

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

MAY 1957

at Winona . . . a day to remember



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THE MILWAUKEE ROAD MAGAZINE

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IN THIS ISSUE

A Word About Your Tax Bill By President J. P. Kiley-----	2
The Cover—A Day to Remember----	3
President Kiley Cites Engineer's Role in Progress of Railroads----	4
H. B. Christianson Retires-----	6
H. S. Knowles Honored for Saving a Life-----	7
Alone, She Gets a Helping Hand at the Station-----	8
IM&D Division Receives President's Safety Trophy -----	10
Retirements-----	12
G. H. Walder-----	12
J. J. Little-----	12
Appointments-----	13
Trainmen Receive Increase in Three-Year Agreement-----	13
All Around the House -----	14
About People of the Railroad-----	16

A Word About Your Tax Bill

ONE of the good things that can be said about taxes is that paying them brings forth a peculiar kind of reaction which strikes me as being purely and typically American.

Basically, we believe in what our tax money buys—good government, good schools and the many attributes of wholesome, modern living. And yet, we all complain about our taxes, particularly at this time of year, with income taxes only recently satisfied and property taxes coming due. I think it is worth noting that we also protest the weather, although we wouldn't think of letting anyone regulate it for us. And out at the ball park we sometimes insist that someone ought to kill the umpire. Actually, we wouldn't want to see it done. Nor would we want to live in a community where there were no taxes and no tax-supported services and facilities.

I suppose that in this respect the railroads are as typically American as the man next door. And yet, our own railroad has not been especially vocal concerning the taxes it pays, except when comparing them with those of competitors such as the highway and waterway carriers, whose tax advantage is also a competitive advantage in the pricing of freight services.

Generally speaking, we just pay our taxes like any other good citizen and do not complain unduly. This should not obscure the fact, however, that Milwaukee Road taxes *do* lighten the burden for all other taxpayers in all of the areas it serves, and in some others as well.

Our company's 1956 taxes on property which it owns—amounting to \$9,579,619, or the equivalent of almost \$350 for each employe on the railroad—represent a kind of unseen bonus for each of us, and a solid contribution to the economy and the living standards of the communities which most of us call home.

J. P. Kiley



The Cover—A Day to Remember

MAY DAY, bursting brilliantly into bud, and all's right with the world for 39 seniors of the Lake Crystal (Minn.) High School! Taking their ease in the green park which fronts the Milwaukee Road passenger station at Winona, they are waiting to board the eastbound Afternoon Hiawatha on the second leg of an exciting teen-age experience—a sight-seeing trip to Chicago.

(Main line trackage is out of sight at the foreground end of the picture. A side track runs alongside the station itself.)

This group is typical of thousands of students who in recent years have taken educational tours to outstanding points of interest on the route of The Milwaukee Road. The trip was the annual end-of-school treat for the seniors. Shown with them, standing at the left, are J. C. Stien, ticket agent at Winona, and M. J. Midthun, commercial teacher at the high school, who was in charge of the group.

The outing had been planned for a long time, and the students financed it with a variety of money-making projects. Reduced rail fares helped to make the trip possible. Highlights of the program included the enjoyable features of dinner aboard the train, and rooms in Chicago at a loop hotel which furnished special student dormitory-style accommodations at a low rate.

Youth being tireless, their stay in Chicago was also typical of the educational trips which The Milwaukee Road arranges for high school boys and girls. Their introduction to the Windy City started the evening they arrived with a

tour of "Chicago by Night." Before bedtime they had visited Chinatown, Jane Addams' famous Hull House settlement, Mrs. O'Leary's home (starting point of the Chicago Fire), and had seen the human side of the city's Bohemian and art colonies and many interesting foreign sectors.

Early next morning the whirlwind schedule swept on to the Hotel Sherman where, in the College Inn, they attended a radio broadcast of the Don McNeill Breakfast Club. Afterward they set out on an all-day tour of museums, colleges and universities, zoos, parks, art galleries, airports, and the countless other attractions of the big city. The tour was concluded the following morning with a visit to the Board of Trade, to take in the activity when the market opened, and later attend a performance at the Board of Trade Little Theater.

No Time Was Wasted

This particular tour had been arranged to allow time for shopping, theatergoing and general sightseeing, and the kids did not waste it. When late that evening their junket came to an end, it was in the mood of "When can we do this again?" that they boarded the Pioneer Limited for home.

Railroading is a fascinating subject to school children of all ages, and the opportunity to board a train and actually ride the rails is usually the high spot of the school year. Information compiled by the Association of American Rail-

roads indicates that during the 1955-56 season a minimum of 400,000 students, with their teachers and adult escorts, enjoyed the thrill.

