An aerial photograph of an industrial area, likely a riverfront in Chicago. The image shows a large body of water (the river) in the center, with various industrial buildings, storage yards, and railroads surrounding it. A prominent red box in the upper left contains the title and subtitle. Another red box at the bottom left contains the text 'AERIAL SURVEY BEGINS . . . page 4', and a white box at the bottom right contains the date 'JULY-AUGUST 1957'.

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

AERIAL SURVEY BEGINS . . . page 4

JULY-AUGUST 1957

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THE MILWAUKEE ROAD MAGAZINE

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Change Is Progress

A MAN who has been with us for a number of years confided in me once that he had a secret formula for "picking himself up" when things weren't going well. The formula, he said, consisted simply of remembering the words on a little scrap of paper which he found pasted to the desk pad the day he took over his first job on the railroad.

This familiar quotation, by now barely legible, had been written there:

"Sweet are the uses of adversity and many the successes of failure."

Such a statement can, of course, be irritating to a person who is experiencing genuine "hard luck". But most of us will agree, if we stop to give the matter a little thought, that the statement very often proves true.

I was reminded of this when I learned that the Boilermakers' local lodge in Green Bay had been disbanded. Actually, this took place earlier in the year but the fact was recalled when the members observed the golden anniversary of their lodge on June 27 with a banquet which was a kind of memorial ceremony marking the vanishing age of steam. For many of the Milwaukee Road men in that group, as well as for those from other roads, the end of steam and the laying down of their boilermaker's tools must have seemed—at least at the outset—like adversity of the worst sort.

It is a happy fact, however, that Milwaukee Road "steam men" are still with us, having transferred their skills to the diesel house or elsewhere.

We need to be frank with each other about things of this kind. They are not always viewed with the same understanding and the same progressive attitude which I have observed among our Green Bay men. There are many areas of railroad employment in which modern innovations have replaced traditional types of work, and as these things come about on our railroad, I hope each of us will understand that in a dynamic industry such as ours change is inevitable. *We must either change with it and work wholeheartedly for it, or reconcile ourselves to the fact that an outmoded industry can provide work for no one.*

I'm inclined to agree that the words on the old desk pad are worth remembering. Certainly if it was adversity which inspired the rebuilding of America's railroads, then it was a blessing for which all of us and all Americans can be sincerely thankful.

J. P. Kiley

Magazine Combines July And August Issues

THIS issue of The Milwaukee Road Magazine is Number 4, Volume 45—which means that it is the fourth monthly issue in the book's 45th year of continuous publication. Ordinarily it would be the July number, but you may have noticed as you came in that it bears a July-August date.

This is not an attempt to shorten the summer or to lessen the pleasure which the Magazine staff hopes its readers find between the covers of our venerable publication. As a matter of fact, an issue will continue to appear at approximately the same time each month except that the September number, for example, will be distributed at the beginning rather than the end of the month.

Deadlines and production schedules have for several years been set with a view to distributing the Magazine at mid-month. However, it takes longer today than in former years to work the material through the typesetting, engraving, printing, mailing and other mechanical processes. The cumulative effect has been to make the mid-month schedule impractical, with distribution virtually impossible before late in the month of issue or early the following month.

In effect, the Magazine will remain on the same production schedule, but by

combining the July and August issues will be able to up-date each of its future issues.

It may be of interest to newer employees to know that during the past few years the Magazine has undertaken a shift in emphasis to types of material which depend less on the simple reporting of facts and more on the development of subjects designed to inform Milwaukee Road people more effectively and to accomplish a variety of worthwhile purposes for the company and all employees. The articles in the "Safe Day . . ." series which have been appearing on a quarterly basis for two and a half years; the annual report pages each April; and subjects such as "Heat for the Reefers" in February and "Their Job—Perfect Shipping" in April of this year . . . all such articles are written to a specific purpose.

The deadline for straight news copy will continue to be the last working day of each month. Also, as before, the staff requests that other material, such as pictures and information which must be staff-processed, be sent to the Magazine office, Room 356 Union Station, Chicago, earlier in the month if at all possible.

The Magazine staff welcomes the cooperation and help of everyone on the railroad.

'53 Scholarship Winner To Study Patent Law

ROGER N. COE, the Tama, Ia., high school student who won the J. T. Gillick Scholarship in 1953, was graduated from the State University of Iowa on June 7. He was awarded a bachelor of science degree in chemical engineering.



Roger N. Coe

Roger is the third son of a Milwaukee Road employee to complete four years of college work with the aid of the scholarship honoring the Road's late operating vice president. His father, William M. Coe, is a signal maintainer at Tama who has been with the Road 29 years. At the time Roger was chosen

to receive the four-year award (\$600 annually, or full tuition if it is greater) he said that he proposed to study chemical engineering.

In line with the promise he had shown as a high school student, Roger's record at SUI was marked by outstanding scholastic achievements. Starting in his freshman year, he was admitted to membership in Phi Eta Sigma, the national honor society for first-year students. This is the highest scholastic honor which can be accorded a first-year man, and is attained by less than 4 per cent of them. Last summer he was one of 25 students selected from U. S. colleges by the Owens Illinois Glass Company for vacation training in its technical center in Toledo, Ohio. Again, shortly before graduating, he wrote an article entitled "Glass—An Ancient Infant" which appeared in the Iowa Transit, official publication of the chemical engineering school at SUI.

Roger's ambition now is to become a patent lawyer in the chemical field, and to further it he reported on June 13 for a job in the chemical patent office in Washington, D. C. While he had received offers which presented more financial advantages, he accepted the government position because of the opportunity it affords for experience and the study of patent law at nearby Georgetown University.

In notifying the scholarship committee of his plans, Roger wrote: "The scholarship helped me to widen my interests and elevate my dreams. I sincerely feel that this experience was as meaningful as the final degree. I am proud to have been the recipient in 1953."

New Iowa Division CTC System Sets Record

THE new centralized traffic control installation recently completed on The Milwaukee Road marks another "first" in railroad history. Three hundred and thirty-one miles long, it is the world's longest section to be operated by but one dispatcher.

The recently completed installation embraces an area in Iowa between the Mississippi and Missouri Rivers, the entire length of the Iowa Division main line, from Green Island to Council Bluffs. The train dispatcher at division headquarters in Perry, Ia., controls the system for the entire division.

The first installation of centralized traffic control on The Milwaukee Road between Chicago and Omaha was put into operation in 1942 on the 60-mile stretch between Council Bluffs and Manilla, Ia. Subsequently additional CTC sections east of Manilla were placed in service. With the recent installation of CTC westward from Marion, the whole signal system was rebuilt to embody new and improved facilities.

Foolproof safety features are built into CTC operations. Controls are so interlocked that it is impossible to set up conflicting train movements. Like all railroad signaling devices, CTC is built on a so-called "fail safe" principle, so that if the operation of the electrical control system is disturbed by any cause, all signals will automatically give stop indications to prevent train accidents.

Centralized traffic control has long been in operation on many other parts of the main line between Chicago and the West Coast.

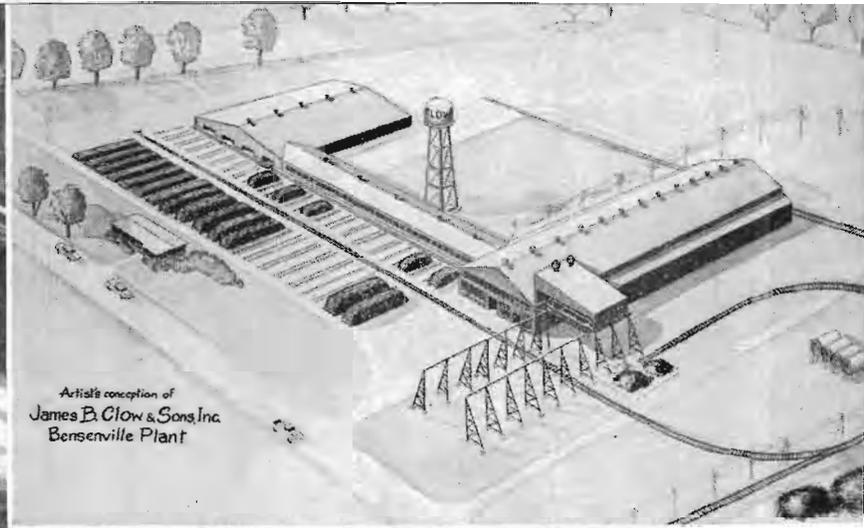


AERIAL SURVEY BEGINS

**Industrial Development
Department Takes
Bird's Eye View of New
Industrial Potential**



Edward J. Stoll, assistant industrial commissioner (right) and Photographer Robert T. McCoy, from Wauwatosa, Wis., study their map at a small airport in Wisconsin before starting the day's shooting schedule. A day in the air produces, on the average, three or four dozen pictures of Milwaukee Road facilities and existing or potential industrial sites.



A study in the progress from plan to construction of a plant. Taken in a northerly direction, the picture shows the Milwaukee's west yard at Bensenville, Ill., and construction under way on the \$4 million cast iron pipe plant of James B. Clow & Sons, Inc. on a 58-acre site just to the north of the tracks and south of Irving Park Road. The picture was taken on June 19. The artist's conception (upper right) appeared in this magazine in April, 1956. The plant is expected to be completed by the year's end.

THE industrial development department began in June an extensive aerial survey of Milwaukee Road properties and other sites suitable for industrial use. The purpose of the survey is to develop a pictorial record of such sites as a service both to industries seeking suitable locations for plants, and to the department itself. Black and white pictures in large size are being assembled in portfolios for use by the department's field engineers. Colored slides in 35 mm size are also being prepared.

In addition to the aerial photographs, the department representatives will be furnished with pertinent site and community data as an aid in providing complete information to interested industries.

The colored slides will be used for large screen projection. In this way industry representatives will have an opportunity to study both the proposed site itself and the general character of the surrounding area. It is thought that these colored views will be particularly useful to architects, engineers, sales representatives and others in the planning of new facilities.

S. J. Cooley, industrial commissioner, has expressed himself as being very optimistic about the possibilities which the survey offers.

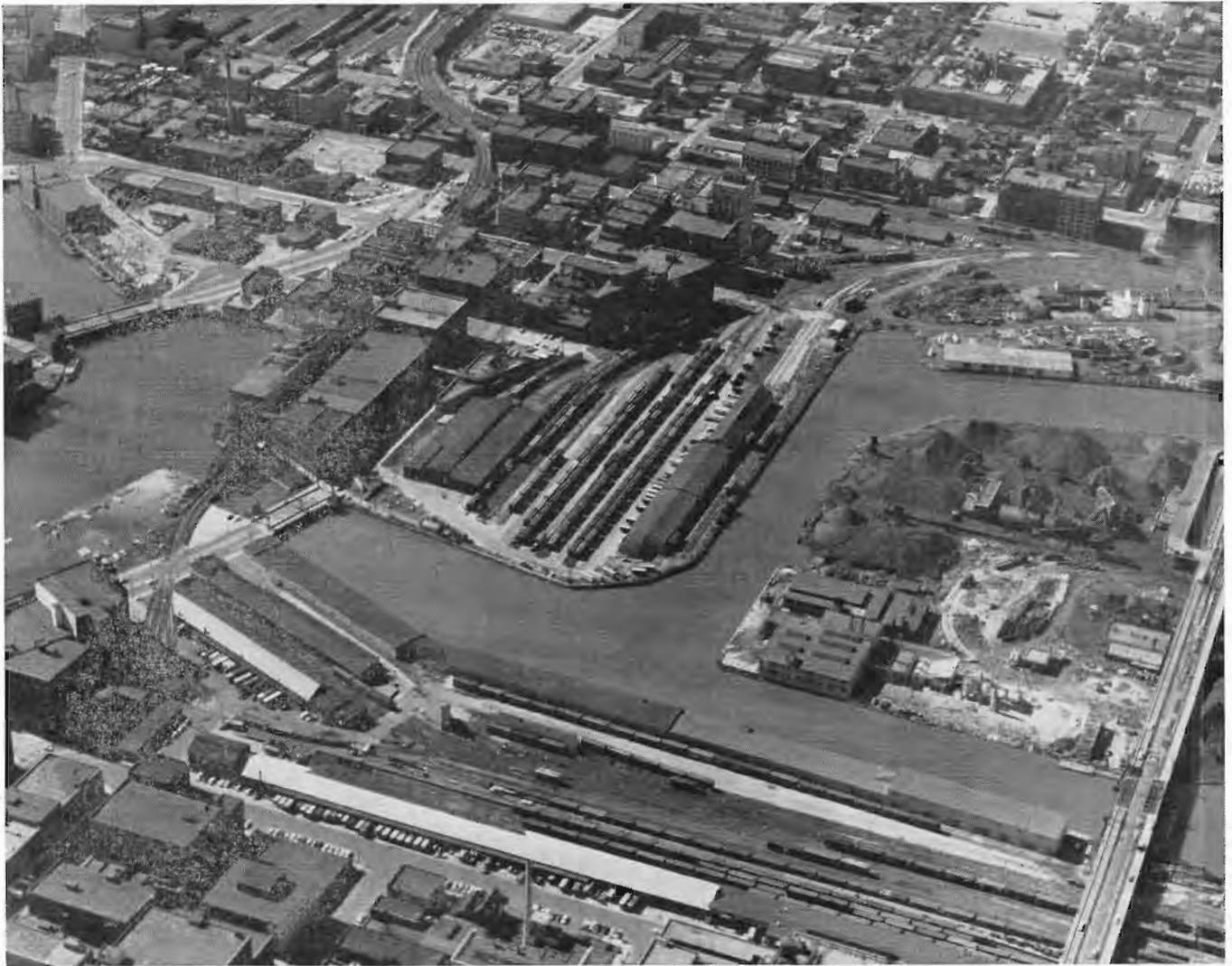
"This is part of our railroad's continuing program to inventory possible land use", he said. "One of the principal services of our department is that our field men know of available industrial properties, their value and the uses to which they are best suited. Having these aerial photos will greatly increase the service which they can render industries in search of ideal locations." (Continued on following page)

THE COVER

The scene on this month's cover was selected from a growing file of interesting and useful pictures which are providing Milwaukee Road industrial engineers and shippers with a new view of Milwaukee-served industrial sites—from on top looking down.

From a train window point of view, at least, this particular scene is one of the most familiar on the entire railroad.

The city is Milwaukee, of course; the view is to the south; and the principal purpose in taking the picture was to show some of the Road's available dock property in that city. The Milwaukee Union Depot is just out of sight at the lower left corner. Petit Point shows in the center with the Menominee River on the far side and Kneeland Canal on the near side. The company's Elevator E is at the top, center, while the former Sixth Street coach yard extends westerly from beneath the viaduct in the lower center of the picture.



AERIAL SURVEY BEGINS

(Continued from preceding page)

E. J. Stoll, assistant industrial commissioner, being familiar with the areas to be photographed, has accompanied Photographer Robert T. McCoy on all of the picture-taking flights.

The need for such a survey is evidenced by the fact that 75 per cent of all industries seeking new plant sites or considering the relocation of existing plants want to locate where they can have rail service. Not only does a track-side location offer convenience to the shipper, but it improves the value of the plant for re-sale.

At the time this was written, approximately 200 pictures of excellent quality and suitable for enlargement to very large size, had already been taken in Illinois, Indiana and Wisconsin. It was expected that by the end of July the picture stock would have been expanded to approximately 400 with the addition of views in Iowa, South Dakota and Minnesota.

A view of Milwaukee Road facilities to the southeast of the passenger station in Milwaukee, showing the Sixth Street viaduct in the lower right corner, which can be used as a key for roughly matching this picture and the front cover to create a continuous view. The main line from Chicago enters from the south at top left. The trackage to the west across the top of the picture leads to Muskego and Air Line Yards, while that leading north along the left side of the picture curves west to reach the passenger station, which is out of sight at the lower edge of the picture, center.

Fowler Street Yard is shown in the foreground, with Reed Street Yard in the center of the picture. The expanse of roof immediately to the east of the latter yard is the Milwaukee's fruit house. Altogether, in addition to the fruit house, this picture shows 10 Milwaukee Road freight houses.

Lease Mineral Rights in Montana

At their June 20 meeting Milwaukee Road directors approved a lease of mineral rights in 200 acres of right-of-way and station property in Fergus County, Mont., with the Richfield Oil Corporation of Los Angeles.

The Richfield Corporation had previously acquired oil and gas exploration rights in a large block of land adjacent to Milwaukee Road tracks.

The lease is similar to those made in

recent years with other exploration companies in Montana. It provides for annual rental for a term of five years. If oil or gas is discovered in any 640-acre tract of which the railroad's property is a part, the lease is automatically extended and the Road becomes entitled to an acreage pro rata royalty.

Drilling or locating other facilities on Milwaukee Road property is not included in the non-development lease.



Mr. and Mrs. William A. Murphy, shown at the dinner given in their honor by Milwaukee Road friends on the evening of June 28. At left, J. M. Cunningham, general freight traffic manager, sales and service. At right, W. D. Sunter, assistant freight traffic manager, sales and service, and E. W. Chesterman (standing), who has been appointed assistant freight traffic manager, sales and service, succeeding Mr. Murphy.

William A. Murphy Retires

WILLIAM A. MURPHY, since 1951 assistant freight traffic manager, retired on June 30, ending a Milwaukee Road career of 49 years. During those years—in Chicago, Kansas City and at off-line points—he became widely known for his friendly manner and a kind of “philosophy of selling” built on personal experience.

Visiting with a group of associates on his last day in the office, he remarked that it had been his experience that the best way to work with salesmen is to learn how to encourage them.

