, the beautiful "I'll Walk With God". This ended our travels for the evening, but before saying good-bye we enjoyed a social hour with delicious refreshments.

Director Glenn Jorian and wife Jean are the proud parents of Glenn James who was born Feb. 16. Lucy Martin (soprano) is very proud of a new grandson who arrived last month at the home of Jim and Vivian Olson. Jim was formerly a member of the bass section.

UNION STATION

John W. Reilly, ticket agent for the Union Station, suffered a fatal heart attack in his home in Chicago on Jan. 20. Mr. Reilly, who was 62, had been ill for several months. He started his employment with the station in 1910 as a ticket seller in the old station building and was promoted to ticket agent in February, 1944. Survivors include his wife, Agnes Carey Reilly, who before marriage was employed in the Milwaukee Road reservation bureau in the station; also two daughters, Mrs. Jane Morse and Mrs. Florence Hayes; and nine grandchildren.

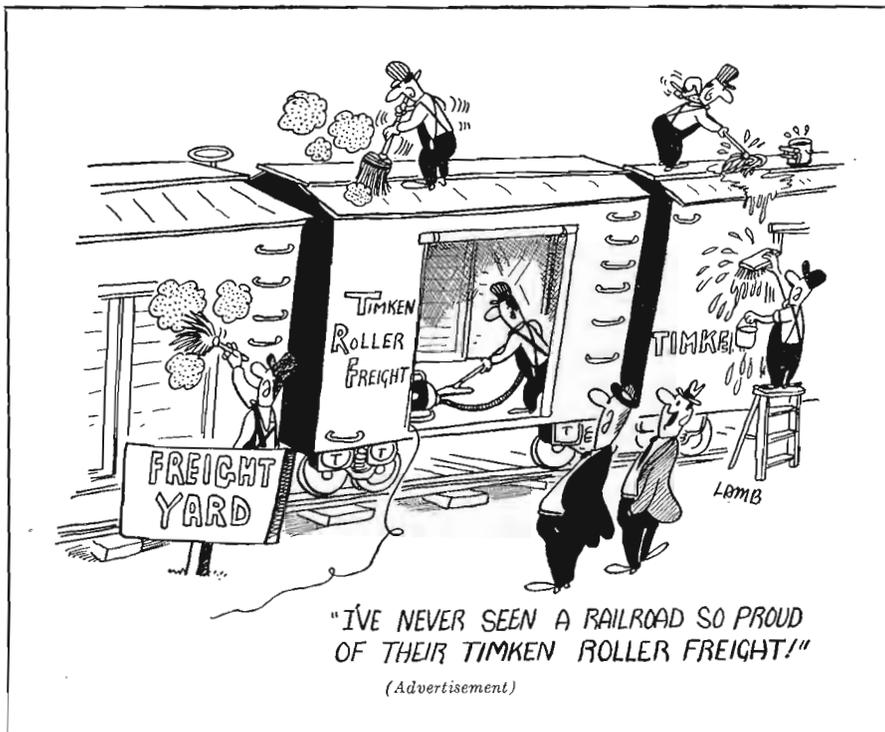
OPERATING DEPARTMENT

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

Esther Mercurio, secretary in Mr. Downing's office, and her husband have moved into a new ranch home in Norridge.

Wilbert E. Snyder has resigned after 12 years of service in the mail, express, baggage and milk department to go into business for himself. As the owner of the Ace Hardware store in Roselle, Ill., he will be glad to take care of your garden, household and hardware needs.

Columbus Crawford, former business car attendant, called on his operating department friends to tell them how well he is enjoying his retirement.



"I'VE NEVER SEEN A RAILROAD SO PROUD OF THEIR TIMKEN ROLLER FREIGHT!"

(Advertisement)

PURCHASING DEPARTMENT

R. M. Nordin, Correspondent

The far western group of the Purchases and Stores Division of the A.A.R. met in Portland Feb. 28 to Mar. 1. Charlie Jensen, our petroleum products buyer who is chairman of Committee 9 of the division, gave a half-hour talk on his committee's work and the oil situation in general.

"MEET YOUR PURCHASING DEPARTMENT": With the passing of steam power into the pages of history and the inception of the diesel locomotive, a new era was born. With all its benefits, however, it created problems for many departments, including purchasing. This brings us to C. W. Anderson, our buyer of diesel parts.

Andy started with the Road in November, 1927. His background includes having worked in all the clerical positions in our department, and as a buyer

since 1952. The family home is in Bensenville, Illinois, where Mrs. Anderson—Elsie—rides herd over sons Stevie and Doug, and daughter Susie. Another son, Rod, and his wife live in Chicago.

The easy way to buy parts for equipment is to order from the builder. When he is the only source of supply, there is no alternative, but when materials are competitive the work begins. Andy's job is to develop what these parts are, and to see if they are comparable in quality and adaptability. Also to investigate prices and maintenance of delivery schedules. Working closely with the mechanical, stores and test departments, he can then ascertain whether or not a company qualifies as a supplier of material for our railroad. This buying applies not only on locomotive parts, but on all materials, making for good old fashioned "competition".