The Milwaukee Road, which originated student educational rail fares on the western railroads, carries as many as 25,000 between spring school vacations and the end of classes in June. For instance, one large group which traveled to Chicago early in May consisted of more than 300 high school students from 10 South Dakota and Minnesota towns. Another Minnesota high school group numbered close to 600. The latter traveled in special coaches attached to Hiawatha trains. This month some 1,500 rural school children of Wisconsin's Rock County also got up at an unaccustomed hour to take the Chicago trip. This is an annual movement for which the Road provides a special train.

Chicago school kids who have a yen to travel may satisfy the urge with trips to Milwaukee, Janesville and the Wisconsin Dells. This year, for the first time, the Road is also offering tours to Denver and Colorado Springs. As this article was being written, approximately 13 had been completed, and more were coming up before Commencement Day.

No Rest for the Wicked

Two kids who finally came to grips with the voice of conscience made restitution recently by means of a letter to the office of General Superintendent L. W. Palmquist in Minneapolis. The letter, anonymous and undated, read:

"We were 17 and 18 year old girls going down to Minneapolis and I don't know how it was, the depot agent returned more money than we should have had, and now we are both over 70 years and want to pay that old debt. We don't want our names known, so will just not sign it.

"P.S. Please let us know in the Minneapolis Tribune if you get it—not in the Sunday Tribune". And from the letter fluttered a five-dollar bill.

A story in the Minneapolis Morning Tribune—a Friday edition—assured the penitent ones that the money had been deposited to the Road's OC&I account (other companies and individuals), or so-called "conscience fund".



Typical of young America on the move was a four-day trip taken by the 100-piece Blue Island Community High School Band of Blue Island, Ill., to Sault Ste. Marie and Mackinac Island at the end of the last school year. The group traveled in two special coaches attached to the Copper Country Limited.

President Kiley Cites Engineer's Role In Progress of Railroads

President Kiley speaking at the opening luncheon of the Railroad Division, American Society of Mechanical Engineers in Chicago on Apr. 25. At his right is W. F. Ryan, president of the society.



"THE tools and processes which make today such a great improvement over yesterday—and which have multiplied the productivity of industry and the enjoyment of leisure—are almost entirely the product of engineering minds," President J. P. Kiley told a group of mechanical engineers last month.

He ventured the opinion that most of them had never thought of themselves as salesmen, but assured them that that is what they have proved to be for the railroad industry.

"The first step to a sale is a better product," he said, "and that is what you have helped so greatly to give us."

These statements were contained in an address delivered by Mr. Kiley on Apr. 25 at the opening day luncheon of a two-day special conference of the Railroad Division of the American Society of Mechanical Engineers, held in Chicago. The address provided a review of the railroads' technical progress in recent years and stressed the need for popular understanding of what modern railroads

mean to modern living.

Every few seconds, he said, a new automobile, consisting of parts and sub-assemblies brought together from plants all over the country, rolls off the production line, ready for the market. Stoves, refrigerators, television and radio sets—in fact, most of the things people use, wear, live in or put on their tables—are turned out at a faster rate than ever before in industrial history. Such production requires the very careful planning of the flow of supplies. A delay of a few hours in the arrival of a tank car of acid or a car of parts or sub-assemblies could halt a production line. The hot competitive struggle has resolved itself into a kind of industrial science of logistics.

Production and distribution are inseparable functions, he pointed out, each contributing to the other and growing in terms of the other. But transportation is at the center of the whole dynamic process. It is the key link in an endless chain leading from raw material sources to processing plants and thence to the markets of the world.

"Despite the efforts of our detractors and the odd logic of voluble competitors, there is no question regarding the essentiality of rail service in this situation," he said.