“I learned that you have to understand people, and never deflate their ego”, he said. “You cannot ‘pressure’ a man and expect to get his best work. The minute you put him on the defensive, he’s done. And I have a lot of faith in a fellow who makes mistakes, because if he makes a mistake now and then, you can be sure he’s trying. The man who never makes a mistake is the one who is so bent on always being absolutely right that he doesn’t try his level best.”

Friends who know him best will recall that for some time Bill Murphy’s career was the scene of a struggle between railroading and music. Having

sung professionally in his earlier years, he says today that he is glad he stayed with railroading and confined his singing to an avocation. Nevertheless, his recollections of those earlier years, when the company’s freight business occupied his daytime hours and music his evenings, still color his conversation.

A native of Chicago, Mr. Murphy began his singing career as a member of Father Finn’s famous Paulist Choir. Later, as a member of the so-called Marigold Trio, he traveled the Orpheum Circuit for about a year and a half. Following that period in his career he continued to sing local engagements around the city for about five years, and recalls that on the night Radio Station WLS in Chicago first went on the air he was on the bill with the comedy team later to become famous as Amos ‘n’ Andy. He sang over that station regularly on Saturday nights for three years.

Mr. Murphy joined the Milwaukee Road freight department in 1908, and became chief clerk to the assistant freight traffic manager in 1925. In 1935 he was appointed general agent in Denver, and during his years in that position served as soloist at the Catholic

cathedral there. He was transferred to Detroit as general agent in 1938 and made many friends through the combination of representing the Milwaukee and serving as soloist in the Jesu Choir at the University of Detroit.

In 1942 he was appointed general southwestern agent with headquarters in Kansas City, Mo., which position he held until he returned to Chicago in 1951 as assistant freight traffic manager.

Mr. and Mrs. Murphy plan to continue making their home in suburban Oak Park. They have two sons. The older one, William, is a professor at Missouri School of Mines in Rolla, Mo., and Dr. Jerome is a professor of thoracic surgery at Creighton Medical School in Omaha.

The Murphys were guests of honor at a dinner given by a large group of Milwaukee Road friends at Bohemia Cafe in Chicago on the night of June 28, and Mr. Murphy was again honored at a dinner attended by 125 shippers and railroad men in the Chicago Traffic Club on July 1.

Conductors Receive Wage Increases in New Agreement

MILWAUKEE ROAD conductors are receiving higher wages as the result of an agreement entered into by the railroads and the Order of Railway Conductors on June 12. The agreement was in the nature of a “package” plan calling for total increases of 26½ cents an hour over a period of three years. The provisions of the agreement follow the pattern of those accepted by unions representing about 94 per cent of all railroad employees.

Conductors are to receive a first year wage increase of 12½ cents an hour retroactive to Nov. 1, 1956. Second and third year increases of 7 cents an hour each will become effective Nov. 1, 1957 and Nov. 1, 1958.

The agreement also contains a cost-of-living escalator clause under which wage rates will be geared to changes in the Bureau of Labor Statistics Consumers’ Price Index. The cost-of-living adjustments will increase or decrease wage rates one cent an hour for each one-half point change in the price index, with the September, 1956, index of 117.1 serving as a base. Adjustments are to be made on May 1 and Nov. 1 of each year. A three-cent per hour increase became effective May 1 under this cost-of-living provision.

The Baffling Mystery of the Inventor of the Diesel Engine



Dr. Rudolph Diesel

THE mystery surrounding the strange disappearance and death of the man who gave the world the Diesel engine—the forerunner of the Diesel-electric locomotive—may never be solved.

Rudolf Diesel was his name. In 1913, Diesel, then 55 years of age and world-famous, left Antwerp with two friends by channel steamer for England. In London, Diesel was to confer with certain business interests concerning the opening of a new Diesel plant. He and his friends had dinner on the boat, and afterwards they strolled on deck before going to their staterooms for the night. Some time during the night the famous inventor disappeared.

Was he murdered? If so, by whom? And what was the motive? Did he accidentally fall overboard? Or was it suicide? These are some of the questions which have baffled business associates, police officers and detectives for more than 40 years.

Born of German Parents

Rudolf Diesel was born in Paris, of German parentage, on Mar. 18, 1858. His father was a leather goods merchant, engaged in business in the French capital. In 1870, when the Franco-Prussian war broke out, the position of many German families living in Paris became untenable. The Diesels fled to London. Here young Rudolf was able to spend many hours in the British and South Kensington museums, where he studiously observed the model and mechanical drawings on display.

But his father was unable to get started in business in England, and the family decided to return to the continent. Rudolf went to Augsburg, Bavaria, to live with an uncle, and entered the local technical school. His high scholastic record enabled him later to enter Industrial College at Augsburg.



The Milwaukee Road Magazine

When Rudolf passed final examinations with a rating of nearly 100 per cent, one of the professors found a way to finance the young man's way through the country's foremost technical school, Polytechnic University in Munich. Here Rudolf applied himself to the study of thermodynamics—the science of converting heat into work—under the renowned Professor Carl von Linde, the first man to liquefy air.

Professor von Linde's lectures were an inspiration to the young student, and he made extensive notes, many of which are preserved to this day. When the professor said that the best steam engines of that day were transforming only 6 to 10 per cent of the available heat into useful work, young Rudolf made careful note of this fact.

Marks of a Genius

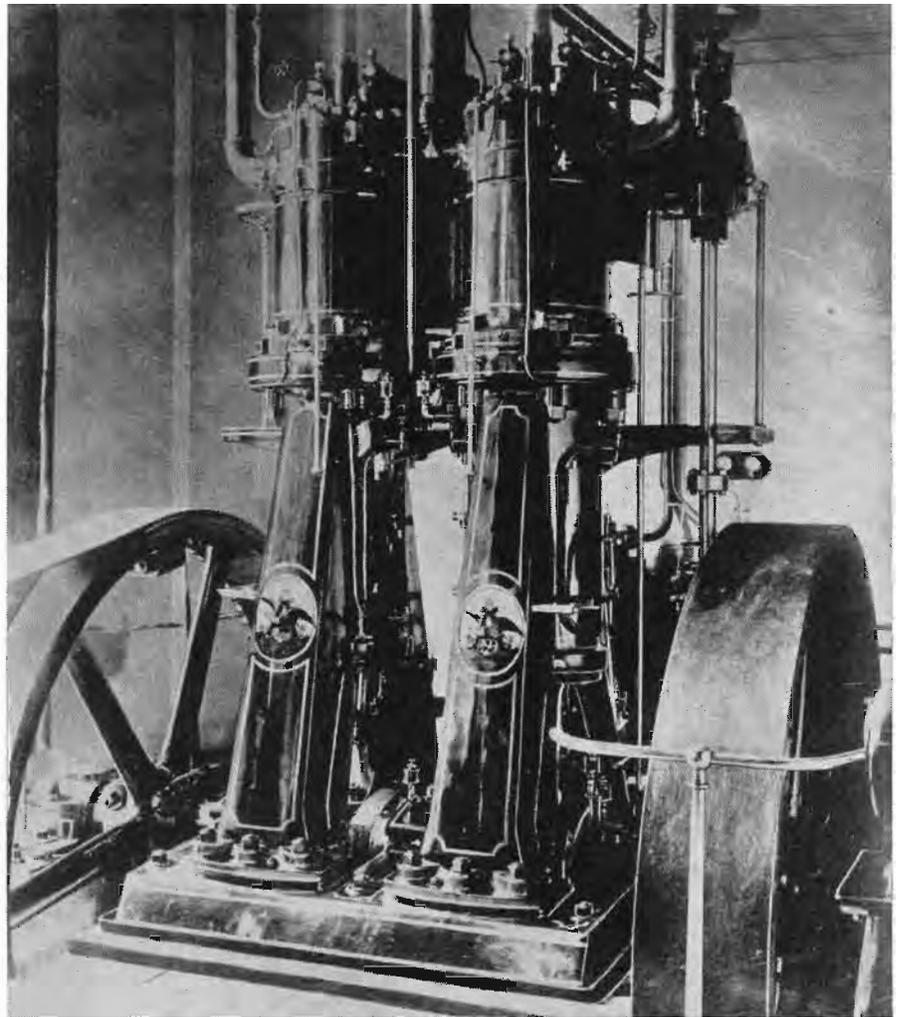
Long before Diesel's graduation from Polytechnic University, in 1879, Professor von Linde was well acquainted with the young man's unusual technical ability, and arrangements were made for Rudolf to serve an apprenticeship with Sulzer Brothers, at Winterthur, Switzerland, to gain practical knowledge of the manufacture of steam engines and refrigerating machinery.

When young Diesel returned to Polytechnic University, in Munich, for his examinations, and later his degree, he attained the highest marks in the history of that institution. He was then 21 years old.

Laden with scholastic honors, the young engineer returned to Sulzer Brothers and was assigned to the installation of Linde's ice machines in Paris. He became an expert on refrigerating machinery. The next year he was granted his first patent by the French government for an improvement in making ice crystal clear. This patent he offered to Professor von Linde and to Sulzer Brothers, but neither was able to undertake its development. He finally succeeded in interesting Heinrich Buz, director of Maschinen Fabrik, Augsburg, Nurnberg (known as the M.A.N.), in the undertaking. Thus began a warm friendship.

It was about this time that Diesel met and married a young German woman named Martha Flasche. Because his business was still in Paris, they settled in that city.

Although Diesel was busily engaged in the production and installation of refrigerating machinery, his thoughts turned again and again to Professor von



The first Diesel engine built in the United States. It was built under the direction of Adolphus Busch and installed in the Anheuser Busch Brewery in St. Louis in 1898. Although it ran only a short time, it was the first Diesel engine in the world to be put to commercial use. (This photo and the one of Dr. Diesel provided through the courtesy of the Nordberg Manufacturing Co.)

Linde's remarks about the low thermal efficiency of the steam engine; so he "thought and calculated, sketched and modeled" until his ideas for an improved engine were sufficiently developed to apply for a patent.

On Feb. 28, 1892, Diesel applied to the then Imperial Patent Office of Berlin for protection of his patent rights to an internal combustion engine. His application was made public on Jan. 16, 1893, and shortly thereafter a patent was granted.

Several manufacturers whom Diesel tried to interest in his radically different type of combustion engine thought his ideas were unsound. But engineers of international reputation were convinced that the engine had merit. As a result, two German manufacturers—M. A. N. and Krupp—decided to build an experimental engine to Diesel's design. These two companies agreed to share the ex-

pense of development work, while Diesel was to make the drawings and conduct the tests.

Diesel felt sure that he had something out of the ordinary, and already he had visions of using his engine in locomotives, ships, and submarines.

A Serious Accident

Diesel's theories were rejected by his professional friends as "impossible" and "ridiculous." Diesel persisted in his efforts, but the model which he completed some time later exploded during a test and injured him so seriously that for a time he was expected to die. His recovery was most fortunate for the world. If he had died, it seems likely that his invention would have died with him. Upon his recovery, Diesel began experimenting with fuel oil.

In 1897, out of those experiments, the

first workable Diesel engine coughed its way to success. Diesel was on the road to fame and fortune. Before many years had passed, his name was a household word throughout Europe.

During the experimental stage, the question naturally arose as to what the new type engine should be named. Diesel wanted to call it Rationeller Waerme Motor—Patent Diesel; or, translated into English, Rational Heat Engine—Diesel Patent. Associates suggested names such as Delta or Beta Motor. Finally Diesel's wife had her say: She suggested—if not actually insisted—that the name should be Diesel Motor; and, as is often the way with women, she had the last word.

But a few years later, after the Diesel motor had been introduced in the United States, it was concluded that the word "motor" when applied to large Diesel engines was a misnomer, and from then on it has been known as the Diesel engine.

Salesman and Promoter

By late 1897 the M. A. N., Augsburg, began building commercial Diesel engines, and other firms holding patent rights were making good progress with the engine. Since the most difficult part of the experimental and development work was about over, Diesel now spent most of his time introducing the new engine in other countries. While German firms held the rights to manufacture the engine in that country, Diesel retained the rights for all other countries.

Besides being a brilliant engineer, Diesel was also a superb salesman and promoter.

The Diesel engine was introduced in the United States in 1898 by Adolphus Busch, head of the famous Anheuser-Busch Brewing Association of St. Louis. Year after year Busch had spent considerable time in Germany, the home of his ancestors, and during these visits he had become well acquainted with the work of Diesel. He was quick to realize the possibilities of the new type engine when he saw the first one in operation at the M. A. N. plant in 1897.

In the years following the Diesel engine's successful operation, the inventor was flooded with invitations from foreign countries to address conventions, and he was honored and feted. He visited the United States in the spring of 1912 and presented a paper before the American Society of Mechanical Engineers. His visit to this country was like a triumphal tour.

But over Diesel's brilliant career shad-

ows were beginning to fall. Ceaseless work and endless journeys in the interest of his numerous enterprises began to undermine his health. His desire to have his own fuel supply prompted him to make investments which ended in heavy losses. Although he had amassed a fortune from his invention, financial difficulties now beset him.

Disappearance of Diesel

Many stories have been published about the disappearance of Diesel; among them that he fell overboard; that he committed suicide; that on arrival he left the ship unobserved to live under an assumed name. Some even hinted that he was pushed overboard by a German agent because it was feared that the new ideas which Diesel had brought forward that year—lightweight, high-speed engines for submarines — might be passed along to his English associates.

On the night of Sept. 29, 1913, Diesel left Antwerp, Belgium, for Harwich, England, on the S. S. Dresden, accompanied by two associates. Representatives of a Diesel company formed in England the year before were waiting to take the three men to the new factory. However, the arrival of the steamer the

next morning brought distressing news: Diesel was not on board.

According to a representative of the London Diesel company, one of those awaiting the arrival of the S.S. Dresden that September morning, the following facts were later brought out:

Several weeks after Diesel was reported missing, a body was picked up by a fishing boat in the English Channel, and after removing several articles from the dead man's person, the body was returned to the sea. Days later, when the fishermen reached their home port in Holland, they told their story. The identity of the body was never established, but one of the articles alleged to have been found on the body—a pair of glasses — is reported to have been identified by Diesel's son as belonging to his father.

Nearly half a century has passed since that fateful September night in 1913, and the circumstances surrounding Rudolf Diesel's disappearance from the S.S. Dresden remain as deep a mystery as ever. Whatever happened, it was a tragic end for the man whose invention led to the development of the Diesel-electric locomotive which now furnishes more than 90 per cent of the power for the American railroads.



(Answers on page 21)

1. **Are rail joints usually placed directly opposite each other** or are they staggered in railway track?
2. **If a passenger train left Los Angeles at 9:00 o'clock Monday evening and arrived in Chicago at 2:30 Wednesday afternoon, how much time was consumed in the journey?**
3. **How much transportation excise tax does the railway ticket agent collect from the passenger for the Federal Government on a \$25.00 ticket?**
4. **Many countries have metre-gauge railroads. Are they wider or narrower than our standard-gauge railroads?**
5. **When the revenues and/or expenses of two or more trains are divided equally or on an agreed**

basis between two or more railroads, are the trains called division trains, joint trains or pool trains?

6. **Does a 50-ton standard steel box-car cost more or less than \$7,000?**
7. **In railroad accounting, the letter F is used to designate expenses assigned exclusively to freight service, and the letter P is used to designate expenses assigned exclusively to passenger service. What letter is used to designate expenses which are for the benefit of both freight and passenger service?**
8. **In surveyor's terms, what is a section of track—100 lineal feet, 1,000 lineal feet, or 2,400 lineal feet?**
9. **Is the bent in a pile trestle a cluster of foundation piles held together at the top by a timber cap, or the span between two clusters of foundation piles?**
10. **Is a railway ticket routed to a specific destination, and then routed back from another point or to a point other than the original selling point, called a hybrid ticket, an open jaw ticket or an off-beat ticket?**

RELAX—it's the green light to safer and better living

By JANE S. WEIR, R.N., Staff Nurse, National Safety Council



THERE are many "hazards" generated by the hustle-hustle, hurry-hurry tempo of modern living. The contemporary citizen's body, his mind, his emotions, are strained constantly. And the tension is telling.

"But I'm fit as a fiddle," you say. Just because you "exercise" daily running for buses and subway trains? Not on your life. Though physical exercise is important, mental "exercise"—relaxation—also must be practiced.

Medical authorities assert that stress is complex. Yes, and common, too. Someone has observed that out of a thousand illnesses, emotionally-induced illness is as common as all the other 999 put together.

Safety experts almost universally agree that fatigue and emotional stress also go hand in hand with accidents.

A safety director observed: "The accident-prone person is a worker who, over a long period of time, due to family trouble or worry, lacks that alertness on the job which is the essence of safety. Not only is he unable to give his concentrated attention to work, but even his muscular coordination may be impaired."

Another safety expert said that "one of the major factors contributing to accidents is fatigue." And fatigue is not necessarily physically induced. It may be a result of emotional stress—of worry over what we consider insoluble problems.

All of us have problems—money troubles, a tedious job, conflict with fellow workers, marriage difficulties—but letting them get out of hand has an adverse effect on our minds.

Migraine headaches, some allergies, high blood pressure, digestive ailments—they're all frequently the outcome of emotional stress.

Now, I'm not advocating a race devoid of emotion. All emotions are not bad. A renewed outlook on life often is

a result of a pleasing emotional experience—a day at the fair, a picnic on a sunny summer afternoon, a ball game or a boxing match, or simply an evening at home listening to the radio or watching television.

Unless we find a way to release our emotions, we take tension home with us. Sleeplessness, anxiety, doubt, weariness—they all accompany us home unless we master the art of relaxing.

"The most difficult cross to bear," a friend of mine once said, "is tomorrow's problem which never occurs." Top executives have their share of worries, but they've usually succeeded in rising above them. They realize that disappointment and frustration, while inevitable, often are needless and unnecessarily prolonged, and that tomorrow's problems frequently don't exist tomorrow.