Andy's buying knowledge is not restricted to diesel material. To name a

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Clinker—Easily Removed

few others, he handles freight car parts, electrical material, bearings, copper and brass mill products, lamps and batteries. His experience assures the Road having the safest, most economical material available at all times to meet work schedules.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

Deloria Wanat of Keypunch is spending her Wednesday evenings at the Vaughn Hospital, to dance and converse with the Veteran patients. She tells me there is a great need for girls to do this type of work. Anyone interested can get the details from Deloria.

Tony Fiore, our night messenger, recently lost his brother, and Josephine Weinzirl her sister.

Laura Wojciehowski of foreign car records and Mary Schank of carload tracing are on leaves of absence because of illness.

Marie Sullivan of Milwaukee car records became engaged to Vince Gartlan on Valentine's Day. On Feb. 16, Kitty O'Malley of Keypunch received a lovely diamond ring from Pat O'Hara.

Juanita Duvall was given a bridal shower by co-workers, prior to her marriage on Mar. 2 to Frank Balanoff.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Dolores Specht and Gertrude Walsh are back after furloughs due to ill health. Clem Barber and Norienne Quinn are improving, we are glad to announce.

Margaret Glowienke celebrated her 30th anniversary with the Road Feb. 16, and was deluged with gifts and good wishes by her friends.

Ruth and Bob Rinaldi, the Ed Rumps and Helen Normoyle spent their vacations in Florida. Irene Barry went to New Orleans for the Mardi Gras, La-

vena Drella to Mt. Vernon, Ohio, and Elmar Martelle to Green Bay, Wis., for a reunion with friends she met on her trip to Europe.

On Feb. 28, Walter J. Carrow, bookkeeper, retired after 43 years of service, all in the auditor of passenger accounts' office. Mildred Newell spent a great deal of time and effort on the decorations, which were beautiful, and we presented Wally with a parting gift of cash.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Miss Anna Nasheim, head clerk in the typing bureau, retired Mar. 1 after 44 years of efficient and faithful service within the Milwaukee family. Ann started as a clerk on Jan. 2, 1913 and was promoted to head clerk on Feb. 15, 1920. She retired due to ill health, but will now have an opportunity to enjoy a well earned rest. Her Milwaukee friends presented her with a portable television set and other gifts as a parting token of their best wishes.

We regret to report that Dick Abrams passed away Jan. 24, and Vincent Hunt, retired veteran, on Feb. 18.

Jim and Anne Caldwell reported the arrival of "Anne Marie" on Feb. 4.

We understand that Fran Spurling is progressing nicely, and that Mal is back at the old stand.

OFFICE OF FREIGHT AUDITOR

Betty Chiolak, Correspondent

Sympathy was extended to Edmund Haidys, chief clerk, on the death of his sister, Marie Buckley, on Feb. 21; also to Tim Wood, a review clerk, on the death of his brother Joseph, who died suddenly Feb. 18.

At this writing Madeline Bingham is on an extended furlough for ill health, and Caesar Peterson is confined to Garfield Park Community Hospital. Ed Reidy, interline bureau head, underwent an operation at the Mayo Clinic in Roch-



WITH THE LIBERACES. Miss Marie Nixon of the auditor of expenditure's force in Chicago is the pivot of this smiling trio photographed at the Palmer House last month when Liberace and his brother George were honored at a party given by friends and contributors to the Chicago Heart Association fund. As kick-off man for the 1957 fund drive, Liberace made about 20 personal appearances while he was in the city. The famous entertainer and his company traveled on the City of Los Angeles from the coast to fill a four-week night club engagement in Chicago.

ester, Minn., but we are glad to report that he is coming along nicely. George Markell is back to work after being laid up three weeks with pneumonia.

After being with the Road for two and a half years, Richard Hoehne, machine room employe, left Feb. 18 to serve in the armed forces.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Roundhouse Caller Gardner Merkel returned to work recently after a leave of absence due to illness. Dispatcher

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BLACK HILLS PROPERTIES

Hill City, South Dakota

Bert Fuller has returned, following a two-week leave for surgery, and Laborer Bill Shevlin is also back after a siege of illness.

Sympathy was extended to Engineer Lyle Sweeney in the recent death of his wife in Minneapolis, after a long illness.

Roundhouse Laborer Pat Palmer and wife spent their recent vacation in Chicago and vicinity. Engineer Talbot of Aberdeen has returned from a visit on the west coast with his son Dick and family.

C. N. Rodebert has bid in the position of agent at Watson, Minn.

The wife of Engineer Thomas Such is recuperating in a local hospital at this writing, following an operation.

Dispatcher Mark Sutton has bid in the position of dispatcher at Dubuque and will resume work there after his vacation.

Agent L. Dudley of Redfield has been presented with a Silver Pass.

EAST END

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

J. D. Anderson, newly promoted conductor, has returned from a Navy cruise in Pacific waters off California's coast. Some people just live right.

Switchman Red Roder of the Montevideo Yard force reports with pride that he has a daughter, so now his seven sons have a sister.

Fireman Bruce Hudson has enlisted in the railroad battalion.