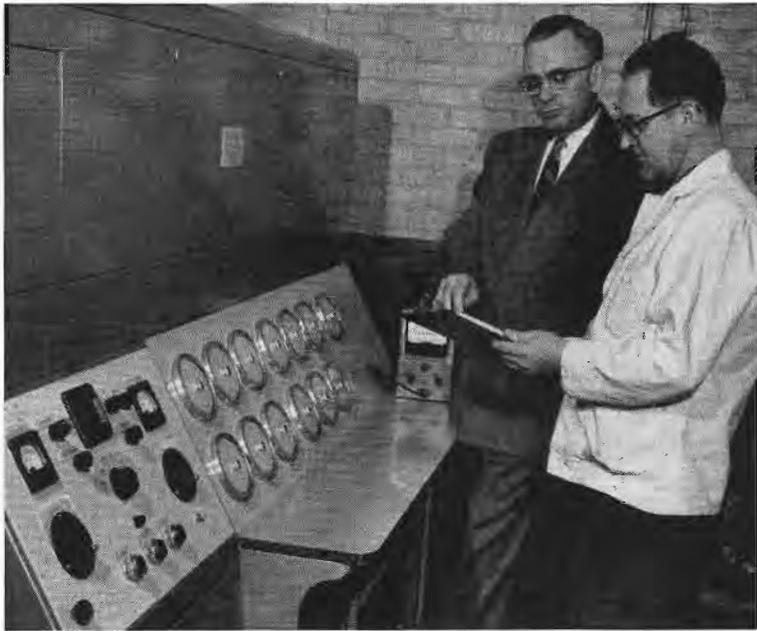
"As long as a teaspoonful of diesel fuel oil in a locomotive will carry a ton of freight one mile—which is seven times the efficiency of any truck—I think no one will question the place of today's railroads in industrial logistics."

Mr. Kiley observed that in the light of these generally recognized facts it is a paradoxical thing that the railroads have steadily lost ground to other carriers during the 11 years since the war. There has been an increasing diversion of freight traffic from the railroads and the regulated motor carriers to the private carriers and others which are wholly or largely free of regulation.

That paradox is all the more confusing and frustrating, he said, because everyone agrees that our industry is today doing a far better job than at any time in its long history. He added, however, that under present conditions, involving unequal taxation, undue regulation and unjustified subsidies to other forms of transportation, there appears to



One of the Milwaukee Road's new "peek-a-boo" cars. With skeletonized sides and a grating in the floor, these cars clean themselves automatically of snow and small debris and are ideal for certain types of lading. As this was being written, 500 gondola cars were being converted into this unique type of freight carrier.



Howard Melzer, chief engineer of tests (left) and John Riedinger, laboratory assistant, check the spectrograph's findings in the room built especially for the machine in the test department at Milwaukee.

and now . . . the "Atom Counter"

Commenting on the Milwaukee Road's research to determine the most efficient and economical fuel and lubricating oils for use in its diesel locomotives, President J. P. Kiley mentioned in his address before the Railroad Division of the American Society of Mechanical Engineers that the company is now using an unusual and interesting piece of equipment which has only recently been perfected.

"THE cost of diesel fuel is a big item on a railroad as large as The Milwaukee Road," he said. "A fraction of a cent a gallon saved adds up to an impressive figure when you're using 96 million gallons a year, and our testing laboratory at Milwaukee conducts continuing research into the relative merits of various fuel oils, lubricating oils and greases to determine which ones will give maximum performance per unit of cost.

"To aid in the work of testing these products and many others which the railroad buys, our testing laboratory recently installed a device known officially as an "Atom Counter," but more accurately described as a "direct reading spectrograph." Not only can it perform in two minutes an analysis that would take the better part of a day by the old method of wet analysis, but the results—when applied to a sample of lubricating oil

from a diesel locomotive crankcase—tell us what, if anything, is wrong inside that engine without our having to take it apart.

Detects Foreign Elements

"It can detect the presence of a dozen or more foreign elements in the lubricating oil, then measure the amount in parts-to-a-million and show its finding on a separate dial for each element. I am sure that all of you are familiar with the function of spectrographs and how railroads have been using them to diagnose engine troubles, but I mention this particular device because it does represent a new and very useful refinement of an old principle.

"It is simple to use, highly accurate, and extremely fast . . . an almost futuristic example of what scientists and engineers can do. It is helping us sell our product in a competitive market."



John Riedinger places a small sample of oil from a diesel locomotive crankcase into the spectrograph. In a matter of minutes he will know whether the oil contains foreign elements, and in what quantity. The nature of those elements tells the technicians what repairs, if any, the locomotive needs.

be no immediate prospect of reversing the trend, although the machines and methods produced by engineers have gone a long way toward "holding the line."

Citing examples of such work on The Milwaukee Road, Mr. Kiley mentioned, among other things, the dieselization program and the automatic freight clas-

sification yards in Milwaukee, Bensenville and St. Paul, as well as the development of new and specialized types of freight cars. In the latter connection he gave his audience an interesting account of how the men in the Road's car department originated the idea for the new and popular "peek-a-boo" car which was the subject of his

message in the March issue of this magazine.

"On our railroad," he remarked, "we are great believers in the principle of brainstorming . . . of finding new and better ways of doing things. We hold to the theory that every situation, every piece of equipment, and every method—being the product of some individual's

thinking—can some day be improved upon by the creative thinking of some other individual. We try our best to hasten that day."