Ulcers, colds, asthma and many other physical conditions are aggravated by worry, by tenseness. And fatigue fits right in with that group.

Persons who are balanced best are those who equalize work with honest-to-goodness play, who aren't obsessed with their jobs, who operate on a formula of equal parts work and rest.

The stenographer who skimps on meals rather than spend money she's saving for a dress will think nothing of worrying—a fruitless expenditure of energy, just as wasteful as burning money.

There are many ways to relax and pre-

vent the accumulation of small tensions. Here are just a few suggestions:

1. *Get up 15 minutes earlier mornings than necessary. Take time for an extra cup of coffee, or even for dusting the coffee table in the living room—it's an excellent way to start a day.*

2. *Take some light reading along with you as you commute to work. Or, better still, close your eyes during that journey.*

3. *Disassociate your mind from work during lunch hour, whether you go for a walk, play bridge or rest at your desk.*

4. *Walk—don't run—for buses and subway trains. So you miss one. What were you going to do with those "extra" few minutes anyway?*

5. *Eat your meals leisurely, free from emotional stress.*

6. *Take things easy immediately before going to bed. Give your body a chance to slow down.*

7. *Keep irritating thoughts out of your mind at bedtime. Perhaps a warm glass of milk or a light snack will succeed in helping you sleep better.*

8. *In short—RELAX!*

To determine your physical condition, we nurses check your temperature, your blood pressure and other factors.

Your mental health depends on your ability to relax. There's a slogan used in highway safety that I think is appropriate here:

"Slow down and live."

Unjust Taxes

TRAVELING is costly and Uncle Sam helps make it so, and while the government treasury is fattened by taxes, the transportation systems lack patronage and in addition are forced to charge higher fares and rates.

The truth is that the "travel tax" imposed on railroads, 10 per cent on travel by passengers and 3 per cent on freight, is a war-time tax, enacted as an emergency measure. Both were intended to curtail traveling and reduce shipments due to the government using all railroad facilities during the war. Of course, getting in that extra money helped Uncle Sam, too.

The war ended some dozen years ago but congress still hasn't gotten around to repealing the tax and travel is still being discouraged due to excessive fares, brought about by taxation.

Both the passenger fare and the freight taxes were unjust taxes when they were enacted. They are still unjustly assessed.

—Altoona, Pa., *Mirror*



Among the visiting wives at the chuckwagon luncheon were, left to right: Mrs. Ragnar Peterson, Mrs. Ken Benedict and Mrs. Morgan Allan.

A delegation from St. Paul boards the "hay-rack taxi" at the depot in Miles City for the trip to bowling headquarters uptown, only to discover a shortage of horses in the old cow town. A jeep was called in for emergency duty.

The Milwaukee's Top Keglers Visit Miles City for the '57 HIAWATHA BOWLING TOURNAMENT

By **D. B. Campbell**, Correspondent

Miles City, Montana



Left: Charles Forgey, an electrician from Deer Lodge, Mont., who won the singles event.

Right: John Micu, a shop employe from Deer Lodge, the all-events winner.

MILES CITY was more than ever a Milwaukee Road town during the week ends of April 27 through May 26 when a total of 250 of the Road's most avid bowlers and their wives arrived from 21 other cities on the system for the 14th annual "rolling" of the Hiawatha Bowling Tournament.

With members of the Miles City Milwaukee Bowling League and the local chapter of the Milwaukee Women's Club joining hands to host the tournament and show the visitors a good time, the event was one to remember.

The cities represented in the tourney were Savanna, Sturtevant, Milwaukee, Beloit, Portage, Tomah, LaCrosse, Austin, Hastings, St. Paul, Minneapolis, Sioux City, Aberdeen, Moberg, Miles City, Three Forks, Butte, Deer Lodge, Cle Elum, Moses Lakes and Seattle.

When the smoke of battle cleared, the following were in the winners' line-up:

Singles honors in the handicap play went to Charles Forgey of Deer Lodge, who scored a 672.

Doubles winners were John Schlecht and Harold Lewellen of Moberg with 1215.

Winner of the team event was the Moberg team consisting of Andy Ries, Vern Boughner, Roy Owens, John Schlecht, and Hal Lewellen, who scored a 3141.

The all-events winner was John Micu of Deer Lodge with a score of 1938. He also took high single game honors with a 258.

Two 600 series games were bowled—a 606 by Micu in the team event and a 604 by Earl Brown, a Miles City yard clerk, in the doubles event. Earl racked up the high total of 1733 actual pins.

The out-of-town visitors were greeted at the station and taken wherever they wanted to go by volunteer chauffeurs, including Yardmaster John McElroy, Engineer Mel Timberman, Carman Wrecker Foreman Jake Hilderman, Storeman Ernie Wyttenhove, Carman Welder Martin Kelm, Yark Clerk Earl Brown, Yard Clerk Tubby Trafton, Ice-

The Milwaukee Road Magazine



The team event winners, from Mobridge, S.D. Left to right: John Schlecht, fireman; Harold Lewellen, fireman; Andy Ries, switchman; Roy Owens, general clerk; and Vern Boughner, fireman.



The above team, from Savanna, Ill., entered competition with the distinction of having the highest average of any in the tournament. They are, left to right: John Hartman, George Correll, Jack Cottral, Royal Smith and Charles Miller. Winners were determined on a handicap basis.

house Laborer Jack Rost, Warehouse Foreman Charlie Shine, and Ray Grant, secretary to superintendent.

On the two big week ends of the tournament a hayrack ride in true western style was provided from the station to bowling headquarters.

Approximately 70 wives accompanied their husbands on the trip to cheer their favorite contestants and lend color to the occasion. The Miles City Milwaukee Women's Club entertained the bowlers and their wives at a chuckwagon noon-day luncheon on May 18 at the City Park. On the other big week end—May 4—the crowd enjoyed a night club supper party at the Crossroads Inn.

It is expected that Minneapolis will be host city for the 1958 tournament.



Winners of the doubles event: John Schlecht (left) and Harold Lewellen, both firemen from Mobridge.

Mrs. Grant Williams

THE death of Mrs. Grant Williams, beloved secretary-treasurer of The Milwaukee Road Veteran Employees Association for almost a quarter of a century and widow of one of its founders, occurred at her home in Edgebrook, Ill., on June 20. She was 89 years old and had been ill for several months.

Lydia Russell Williams was born in Newport, Ky., on Aug. 14, 1867 and was married to Grant Williams in Cincinnati in 1891. The following year they moved to Chicago where Mr. Williams was first secretary to A. J. Earling, then general manager of the railroad, and later assistant general freight agent. In the move to form a veterans' association he was one of the principal organizers, and when it became a reality in 1913 he was its first treasurer. He was serving as secretary-treasurer and on the board of directors when he passed away in 1925. To fellow employees of that time he was also known as one of the founders of the old Milwaukee Employees' Pension Association and its secretary-treasurer until his death.

Mrs. Williams had been her husband's right hand in handling the affairs of the veterans' association and upon his death she was urged to carry on his work. The task was one for which she displayed great ability and to which she gave unstintingly of her time and resources. Her home at 6167 N. McLellan Avenue (built for her by Mr. Williams in 1895 and in which she lived continuously until she died) became her office, and during the years she served as secretary-treasurer its address was as familiar as their own to thousands of Milwaukee Road people. Her devotion to their interests was instrumental in building the association from an initial group of 160 officers and employees to more than 10,000 when she retired in 1948.

In her useful and busy life, which included rearing two sons, Mrs. Williams was also active in The Milwaukee Road Women's Club. She was its first vice president general when it was organized in 1924, and served as the first president of Chicago Chapter. Her counsel to the organization has long been acknowledged by a grateful membership.

Funeral services for Mrs. Williams were held in Chicago and she was buried at Darien, Wis., beside her husband. She is survived by her son Russell J. of St. Louis, her son Grant having died two years ago; also by nine grandchildren and 16 great-grandchildren.

THEY BUILT THE PUGET SOUND LINE



Officers of the Puget Sound Pioneers, who were reelected at this year's meeting, and S. B. Winn of Tacoma, past president, discuss club affairs. From left: Mr. Winn; C. H. Coplen, Coeur d'Alene, Ida., secretary-treasurer; J. P. Downey, Spokane, vice president; and C. F. Allen, Spokane, president.

THE "last man" stand of the Puget Sound Pioneers Club took an unexpected turn when the members of that inevitably dwindling organization met in Spokane on June 15. Although only 14 of the original group of 1,250 attended the get-together in 1956, a surprising 37 out of the 55 still living and scattered about the country met for this year's affair. The upswing was credited to the large amount of attention which the organization had attracted lately in the press.

The Pioneers is unique among railroad clubs in that its membership is open only to people who helped build the line of The Milwaukee Road west, between the Missouri River and Butte before June, 1908 and from Butte to the Coast before May, 1909. Although time thins its ranks every year, it is pledged to exist "to the last man".

The meeting featured a short business session and dinner at the Coeur d'Alene Hotel. The attendance was about 100, which included members with their wives, other employes of veteran service, and invited guests. Among those who came a long distance were W. H. Penfield, retired chief engineer now of Lindsay, Cal., and Mount Carroll, Ill., who was engineer of construction on the line between Lombard and Butte; T. H. Strate, retired division engineer now living in San Ysidro, Cal., who was a locating engineer in the Dakotas in 1905 and 1906; and C. M. Trout of Girard,

Pa., who was a clerk on the old "Jaw Bone" between Lombard and Lewistown; also F. G. McGinn, general manager Lines West, and Mrs. McGinn; and R. G. Scott, superintendent of the Idaho Division.

The diners were regaled with talk of old times and construction days, and entertainment by Mrs. Blanche Allen, wife of Retired Roadmaster C. F. "Cap" Allen, who is Spokane's well known "story book lady". S. B. "Sam" Winn, a Pioneer who is still in engine service on the Olympian Hiawatha, was master of ceremonies.

TV Panelists Review Railroad Scene



J. A. Jakubec

Milwaukee, on the evening of June 9. Entitled "What's Happening to the Railroads", the program was part of a series

J. A. JAKUBEC, general superintendent, Milwaukee, was one of a panel of men in the transportation field who took part in a television discussion over Station WITI-TV,

of educational public conferences sponsored by the Milwaukee Public Library.

The discussion was directed by Peter J. McCormack, chief of general material and services for the library, with Bruce Kanitz of the library's radio and television department as moderator. Others on the panel, in addition to Mr. Jakubec, were C. C. Shannon, assistant to the president of the Chicago and North Western Railway, Chicago; L. J. Hackl, traffic manager of the Ladish Company, Milwaukee; and David Morgan, editor of TRAINS magazine. Subjects dealt with included new uses of automotive equipment, competition from trucks and airlines, the future of passenger service, freight traffic revenues, and local transportation problems.

The questions and answers started with Mr. Jakubec, who described briefly some of the new developments in electronics and automation which are constantly shifting the transportation picture.

"On our railroad, for example, in the past 10 years, in spite of an increase of 130 per cent in wages and 80 per cent in the cost of materials and supplies, we still have been able to bring about a reduction in operating costs," he said. "Many of the things that have entered into that are well known. Diesel power, for instance, covered hoppers, air slides, compartmentized cars, and automatic switching yards are all helping to bring about greater efficiency."

Discuss Unregulated Carriers

Reviewing the freight revenue situation, in which it had been pointed out that our present boom economy has not yielded the railroads their full share of industrial activity, Mr. Jakubec said, "I would like to comment on that. Since 1949 the ratio of inter-city traffic moving by regulated carriers as compared to unregulated carriers was about 9 to 1 in favor of regulated carriers. Today the ratio has dwindled to about 4 to 1. Unless we change the picture by eliminating some of the unequal taxation, undue regulation and unfair competition, the railroads stand to have a hard time of it."

The conference also closed with Mr. Jakubec, who summarized the situation as follows: "As I see it, the immediate problem is caused by the millions of dollars thrown into the pot in subsidizing other forms of transportation. These agencies have a definite place in the transportation industry, but we feel they ought to stand on their own feet and pay their own way, the same as the railroads are expected to do."

appointments

Traffic Department

Effective July 1, 1957:



E. W. Chesterman

E. W. Chesterman is appointed assistant freight traffic manager, sales and service, with office at Chicago, following the retirement of W. A. Murphy. Mr. Chesterman has been an employe of the traffic department since 1924. He was assistant general freight agent from July, 1948 until July, 1955, since which time he has served as assistant to vice president-traffic.

L. R. Whitehead is appointed assistant to vice president-traffic with office at Chicago, succeeding E. W. Chesterman. Mr. Whitehead started with the Road as a clerk in the freight traffic office at Des Moines in 1928 and transferred to the Chicago office in 1941. He has held various positions there, most recently that of assistant general freight agent.



L. R. Whitehead



W. B. Fisher

W. B. Fisher is appointed assistant general freight agent with office at Chicago, succeeding L. R. Whitehead. Starting with the Road in 1919, Mr. Fisher has served as chief clerk in the coal traffic department, and since 1950 as chief clerk in the general freight department.

Operating Department

Effective July 1, 1957:

A. C. Anderson is appointed agent at Minneapolis, following the retirement of L. M. Truax. Mr. Anderson started with the Road in station service in South



A. C. Anderson



F. E. Daley



D. N. Doumas



R. D. McLean

Dakota in 1918. He has served as agent at Faribault, Austin, Mason City and Aberdeen, assistant agent at Minneapolis, and since September, 1954 as agent at La Crosse.

F. E. Daley is appointed agent at La Crosse, succeeding A. C. Anderson. Mr. Daley has been agent at Janesville since October, 1956. He has been with the Road since 1937, formerly as assistant agent at Rockford, and as agent at Chicago Heights.

K. P. Thompson is appointed agent at Janesville, succeeding F. E. Daley. Mr. Thompson, who entered service in 1946, was agent at Mason City from June, 1952 to March, 1956, since which time he has been agent at Winona.

D. N. Doumas is appointed agent at Winona, Minn., succeeding K. P. Thompson. Since starting with the Road as an operator in 1944, Mr. Doumas has served as agent at Coon Rapids, assistant agent at Cedar Rapids, and most recently as agent at Freeport.

R. D. McLean is appointed agent at Freeport, Ill., succeeding D. N. Doumas. Mr. McLean has been in station service since 1942, as agent at New Glarus, and since September, 1956 as assistant agent at Rockford.

W. W. Kopp is appointed assistant agent at Rockford, Ill., succeeding R. D. McLean. Mr. Kopp entered service as an operator in 1949. Since 1950 he has been agent at Rothschild.

Announce 1957 Scholarship Winners

MICHAEL H. SHANAHAN, a June graduate of Stadium High School in Tacoma, Wash., has been awarded this year's J. T. Gillick Scholarship, according to an announcement by C. Wm. Reiley, director of admissions at Northwestern University, who is chairman of the committee which judged the qualifications of the candidates. The winner is the son of James M. Shanahan, an inspector in the Tacoma car department. The scholarship, which honors the Road's late operating vice president, is a \$600 grant (or full tuition, if more), renewable annually for four years.

The second award of a \$300 annual scholarship for four years was made to Lars E. Henriksen Jr., son of Carman L. E. Henriksen of the Bensenville (Ill.) Shops. He was graduated in June from Fenton High School in Bensenville.

The first award winner attended high school at Mobridge, S. D., for three and a half years before transferring to the high school in Tacoma. He was fourth in a graduating class of 515. In his application for the scholarship he said that he intends to study engineering at the University of Washington. Lars Henriksen, who ranked fourth in a class of 129, also aims to be an engineer. More information about the winners will appear in a later issue of the Magazine.

WHEN FAMILIES MOVE



ANY move, whether across the street or across the nation, means a temporary uprooting for the family. How the parents conduct themselves in the situation will determine to a large extent how their youngsters react to the change.

When a new address is in the cards, these are the main guideposts: Before the move, prepare the youngsters for the change; during the move, try to be patient and calm; and after the move, help your children find their place in the new community.

As soon as you decide to move, take the children into your confidence. Give them the reasons for the change—a larger home, a better job for father, a less-crowded school, more interesting social life—and let them talk it over. Include them in your plans, so they won't feel "left out," but at the same time, don't burden them with too many details, lest you create anxiety.

Try to avoid changing schools during the term. Show the youngsters the new home before moving in, but if this is impossible, try to provide a snapshot.

Children old enough to do so should

be encouraged to weed out old things and pack their own books, records and souvenirs. This will give them a sense of participation.

If it's a move to another town, encourage a child of letter-writing age to send change-of-address cards to friends. It will give him a feeling of continuity with the friends he leaves behind.

A little pre-planning will prevent M-Day from turning into a nightmare. If there's an infant in the family, put aside a bag packed with bottles of formula, diapers, powder and other immediate necessities. For the entire family, fix two baskets: one with a picnic lunch and thermos bottles of hot and cold drinks; the other with towels, soap and tissue. These will travel with you, rather than in the moving van and will save time and tempers when you start unpacking.

Incidentally, instruct the movingmen to dismantle the children's room last, so that they can reassemble it first at the new home. It is important to make a youngster feel at home quickly, and seeing his own furniture in place helps reassure the child.

After the movingmen have gone, the family faces the task of "settling in." This is the time when everyone is a little tired and overwrought, so take it easy. Sit down and catch your breath, and open the picnic basket you packed, or



take the family to a nearby restaurant for a quiet meal.

If the change of address means a change of school for the children, you will want to accompany them to the new school the day they register. Your reassuring presence will give them the confidence to meet new teachers and schoolmates.

To get into the swing of things fast, encourage your children to join in community and school activities. The possibilities are endless. You will benefit from joining, also. Remember, a new address means opportunities for adventure, new horizons to explore—a blank check to the pursuit of happiness. (From a pamphlet prepared by Allied Van Lines in collaboration with the Child Study Association of America)



News from the Melon Vine

COOL, juicy melons provide the easiest route to refreshing summer desserts and salads, but even the experts can't always tell when a melon is at its luscious best.