The Herman Fandreys, who have returned from Phoenix, were so pleased with that area that they bought a home out there. Their daughter Frances has lived there for some time.

Section Foreman Bill Wisch of Glencoe advises that he has just rounded out 40 years of service. His dad had 33 years with the section and bridge forces and his son, H. G. Wisch, worked for 20 years on the section and is now foreman at Odessa.

Engineer and Mrs. Oscar Sorby re-



HE PLANS TO TRAVEL. Retirement plans announced last month by Idaho Division Conductor Clyde Amick of Spokane consist of sailing for Sweden in June—after Mrs. Amick retires from the teaching profession—and a long holiday on the continent. They will travel via Volkswagon. Mr. Amick started railroading in 1911 as a machinist helper for the Idaho & Washington Northern and came to the Road when that line was acquired by the Milwaukee in 1916. He has been a conductor since 1920, with most of his recent service on the Metalline Falls (POR) line.

cently enjoyed a family reunion. Their daughter, Lyla Sheggeby of California, spent some time with them, and their son Cal, a former H&D engineer, also returned to home port. Cal will operate the Montevideo airport this year, giving flying instructions and doing chemical spraying in this area.

Ed Hagen, former roundhouse foreman at Milbank, died suddenly at his home in Milwaukee.

For the second time in three months, a section foreman has died at Granite Falls. "Spine" Bagauss, it may be recalled, died as the result of an automobile accident on Thanksgiving Day, and recently Emil Baun died suddenly in his sleep.

Joe Eliason is the new section foreman

at Granite Falls.

Engineer Walter E. Martin of Ortonville has received his Silver Pass.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Superintendent, Spokane

Engineer and Mrs. Wayne Ferrier of Malden are the parents of a girl, Gail Lynn, born Feb. 10. She has a sister and brother, Connie and Harry.

Retired Agent V. R. Mitchell, who has been quite ill, is recovering.

Retired Conductor Joe Church went to Michigan recently to attend the funeral of his brother.

Agent A. L. Schlatter of Worley has received a Silver Pass in recognition of 45 years of service.

Retired Traveling Engineer and Mrs. E. D. Jefferson are in Ojus, Fla., for the winter.

Mrs. Fred Weller, widow of retired passenger brakeman who passed away last summer, died just before Christmas. A sister, Mrs. Margaret Weimer, survives at the home.

Bill Easterwood, clerk in the Union Station baggage room, died suddenly Jan. 30. His body was sent to Baker, Ore., for burial in the family plot. We miss Bill—he was always there at 5 P.M. when the clerks left their railroad mail.

Operator H.B. Rash relieved at Coeur d' Alene, Ida. when Alice Smith was off on account of injury from an auto accident. Operator G. C. Blair worked as agent while C. H. Coplen took part of his vacation. Mr. and Mrs. Coplen made a hurried trip to Los Angeles due to illness in the family. In a week they traveled some 4,000 miles by train.

Conductor G. R. Parker of Tacoma retired recently, performing his last service on the Hanford line. His employment dates back to 1916 on the old Columbia-Idaho Division.

The husband of Bernice Atkinson, clerk at Othello, passed away unexpectedly Feb. 6.

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January and February were busy months in the retirement department, especially from the ranks of engineers on this division. Joe C. Clark and Roy Shaw started the ball rolling when they announced their desire to accept their annuities. Then E. J. Casebeer of Malden came in and said "I've been trying out the easy life since Oct. 30 and it looks like a good deal, so I'm going to make it official," and he meant it. Said he had been working since 1906 when he started with the NP. He came to Malden on Christmas Eve in 1909 and hired out on the Milwaukee in January and had worked out of that point and St. Maries until now. Another thing, Mr. Casebeer said he knows about a lot of fish that haven't been caught, and that will be his biggest job from now on.



E. J. Casebeer W. R. Kronmeier

With a big smile, Engineer W. R. Kronmeier said that although he was not quite 65, he thought after 40 years of service it was time for something besides work. He began railroading in 1916 on the Idaho Division as roundhouse laborer, tried out as fireman in 1917, and was promoted to engineer in 1943, the first year promotions to engineer were made since about 1919. The years of 1917 to 1920 were spent in the Navy during the first World War.

L. J. Dulik, No. 1 on the engineer's list, made Feb. 4 the official date of his retirement and Engineer Jack Scanlon Sr. said it was time for him, too, to join the boys.

Lois Gene Sprinkel, daughter of Mrs. E. M. Sprinkel of Spokane and sister of Agent C. A. Sprinkel, Malden, was married to 1st Lt. Donald Hug in Seranton, Kans., Feb. 14. Mrs. Sprinkel attended the wedding and her daughter Mabel of Tacoma was maid of honor. The bride is a nurse and her husband is stationed with Headquarters, Tactical Air Command, at the Langley Air Force Base in Virginia.

Operator Mel Bell, who has been ill since Dec. 27, is again in the hospital at this writing, but is improving.

Driving home after a trip on the Plummer turn, Conductor William Theiss suffered a neck fracture in an auto accident in Spokane. It is no fun being in a cast, and we wish him a speedy recovery.