In the course of his comments on railroad methods, Mr. Kiley offered this interesting observation:

"When you think about it a moment, the railroads have made an extraordinarily successful fight against enormous odds. We are an old industry, which began life with hand methods. In the world of today we are competing with industries born almost overnight and which almost from the beginning had the advantage of high productivity methods. The automobile industry is a case in point. Such methods generated high wage scales, which we have had to meet, while at the same time fighting to

build our productivity in order to pay them.

"In this connection," he continued, "I think it is appropriate to mention that the railroads are not only in keen competition for traffic but also for the sympathetic ear of the public. It sometimes seems to me that we need nothing quite so much as some means of really reaching the mind of the man on the street so that he will understand just exactly how big a stake he has in his country's railroads."

"Our trucker competitors have had, by contrast, an almost sure thing. They have capitalized on the fact that—next to his wife and children—the average American loves his automobile best. And he wants super highways, or has been made to think he does. Beyond

that point the truckers had only to sell the idea of building those highways heavy enough to serve as freight rights-of-way—and it seemingly wasn't too hard to do.

"The whole process is reminiscent of a politician riding into office by preaching lower taxes and damning sin."

Should Understand "Climate"

Mr. Kiley offered some very enlightening comments on what he referred to as "the climate in which a railroad's business is done nowadays," adding that he felt it was necessary for people to know something about this climate if they are to comprehend why the railroad industry's intense program of modernization has not been more productive of new rail traffic and higher earnings.

"The railroads today are in the breathless predicament of having to run faster in order to stand still," he said, "and I'm not sure that people understand why."

"Let me say at the outset that all of the best minds in the railroad industry recognize that it was in the very nature of progress that the railroads should find it necessary to relinquish some of the business they enjoyed in the monopoly days. There are areas of traffic handling in which we have simply been outperformed. A truck is, after all, a truck, and a train is a train. And I see no likelihood of one ever completely taking the place of the other, any more than the donkey in the children's story could succeed in the role of lap dog.

"My industry's complaint — and it makes a lot of sense," he added, "is that we are not given an opportunity equal to that of the trucker and the barge operator to compete rate-wise for business which we can handle as well, if not better, than they can."

"The government policy of coddling our competitors puts railroads in a competitive position so obviously unfair as to have passed the point of logical debate."

In conclusion, Mr. Kiley reminded his audience that America's railroads will have to continue to gain in strength and usefulness as the years go by, and that this will come about through forward-looking management, popular understanding of their problems, and the application of still more new and productive ideas for doing things.

"It is to you and men like you," he said, "that the railroads will look to produce those ideas . . . just as you have in the past."

H. B. Christianson Retires

H. B. CHRISTIANSON, special engineer with headquarters in Chicago, retired Apr. 5. He had been with the Road 40 years and leaves with a record distinguished for versatility in his field.



H. B. Christianson

Mr. Christianson is a native of Minneapolis who graduated from the University of Minnesota in 1915 and started his railroad career that year with the Northern Pacific in St. Paul. For a short period he was also with the Soo Line before he came to the Milwaukee Road valuation department in 1917. Later, he served as an instrumentman and assistant engineer before signing up for military duty in 1918.

Returning at the end of the war, Mr. Christianson was promoted to division engineer in 1925, and served in that capacity at headquarters in Iowa, Montana, Wisconsin and Illinois until he volunteered for Army service in World War II. His military career included 33 months in the Southwest Pacific with the Engineering Corps, in the course of which he was head of the Railroad Section, Army Service Command, at Luzon. For a time he was also in charge of operating the Luzon Railroad. He was discharged with the rank of colonel.

Upon returning to the railroad in 1946, Mr. Christianson was made assistant to chief engineer on grade crossing

projects, and in 1947 principal assistant engineer-system. In 1950 he was appointed assistant chief engineer-system, from which position he was promoted to special engineer in 1953.

As special engineer, Mr. Christianson has been the Road's representative in negotiations, and also design and construction, on the railroad relocation at the O'Hare Airport, also on the work at Chamberlain, S. D., occasioned by the building of the Fort Randall Dam, and railroad relocation in the vicinity of Moberly, S. D., made necessary by the construction of Oahe Dam.

Mr. Christianson, who is a member of the American Society of Civil Engineers, has been active in committee work for more than 20 years. It has included serving as a director of the American Railway Engineering Association and as chairman of the sub-committee, chairman of the A.R.E.A. Special Committee on Continuous Welded Rail, on the Committee on Highways, and since 1950 as chairman of the committee of 10 railroads which opposed extension of navigation beyond St. Anthony Falls, Minn.