Cantaloupes and watermelons, to be sweet and flavorful, must ripen in the melon patch, says Better Homes & Gardens Magazine. Other melons such as honeydew, honeyball, Persian melon, casaba, and cranshaw ripen nicely off the vine. They should be kept at room temperature until they are right for eating.

In choosing a cantaloupe, produce men say to look at the blossom end. The "button" end should be smooth, a bit indented, and with tiny cracks radiating from it. There should be no sign of a stem if the melon was ripe when picked. The netting will be coarse and stand out; the color between will be light yellow with a gray or green tinge. A perfect cantaloupe is also firm.

Beware of the watermelon that is "thumping ripe". A juicy ripe watermelon gives a dull muffled sound when slapped with the palm of the hand—but then so does a dry one! Look for watermelon with a pretty figure, fresh green or gray color with a yellow underside, and a velvety bloom all over.

recipe of the month - Picnic Cake

SEE if the family doesn't like this apple cake for a picnic treat. It is moist and spicy, and packs well: Blend $\frac{1}{2}$ cup shortening and 1 cup sugar, add 1 egg, and beat well. Stir in $\frac{1}{2}$ cup ready-to-eat All Bran cereal and 1 cup coarsely grated apple. Sift together $1\frac{1}{2}$ cups flour, $\frac{1}{4}$ tsp. baking soda, 2 tsp. baking powder, 1 tsp. salt, $\frac{1}{2}$ tsp. cinnamon, and $\frac{1}{2}$ tsp. ground cloves; add to first mixture alternately with $\frac{1}{2}$ cup cold coffee and 1 tsp. vanilla. Bake in an 8 x 8 pan in a 375° oven about 40 minutes. Remove from oven and spread with a topping made of 1 tbsp. butter, $\frac{1}{2}$ tsp. cinnamon and $\frac{1}{3}$ cup confectioners sugar blended with a fork until crumbly. Return to the oven for about 5 minutes.



clever ways to title home

MOVIES

TITLING home movies can be nearly as much fun as taking the pictures themselves.

In a recent American Home magazine, an article called "Clever Ways to Title Home Movies" outlines some simple techniques that call for no special equipment. For example, if you take a load of film on your vacation, you can make a production out of it this way:

If the film shows points of interest along the route, use a map to introduce the movie. Pin the map on a wall and photograph it, close up. Then animate the route by taking a heavy crayon and marking an inch or two on the map. Photograph it for a second or so. Then draw another inch or two and photograph it, and continue until you have shown the entire route. The finished title will show a moving line outlining your route.

If the vacation was at the seashore, you can write or print the title of the film in sand. Draw the letters close to the water's edge. Then turn your camera upside down and shoot the lettering until a wave washes it out. When this length of film is processed, it will be backwards. Reverse it end to end before splicing it at the beginning of your film. Then you'll see a wave washing across the screen first. As it recedes, the letters will mysteriously appear out of wet sand.

If it's a birthday party you film, photograph the unlighted cake. Stop the camera and light one candle. Then take another picture. Do this until the cake is magically lighted. On this one and the map there is one thing to remember—the camera must always be in the exact same position for the entire sequence, so a tripod or table will be helpful.

July-August, 1957

CHOCOLATE DRINKS, smooth and cool

IN warm weather, when children want to consume liquids in vast quantities, it's important to pay particular attention to what they drink. These thirst-quenchers, all featuring a base of chocolate milk, are a switch from ades and soda pop, and are rich in the nutrition which active young people require in summer.

Chocolate-Banana-Mint Drink

1 qt. chocolate milk
1 pt. banana ice cream
1 8-oz. bottle ginger ale
fresh mint

Combine chocolate milk and ice cream and beat until frothy. Pour into glasses and top with ginger ale. Garnish with mint.

Chocolate Raspberry Frosted

1 qt. chocolate milk
1 pt. vanilla ice cream
1 cup raspberries
1 8-oz. bottle ginger ale
raspberries

Combine chocolate milk, ice cream and 1 cup raspberries. Beat until frothy. Fill glasses $\frac{3}{4}$ full; top with ginger ale. Garnish with raspberries.

Rum Chocolate Marshmallow

16 marshmallows
1 qt. chocolate milk
1 tbsp. water
1 egg white
 $1\frac{1}{2}$ tsps. rum extract
chocolate shot

Cut 12 marshmallows in half; add to chocolate milk and heat until dissolved. Chill. Cut remaining marshmallows in quarters. Add water and cook over low heat until dissolved; cool slightly. Beat egg white until stiff but not dry. Gradually add marshmallow-water and beat until mixture stands in peaks. Add rum extract to chocolate mixture, pour into glasses, and top with egg white mixture. Sprinkle with chocolate shot.

Banana-Nutmeg Chocolate Milk

2 ripe bananas
1 qt. chocolate milk
 $\frac{1}{2}$ tsp. nutmeg



$\frac{1}{2}$ cup cream, whipped
banana slices

Mash bananas and add chocolate milk and nutmeg. Mix well. Pour into glasses and top with cream. Garnish with banana slices.

Spiced Chocolate Milk

1 qt. chocolate milk
3 sticks cinnamon
6 whole cloves

Combine chocolate milk, cinnamon and cloves. Heat to boiling point. Cook over low heat 10 minutes; strain and chill.



A TOUCH OF GLAMOUR. Here are two needlework patterns for special-occasion wear, a lacy chignon cap and a glamorous cape stole. The cap is crocheted in wool, with elastic in the edge to assure a snug fit. Bands of dainty lace spiral from the center. Pink tubular jersey makes the unusual stole, which is dramatized with white crocheted rose and leaf motifs and deep fringe. Silver beads lend a sparkling touch to the motifs. Instructions for both of these designs—**LACE TRIM CHIGNON CAP** and **ENCHANTED EVENING STOLE**—are available free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

MAKE A PATIO PLANTER BOX...

LARGE ornamental plants require boxes with adequate growing space. Placed on a patio, the boxes are attractive decorations.

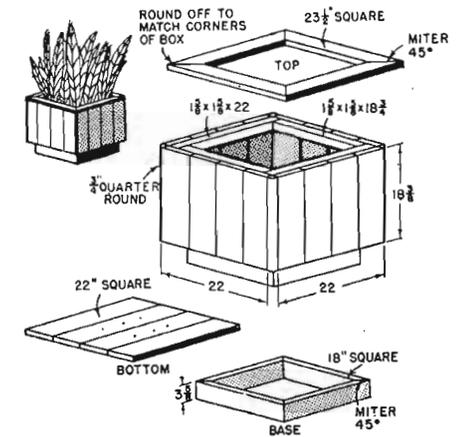
To make a plant box, use naturally durable or treated wood. Start at the base. Use a miter box to saw the squared ends, as well as for the joints, to assure a good fit.

Make the base 18 inches square, using 2 x 4-inch lumber. Cut the ends at a 45-degree angle for miter joints. Assemble with glue and 10-penny finishing nails. Picture frame clamps will help to make it a professional job. Next, make the bottom from four pieces of 1 x 6-inch lumber, each 22 inches long. Edge-glue the boards to form a square. Fasten

to the base with glue and 6-penny finishing nails, allowing a 2-inch overhang on all sides. Bore several 1/2-inch holes in the bottom for drainage.

For the top inside frame, cut two 22-inch and two 18 3/4-inch pieces from a 2 x 2. Assemble, making butt joints, with glue and 10-penny finishing nails. The sides, 18 3/8-inches long, are cut from 1 x 6-inch lumber. A total of 16 pieces is needed to enclose the box. They are attached with glue and 6-penny finishing nails. Cut 3/4-inch quarter round moulding 18 3/4-inches long and nail in place with 4-penny finishing nails.

The top is made of 1 x 4-inch lumber. Cut four pieces 23 1/2-inches long with a 45 degree angle at each end. Assemble



with glue and 10-penny finishing nails. Fasten the top to the box with glue and 6-penny finishing nails. Round the corners to match the corners of the box.

Set all nails. Paint, or stain and varnish. (*National Lumber Manufacturers Association*)

Make Fishing Fun for Your Child

CHILDREN can learn how to fish as soon as they are old enough to hold the rod. Nothing creates enthusiasm like success, so teach your child on easy-to-catch pan fish rather than on larger game fish. He can graduate to bigger fish after he is prepared by experience.

An important part of teaching a child how to fish is the frequency of excursions, says an article in a recent issue of *Better Homes & Gardens* magazine. Take your child fishing often, so he can have a chance to practice.

Fishing can be boring for a child at

times. If the sun gets hot or the fish won't bite, don't make children sit in the boat and scorch. Go ashore for awhile to practice casting.

Let your child bait his own hook, the article advises. First acquaint him with the danger of getting the fishhook in his finger, then let him put on his own worm or minnow. The smaller hooks are best and, for beginners, the shorter bait casting rod is preferred over the fly rod. Most important in the beginning reel is the level-wind, so line won't bunch up. Transparent leaders usually are best for

pan fish. Fly-rod artificial lures work well but, with a bait casting rod, it is better to stick to worms or small minnows for bait.

Children enjoy all parts of fishing, including cleaning their catch. Show them how, and they will soon learn to do it quickly and efficiently. And there's no greater fun than eating their own fish. So take along simple picnic equipment, including an outdoor fish fry. Roll pieces of fish in flour, season, then drop in hot, deep fat. They'll fry to a golden crisp, to climax a wonderful time.

retirements

during June 1957



General Offices—Chicago and Seattle—Including System Employes

HEINRICH, BRUNO O.
Asst. Engr. Chicago, Ill.
KELLER, AUGUST J.
Coast Frt. Agent Chicago, Ill.
LUCASEY, JOHN J.
Conductor Chicago, Ill.
McBOWE, EDWIN S.
Waiter Chicago, Ill.
RICHARDSON, EDWARD R.
Cook Chicago, Ill.
SHIELDS, BEN P.
Asst. Bureau Head Chicago, Ill.
STANSBURY, HARRY S.
Asst. Engr. Chicago, Ill.
WILLIAMS, ROY W.
Supv. Chicago, Ill.

Chicago Terminals

BURGESS, HAROLD O.
B&B Foreman Chicago, Ill.
LEEDS, JOHN
Ex. Gang Laborer Galewood, Ill.
LONGMAN, GEORGE S.
Loco. Fireman Chicago, Ill.

Coast Division

COOK, JOHN J.
Sec. Laborer Chehalis, Wash.
FINLAYSON, CHARLES S.
Purch. Officer Seattle, Wash.
GALAZ, PETER
Ex. Gang Laborer Seattle, Wash.
HEINZ, JOHN P.
Carman Tacoma, Wash.
WEIGAND, LOUIS M.
Asst. Agent Seattle, Wash.
ZIEMER, EARL W.
Ticket Clerk Tacoma, Wash.

Dubuque & Illinois Division

FREYHAGE, JOSEPH C.
Tel. Operator Savanna, Ill.
GILLEN, FRANK R.
Sec. Foreman Kirkland, Ill.
KERN, ORVILLE B.
Conductor Kansas City, Mo.
LANG, ERNIE R.
Mach. Helper Marquette, Ia.
PETERIE, ROBA V.
Laborer Laredo, Mo.
RIGLEY, LESTER R.
Telegrapher Kansas City, Mo.
SCHWARTZ, JOSEPH E.
B&B Painter Savanna, Ill.
VARGA, JOSEPH
Ex. Gang Laborer Elgin, Ill.
WANG, FREDERICK J.
Conductor Savanna, Ill.

Hastings & Dakota Division

MACE, JACOB F.
Loco. Engr. Montevideo, Minn.
NAGEL, GEORGE F.
Loco. Engr. Minneapolis, Minn.
OCHS, LOUIS E.
B&B Carpenter Aberdeen, S.D.
WEILAND, PETER P.
Sec. Foreman Delmont, S.D.
WOLFE, CLAYTON H.
Loco. Engr. Montevideo, Minn.

Idaho Division

BERG, ARNE J.
Loco. Engr. Spokane, Wash.

Iowa Division

EVANS, CLAUDE S.
Cashier Maquoketa, Ia.
HALL, RENNIE H.
Sec. Foreman Decorah, Ia.
KIME, GEORGE W.
Switchman Cedar Rapids, Ia.
McCLINTOCK, WILLIAM A.
Rate Clerk Des Moines, Ia.
PRICE, GEORGE W.
Conductor Marion, Ia.
SHAFFER, CARL J.
Sec. Laborer Rockwell City, Ia.
VELASQUEZ, JOHN
Ex. Gang Laborer Perry, Ia.
WENTZ, JOSEPH
Ex. Gang Laborer Manilla, Ia.

Iowa, Minnesota & Dakota Division

HAGELUND, CHRIS J.
Frt. Handler Austin, Minn.
JOHNSON, SIMON
Tr. Dispatcher Austin, Minn.
SCHIMKE, EMANUEL
Loco. Engr. Mitchell, S.D.

La Crosse & River Division

JEVENS, ARTHUR W.
Loco. Engr. Portage, Wis.
MALONEY, SOLON R.
Ex. Gang Laborer Red Wing, Minn.
ROUS, BENJ. H.
Operator New Lisbon, Wis.

Madison Division

EGAN, JOHN W.
Rndhse. Foreman Ladd, Ill.
PRONOLD, JAMES G.
Agent Genesee, Wis.
TUMINELLO, SAM
Laborer Madison, Wis.

Milwaukee Division

ACKERMAN, OTTO
Loco. Engr. Milwaukee, Wis.
GRIFFIN, WALTER T.
Trainman Chicago, Ill.
KOEHN, CHARLES F.
Sec. Foreman Fond du Lac, Wis.
VANDERKIN, ALBERT F.
Loco. Engr. Milwaukee, Wis.

Milwaukee Terminals & Shops

ALLCOTT, GILBERT E.
Shop Schedule Supvr. Milwaukee, Wis.
BROOKS, DALTON K.
Yardmaster Milwaukee, Wis.
BRYAN, FRANK W.
Messenger Milwaukee, Wis.

DEVIC, MICHAEL
Carman Helper Milwaukee, Wis.
MALLAS, FRED
Ex. Gang Roadmaster Milwaukee, Wis.

Rocky Mountain Division

ANDRS, JAMES J.
Sec. Laborer Denton, Mont.
BROCK, LUTHER U.
Loco. Fireman Three Forks, Mont.
CURTIS, ERNEST C.
Sec. Laborer Bozeman, Mont.
JOHNS, FRANK E.
Baggage Clerk Lewistown, Mont.
KAY, LEROY B.
Agent Fairfield, Mont.
LOUDERMILK, WILBUR
Lineman Great Falls, Mont.
XENOS, JAMES J.
Sec. Laborer Deer Lodge, Mont.

Terre Haute Division

HENRY, HOWARD
Sec. Laborer Ahern, Ill.
IKE, JAMES R.
Sec. Laborer Terre Haute, Ind.

Trans-Missouri Division

BEMENT, ROBERT D.
Carman Miles City, Mont.
DENOFF, STEVE
Laborer Mobridge, S.D.

Twin City Terminals

BURNS, HARRY J.
Ex. Gang Laborer Minneapolis, Minn.
COX, THOMAS J.
Car Cleaner Minneapolis, Minn.
KNUTSON, KNUTE H.
Checker Minneapolis, Minn.
McCOMBS, MARION F.
Ex. Gang Laborer Minneapolis, Minn.

Almost 10,000 Milwaukee Road Employes Now Draw Annuities

A RECENT report from the Railroad Retirement Board disclosed that about 9,640 men and women whose last railroad service was with The Milwaukee Road were receiving employe annuities at the end of 1956. Their annuities averaged \$110 a month. About one-third had wives who were also receiving monthly benefits.

In addition, \$48 a month was paid to a pensioner who was taken over from the company's pension rolls in 1937.

Last year, 1,012 former Milwaukee Road employes were added to the retirement rolls, while 747 were taken off, mainly because of death. The average award to those retiring in 1956 was \$117 a month.

CORRECTION: The June issue of the Magazine reported the retirement of Kit C. Morrehead, a cutter on the Terre Haute Division. His name, we have since learned, was misspelled. Correctly, it is Kit Carson Moorhead.

Off Line Offices

SAN FRANCISCO

During the recent observance of National Transportation Week in San Francisco, Mrs. Frances Croy, city ticket agent, served as committee chairman for the Women's Traffic Club of San Francisco.



Mrs. Frances Croy

Theme of the program was "Transportation in National and Civilian Defense". The work delegated to Mrs. Croy and her committee was to show what would occur if the city suffered a transportation-less day.

Mrs. Croy, who is a past president of San Francisco Chapter of the Railway Business Woman's Association, was recently elected president of the Travelers of California, Inc. This organization has a membership of about 145 among women engaged in the travel business—railroads, travel bureaus, steamship lines, airlines, hotels and so on.

INDIANAPOLIS

At the 56th annual convention of Indiana Jurisdiction, Knights of Columbus, held recently in Indianapolis, Fred M. Priester, traveling passenger agent, was unanimously elected state advocate. It is the fourth ranking office in the state council. Mr. Priester has been active in KC work since 1939. He assisted in organizing his present council, Our Lady of Fatima No. 3228, in which he served as an officer from 1948 until 1956, was also president of the Fatima Home Association, state membership chairman in 1955, and co-chairman of the 1957 convention. Starting as a clerk in the Chicago passenger department in 1936, Mr. Priester has been stationed in Indianapolis since 1946.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

July 5 brought to a close more than 50 years of railroading for Frank Schlosser, head inbound rate clerk. Frank began as a general clerk with the KGB&W at Luxemburg, Wis., and later was agent of the A&W at Forestville, Wis. After two years there, he became assistant agent at Monroe, leaving in 1912 to join The

Milwaukee Road as supervisor of the LCL billing department. In reminiscing he recalled that there were about 13 clerks in the department at that time, and the day's output of waybills was around 4,000, which is certainly a far cry from our present setup. His next assignment was revising rates in the inbound rate department, where he has remained up to the present time. Frank enjoys traveling, and he and Mrs. Schlosser have made frequent trips to Mexico and Florida. They plan to continue taking seasonal trips.