March, 1957

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| <input type="checkbox"/> Construction Engineering | | <input type="checkbox"/> Traffic Management |
| <input type="checkbox"/> R. R. Diesel Electrician | | <input type="checkbox"/> Welding — Gas & Electric |
| | | <input type="checkbox"/> High School |

Name _____ Age _____

Home Address _____

City _____ Zone _____ State _____

Occupation _____ Name of Railroad _____

Twin City Terminals

ST. PAUL FREIGHT HOUSE

Gene Voje, Correspondent
Local Freight Office

Darlene Airhart started with us on Jan. 9 as expense clerk. Before her employment here she was a secretary at radio station KSTP.

Inez Stevens, our switching clerk, reports that her husband Bill and his business partner, Curt Benson, have taken over management of the West Twins Bar and Restaurant in West St. Paul. At this writing they are still remodeling (Inez specializes on drapes), but they will have their grand opening on Mar. 8. The West Twins is noted as one of the best wining and dining spots in West St. Paul and Inez invites fellow employes to stop for refreshments and see her artistic dancing.

Vince Miller has moved from the OS&D desk to the position of window cashier. Our present OS&D clerk is John Dybdal.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

At this writing Leda Mars is in Mt. Sinai Hospital for an operation, but hopes to be out and about shortly.

Gloria Czerpak and her husband went to California last month and Vivian Bratt and her husband took a trip in the opposite direction—Florida.

Larry Johnson has a bowling competitor. His wife bowled 275 last month and was only five pins from winning \$1,000 offered by a shirt company for that score. She had nine strikes in a row.

CANCER'S SEVEN DANGER SIGNALS

- 1 Unusual bleeding or discharge
- 2 A lump or thickening in the breast or elsewhere
- 3 A sore that does not heal
- 4 Persistent change in bowel or bladder habits
- 5 Persistent hoarseness or cough
- 6 Persistent indigestion or difficulty in swallowing
- 7 Change in a wart or mole

None of these symptoms necessarily means that you have cancer but any one of them should send you to your doctor! Cancer is usually curable when detected and treated early.

**REMEMBER THE DANGER SIGNALS!
FIGHT CANCER WITH A CHECKUP**

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Clerks Einar Hauger of the shops, and Leroy Samuelson of the coach yard, transferred to St. Paul repair track

clerical positions on Feb. 1. Luther Cadow transferred from St. Paul to a Minneapolis coach yard clerical position on the same date.

J. P. Shand, store department lumber man, is the proud father of a boy born Jan. 24. Carman Kenneth Fitzhenry is rejoicing over the arrival of a boy at his home on Feb. 3.

Casper Roth, retired general foreman of the store department, passed away on Feb. 17 after a long illness.

Julius Kalberg, retired store department employe, has returned from a trip with Mrs. Kalberg through Mexico, Arizona and California.

Severt Reksos, retired store department employe, is vacationing in Florida at this writing.

Retired Carman Andrew Esby sails for Sweden on Mar. 27.

Carman Clarence A. Johnson, who has been confined to Northwestern Hospital, is convalescing and showing improvement.

W. H. Lundquist, machinist in the locomotive department, was presented last month with a Silver Pass.

Milwaukee Division

THIRD DISTRICT

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

Jacob Wubbles, engineer on the "Old Line", retired Jan. 31 after more than 48 years of service. Fireman Floyd Walker was on his last run between Hartford and North Milwaukee.

On Feb. 6, 7 and 8, kindergarten children from the Lincoln and North Side grade schools in Hartford made trips to Richfield on No. 30. For most it was their first train ride and was enjoyed by all, including the mothers and teachers who accompanied them.

The biennial rules examination was held at Horicon Feb. 14, in the John Deer Van Brunt office. It was well attended, with Trainmaster Paul Bridenstein as examiner. Refreshments were served afterwards, with Mrs. Bridenstein as chief hostess.

On Jan. 31, Passenger Conductor A. G. Engles retired after 53 years of service, of which many were on the Brandon to Markesan branch.

SECOND DISTRICT

F. F. Gotto, Correspondent

"It won't be long now" before the old roundhouse at Green Bay will disappear from the scene. All of the buildings in that area are being remodeled and every one that does not have some use will be removed.

The following changes were made recently in agents: W. J. Hetherington Jr. has been appointed agent at Menasha.

The Milwaukee Road Magazine



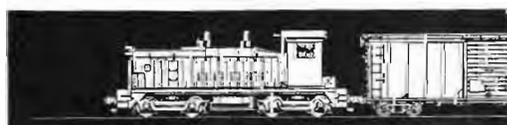
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BY THE SIDE OF THE ROAD. Carpenter work is a hobby of Waldmar Hanson, who retired in 1954 as custodian of the depot at Channing, Mich., shown here with the sign he has made for the station grounds. His other hobby is contributing articles to newspapers. Mr. Hanson now makes his home with his son-in-law, Conductor Robert Whitenack.