The retirement plans of Mr. Christianson and his wife are indefinite at present. They are the parents of three—two daughters and a son. The latter, Hilmar B. Jr., is assistant chief engineer of the Rock Island Lines.

Duty—Something we look forward to with distaste, do with reluctance, and boast about forever after.

H. S. Knowles Honored for Saving a Life



The President's Medal of the National Safety Council, bearing appropriate inscription on the reverse side, which was awarded to Henry S. Knowles.

President's Medal of National Safety Council Awarded to Alert Substation Maintenance Crew Foreman

Two men with a bond between them . . . Harry S. Knowles (left) and Theodore A. Benjamin, whose life he saved by artificial respiration.



May, 1957



E. G. Kiesele, superintendent of safety, presents the certificate which accompanies the President's Medal to Mr. Knowles in the substation at Janney, Mont. The latter is holding the medal. At left is Rocky Mountain Division Superintendent S. E. Herzog, and at right E. C. Barnes, electrical engineer, Seattle.

FOR knowing what to do in an emergency, and doing it promptly to revive a fellow Milwaukee Road employe who had suffered a severe electrical shock, Henry S. Knowles, Milwaukee Road maintenance crew foreman, was recognized on Apr. 3 by the National Safety Council in a brief ceremony conducted by officers of the railroad at Janney, Mont., 10 miles east of Butte.

The near-fatality occurred in June last year at the Road's substation near Three Forks, Mont., while Theodore A. Benjamin, substation operator, was cleaning equipment and accidentally contacted a part energized with 3000 volts of direct electric current. The terrific shock knocked him unconscious, but Mr. Knowles, who was working in the substation with his crew, started artificial respiration almost immediately and was successful in restoring normal breathing within about five minutes.

The life saving technique employed so successfully by Mr. Knowles is known in first aid work as the arm-lift method of resuscitation.

Recognition of Mr. Knowles's accom-

plishment was in the form of the President's Medal of the National Safety Council, together with a handsome framed certificate attesting to the fact that he had been awarded the medal "for the saving of human life from death by suspension of normal breathing by the Holger Nielsen arm-lift back pressure method."

The President's Medal is awarded by the National Safety Council as a fitting recognition for those who successfully perform resuscitation by any of several approved methods. It is awarded in cases of electric shock, gas asphyxiation, drowning or other accidental causes of suspended respiration.

The symbolic design on the face of the medal, pictured at the top of the page, has its origin in Greek mythology. The three Goddesses of Fate—Clotho, who spins the thread of life; Lachesis, who determines its length; and Atropos, who cuts the thread of life—work under the watchful scrutiny of a figure symbolic of safety. The figure of safety stays the hand that would cut the thread of life.



MINNEAPOLIS STAR PHOTOS

Tom Ceballos helps to make a phone call to the "sister-in-law" in Excelsior. Bystanders are, from left: Lieutenant of Police W. M. Adams, and Red Cap G. H. Allen.

Alone, She Gets A HELPING HAND AT THE STATION

Train Announcer A. W. Gilmer orders a cup of coffee in the station restaurant. The waitress is Lucille Salmonson.



A SMALL drama was unfolded recently when the Pioneer Limited arrived in Minneapolis and discharged its morning load of passengers in the Milwaukee Road station. A young woman whose bewilderment marked her obviously as an inexperienced traveler approached a red cap and handed him a note.

"Would you direct this woman to the suburban bus depot?" it read. "She does not speak English well. She is from Spain."

What transpired afterward goes a long way toward disproving the adage that big cities are unfriendly to strangers. Observing her timidity, and fearful lest she might get lost, Red Cap Alex Eason took her to a Milwaukee Road police

The Milwaukee Road Magazine

officer. The officer's first thought was to find an interpreter. Fortunately one was close by—Spanish-speaking Tom Ceballos, who operates a tractor at the Road's freight house.

To Tom the woman explained her plight, that she was a war bride come to meet her husband, that she had arrived several hours early, and that no one had met her train. As proof, she produced the telephone number of a sister-in-law in suburban Excelsior. A call there, however, was answered with the explanation that because of her early arrival no one was at home who could be sent to meet her.

In the meantime other station employees had approached and were now ready with suggestions. Especially concerned about her welfare was Lieutenant of Police W. M. Adams, who thought it unwise to allow her to proceed to the bus depot in a taxi. He contacted Traveler's Aid. At the same time, Tom Ceballos tried to put her at ease by engaging her in conversation, and bystanders who wanted to help communicated their intentions in sign language.