David Coerper, son of Cashier F. J. Coerper, was a June graduate of Iowa State Teachers College, receiving a bachelor's degree in social science and geography. He expects to teach in the fall and is pinch hitting temporarily on the auto messenger run. During his school years, he helped out in the terminals as a yard clerk.

Mr. and Mrs. Elmer Keller have announced the engagement of their daughter Marjorie to Don G. Stauber. Marjorie is a commercial artist for the Chapman department store. The young couple have planned a fall wedding. Mr. Keller, formerly of OS&D and Tracing, was the successful bidder for the position of head inbound rate clerk, following the retirement of Frank Schlosser.

Kenneth Stelzel, yard clerk at North Avenue District, has been elected commander of the Milwaukee Road Legion post for the ensuing year. He served as vice-commander the past two years.

Catherine Consolazione, supervisor of LCL billing, left July 13 for New York City with her cousin, Marion Balistrieri, for a vacation. During their stay, the Braves are scheduled to play the Dodgers and the Giants, and Cathy and Marion will root for you know who!

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MUSKEGO YARD

The girls have it. Mr. and Mrs. Frank Collamer are the happy parents of "Deanna Lynn." The Norbert Parchyms also have a new baby daughter, "Mary Ann," who arrived June 10.

Yardmaster Dalton Brooks has taken a leave of absence.

Retired Switchman Milton A. Weidig of American Legion-Milwaukee Road Post No. 18 wishes through the Magazine to express his thanks to the girls in the Milwaukee Shops who gave such wonderful assistance during the annual Poppy Day drive.

Switchman Arthur Gillard died sud-

denly while at work June 19.

Switchman Joseph F. Nogowski of Milwaukee was presented last month with a Silver Pass.

UNION STATION

Our legal department at Milwaukee—Bender Trump & McIntyre—moved into new offices at 225 East Mason Street on July 1.

Joan Kelly is taking over stenographic duties in the engineering department for Mrs. Marion Steckbauer who is on leave. Joan comes from the locomotive department at Milwaukee Shops.

Milwaukee Shops

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

H. J. Montgomery, Correspondent

Sorry to have misspelled your name in the May Magazine, Jack. We all know it should have been J. M. "Bremser" and not "Bremsen." Jack retired after 49 years of service in the car department office.

The Sunshine Club of the ME office sent a plant to Mrs. Mollie Teisl, mother of Draftsman Tony Teisl, while she was recuperating from surgery at Deaconess Hospital. Sorry to report, though, that Tony's father passed away May 21. He was 69 years of age and had been ill.

A plant was also sent to Mrs. Erwin Erdmann, wife of blue printer, while she was confined to Milwaukee Hospital.

Mr. and Mrs. James Borrer became the proud parents of a boy, David, on May 3 at Columbia Hospital. Baby makes four, now.

John Schumacher, linoleum layer in the upholstering department, is recuperating at Milwaukee Hospital at this writing from injuries received in an auto mishap.

The Ed Muellers will baby sit all summer at a lake cottage near Crivitz. While school is out, the grandchildren will visit them from California; lots of blueberry and blackberry picking and pie-baking.

Walter Rosenthal of the upholstery department is taking the family east for a vacation. The Stan Tabakas (upholstering department also) will travel west.

Lucille Deppe was on a leave of absence during June to help Mrs. Deppe regain her health.

Ted Tanin will be in the South for the next three to four months, having been assigned to inspecting our new box cars coming off the line in St. Louis. He will commute week ends.

The Milwaukee Road Magazine

John Trojan has retired, due to disability. He was with the Road more than 32 years, working in the car department and in the accounting department in Chicago.

Ray Fitzgerald, machinist apprentice from the diesel house, will be picking up a little "know how" on drafting in the ME office for the next few months.

Silver Passes were issued recently to Car Department Employees Mike Golembiewski and Joseph Waclovski; also to John J. Morrissey, machinist in the car department, and to Larry Chojnaeki, locomotive department employe.

STORE DEPARTMENT

Virginia Tabbert, Correspondent

Joseph Sazama, retired stockman, recently stopped in on his way to the coast to visit his old friends in the stores division. Joe is now making his home in Miami and judging from his looks, the Florida weather has been keeping him in tip-top shape.

A welcome to the GSK office was extended to Leo Maitlen, clerk, formerly from Terre Haute and Western Avenue.

Recent graduates include Barbara Joan Leeth, daughter of Clerk Richard Leeth, and Richard Hunter, son of Storehelper Stanley Hunter and Messenger Inez Hunter of the GSK office. Both graduated from the West Division High School.

Earl Solverson, our former Magazine correspondent, is still at the Veteran's Hospital at Wood at this writing, and would be glad to hear from his friends.

District Storekeeper F. Wood is recuperating at home after an operation. Also on sick leave is Gerry Meyer, stockman.

Silver Passes were issued recently to J. J. Roe, assistant chief clerk in the store department, and Boleslaus A. Kacmarski of the store department.

Julius Caesar established one-way streets in Rome to combat chariot traffic jams.

QUIZ answers

1. They are usually staggered.
2. Thirty-nine and one half hours.
3. \$2.50 (10%).
4. Narrower. (Metre gauge track is 3 feet 3 3/8 inches between rails.)
5. Pool trains.
6. More than \$7,000. (Many cost \$8,000 to \$9,000.)
7. C, for common.
8. 100 feet.
9. A cluster of foundation piles held together by a timber cap.
10. Open jaw ticket.

July-August, 1957

"MISS AMERICANISM."

Mary Alice Jones, daughter of Assistant Engineer F. M. Jones, Chicago, and a June graduate of St. Edward High School in Elgin, Ill., is shown donning the sparkling diadem of "Miss Americanism" for Elgin's recent Loyalty Day. Looking on as she is being crowned by National Senior Vice Commander Roudebush of the V.F.W. is Ted Tammerau, Elgin High School senior who was "Mr. Americanism",



and Mrs. William Meyer, president of the V.F.W. Women's Auxiliary. The young people were chosen for the honors on the basis of outstanding good citizenship.

BROTHERS HONORED BY N.S.C. At Mitchell, S. D., two brothers were honored recently for safe driving for the Railway Express Agency. W. J. Ollenburg has an 18-year record free of accidents, and Carl H. has been with the company 13 accident-free years. The National Safety Council presented them with lapel pins.



STORES DIVISION VET RETIRES. Arthur F. Metzen, chief invoice and receiving clerk in the stores department at Milwaukee Shops (seated) pictured his last day on the job with L. V. Schwartz, assistant general storekeeper (left), and W. C. Lummer, district storekeeper. He is a veteran of 39 years of service in the stores division. Fellow employes honored him with a retirement party at Milwaukee's Old Heidelberg restaurant.



TOP ON LINES WEST, RETIRES.

C. P. "Doc" Parker, pioneer Coast Division conductor, shown as he retired at Seattle on June 27 after his last run on No. 15. From left: Ivar Berven, chief clerk to superintendent; Trainmaster R. C. Schwichtenberg; Mr. Parker; Time Reviser T. E. Norwood; Chief Dispatcher N. C. Grogan; and F. F. Clover, chief clerk, freight office. Mr. Parker, top man on the Lines West seniority roster,

was a call boy at Austin, Minn., and a brakeman on the old River Division out of Minneapolis before going West during the construction years. He had been a conductor since 1909.

here's how we're doing



	MAY		FIVE MONTHS	
	1957	1956	1957	1956
RECEIVED FROM CUSTOMERS				
for hauling freight, passenger, mail, etc.....	\$21,523,017	\$21,787,474	\$102,640,744	\$101,517,754
PAID OUT IN WAGES	10,984,297	10,724,793	50,958,437	51,972,901
PER DOLLAR RECEIVED (cents).....	51.0	49.2	49.6	51.2
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	779,480	747,569	3,604,132	3,522,267
PER DOLLAR RECEIVED (cents).....	3.6	3.4	3.5	3.5
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	10,173,811	9,992,243	47,794,588	47,335,033
PER DOLLAR RECEIVED (cents).....	47.3	45.9	46.6	46.6
NET INCOME		322,869	283,587	
NET LOSS	\$414,571			\$1,312,447
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	110,398	116,474	535,629	554,331
Decrease 1957 under 1956.....		-6,076	-18,702	

Madison Division

SECOND DISTRICT

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

Yardmaster R. E. Hoogland and family have moved into their new home in Rockford.

Continued success is wished for Agent D. M. Doumas of Freeport, now agent at Winona, Minn.; Assistant Agent R. D. McLean of Rockford, now agent at Freeport; and Agent W. W. Kopp of Rothschild, Wis., now assistant agent at Rockford.

The roundhouse foreman job at Ladd was recently discontinued.

FIRST DISTRICT

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

Your correspondent is back after a vacation in Virginia—and what a sizzling time we had. The temperature was between 90 and 100 each day, and once reached 101. Returning to Janesville on the Sioux, we stepped off into a 58 degree evening, and what a relief it was.

Our boys, Danny 8, and Bruce 6, got quite a thrill out of watching the

“steamers” chugging around the yards of some of the eastern roads. It doesn't seem like many years ago that I was thrilled by the sight of a big diesel roaring through the countryside, but now I guess the only places where our children will ever see a steam engine will be in a park where some railroad has given one to a city, or in the old movies now showing on TV.

Mrs. Charles McCann, wife of Fireman McCann, is back in Madison after an extended stay in New Orleans. She is recuperating from an operation.

Sympathy was extended Engineer John Hummel on the death of his wife.

Several changes took place in station agents on this division effective July 1. F. E. Daley, agent at Janesville, was appointed agent at La Crosse; K. P. Thompson, formerly at Winona, is the new agent at Janesville; and R. D. McLean, assistant agent at Rockford, was appointed agent at Freeport.

Madison Division employes who recently received Silver Passes include Engineer W. F. Zunker of Milwaukee and A. J. Hunter, car department employe, Janesville.

Foremen F. T. Jones of Beloit and

J. F. Salava, Richland Center, were recently presented with 27-year Superior Service Award Cards.

Agent L. W. DeLorimier of Monroe has received his Silver Pass.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

In his capacity as mayor of Franklin Park, one of the outstanding duties of W. J. McNeerney, retired Soo Line leverman, was presiding at the installation of officers of the Northwest Chapter of Leukemia Research Foundation Inc. when it was held at the municipal building June 28.

Noreen Phillips, daughter of Yardmaster Glenn Phillips, who attends Leyden Community High School, was included in the group of young Chicago area musicians who attended the summer music camp at Illinois Wesleyan University, Bloomington, under the sponsorship of the Franklin Park Women's Club.

Johnny Baker, retired train director, and his wife celebrated their 50th wedding anniversary in June.

The Milwaukee Road Magazine

Your correspondent was honored by an offer from the Franklin Park newspaper, The Journal, to serve as a local correspondent. The paper, a weekly, also takes in the communities of Bensenville, Melrose Park, Northlake, Schiller Park and River Grove.

John J. Buriemek, machinist in the Bensenville locomotive department, was recently presented with a Silver Pass; also Engineer William E. Harris of Franklin Park.

Engineer Raymond A. Heintz passed away June 26 at Sherman Hospital in Elgin. He was completing his 47th year with the Road, having received his Silver Pass two years ago. He is survived by his wife, Norma, his daughters, Hazel Hart and Joyce Usher, and two grandchildren, all of Itasca; also his sisters, Etta Doss and Marie Zander, and a brother, William, all of Chicago.

GALEWOOD

Norma Gunderson, Correspondent

Mae Graney, report clerk, has returned to work from her recent illness.

Hazel Petersen, steno, was a grandma for the fourth time when her daughter Lois gave birth to Thomas Mark (10 pounds, 11 ounces) on June 19.

Joe Lawitzka, assemblyman, who has been on sick leave for a long time, visited the freight house recently. He is getting along well and expects to return to work before long.

Stower Frank Zbilski is confined to St. Ann's Hospital at this writing, due to surgery.

Assistant General Foreman Irvin Parsons, who has been on the sick list for several months, is doing nicely and expects to return to work soon.

Sympathy was extended to Car Dis-

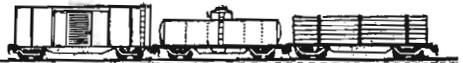
tributor Julius Moscinski, whose son Kenneth drowned June 26 while diving near Libertyville, Ill.

The reason for the beautiful orchid Mrs. Grace Voight, refreshment chairman of the Women's Club, was wearing at the June meeting was due to Retired Yardmaster William E. Voight and his Grace celebrating their golden wedding anniversary at Remicks Lilac Lodge, Hillside, Ill., on June 7.

Mrs. H. Borgerson, house and purchasing chairman of the Women's Club, Fullerton Avenue Chapter, passed away June 21. Mrs. Borgerson was active in club work for many years and at one time served as president of the chapter.

Lending a helping hand to a fellow in trouble, you can be certain of one thing—he's sure to remember you—the next time he's in trouble.

Milwaukee Road Carloadings



JUNE 1957 compared with JUNE 1956

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in June 1957 over June 1956	NUMBER OF CARLOADS			
		JUNE		INCREASE	
		1957	1956	1957 over 1956	% of increase
12.8%	Forest Prod. (Excl. Logs & Pulpwood) . . .	9,590	9,549	+ 41	+ .4%
2.9	Agri. Impl., Machinery & Parts	2,087	1,277	+ 810	+ 63.4
2.8	Gravel, Sand & Stone	5,964	5,721	+ 243	+ 4.2
2.5	Oil and Gasoline	4,126	3,284	+ 842	+ 25.6
2.4	Automobiles and Parts	2,599	2,023	+ 576	+ 28.5
2.3	Forwarder Traffic	3,058	2,119	+ 939	+ 44.3
25.7%		27,424	23,973	+ 3,451	+ 14.4%
	loading of these commodities DECREASED in June 1957 under June 1956	JUNE		DECREASE	
		1957	1956	1957 under 1956	% of decrease
11.5%	Grain and Soy Beans	4,776	6,476	— 1,700	— 26.3%
7.6	Iron and Steel	6,391	7,152	— 761	— 10.6
4.9	Coal and Coke	7,495	7,608	— 113	— 1.5
3.3	All Other Prod. of Mines	1,801	3,179	— 1,378	— 43.3
3.2	Meat & Packing House Prod.	3,589	4,465	— 876	— 19.6
3.1	Cement, Lime, Plaster & Stucco	2,641	3,020	— 379	— 12.5
2.8	Liquors, Malt	2,460	2,985	— 525	— 17.6
2.5	Logs and Pulpwood	7,736	10,202	— 2,466	— 24.2
2.2	Merchandise	6,441	7,514	— 1,073	— 14.3
1.8	Grain Products	4,084	4,490	— 406	— 9.0
1.7	All Other Animals & Prod.	1,157	1,536	— 379	— 24.7
1.6	Fruits & Vegetables (Fresh)	3,115	3,407	— 292	— 8.6
1.2	All Other Prod. of Agri.	1,348	1,536	— 188	— 12.2
.9	Livestock	874	1,342	— 468	— 34.9
26.0	All Other Mfgs. & Miscellaneous	22,341	25,426	— 3,085	— 12.1
74.3%		76,249	90,338	— 14,089	— 15.6%
100.0	Total	103,673	114,311	— 10,638	— 9.3%



WRAPPING IT UP.

"From here on in, it's all vacation time for me", said HGD Engineer J. F. Mace of Montevideo, who is shown as he finished his last run on May 31, to conclude 49 years of service. On hand to wish him well are (from left) Bert Himle, who fired on the trip, Traveling Engineer Phil Anderson and Head Brakeman Bill Crowl.

L & R Division THIRD DISTRICT

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

Mrs. A. W. Schulz, wife of the agent at Wausau, died recently at her home, following a long illness. Funeral services were held in the Janssen Funeral Home at Schofield, and in St. Mary's Catholic Church, Wausau. Burial was in Mosinee. Immediate survivors are her husband, five daughters, two sons and 16 grandchildren.

Mrs. Carl Kropla, wife of engineer, passed away suddenly June 6. Funeral services were held in the Helke Funeral Home, with burial in the Restlawn Memorial Park, Wausau. The following active and retired employes were pallbearers: William Swanson, Otto Zander, Kenneth Conklin, Maurice Nelson, R. P. Rawson, and Paul Jensen. Survivors are her husband, a son, a daughter, and four grandchildren.

Ed W. Urban, 73, who retired in 1951 after 47 years in train service, passed away at Tomahawk on June 22. Funeral services were held in Nicks Funeral Home at Tomahawk and burial was at that point. He is survived by his widow.

Warehouse Foreman Bill Voeltzke, Wausau, has received word that his two sons in Marine service have been pro-

moted to the rank of corporal. Richard is stationed at Memphis, Tenn., and Philip at Santa Anna, Cal.

Recent births: A boy to Engineer and Mrs. Norman Krueger; a boy to Trainman and Mrs. E. L. Zimmerman; a girl to Roundhouse Laborer and Mrs. Dell Engman.

Engineer and Mrs. Ray Kerr were among the honor guests and chaperons of the Wausau Senior High junior prom. Their son Robert, who was president of the junior class, led the procession.

Miss Judith Callahan, daughter of Yard Conductor Jim Callahan, was among the 1957 honor graduates of Wausau Senior High and was awarded the Waugonia Council scholarship. She has been prominent in school activities.