H. J. Stib will take his place in Appleton. L. R. Morris is now in charge at Waldo, the station vacated by H. J. Stib. Alice Boye, who is vacationing in the South at this writing, has been appointed to the vacancy created by the retirement of A. J. Friess at Saukville. Our last report from F. T. Buechler was that he was in Washington for the inauguration of President Eisenhower. Alvin Lindner who retired in August, 1951, passed away last month. He was formerly an engineer on the Milwaukee Second District.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Train Dispatcher G. L. Weis has announced the birth of a new daughter on Feb. 11.

Conductor Al Proeber recently returned to Milwaukee after a 7,000-mile motor jaunt through the southwestern states.

Myra Verket is the new secretary to Chief Clerk Don Woodhouse in the superintendent's office.

The length of a man's life depends not so much on the star under which he was born, as the color of the light when he crosses the street.

Rocky Mountain Division

EAST END

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

We are sorry to report the death of Lewis Scofield, general chairman of the Brotherhood of Locomotive Engineers, Lines West. He had a wide circle of friends on every division where he worked.

Conductor and Mrs. Stanley Collum have returned from a visit in Portland and Seattle. In Seattle they visited their son, S. E. Collum, and family. Conductor and Mrs. Spencer Heim spent a two-week vacation in Seattle. At this writing Engineer and Mrs. E. B. Bennett are spending a three-week vacation visiting in California. Engineer and Mrs. Paluska and family are back home after spending their vacation with relatives and friends in Springfield, Ill. Engineer and Mrs. Rexroat and family spent their vacation in Mexico and California. Engineer and Mrs. Joe Evans and family are home after spending a three-week vacation in California.

Conductor Thomas Young is in the Billings Hospital at this writing and according to reports is doing well.

A son was born to Fireman and Mrs. Bill Flanigan at the Bozeman Deaconess hospital Jan. 25.

Operator Robert Short passed out ci-

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gars for a son born Feb. 17, also at the Deaconess Hospital in Bozeman. He has been named "Jerry Charles" and joins a four-year-old-sister, Joyce.

Trans-Missouri Division

WEST

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

Sivert Hole, 91, a car department employe who retired in 1937, died in a Miles City hospital Feb. 4. His wife had passed away just six days previously.

Walter A. Martin, 82, retired water service foreman with more than 52 years of service, passed away Mar. 4. Four of his sons are Milwaukee employes: E. R., a brakeman at Miles City; R. D., Miles City dispatcher; J. D., chief carpenter at Sioux City; and R. L., retired pumper.

Mrs. William James, widow of conductor, died in Seattle Feb. 15. Funeral services were held in Miles City.

Engineer Lewis Scofield passed away of a heart attack suffered at Melstone on Feb. 15. He was 61 at the time. He had been in engine service on the Milwaukee for more than 40 years and was chairman of the Brotherhood of Locomotive Engineers, Lines West.

Elmer Huff, retired Miles City insurance man, passed away Jan. 29. He is survived by his wife, Pearl, retired Miles City mechanical department clerk.

At the February meeting of Miles City Chapter of the Women's Club, members heard an interesting talk by Maj. Harley F. Light, whose topic was "How young men can fulfill their military obligation." Mrs. J. H. Trafton, Mrs. James Certain and Mrs. Vern Jones were hostesses.

Iowa Division

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Mrs. Thelma Ward of Denver, daughter of Retired Brakeman A. W. Smithson of Perry, has been presented with a Certificate of Merit, the highest award given by the American Red Cross for emergency first aid. Mrs. Ward heard the cries of a six-year old boy who had been attacked by a swarm of hornets, and chased away the attackers and applied a solution of baking soda to the stings before a doctor arrived. Because the boy had a record of previous reaction to insect bites, her prompt action is credited with saving his life. Mrs. Ward had previously earned the Red Cross standard first aid certificate.

Henry Lohman, a long time resident of the Dedham area and well known to west Iowa division employes, died at his home last month. He was the father of H. G. Lohman, foreman of the Herndon section.

Gerald Anfinson, son of Engineer P. Anfinson, underwent a leg amputation at the University Hospital in Iowa City last month.

Train Dispatcher Don W. Peterson, who has been working in Dubuque, bid in a job in the Perry office which was bulletined Feb. 1 and moved his family to Perry. Don worked here as an extra man several years ago, after his promotion to dispatcher.

James McClellan, telegraph lineman at Perry, was in Chicago last month for a three-week training course in the maintenance of printer machines manufactured by the Teletype Corporation. With the consolidation of the Marion and Perry superintendent's and dispatcher's forces, a number of printer machines will require servicing. James has had some experience in the work, as there is a machine in Des Moines and another in Perry.

Capt. Harold Dorband, son-in-law of Engineer Fred Wagner, returned last month with his family from England, where he has been on duty with the Air Force, for reassignment at the Omaha air base. Mr. and Mrs. Wagner visited the Dorbands last year in England and also toured the continent.

Mrs. Earl Hunt, mother-in-law of Yard Clerk Gene Brinton and sister-in-law of Engineer Kenneth Hunt, died at the family home on a farm near

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TRANS-MISSOURI MARRIAGE. The happy principals in this wedding ceremony performed recently in Sacred Heart Church at Miles City, Mont., are Mary M. Cosgrove and Morris E. Krausz. Mary is the stenographer to the division engineer at Miles City and Morris is a Trans-Missouri Division B&B carpenter.