Meanwhile, a newspaper photograph-

Harassed "bride" smiles as Miss Jeanette Kidneigh of Traveler's Aid explains, with gestures, that she will put her on the bus.



er had arrived on the scene, explaining he had received a tip that a war bride in distress was in the station, and begun to snap pictures. The young woman was then looking considerably less harassed. Train Announcer A. W. Gilmer had ordered a cup of coffee for her, and by the time the Traveler's Aid representative was waiting to take her to the bus termi-

nal, she was smiling and almost confident.

The rest of the story was told the following day when Georgia Polzin, a staff writer for the Minneapolis Star, returned and introduced herself to the people who had befriended her. To learn how a "foreigner" who can't speak English fares in a strange city, Miss Polzin had assumed the role of the helpless senora. The Spanish complexion? A dark cosmetic. The "sister-in-law" to whom she phoned? A friend who was in on the plot.

"Everyone in the station who had anything to do with helping her was completely taken in by the hoax," said Stationmaster J. J. Taylor. "After recovering from their surprise, though, they agreed she would make a good actress. She played the role to perfection."

Miss Polzin's report in the Minneapolis Star was conclusive in its vindication of the big city's attitude toward strangers. "At all times I tried to appear as muddled as possible," she wrote. "But I could hardly keep up the pose, so earnest were my helpers. I can vouch that their hearts are in the right place."

Tom Ceballos converses with the traveler in Spanish. He invited her to visit him and his wife.



Time passes quickly. There is nothing we can do about it except to see that, as far as possible, it passes fruitfully. If in passing it lays up its store of good deeds done, noble ambitions clung to heroically, and kindness and sympathy scattered with a lavish hand, there will be given to it a permanence and enduring quality that nothing can take away. Take time to look—it is the price of success. Take time to think—it is a source of power. Take time to play—it is the secret of perennial youth. Take time to read—it is the source of wisdom. Take time to be friendly—it is the way to happiness. Take time to laugh—it is the music of the soul.



Assistant General Manager P. J. Weiland (left) presenting the safety trophy to Superintendent W. J. Hotchkiss. At right, E. G. Kiesele, superintendent of safety.

IM&D Division Receives PRESIDENT'S SAFETY TROPHY

Award Marks Best Safety Record in History of Division Contest

EMPLOYEES of the Iowa, Minnesota and Dakota Division received the President's Safety Award for 1956 at a ceremony in division headquarters at Austin, Minn., on Apr. 16. The occasion was one of more than usual significance, as it marked the lowest employe casualty record ever achieved on any division of the railroad.

It was also a notable occasion by reason of the fact that the former Iowa and Dakota Division, one of the divisions which was merged to form the new IM&D last October, had won the award in 1952, 1954 and 1955 and had received a special award for being the first division ever to win the contest three times.

At the presentation ceremony, attended by a large number of division officers and supervisors, E. G. Kiesele, superintendent of safety, called attention to the fact that two reportable injuries were charged to the consolidated division, with a total of 2,818,869 manhours of work during the year 1956. The result was an estimated casualty rate of 0.71.

"That is the lowest casualty rate that has ever been established on The Milwaukee Road as long as we have kept records," he said.

The record, he added, is just a lot of figures on paper. "The important thing

is to continue operating our railroad successfully and without loss of life and limb."

Assistant General Manager P. J. Weiland represented Vice President W. J. Whalen in presenting the trophy to Superintendent W. J. Hotchkiss. His remarks touched not only upon safety but at some length on the matter of the

reactions of the railroad's personnel to consolidations such as that which had created the IM&D Division.

"All of you people who have been out in this part of the country have seen lots of changes," he said.

"All of these changes have been brought about by necessity, and the necessity has been brought about by com-



The group which attended the special division staff meeting in Austin for the trophy presentation took advantage of the warm spring weather and adjourned to a nearby park for this picture following the ceremony and luncheon.

Things you should know about the NEW 3¼% U. S. SAVINGS BONDS

THE Milwaukee Road treasurer's office, which issues each month approximately 4,200 United States Savings Bonds, Series E, among approximately 6,000 employe subscribers, has asked the Magazine to make the following announcement:

- ☆ All Series E bonds sold since Feb. 1, 1957, carry a new interest rate of 3¼ per cent compounded semi-annually, when held to maturity. (The former rate was 3 per cent.)
- ☆ The maturity period has been shortened to 8 years and 11 months. (Old term, 9 years and 8 months.)
- ☆ Intermediate redemption values are improved. The new bonds yield a full 3 per cent interest after only three years. (The old bond yielded only 2¼ per cent at that point.)
- ☆ For the present, Savings Bonds will continue on the old form until present stocks are used up. Even though your newly-issued bonds show the old terms, their date of issue determines their earning power. All bonds dated Feb. 1, 1957, or later, automatically carry the new terms.
- ☆ Beginning about July 1, a new form of Savings Bond will go on sale—printed on punch cards for greater efficiency and economy, and bearing the new information on terms and redemption values. In appearance they will closely resemble the present Bonds.