Engineer and Mrs. James O'Brien have returned from a vacation trip to Bedford, Mass., and Chicago.

Gerald LaFave, son of Frank LaFave of the car department, was married in June to Miss Arlene Guralski. A breakfast for 200 was served afterward at Colonial Hall, followed by a reception and dinner for about 300 guests.

In the First Presbyterian Church at Wausau on June 26, Miss Colleen McCormick became the bride of Clair Jowett, son of Assistant Roundhouse Foreman Harold Jowett of Wausau.

The following section foremen were presented with 27-year Superior Service Award Cards: R. Leistiko, Doylestown; H. C. Sackmaster, Camp Douglas; G. Udell, West Salem; F. J. Wieveski, Hastings; W. Rush, Tomahawk; and E. Ure, Junction City; also Car Foreman H. Moran of New Lisbon.

Engineer Guy L. Amundson of Prior Lake has received his Silver Pass.

Conductor R. H. Rampson was heartily commended by Superintendent Swingle for his alertness in applying the emergency air on the westbound Olympian Hiawatha June 13 when he heard gravel striking the under side of a coach. The lead pair of trucks of the head car had derailed, but Mr. Rampson's prompt action undoubtedly prevented a serious accident.

H & D Division

EAST END

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

Engineer J. L. Prevey passed away suddenly May 28 of a coronary attack. We're going to miss "Dugan's" sense of humor. Retired Conductor Bert Nixon died in Minneapolis after being ill for a short time.

Conductors Dan Ryan, R. E. Copeland and Al Blanness now hold Silver Passes, and Conductors F. E. Wilcox and T. A. Monroe have Gold Passes.

The Ben Kreiners have returned from a trip to the Black Hills. The Frank Warners were to Chicago and then back west to Boy's Town, Nebr. "Inspecting The Milwaukee Road", Frank called it. The Earl Bloedorns enjoyed the West; Yellowstone, Glacier, the Tetons, etc.

New men on the retirement list include Minneapolis Terminal Engineers Harry Glennon and George Nagel, Fireman Clay Wolfe of Montevideo and Ed Phelan, conductor on the Andover line.

We're happy to announce the birth of Mary Therese to Night Roundhouse Foreman Louis Lang and wife. Agent Kenneth Behl of Christine, N. D., also reports the arrival of a daughter.

WANTED Graduate Engineers

We have a number of openings, both in Chicago, and points on line for young engineers who are interested in making a career of railroading. Many fine opportunities exist for those who have ideas and initiative.

If you know a Civil, Electrical, Mechanical, Structural, Chemical, or Architectural graduate who would be interested in working for the Milwaukee Railroad, have him write:

Mr. W. G. Powrie Chief Engineer, The Milwaukee Road Room 898—Union Station Chicago 6, Illinois

YOU[★] are eligible

★(as a Milwaukee Road employee)

for this non-cancellable, non-assessable, guaranteed premium,

\$1,000.00 insurance policy

(payable in case of death from any cause.)

for only \$1.00 per month

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

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

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

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

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

MAIL THIS APPLICATION TODAY!

**EMPLOYEES MUTUAL BENEFIT ASS'N.
1457 GRAND AVE.
ST. PAUL 5, MINN.**

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

Deduct \$..... per month for \$1000.00 policy.

Employee's Name.....
First Name Initial Last Name

Date of Birth.....

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

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

Home Address.....

City..... State.....

Beneficiary..... Relationship.....

★ ★ ★ ★ ★

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

Her Name..... Date of Birth.....
(Add \$1 00 a month for each year she is over 60)

★ ★ ★ ★ ★

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

First Name Age Date of Birth

.....

.....

.....

(If additional children add attachment)

Signature _____

Date _____

Saves Burning Bridge, Commended



Agent T. A. Childers accepting from Superintendent A. C. Novak of the Trans-Missouri Division the U. S. Savings Bond presented to him by the Road for his prompt action in reporting the bridge fire.

THE day's work done, Agent Operator Theron A. Childers of Haynes, N. D., was walking home recently when in the gathering darkness he sighted an ominous glare which could mean only one thing. Following it, he found that his fear was justified. About half a mile east of the depot, on the main line track, the six-span timber pile trestle which spans Flat Creek was in flames!

Realization that the eastbound Olympian Hiawatha was due to pass shortly galvanized Agent Childers into some fast sprinting and quick work. In a matter of minutes he had reported the fire to the dispatcher, set out warning flares, and arranged to call out the fire departments at Hettinger and Lemmon, as well as the local section crews. The passenger train was halted just short

of the danger point.

Agent Childers, who was born at Marmarth, has been with the Road as agent-operator since 1946. For averting more serious damage to the bridge, he was presented with a U. S. Savings Bond.

If a man can't laugh, there was some mistake made in putting him together, and if he won't laugh he wants as much keeping away from as a bear trap when it's set. Genuine laughter is the vent of the soul, the nostrils of the heart, and it is just as necessary for health and happiness as spring water is for trout. I say laugh every good chance you get.—

Josh Billings

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Conductor Conrad "Red" Detling and family visited their daughter in Baltimore during their recent vacation. Dispatcher Fred Harvey and family visited the home folks in Iowa.

A new lease on life has been added to the Aberdeen passenger depot. Where the old express office used to be is now the dispatcher's office, and where the old "beanery" was will be the offices of the superintendent and the trainmaster. The new office of the chief and the trick dispatchers looks very nice, and the crew responsible for it is to be commended.

From now on the smiling faces of E. M. Hausauer and Tom Monroe will have to be looked for either on the banks of Big Stone Lake or whizzing by on the highway, as both retired on July 1.

Dale Stuber is now the ticket clerk in the Aberdeen ticket office. At this writing, he and his family are vacationing on the west coast.

At the time this Magazine is being distributed the Montevideo dispatchers' office should have been moved and consolidated with the dispatchers' office at Aberdeen.

The following H&D section foremen were presented recently with 27-year Super Service Award Cards: Thomas Hilt, Zealand; Henry Krebs, Hosmer; Frank Thares, Selby; T. J. Cusick Jr., Britton; H. Gilyard, Groton; T. Bagaus, Summit; J. Daniels, Hopkins; G. A. Johnson, Shakopee; J. A. Button, Vermillion; A. J. Green, Ethan; H. J. Miller, Yankton; W. E. Novak, Parkston; S. Sopoel, Tripp; and R. J. Tomie, Lake Andes.

Coast Division

TACOMA

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

Agent O. R. Powels was a delegate to the 1957 International Lions convention in San Francisco. He is vice president of the Downtown Lions Club of Tacoma.

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Dr. W. Williams

Coast Division Engineer R. J. Williams and wife went east on their vacation to witness the graduation of their son William from the Chicago College of Osteopathy as an osteopathic physician and surgeon. Returning,

they visited en route with relatives in Nebraska and Kansas and with their daughter in Madras, Ore. Doctor Williams at one time worked in the air brake shop in Tacoma. He and his wife will live in Kansas City while he completes his internship.

C. W. Ziemer, ticket clerk at the Tacoma depot ticket office, retired June 5, after 37 years of service. Fellow employes presented him with the where-withal to buy a traveling bag and a fishing pole. Mr. Ziemer and his wife expect to do considerable traveling, and toward that end recently purchased a trailer. They will be hitting the highway soon; first stop, Yellowstone National Park.

Time Revisor G. G. Moe, who was hospitalized recently for surgery, is back on the job.

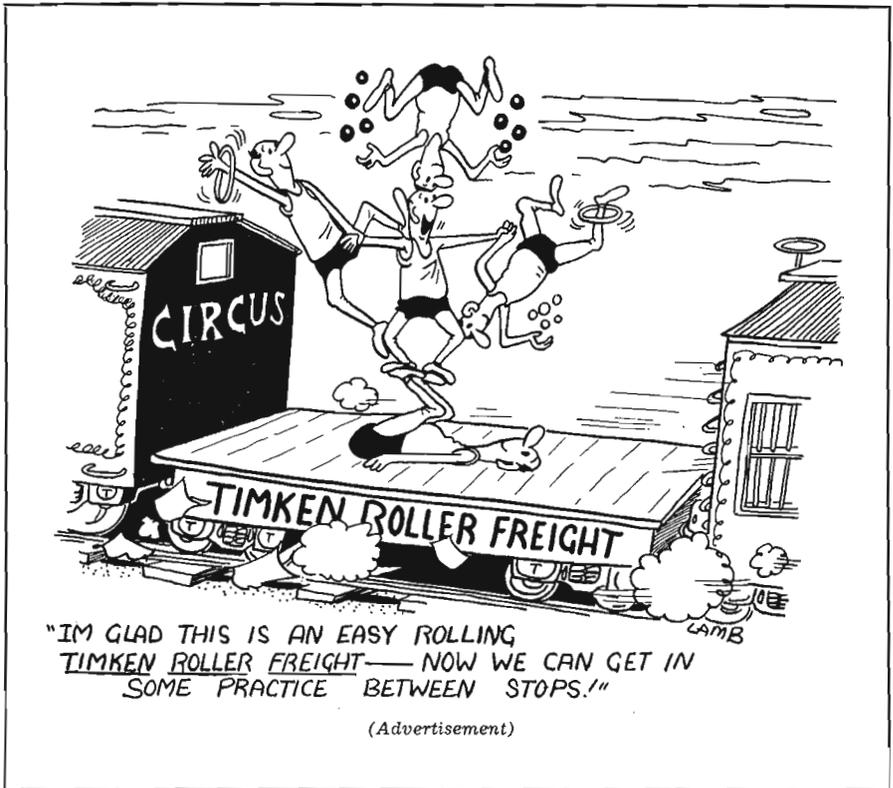
Guy S. Bell, retired time revisor of the superintendent's office, traveled to New York recently to meet his brother when the latter returned from Europe. Afterward he went sightseeing in Boston and Washington, D. C., intending to return to Tacoma by way of California.

Jack McClure of the superintendent's office vacationed in Chicago and New York; Bernice Clark with her sister Gertrude and brother-in-law Hobart Smith from Fresno, Cal.; Yard Clerk W. E. Wellentin and wife in California.

Helen Ivory had as recent visitors her daughter and son-in-law, Mr. and Mrs. Jay MacManus of San Antonio, Tex.

Dispatcher Clinton P. Miles and Mrs. Clarke Hughes were married at a small family ceremony in Ferguson Chapel of the First Presbyterian Church on June 2. Attendants were Mrs. Frederick H. Race Jr., Mr. Miles' daughter, and Mrs. Robert Fisher, daughter of Mrs. Hughes. The couple took a trip to Detroit to pick up a new car and drive to Winston Salem, N. C., to visit Mrs. Hughes' son-in-law and daughter, Mr. and Mrs. William Wilson, and grandson Christopher. The two families then went on to Cape Hatteras.

John A. Scott, locomotive fireman and engineer, died June 9 at the age of 59. Mr. Scott was born in Alma, Wis., and came to Tacoma 20 years ago. He was a member of the Brotherhood of Locomotive Engineers and Firemen. During



World War II he served with the Marines. Survivors include his wife Zella; a daughter, Christine, of Tacoma; and two sons, John of Great Falls, Mont., and Donald of Merced, Cal.

Ivan Arthur Grant, retired engineer, passed away June 15 at the age of 80. Mr. Grant was born in Dueschville, Mich., and lived in this state for 47 years. He belonged to the Brotherhood of Locomotive Engineers and Firemen and to the Methodist church.

Harry H. Stewart passed away recently at his home, "Anvil Lodge," on Five Mile Lake at the age of 70. He started



"STERLING" PASS. The jovial spirit evident here was brought about by the presentation to Pasco Devino, veteran section laborer at Cedar Falls, Wash., of his Silver "lifetime" Pass. Congratulating him is Roadmaster C. W. Geelhart.

with the Road at the Sioux City roundhouse in 1905 as a firebuilder and fireman and had worked as fireman, machinist and roundhouse foreman in Deer Lodge, Tacoma and Bozeman. He retired at Bozeman in 1951. He is survived by his wife Cornelia; a daughter, Mrs. Harryet Blackwell of Johnson City, Tenn; twin sons, Edward and Stewart, and Lawrence of Milton, Wash. Edward and Lawrence were at one time employed in the Road's Tacoma shops.

Coast Division section foremen who have been presented with 27-year Superior Service Award Cards are Edward Cave of Maple Falls and Joe Forte of Everett; also James Munro, chief substation operator at Renton, and Car Foreman J. W. Ackerman, Cedar Falls.

Conductor Henry Schmickrath of Tacoma has received his Gold Pass. C. O. McPherson, signal foreman at Tacoma, now has a Silver Pass.

A Silver Pass was presented last month to C. O. McPherson, signal foreman, Tacoma.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Superintendent, Spokane

Funeral services were held June 11 at the Malden Congregational Church for Fireman and Mrs. Clyde Sumner who were killed at Rosalia on June 8 when their car either failed to make a curve or went out of control. Mr. Sumner succumbed instantly, while Mrs. Sumner died in a hospital several hours later. Mrs. Sumner is survived by a son,

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Walter Schooler of Washington, D. C., a brother and four sisters in the East; Mr. Sumner by a brother, Ed, in Spokane, and Gail, in Pennsylvania, his mother in Asheville, N. C., and three sisters. Burial was at Asheville.

Retired Engineer Ed Maxwell passed away recently at his home in Greenacres, Wash. Funeral services were held with Cataract Commandery No. 3 of York Rite Bodies participating. Firemen R. O. and O. D. Maxwell are his sons. He is survived by 20 grandchildren and three great-grandchildren.

Carman C. M. Laloudaukis of Spokane died of a heart seizure recently while on his day off from work. His wife, Angie, and a son survive. He was 68.

On a trip covering 2,557 miles, the Wayne Rental family visited Yellowstone Park, the Tetons, Reno, Lake Tahoe and Sacramento, returning through Oregon and stopping for a look at Crater Lake. Son Gary took his neighbor friend along for the trip.

Other vacationers were Margaret Shaw, who visited her son Dick and family in Boston, and the Noltings, who made San Francisco.

The Clyde Amicks (retired conductor) left Spokane June 9 on the first leg of their year's tour of Europe. From Spokane they went to San Francisco where their daughter Helen works, and en-trained there for New York, in order to leave June 29 on the U.S.S. American, which was scheduled to dock at Bremerhaven July 8. There they will pick up a foreign-made auto and begin a tour of the continent, starting out with Denmark, Sweden, and Norway. They plan to visit The Netherlands in tuliptime, and the winter months will be spent in the south. Mrs. Amick is a retired schoolteacher.

Brakeman George Prekeges, with a friend, sailed for Greece recently. A postcard dated June 8 indicated they had landed in Portugal. George wrote, "there was an awful lot of water in the At-

lantia."

Word has been received that I. A. Grant, retired Puyallup engineer, passed away June 15. His wife, Lula, survives him; also two sons living on the Coast.

L. H. Bailly acted as chief dispatcher while W. A. Smith and family vaca-tioned. Mel Bell is returning to his job in the Spokane relay office following several months' absence.

Twenty-seven year Superior Service Award Cards were presented recently to four of our section foremen—Paul L. Chimenti, Rosalia, Wash.; E. W. Strat-ton, Worley, Ida.; Jack Fuller, Gibbs, Ida.; and Frank Cuff, Mascellus, Wash.

Engineer J. B. Service of Spokane has become the owner of a new Silver Pass.

Trans-Missouri Division WEST

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

Joan Sweeney, daughter of Mr. and Mrs. Howard Sweeney, recently received her degree in journalism from the Uni-versity of Washington at Seattle.

Cassio Hashisaki, secretary-treasurer of the Miles City Milwaukee Employes Credit Union, was elected a director of the Montana Credit Union League at the 20th annual meeting in Butte.

Earl W. Knesal, 60, roadmaster, died June 14 at a Miles City hospital after a brief illness. He was born at LaCrescent, Minn., Dec. 5, 1896 but had been a Mou-tanan practically all his life. He came to the railroad in 1911 in the mainte-nance of way department. Mr. Knesal is survived by his wife, two children, four brothers and two sisters. Funeral services were held the following Monday at Miles City and the remains were taken to Tacoma, Wash., for interment.

Mrs. Glen E. Sarff died recently at a Miles City hospital after a long illness. Funeral services were held in Miles City, with burial in the Custer County Ceme-tery.

Mrs. Ann Anderson, assistant super-

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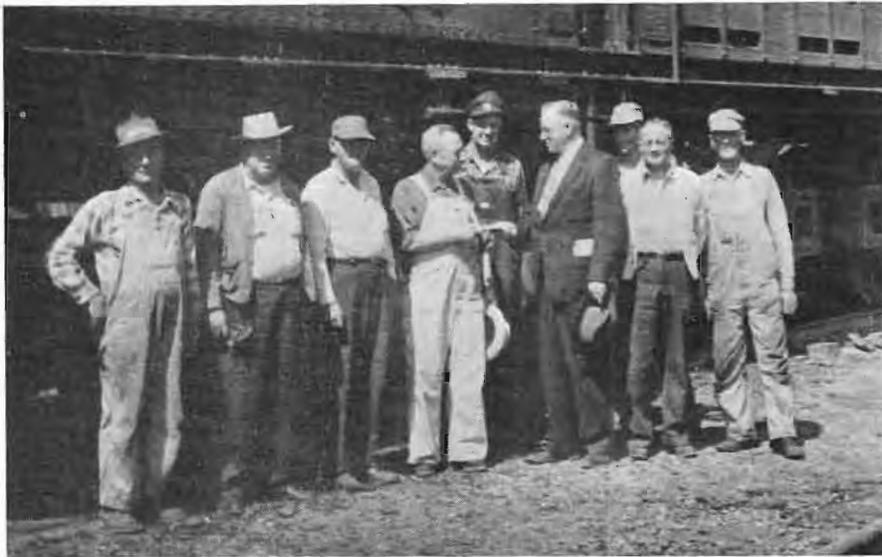
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FROM "ANNUAL" TO "LIFETIME". Coast Conductor Cecil L. Rhoads, who recently concluded his 45th year of service, shown exchanging his annual pass for a Silver "lifetime" Pass. Doing the honors is Assistant Superintendent A. W. Hervin, before a group of employes with whom Mr. Rhoads has worked for the past 10 years while he has been conductor-pilot at Cedar Falls, Wash. The latter are, from left: Section Foreman Alek Brain, Engineer E. J. Cowan, Agent Warren Childers, Fireman G. W. Cross, Crane Operator Earl Watson, Conductor F. H. Lansdell and Car Foreman Joe Ackerman. All of Mr. Rhoads' service has been on the Coast Division.

intendent's steno-clerk at Miles City, was critically injured in an automobile wreck near McLaughlin, S. D. early in June. She and her husband had just started on their vacation. After treatment, she was in the hospital at Mobridge for a month before being moved to the Holy Rosary Hospital in Miles City where she is now convalescing.