Perry last month, following a long illness.

George Kelley, father of Engineers Richard and James Kelley, died at the family home in Perry last month at the age of 80. He had been ill for some time.

Retired Machinist John Wagner, who frequently visits a nursing home in Perry to play cribbage with the residents, recently had a thrill when his partner, a Mr. Guise, held a perfect hand. Mr. Guise was dealt the jack of diamonds and three fives and the five of diamonds was turned in the cut, making the 29 count.

Roundhouse Foreman John Cline of Milwaukee was in Perry last month to be a sponsor at the christening of his niece, Marcia Annette Altig, daughter of the contract drayman and granddaughter of Retired Freight House Foreman Claude Altig Sr.

Frank King Sr., for many years the Milwaukee Road watch inspector at Ferguson, died last month in Arizona where he had been spending the winter

with his son Frank Jr., the famous cartoonist. Burial was in Marshalltown, Ia.

Brakeman Richard Heenan, who is on leave to serve with the Air Force, was called from Othello, Wash., recently by the illness and death of Mrs. Heenan's father, Ray Contri. To be near his wife and children who remained with Mrs. Contri, Airman Heenan asked for a transfer to the Dallas Center base.

Michael F. Costello, son of Engineer Merle Costello, who is a cadet at Wentworth Military Academy, has been placed on the dean's "special distinction" list for the first semester's work. To qualify, a student must have above average grades in all subjects and top grades in at least two.

Signalman Chad Bills and wife welcomed their first child on Feb. 13. The baby, named "Shirley Marie," is a granddaughter of Freight House Foreman Earl Bills. A daughter born in February to Mr. and Mrs. Charles Glenn is another grandchild for Conductor F. L. Glenn.

Since the closing of the agency at Aspinwall last month, Agent B. L. Fouts has transferred to a job in Defiance.

Mrs. Orville Balsbaugh, widow of Engineer Balsbaugh, died suddenly at her home in Perry on Feb. 24. She had been ill a week. She is survived by a son, Richard, formerly a fireman, engineer and trainmaster at Milwaukee (now working on plans for an atomic energy plant with an engineering firm in Detroit), a daughter, four grandchildren, her mother and a sister.

Mrs. P. J. Ryan recently spent a few weeks in Powell, Wyo., to get acquainted with a new granddaughter.

Retired Conductor Frank Dow, who made his home with the family of his sister, Mrs. Edward C. Russell, passed away recently. Mr. Russell died in January.

Neida A. Elsbury, who was employed at the Perry roundhouse for several years before retiring in 1949, passed away at his home in Perry Jan. 31.

Engineer Floyd Lutze will have no trouble remembering the events of Jan.



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31, 1957—he completed 45 years of service, received his Silver Pass and made his last trip all on that date. His hobbies are gardening and photography, and now that he does not have to answer a call boy, he will have plenty of time for both.

Switchman Stanley Welchel, who has been serving with the Marines, received his discharge in January and resumed work at Perry.

Mrs. Roger Reynolds, a daughter of the late Harry Sanford, for many years a machinist at the Perry shops, died at her home in King City, Calif., last month. Burial was in the family plot in Perry. Her husband, two children, two sisters and two brothers survive.

Engineer Herbert Christisen received a letter of commendation from division officials last month for reporting a broken rail in the main track which he noted while en route to the roundhouse. The rail was replaced immediately, and before any trains passed over it.

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Robert C. Goldsworthy, retired section foreman, and wife celebrated their 53rd wedding anniversary Jan. 27 with a family dinner at home in Delhi. Mr. Goldsworthy retired in 1949.

The E. L. Winks of Marion had two sons at home on leave from military service during January, RDSN Keith, who has been stationed at Pearl Harbor for 16 months, and HN Lynn, who has been stationed at Portsmouth.

Mr. and Mrs. Joel Herbst of St. Paul have their second daughter, Bethine, born Feb. 4. The mother is the former Jo Ann Failor, daughter of Chief Clerk W. E. Failor of Marion.

Joe Metela, retired receiving clerk, is in Mercy Hospital at this writing. Joe Prochaska, retired janitor, is a surgical patient in an Iowa City hospital. Mrs. John Cone, wife of trainman, was a pa-



BAITED BY BITTER ROOT BILL. W. T. Helman, retired Rocky Mountain Division conductor, upholds his reputation as a fisherman extraordinary with this picture of a 30-pound trout caught in Montana's Bitter Root River. Mr. Helman's sobriquet of "Bitter Root Bill" stems from his residence in the Bitter Root Valley.

tient at St. Luke's hospital in Cedar Rapids for six weeks.

Retired Trainman John Troy, who was in a Cedar Rapids hospital, moved to the Ziesman Nursing Home in Cedar Rapids late in January.

Earl L. Kindig of Cedar Rapids died Feb. 15, following a brief illness. He was a brother of Section Foreman H. W. Kindig, Louisa, who is on a leave because of ill health.