A Special Word About the Older Bonds

Bonds purchased before Feb. 1, 1957, are not affected by these changes, but in most cases it is to the owner's advantage to retain his older bonds rather than redeem them for the new ones. Here's why:

Tax liability. Accrued interest is immediately subject to Federal income tax, upon redemption.

Rising scale of redemption values. The lowest earning period is quickly over, and from then on the bond becomes increasingly valuable. A bond which is 2½ years old, for example, will earn *more than* 3¼ per cent from now to maturity.

The Treasury Department puts it this way:

"By all means plant a patch of NEW "E" bonds, but don't disturb the crop that's sprouting!"

petition, but everything that we have done by way of economizing has brought about a better railroad than we ever had before . . . financially, physically and from a service standpoint.

"I think the traffic boys will agree that they have never during the time they have been working for this railroad company had a better product to sell. Everyone of you fellows sitting here is better situated—the roundhouse and mechanical department people with the new diesels; the maintenance boys in the car department have new machines to work

with; and the same with the track department, B&B and others. Every place you look modern machinery has been supplied to enable you to do a better job."

Mr. Weiland explained that he had gotten off the safety theme momentarily because he wanted those present to have a better understanding of the situation. He reminded them that everyone has been watching the consolidated IM&D Division to see how it would function.

"I can say this for the benefit of all of you," he added. "As far as everyone

in Chicago is concerned, we are very happy with the way this thing has panned out. That's where you fellows come in. Under the leadership of Mr. Hotchkiss you have proved that what the officers in Chicago assumed could be done, *could be done*, because you have done it. The trains never operated any better than they did this past winter. Now that is certainly an indication that the thinking that went into consolidating this large territory out here into one division was right. And you people, as I said, made it possible."

In presenting the trophy to Mr. Hotchkiss, Mr. Weiland extended his congratulations and said that it was "The people out on the ground under your leadership who produced this fine record."

In recognition of their outstanding safety performance, all employes on the division received a handsome ballpoint pen and pencil set, each bearing an appropriate inscription and the words, "In appreciation of a job well done," over the facsimile signature of President J. P. Kiley. These tokens of recognition also went to those employes on the former Iowa and Dakota Division who are now located on the Dubuque & Illinois, the Iowa, and the Hastings and Dakota Divisions as a result of the consolidation which created the IM&D Division. Their efforts helped to create the record performance.

Hail to the Railroad Fan!

THERE are at least 1,500,000 railroad fans, or enthusiasts, in America—all interested in the romance of railroading. Some of them are picture fans who like to photograph railway trains, locomotives, stations, bridges and other facilities. Some build and operate model trains. Others collect railroad mementoes, all the way from timetables to locomotive bells, from switch keys to trainmen's lanterns. Then there are those who just like to ride railroad trains, read railroad books, or belong to railway fan clubs, model builder clubs, or railway historical societies. These include the Railway and Locomotive Historical Society, the Railroad Enthusiasts, The Railroadians, and the National Railway Historical Society.

Some of these societies and clubs issue monthly bulletins which reflect an intense interest as well as an amazing knowledge of railroading.

The railroads have no more loyal allies than these railroad fans. May their tribe increase!

G. H. Walder

GEORGE HENRY WALDER, who retired in 1951 as chief purchasing officer with headquarters in Chicago, died suddenly at his home in Milwaukee on May 1. He was 71 years of age.

Mr. Walder was a native of Rochester, N. Y., and a 1909 graduate of the school of engineering at Cornell University, where he was an All-American halfback. He started his career with the Road in 1911 as a draftsman in the mechanical department in Milwaukee. In 1917 he was promoted to assistant purchasing agent in Chicago, and in 1920 advanced to purchasing agent. He became chief purchasing officer in 1947.

Mr. Walder had made his home in Milwaukee since his retirement. Funeral services were held from the Weiss Funeral Home there, with interment in Wisconsin Memorial Park. He is survived by his wife, Mrs. Katherine Walder.

J. J. Little

JOHN JAMES LITTLE, for 25 years a member of the executive committee of the Veteran Employees' Association, passed away in Divine Saviour Hospital, Portage, Wis., on Apr. 18. His death at the age of 85 was preceded by a short illness. Many railroad people attended the funeral services, which were held in Portage where the Littles were old time settlers. L. J. Benson, retired assistant to president, and president of the Veterans' association, was a pallbearer.