George G. McGuire, 73, retired brakeman, died June 17 at a Miles City hospital after a long illness. He was born in Gardiner, Mont. on Feb. 26, 1884 and had been a resident of Montana his entire life. He is survived by four brothers and a sister. Funeral services were held in Miles City with burial in Custer County Cemetery.

June marriages included Donna Marlene Hinthier, daughter of Mr. and Mrs. J. J. Hinthier and Lanny Alan Oberhofer, son of Mr. and Mrs. Ludwig Oberhofer in the Trinity Evangelical Lutheran Church at Miles City; Lola Shaefer of Rhame, N. D. to Thomas C. Nugent, son of Mr. and Mrs. Thomas F. Nugent, in St. Mel's Catholic Church at Rhame, N. D. and Lorraine Adele Whitecher of Baker, Mont. to Arnold E. Duneman of Plevna, Mont. in the American Lutheran Church in Baker.

The following Trans-Missouri section foremen were presented recently with 27-year Superior Service Award Cards: W. L. Bosanco, Mott; J. C. Houston, Sumatra; Zora Hummel, Selfridge; C. W. Johnson, Kinsey; R. C. Lehfeldt, Ryegate; F. C. Peterson, LaPlant; G. M.

Rankin, Marmarth; A. E. Sherman, Forsyth; O. F. Snow, Timber Lake; and L. Zlatkoff, Walker.

At Watauga, Emil Bertsch has been commended for reporting a hot box which he detected in a passing inspection of a train on June 26. His signal enabled the crew to repair the car to the extent that it could proceed to destination before needing further attention. In



RETIREMENT OF PUGET SOUND PIONEER.

Coast Division Conductor Henry Schmickrath, who started railroading on the old Tacoma Eastern in January, 1907 and helped with the hauling of rails and ties to build The Milwaukee Road west from Miles City, holds the Gold Pass which was presented to him as he retired July 1. Looking on are Chief Dispatcher N. C. Grogan (left) and Trainmaster R. C. Schwichtenberg. At one time all of the men of the Schmickrath family—father and six sons—worked for the Road at Miles City. Two of the sons were in engine service and the others were employed in the shops.

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issuing the commendation, Superintendent Novak pointed out the incident as again illustrating the value of passing inspections.

Chicago General Offices

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Anthony Tedescki has returned to the railroad to fill in for the summer, along with Charles Larson.

James Caldwell resigned to enter the construction business.

Mel Spurling, district freight claim agent, Minneapolis, is back on the job.

Jim Dietz and family recently moved to Morton Grove, and visitors are welcome, especially those with strong backs and arms.

Dick Abrams dropped in to say "hello." Florida seems to agree with him, and is making his retirement all the more enjoyable.

Art Slider has been reminding us of the many fine things to see in the United States. He recently visited Washington, D. C.

Al Kuehn celebrated 45 years of service with the Road and was presented with a Silver Pass.

Loretta Hilsher vacationed in Florida, Bessie Governile took a trip to Bermuda, and Dennis Syverson went home to Minnesota.

Bill Stewart and family are awaiting the completion of their new home in Glenview.

Newcomers to the railroad family are Leonard Cmiel, Richard Todd and Aida Steponaitis.



ACCOUNTING VETERAN RETIRES. George D. Tovey, a long-time employe of the Fullerton Avenue accounting department in Chicago (left), shown as he retired recently and was congratulated by J. E. Vraney, auditor of station accounts and overcharge claims. Mr. Tovey started with the Road in 1916 as a claim checker on the freight auditor's force, from which he progressed to his most recent position, as head of the rate bureau in the station accounts and overcharge claims office, in 1944.

OPERATING DEPARTMENT

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

Arthur F. Dombrowski, perishable merchandise clerk in the office of L. V. Anderson, is the proud father of a girl, "Frances Jerry," born June 6. There is also a son, Dennis, two years old.

Sympathy was extended to Michael A. Cavollo, chief car distributor in the transportation department, on the death of his brother June 16. Funeral services were at St. Bartholomae Church and burial was in St. Joseph's cemetery.

In recognition of having been in the employ of the Road for 50 years, E. G. Kiesele, superintendent of safety, has been presented with his Gold Pass.

Larry J. Benson, who retired in 1953 as assistant to president in charge of police, safety and fire prevention, has been appointed chairman of the Fire and Police Commission at Libertyville, Ill. The term runs until 1960. Incidentally, his birthday was on Flag Day, June 14.

GENERAL

Mrs. Lela Belle Lowry, wife of Rev. Frank C. Lowry of the president's office, who is also pastor of Coleman Chapel A.M.E. Church in Kenosha, Wis., died at Wesley Memorial Hospital in Chicago on June 19, following a month's hospitalization. Mrs. Lowry was known for her devotion to welfare and charitable activities. In addition to her husband, she is survived by three sons, one daughter, seven sisters, one brother and six grandchildren. Interment was at Mt. Glenwood Cemetery, Chicago.



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ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

Raymond Keegan, Jr., secretary to engineer of maintenance of way, is to be highly commended on having graduated from De Paul University, College of Law, where he attended night classes for four years. He was graduated with an LL. B. degree.



Raymond Keegan Jr.

We don't like to brag BUT, it would seem that engineering department dads can boast of high IQ offspring. Joan Lucas, daughter of Assistant Engineer H. F. Lucas, who graduated June 9 from Fenton High School, Bensenville, Ill., was elected to membership in the National Honor Society.

Similarly, Mary Ellen Bost, whose dad is Assistant Engineer M. R. Bost, graduated from Schurz High School June 27. She received a scholarship to Northern Illinois State College, DeKalb, Ill., which she plans to attend this fall, and was also admitted to the National Honor Society.

The long legged bird made another delivery to the signal department. His load, "Steven James" by name, arrived June 3. This is Jim and Marilene Epstein's first. Jim was recently advanced to the position of assistant engineer.

Returning to us from M.I.T. for the summer is Robert De Michaels. Bob has done well at school. He holds a "B" average.

The communications department welcomed Miss Marie Brandt to its stenographic staff. Marie was formerly with the Fullerton Avenue office. She lives in Chicago with her parents.

Tina Marie Olson, two and a half-year old daughter of Robert Olson (Oley), is expected to take off the brace on her legs this summer. Tina has been in and out of casts and braces for over a year, due to a dislocated hip. Oley has been blueprinter for the signal and communications department since they moved to Chicago.

AUDITOR OF EXPENDITURE'S OFFICE

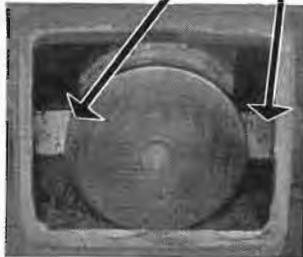
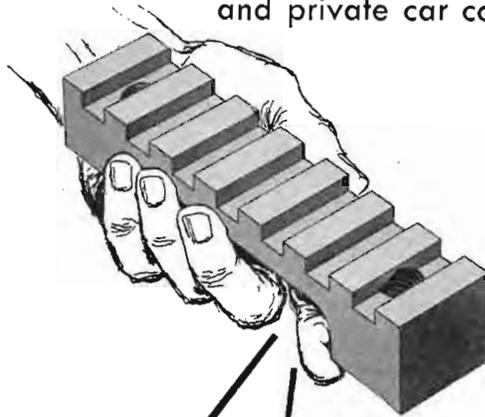
Mary Harrison, Correspondent

Ruth Brauneis of the typing bureau and Minnie Valerugo of the bill and voucher bureau became grandmothers again during June. Ruth has a new granddaughter and Minnie a new grandson.

Marie Kulton has transferred from this office to the office of the assistant comptroller.

July-August, 1957

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Leonard Bigott passed out cigars to celebrate the arrival of a new son. Mrs. Bigott, the former Jean Jassak, was a clerk in the bill and voucher bureau before her marriage.

The office was saddened by the sudden death of Joseph R. Cassell, assistant bureau head of the bill and voucher bureau. Mr. Cassell had over 40 years of service and will be sorely missed.

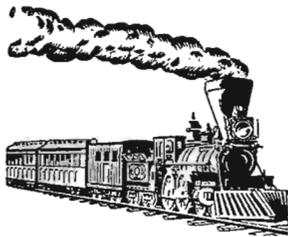
Peter Diedrich, who has settled in Florida, Thomas Walters, who now calls California "home" and John Buelting of Bartlett all paid us a visit recently.

Chief Disbursement Accountant H. G. Russell, after his siege of illness, returned to work in June.

Assistant Bureau Head Ben P. Shields of the A.F.E. bureau retired June 28 after 38 years of service. He will make his home in California. Along with their best wishes for good luck, his co-workers presented Ben with a wrist watch.

Donald Rappe of the train and engine timekeeping bureau left for military service June 26.

Track Timekeeper Mary Jane Schmidt



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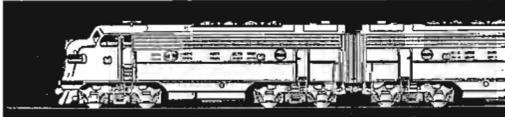


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left us on June 14 to await the arrival of the expected Schmidt offspring.

Sympathy was extended to Lorraine C. Stefanski of the machine accounting section on the death of her husband.

The following are new employees in this office since June: L. E. Gonska, K. J. Ciosek, T. E. Pokuta, J. A. Merz, C. L. Leu, A. F. Haas, L. E. Pucci, R. T. Kampwirth, M. G. Dost, A. E. Thompson, J. A. Zimmer, T. R. Ewald, E. F. Zegler, J. J. Rymarsuk, G. B. Wilson and J. F. Lukowitz.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Effective June 17, F. I. Karczewski was appointed head of the rate bureau, succeeding George Tovey who retired because of disability. Mr. Karczewski entered service as a rate clerk in May, 1944, in the freight auditor's office, and transferred to the auditor of station accounts and overcharge claims Nov. 6, 1944.

PASSENGER TRAFFIC DEPARTMENT

Norman Mondrall, Correspondent

R. F. Johnston, GPA, became the grandfather of a boy, Dale Eugene, on May 21; born to Mr. and Mrs. R. L. Smith of Hamilton, Ill.

Otto Bokelman, chief clerk to GPA, also became the grandfather of a boy on May 22; born to Dr. and Mrs. F. de la Vega of Freeport, Ill.

Dick Thomas, rate clerk, became the proud father of a boy, Kevin, on May 16.

Ray Freitag, chief rate clerk, became a father for the fourth time on June 9; a boy, Ronald.

A big welcome was extended to Miss Doris Ahlston, steno in the advertising



ABOARD THE GOOD SHIP WENDELLA. Ideal weather was a bonus on the all-day cutting which Chicago Union Station Chapter of the Women's Club enjoyed June 29 aboard the sightseeing cruiser Wendella. Toting lunch boxes, about 75 members took the chartered trip through the Calumet Sag Channel and the Sanitary and Ship Canal by way of the Chicago River locks and Lake Michigan. Shown is Marilyn McNicholas, chapter president, basking on the sun deck; man in uniform is a crew member.

department, who started June 17; also to Miss Shirley Blackwell, steno-information clerk in the new GAPD's office, who started on May 6; to Mary Pienkowski, steno in the GPA's office, who started on May 16; and to Joseph Roberts who started as messenger in the GAPD's office on May 16.

The following is a list of new employees in the reservation bureau: Sally Ann Kemp, Peggy Moyer, George Early, Bernice Fase, Carol Thompson, Richard Smith, John Salkowski, William Billings, John Dombrow, John Condon and Helen Ryan.

Note: Our correspondent was married recently to Miss Alice Felczak at a solemn High Mass in Santa Maria Del Popolo Roman Catholic Church, Mundelein, Ill. They are now in an apartment on Chicago's northwest side.—Ed.



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OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

Barbara Warren of Key punch has returned to work feeling much better after her recent operation.

Dorothy Switzer, also of Key punch, left June 14 to await the arrival of the stork. She received many lovely gifts for baby-to-be.

Recent vacationists included Jean Izdebski, to Miami Beach, Fla.; Ann Berg

The Milwaukee Road Magazine

and her husband to Detroit, Omaha and the Black Hills.

Kathleen McNeela is visiting her home in Ireland for two months.

Our new clerks are Judy Gannon, Carol Abbinante, Geraldine Menard, Carol Schutz and Christine Umlauf.

Tillie Siska is hospitalized at this writing, recuperating from appendicitis.

I M & D Division

SANBORN-RAPID CITY

Florence Paullin, Correspondent
Roundhouse Clerk, Mitchell

Charles Coury, veteran machinist helper at Mitchell roundhouse, retired on May 31. The roundhouse force presented him with a gift.

We are glad to report that Mrs. Ben Holt, wife of Engineer Holt, is home after three weeks in the hospital.

Conductor and Mrs. Paul Olson left Mitchell June 15 for points west. They will visit their son Paul in Los Angeles, then return via Tacoma and Seattle, expecting to be gone about a month.

Darrell Tollefson, our young machinist apprentice at Mitchell, is wearing a broad smile these days; the reason, "Douglas Scott," who arrived June 25.

You can hardly get near Conductor Harvey Hopkins, since he became a great-grandfather, a son having been born to Mrs. Harvey Hopkins. Harvey is the son of Brakeman Lyle Hopkins of Mitchell.

Emil Estergaard, 46, a fireman at Sioux City, passed away suddenly at his home there on June 26. He had been a Milwaukee Road fireman for 15 years.

Fireman Emanuel Schimke of Mitchell, who has been ill for several months, decided to retire June 8.



CELEBRATE THEIR 25TH. Mr. and Mrs. Edward Rumps of Chicago observed their silver wedding anniversary June 11 by renewing their marriage vows in a ceremony at St. Josephat's Church. A reception held afterward was attended by many of Mr. Rumps' co-workers in the auditor of passenger accounts office, where he is a clerk in the interline bureau.

July-August, 1957

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CHICAGO, ILL.

Perry Paullin, machinist at the Mitchell roundhouse and brother of your correspondent, has been in the Methodist Hospital for two weeks at this writing.

The Milwaukee Road Women's Club at Mitchell held its final meeting before midsummer on June 17 at the YWCA parlors, with Mrs. John Thompson presiding. It was voted at this meeting to hold the annual veterans' party on Oct. 21.

Any golfers who want to learn a bit more about the game should contact Frank Zielenski, our yardmaster at Mitchell. He has a few tricks up his sleeve.

It was nice to see E. F. Hatzenbuehler and wife (Eddie and Katie to most of us) recently. Ed, who was foreman at the Mitchell roundhouse, is now at Miles City.

We are glad to report that Mrs. William Bellesfield, wife of Engineer Bellesfield of Sanborn, is recovering from her recent operation.

MASON CITY AREA

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

Retired Engineer Joseph M. Balek passed away June 2 in Mason City, due to a heart attack. He was born Nov. 6, 1885 at Spillville and had lived in Mason City since 1907. He was a member of St. Joseph's Catholic Church and the Brotherhood of Locomotive Firemen and Engineers. Surviving are his wife, six daughters, five sons, and 28 grandchildren. One son, Leonard, works for the Road in Mason City.

Mr. and Mrs. Harold Johnson spent

their three-week vacation in Bloomington, Ill., with their son and in the West. Operator J. L. Burns and wife of Mason City have returned from a three-week vacation spent with their two sons and their families in Salem, Ore. Roadmaster Loftus and family spent their vacation touring the West.

H. G. Gerling, agent at Charles City, started his vacation June 24, being relieved by Robert Oshiem. His daughter Barbara Jean was married to William Werner of Woodbine, Ia., at the First Methodist Church in Charles City on June 30.

Retired Engineer A. R. Johnson and wife of Phoenix, Ariz., were in Mason City recently, visiting all of their friends.

R. H. Conrad, retired D.F.&P.A., and Mrs. Conrad have returned from Denver, where they visited their two sons.

The following IM&D section foremen have been presented with 27-year Superior Service Award Cards: E. L. Rasmussen, Freeborn; G. E. Tonsager, Elko; P. O. Weber, Albert Lea; E. A. Bork, Carpenter; G. I. Stockwell, Algona; W. H. King, Emmetsburg; and A. L. Bauman, Edgerton.

Ralph J. Leming, car department employe at Sioux City, has received his Silver Pass.

D & I Division

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

Miss Suzanne Fisher, daughter of Car Foreman J. H. Fisher, Savanna, who attended high school in Miles, Ia., was valedictorian of her graduating class. Mr. and Mrs. Fisher attended the graduation exercises.

Switchman and Mrs. Philip DeSpain of Savanna welcomed their first daughter, Kristine Ann, recently. She has two little brothers.

Mr. and Mrs. James Cimino (retired coal shed foreman), Savanna, celebrated their 50th wedding anniversary recently with a renewal of their marriage vows in St. John's Catholic Church. Dinner for relatives was served at Meekers and an open house held at the home.