Glenn O. White, retired conductor, 70, died on Feb. 8 at Sarasota, Fla., of a heart attack. He and his wife had been vacationing in Florida for two months. His service date with the Road was Dec. 23, 1909, as a brakeman; was promoted to conductor Sept. 17, 1918, and last worked on the Maquoketa-DeWitt way

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Mrs. Christian Schmidt

MRS. CHRISTIAN (EMMA A.) SCHMIDT, wife of a retired Tacoma Shops machinist, who was one of the organizers of Tacoma Chapter of The Milwaukee Road Women's Club, passed away Feb. 2 at the age of 83. She was known affectionately as "Schmitt" to club members all over the system.

As a charter member of Tacoma Chapter, Mrs. Schmidt was active in the club for 32 years. She served one term as president, and for more than 30 years alternated as good cheer and welfare chairman. During that time she seldom missed a weekly visit to hospitalized employes and shut-in members of the railroad family. Her interest in their care had continued even during the past two years while she was seriously ill.

The Schmidts had been married almost 62 years. In addition to Mr. Schmidt, survivors include a son, Lyle, a ticket and baggage clerk at the Tacoma depot; also a daughter and several grandchildren and great-grandchildren.

freight. He retired on Oct. 30, 1954. Survivors are his widow; a son, Norman, of Cranford, N.J.; a sister, Mrs. Ila Stevenson of Los Angeles, Calif.; a brother, Lee, of San Bernardino, Calif.; and three grandchildren. Last rites and burial were in Preston.

Coast Division

TACOMA

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

Ralph Moyles, balance sheet clerk in the Tacoma freight office who retired Jan. 21 and who has been ill, was visited at home on Valentine Day by a group of girls from the freight office. They brought a cake, baked by Anne Beaumont, and presented him with a retirement card and a purse from his railroad friends in Seattle and Tacoma to apply on a project he has had in work for many years. Mr. Moyles expressed his appreciation for the token of friendship from employes with whom he has been associated for more than 40 years. He is looking forward to getting out in his yard this spring, being very interested in gardening.

Some facts about the Milwaukee Retired Employees Club: Meetings alternate between Tacoma and Seattle, on the second Thursday of each month. Tacoma meetings are held in the Polish Hall at 11 A.M., with lunch at 12:15; Seattle meetings in the Union Station. At the Tacoma meeting on Feb. 14, which was attended by more than 120 retired employes, a report was delivered covering

March, 1957

members who have been ill. It included F. W. Rasmussen, long associated with the freight department in Seattle as chief clerk to agent, who has been hospitalized for some time. Mr. Rasmussen is now in the Firland Sanitarium, and expects to be there for some months. Also, Harvey James Quinn, retired car inspector, passed away Feb. 13. Mr. Quinn started his railroad service in 1912 and retired in 1951. He was born in Wisconsin and lived in Tacoma 45 years. He was a member of the Brotherhood of Railway Carmen.

Retirement comes smoothly to A. DeGarmo, for many years chief perishable freight inspector. Mr. DeGarmo makes regular visits to Tacoma to our claim prevention safety first meetings.

Stella Wadkins, who was helping out temporarily in the freight office, is now on the rate clerk position in Auburn.

"Sunshine news" was received recently from O. H. Guttormson, retired chief yard clerk, sent from Mesa, Ariz.

Anne Beaumont of the cashier's office took a little time off recently to assist son Melvin's wife with Anne's newly adopted grandson. The family home is in Merritt, B. C.

Al Thomas, section foreman on the Tacoma eastern branch, is hospitalized at this writing.

We are glad to report that G. C. Modglin, former roadmaster and father of Juanita Modglin, stenographer to trainmaster in Tacoma, is out of the hospital and much improved.

*Safety First and safety last,
And safety always teach;
But bear in mind from time to time,
To practice what you preach.*
—Boston and Maine Magazine.



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YES, IT'S YUL-BRYNNER, star of the recent box office hits "Anastasia," "The Ten Commandments" and "The King and I," shown boarding No. 27 in Chicago the morning of Feb. 11. The destination of the celebrated film personality was Milwaukee where he helped celebrate the opening of The Ten Commandments and laid the cornerstone of Milwaukee's new town hall, a great piece of granite in which the commandments are chiseled. He later gave a talk on crime prevention at Marquette University.