"Kevin Milton" arrived recently at the home of Mr. and Mrs. Earl Hanson, Savanna, to join two brothers. He is the son of Frances Hanson of the chief dispatcher's office.

Fireman George McCoy was married recently to Mrs. Loretta Dannatta in the Community Church in Savanna. The new home will be made at Riverview, south of Savanna.

John A. Schmidt, Savanna, retired recently after more than 45 years of railroading. He began as a brakeman on Oct. 21, 1911 and when he retired was conductor on Nos. 365-368 between Sa-

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RETIREES AT SEAT-

TLE. Louis M. Weigand, assistant agent at the Seattle local freight office, retired recently after 43 years of railroad service, 38 of which were with the Milwaukee at Seattle. In his years with the Road he served as rate clerk, chief export-import clerk, and also as cashier before becoming assistant agent in 1950. At a dinner held in his honor at the Arctic Club in Seattle, friends presented him with luggage to use on the trips he is planning to take in the future.



vanna and East Moline. He and Mrs. Schmidt celebrated their 45th wedding anniversary June 9. They have one daughter and three grandchildren.

Sherrrod McCall, son of Retired Switchman S. B. McCall, Savanna, left July 1 for Manila where he has been assigned to the American embassy as a vice consul. He expects to remain two years and will be serving under the Honorable C. E. Bohlan, American ambassador to the Philippines.

Sandra Pease, daughter of Engineer George Pease of Elgin, became the bride of Dr. Paul Plueddeman of Rockford, in the First Congregational Church in Elgin on June 22. Her sister, Mrs. Anthony Butera of Rockford, was her attendant. After the ceremony a reception was held in the church parlors. Sandra graduated from the Swedish-American Hospital School of Nursing in Rockford in 1955. Doctor Plueddeman is starting his internship at Cincinnati General Hospital, and Sandra will be employed at the Cincinnati Children's Hospital.

W. I. Hersey, father of Special Officer Harold Hersey, passed away recently in the city hospital in Savanna. Funeral services were held in the Hunter-Fuller Memorial Chapel with burial in the Savanna cemetery. Surviving are his widow, two sons, a daughter, a brother and three grandchildren.

Mrs. Tom Brennan, widow of deceased switchman and mother of Yard Clerk F. Brennan, Savanna, passed away recently in the family home in Savanna.

Funeral services were held in St. John's Catholic Church with burial in the Catholic cemetery.

Retired Conductor John Bertoncella passed away recently in his home in St. Petersburg, Fla. Funeral services were held in St. Petersburg with burial in Memorial Park. Surviving are his widow and his adopted son, Thomas. Mr. Bertoncella started as a brakeman in August, 1919, was promoted to conductor in March, 1925 and retired on account of ill health in February, 1947.

Sam Anderson, retired mechanical department employe, passed away recently in the City Hospital in Savanna. Funeral services were held from the Hunter-Fuller Memorial Chapel with burial in the Savanna cemetery. He had been employed as a boilermaker helper for 32 years, retiring in March, 1954. Surviving are his widow, four sons, a daughter, his stepfather and a sister.

C. A. Homedew, who was employed in the car department for many years before retiring as a car inspector in 1938, passed away June 6 in the City Hospital in Savanna, where he had been a patient since May 15. Funeral services were held in the Hunter-Fuller Memorial Chapel with burial in the Savanna cemetery. Surviving are his widow, two sons, six grandchildren and nine great-grandchildren.

Harry Radke, retired switchman, passed away in the Veterans Hospital in Iowa City on June 16. Funeral services were held in the Law Funeral Home with burial in the Savanna cemetery. Harry started railroading in 1910 as a call boy, transferred to switching service in 1916, and continued in that service until ill health brought about his retirement in March, 1953. Surviving are his widow, three daughters, two grandchildren, one brother, Switchman Otto Radke of Savanna Yard, his mother and a sister.

Homer Scott, retired Iowa Division engineer, passed away in the home of his daughter, Mrs. Charles White, in Racine, Wis., on June 23. Funeral services were held in the Hunter-Fuller Memorial Chapel with burial in the Savanna cemetery. Surviving besides his daughter are a sister and a brother.



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MONTREAL

Alfred Arneson, father of Yard Clerk Kenneth Arneson, Savanna, passed away recently of a heart attack. Mr. and Mrs. K. Arneson attended the funeral services in Minneapolis.

Retired Agent and Mrs. C. W. Klome of Lanark, Ill., recently celebrated their 50th wedding anniversary.

Section Foreman H. B. Hamilton of Washington, Ia., was recently presented with a 27-year Superior Service Award Card.

Engineer J. A. Litscher of Dubuque has received his Silver Pass.

Twin City Terminals

SOUTH MINNEAPOLIS CAR DEPT.
AND COACH YARD

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

Thorwald Holte, 77, passed away June 21. He had retired Apr. 1, 1952 as carman. His sons Elmer and Ralph are employed as carmen at Minneapolis Shops.

Louis Chavie, former helper, passed away June 3, aged 88 years.

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Welder Carl Art Anderson is improving in the hospital, at this writing, following surgery.

Electrician Paul Turnquist, 51, passed away suddenly from heart seizure on June 4.

Mr. and Mrs. William Bowerman are rejoicing over the recent arrival of a baby girl. Dad is a store department helper.

Machine Operator Floyd Manser of the wood mill has acquired a new lake cottage in Wisconsin.

Elmer Holte of the wood mill crew is improving from arthritis and hopes to be back to work soon.

Employees who retired recently include Carman Alex Sinkowski, Helper Joe Strelecki, and Coach Cleaners Alex Depos and Thomas J. Cox.

Laborer Clarence J. Murphy and his wife are traveling at this writing, taking the northern route to Portland, and returning by way of San Francisco and Omaha.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Former local freight employes who visited here recently were Alma Cottle, Gregg Williams and Elmer Davies. Alma Cottle was home on a vacation from California, and Gregg Williams on leave from the Marine Corps at San Diego. Elmer Davies is still recuperating from a broken leg suffered in a fall last winter.

The new LCL bill clerk is Norman Beery, transferred from the baggage department.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Retired Switchman George Bristol has reopened his popcorn stand at the corner of the Marion park.

Mr. and Mrs. O. R. Lambertsen enjoyed a vacation visiting friends at Binghamton, N. Y. Switching Clerk John D. Feiereisen Jr., with his wife and family, spent his vacation in Milwaukee and with friends in Sikeston, Mo.

Retired Roundhouse Helper Fred Liddle and wife celebrated their 50th wedding anniversary June 5 with an open house.

Chief Yard Clerk K. H. Freeman is convalescing at home at this writing after undergoing surgery at St. Luke's Hospital.

Passenger Brakeman A. J. Seymour and wife have a new daughter, Jane Marie.

Switchman Robert Downey and wife, who now live at Hiawatha, have a new baby boy, Kurt Douglas.

The Milwaukee Road Magazine

Relief Clerk E. L. McMickle and wife are the parents of a boy, Patrick J.

Checker B. K. Morgan and wife are the parents of a girl, Renee Lynn.

Mrs. J. D. Barker, mother of Mrs. John Kelly, wife of cashier, passed away May 31.

O. W. McBride, retired signal maintainer, and wife have returned from a month's visit with their daughter and son-in-law, Mr. and Mrs. Cornelius F. Dandareau, and grandchildren in Mansfield, Ohio. They also visited relatives in Washington, D. C., and West Palm Beach, Fla., and the W. J. Sanders in Miami.

The following section foremen were presented recently with 27-year Superior Service Award Cards: D. Evanoff, Templeton; C. Galihier, Portsmouth; C. Hensen, Sigourney; E. Huston, Oxford Jet; H. W. Kindig, Louisa; G. M. Kostis, Morningside; J. C. McClatchey, Manilla; U. S. McDowell, Granger; William Myers, Lohrville; V. F. Reed, Jefferson; and A. G. Stangl, Neola.

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Conductor L. R. Santee took an enforced vacation in June and July due to breaking a bone in his foot when he fell while trimming a tree.

Gerald Anfinson, oldest son of Engineer P. L. Anfinson, died at his country home near Perry June 24. He had recently undergone a leg amputation.

Mrs. Joseph Murphy, widow of a longtime Iowa Division engineer, has announced the engagement of her daughter Rose Ann to Harold Andrews of Perry.

A tea was held in Los Angeles June 16 to announce the forthcoming marriage of Shella Smith to Paul Le Roy Kinder, both of the Los Angeles area. The groom-to-be is a grandson of Retired Train Dispatcher Ralph Wright of Glendale, Calif.

Mrs. Clayton Earl Marshall, widow of a veteran Perry Shops employe, died at the Perry Hospital June 7, following a

long illness. She is survived by two daughters and two sons. One son, Philip, was a locomotive fireman until recently, and a brother, Elwood Bennett, was for many years a shop man at Perry.

Mr. and Mrs. Ben Cornelius, who moved to Berkley, a small community north of Perry, before Ben retired after his long service in the Perry roundhouse, have found they have good neighbors. Mrs. Cornelius has been suffering from arthritis for some time, and when the neighbors learned recently that she wanted her kitchen repapered, they banded together, cleaned the kitchen from top to bottom, and did the papering job.

Conductor A. E. Peterson died in the Perry hospital June 8, having been ill for several weeks. He had been in passenger service between Marion and Chicago for a number of years. A veteran of World War I, he was a member of the American Legion; also the B.P.O.E. and the Brotherhood of Railway Trainmen. He is survived by his wife. His father, the late Slack Peterson, was foreman of the Council Bluffs yard crew for many years. Adolph started work as a caller at Council Bluffs when he was 13. He was presented with his Gold Pass while in the hospital at Iowa City.

Sandra Sue Moser, granddaughter of Retired Engineer Fred Peterson, was married at a church ceremony in West Lafayette, Ind., on June 1, to Donald Knoell of Matawan, N. J.

Engineer W. E. Cox, Fireman R. K. Judd and Head Brakeman T. M. Terrill, while heading in at Bayard on train 63 early in June, discovered a farm fire northeast of town. They went to the fire station to turn in an alarm, and Engineer Cox gave several shrill blasts of his engine whistle to awaken the farm folks and their neighbors. The mayor and fire chief wrote division officials at Perry requesting that the crew be commended.

Mrs. Arlene Harner, daughter of Shop Man Homer Van Deventer, who moved to California after he retired, died at her home in San Diego, Calif., in June. Burial was in Wilmington, Calif., beside

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her mother, who passed away a few months ago.

Fireman John Fischer, Jr. suffered some lacerations in June, when his motorcycle left the highway and burned.

Robert Roland, son of Conductor La Verne Roland, was married June 5 to Miss Maxine Belew of Minburn, the ceremony taking place in the Omaha Heights Church in the presence of a large company. The young people will live in Omaha.

Pfc. Paul Baneroft, Perry fireman who is now in the Army at Fort Sill, won the "Roadeo" driving contest there in June, scoring 336 points out of a possible 360. He will represent Fort Sill at the Fourth Army driving contest to be held at Fort Sam Houston, Tex.

R. J. Lloyd, former Perry roundhouse employe who has been working in the Chicago shops, was killed in an auto accident in Chicago June 20.

A wedding of interest to Milwaukee Road families in Perry took place on June 15 when Janet Woods, daughter of Engineer Harley Woods, was married to Micheal Scott Kanealy, an employe of the signal department in Perry and son of the late Edward Kanealy, an Iowa Division brakeman before his death several years ago.

Mrs. J. B. Bryant, wife of a retired conductor, passed away June 3 after a long illness. Mr. Bryant and two sons survive.

J. J. Goulden, a fireman and engineer on the Des Moines division since 1915, passed away at the Veteran's hospital in Des Moines June 13. He had been off duty for some time due to illness. His wife and several children survive.

Mrs. W. C. Banks, mother of Mrs. Viola Raney, stenographer in the superintendent's office at Perry, passed away at her home in Chicago on June 26.

Henry Kuebler, B&B department employe, acquired a new son-in-law with the marriage of his daughter Darlene Mae to Robert Walker, in a church ceremony at Perry on June 1.

On June 5, a delegation from The Milwaukee Road Women's Club visited the two office buildings in Perry after business was concluded for the day, to serve coffee and doughnuts and welcome the members of the staff who are newcomers to the city. The people who moved from Marion, all of whom belong to the club's Marion Chapter, were extended a cordial invitation to attend the local get-togethers. The following day the gesture was repeated by a delegation from the Chamber of Commerce, who served cake and coffee as a courtesy to the new Perryites.

Mahlon Small, boilermaker at Perry, was presented recently with his Silver Pass.



SEAFAIR SPECTACULAR. From Totem Pole Land, these winsome misses are smiling an invitation to the eighth annual Seattle Seafair being held Aug. 2-11. From left: Jan Johnson, Judy Huyghe and Joanne Storer. Framed between the trio and the drifting clouds is a view of Seattle's spectacular 193-mile waterfront which will be the setting for most of the maritime carnival events. The Seafair is produced to point up the fact that Seattle, situated on Puget Sound and with two fresh water lakes within its limits, plus a third on its boundary, has over 60,000 registered boat owners among its half-million population.



AFTER MORE THAN HALF A CENTURY with the Road, Engineer Ernest J. Dibble of Milwaukee is shown upon arrival in Chicago June 28 on the eastbound Olympian Hiawatha, being congratulated upon his retirement by Superintendent M. Carelick (right), Assistant Master Mechanic T. J. Kubal (left) and Fireman W. H. Edwards. He finished his career when the northbound Copper Country returned to Milwaukee that evening. Mr. Dibble, who started as a fireman in 1906 and was advanced to engineer in 1911, had many interesting experiences while working as fireman on the train which figured in the Rondout Robbery, the most daring mail holdup in U.S. railroad history.



"I'VE BEEN WORKING ON THE RAILROAD". Participating in Wisconsin Day at the Chicago and Fair (June 29-July 14), The Milwaukee Road Choral Club is shown at the railroad display serenading 10-foot tall "Diesel Dan, the Railroad Man." Motif of the exhibit was diesel-age railroading. Director Glenn Jorian is at the center, right. Accompanist Alma Matthies at the center left (light dress). The railroad contribution to the fair, theme of which was "Chicago—

Land of Opportunity", called attention to Chicago as the railroad center of the world. Today approximately eight cents of every dollar of the railroads' total \$35 billion investment is in the Chicago area. Within it are 37 roads with 7,869 miles of track. In the county alone in 1955, railroads paid taxes of more than \$12 million, including nearly \$5½ million for schools. The Chicago railroad payroll amounts to nearly \$1 million a day.

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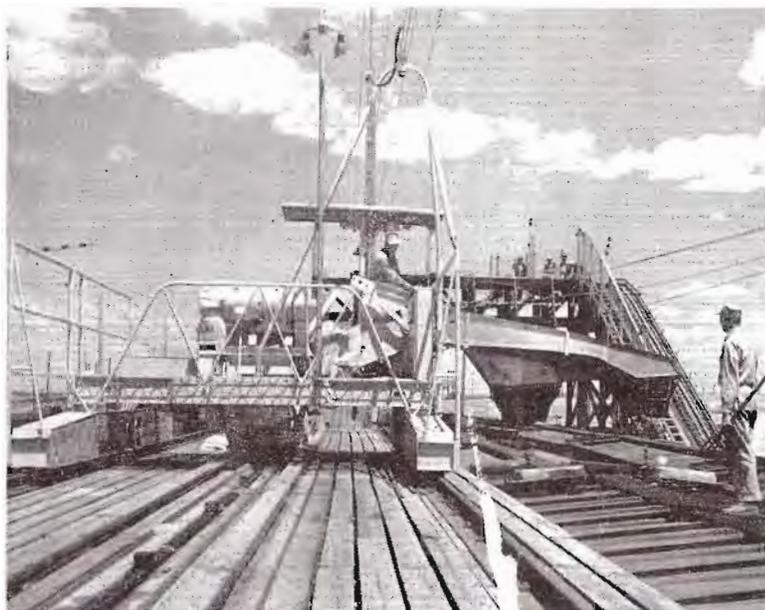
TAKE IT EASY! What a pushover for HiTension. Whether fretting in an outer office, pounding his horn button in traffic or bellowing for a waiter, this fellow is making life miserable for himself and everybody around him.

Sportsmen, artists and singers know how important it is to relax while waiting. Of course it's hard to relax while waiting for an important interview. But here's a tip for you: Plan your interview, think it over carefully, then *forget it*.

Like a good athlete, your timing will be just right. Try it.



SUPERB HORSEWOMAN. Chosen queen of the 11th annual horse show at Forsyth, Mont., this summer was Miss Kay Price, daughter of DFGPA Stanley Price of Miles City. She was sponsored by the Miles City Sage Riders. Miss Price, who has trained her own horses, was selected for her personality and beauty, as well as horsemanship. She will serve as Ribbon Girl for the 1958 horse show.



ICING BUNKERS AT OTHELLO, WASH.

Under a hot summer sun, high speed mechanical equipment makes cool work of servicing refrigerator cars in the Road's new 11-track freight yard at Othello, Wash., in the Columbia River Basin. At left, an icing machine is shown picking up 300-pound cakes of ice from a mechanical conveyor and crushing them into desired sizes, then feeding the ice into bunkers from a chute extending over the cars. It can service a car every two minutes. Below is a view of the 1,400-foot icing platform, capacity 60 cars, looking west from the cross-over bridge. At left is the 2,200-ton mechanically refrigerated ice storage building, with adjacent supply cars. A conveyor carries the ice across the bridge to the chain conveyor on the gravity incline at the lower right. The new yard embodies 8.4 miles of track and represents an investment of approximately one million dollars. The Milwaukee moved 4,800 carloads of potatoes out of the fertile basin area last year.