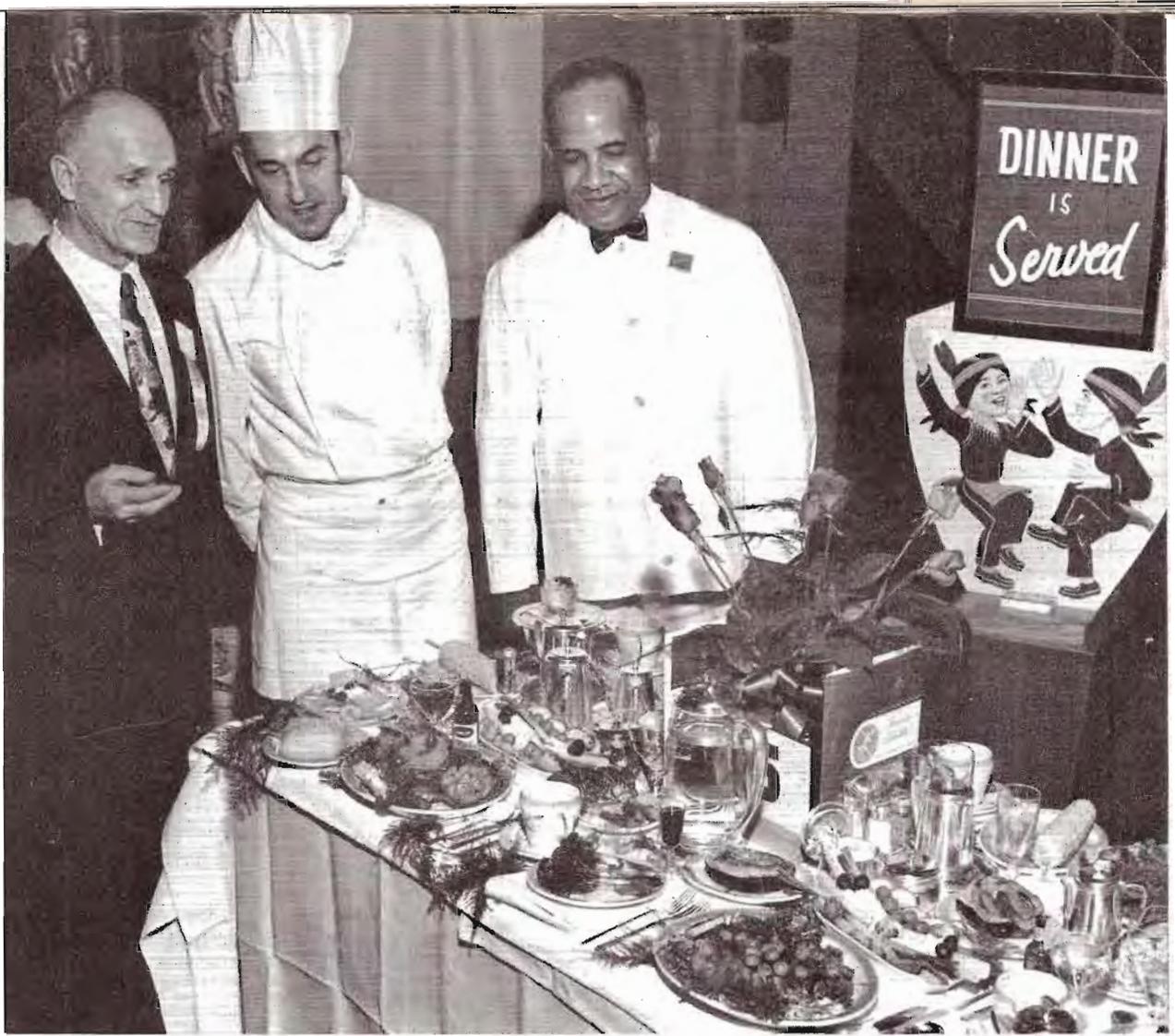


JUST FOR THE FUN OF IT. "It was an unusual experience, and I learned a lot about the other fellow's job", says J. A. Novak, clerk at the Galewood freight station in Chicago, who had a screen test last month while on a vacation visit in California with his film star daughter Kim. Studio officials who saw him on the movie set drafted him for a bit part in her forthcoming picture, "Jeanne Eagels". Under Kim's watchful eye, he is shown here getting the Hollywood treatment from makeup man Benny Lane. Kim Novak was presented last month with the International Favorite Award as the world's most popular actress.

(Columbia Pictures photo)

CONCERT AND OPERA SINGER MARIAN ANDERSON, ready to board the Olympian Hiawatha in Chicago Feb. 25, stops to speak with Parlor Car Conductor F. W. Schaefer; at the left, Trainman R. E. Langacker and Porter W. A. Northrip. The famous contralto, who had just given a performance in Chicago, was en route to Winnipeg on a concert tour of Canadian, west coast and southern cities which would return her to New York in April.





BLUE RIBBON ART. This handsomely set table won for The Milwaukee Road a "first" in the Exhibit of Culinary Arts held recently at the Olympic Hotel in Seattle. The exhibit is designed to display to the public the cuisine and service typical of the many fine dining facilities in the Seattle area, and the talents of their chefs. Shown here supervising the Road's exhibit are, from left, B. W. Ganz, assistant to superintendent of the sleeping and dining car department at Seattle, Dining Car Inspector Edward Novak who prepared it, and Waiter A. G. Webster. In the smaller picture Mr. Ganz is showing the prize winner's gold cup to L. H. Dugan, vice president and western counsel (right), and General Passenger Agent O. R. Anderson, both of Seattle. The meals shown feature four separate entrées—steak, fried chicken, prime beef and brook trout.

IT ADDS UP FAST. Since this time yesterday the American railroads paid over \$3½ million in taxes . . . the daily average all through the year. The Milwaukee Road alone paid taxes at the rate of \$50,101.37 a day during 1956.