Mr. Little, who was widely known among the Road's veterans, started his service at the Portage roundhouse in 1888 and two years later became a fireman. In 1895 he was promoted to engineer, in which capacity he was in service on the La Crosse & River Division until his retirement on Dec. 31, 1937. Since then he had enjoyed good health, and was active in gardening, fishing and hunting, at all of which he was an expert.

Surviving Mr. Little are his wife and two sons, Ivan, a retired roundhouse foreman, and Harlan H., special officer on the Road's police force in Milwaukee; also a sister, Mrs. Fannie Gill of Portage, six grandchildren and 13 great-grandchildren.

If it is kept as busy circulating as it should, the average \$1 bill will wear out in about nine months.

retirements

during April 1957



General Offices—Chicago and Seattle—Including System Employees

CHRISTIANSON, HILMAR B.
Spl. Engr. Chicago, Ill.
DAVIS, JOHN W.
Waiter Chicago, Ill.
KEELEY, JOHN T.
Telegrapher Chicago, Ill.
PARROTT, WHIPPLE O.
Asst. Engr. Chicago, Ill.

Chicago Terminals

BRESON, ANTHONY H.
Switchman Chicago, Ill.
BROWNLOW, TIMOTHY
Mach. Helper Chicago, Ill.
KLOS, JOHN S.
Assembler Galewood, Ill.
KOHNKE, ALBERT
Inspector Bensenville, Ill.
KVADAR, JAMES
Ex. Gang Laborer Chicago, Ill.
LUCAS, FRANK J.
Frt. Checker Chicago, Ill.
O'BRIEN, THOMAS E.
Machinist Bensenville, Ill.
PALMER, JOHN H.
Machinist Chicago, Ill.
PETERSON, WILLIE A.
Car Cleaner Chicago, Ill.
SMILAK, THOMAS
Ex. Gang Laborer Chicago, Ill.

Coast Division

FISK, OTIS D.
B&B Carpenter Tacoma, Wash.
GOULD, ALICE I.
Steno-Clerk Seattle, Wash.
WASHBURN, JAMES A.
Loco. Engr. Tacoma, Wash.
WATTERSON, CLINTON H.
Fire Patrolman Cle Elum, Wash.
YOST, NICHOLAS P.
Stockman Tacoma, Wash.

Dubuque & Illinois Division

LEARY, DANIEL
Loco. Engr. Bensenville, Ill.
LOCKNER, HARVEY A.
Conductor Bensenville, Ill.
ROBINSON, DAVID E.
Sec. Laborer Green Island, Ia.
SCHNEE, GUS J.
Loco. Engr. Dubuque, Ia.
SMITH, EVERETT E.
Trainmaster Council Bluffs, Ia.
STONE, WALTER A.
Ex. Gang Laborer Liberty, Mo.

Hastings & Dakota Division

ANDERSON, ARTHUR J.
Loco. Engr. Aberdeen, S.D.
GLENNON, HARRY F.
Loco. Engr. Minneapolis, Minn.
LABESKY, FRANK P.
Clerk Aberdeen, S.D.
RASDALL, MARION C.
Relief Ticket Clerk Aberdeen, S.D.
SHETZLE, FREDERICK L.
Boilermaker Aberdeen, S.D.
VANDERLICK, ALFRED W.
Conductor Minneapolis, Minn.

Idaho Division

DENNEY, CHARLEY H.
Sec. Laborer Othello, Wash.
REYNOLDS, EARL K.
Carman Othello, Wash.
WATTS, CHESTER
Stower Spokane, Wash.

Iowa Division

CORTNER, ARTHUR W.
Loco. Engr. Perry, Ia.
CORUM, MELVIN
Coal Shed Laborer Tama, Ia.
ELSASSER, GEORGE E.
Loco. Engr. Perry, Ia.
KASSEL, HARRY M.
Sec. Laborer Perry, Ia.
SHAFFER, CARL J.
Sec. Laborer Rockwell City, Ia.
STINGLEY, HARRY E.
Agent Center Jct., Ia.

Iowa, Minnesota & Dakota Division

ARGIROFF, JIM
Sec. Laborer Mason City, Ia.
BECKER, DAVID
B&B Carpenter Hawarden, Ia.
DENNIS, EARL A.
Sec. Laborer Blooming Prairie, Minn.
HALLMAN, CLAUDE E.
Conductor Austin, Minn.
HUBERT, CARL F.
Loco. Engr. Mitchell, S.D.
JOHNSON, SAMUEL
Laborer Madison, S.D.
KING, JOSEPH E.
Truck Driver Austin, Minn.
LAUFLE, GUST H.
Switchman Austin, Minn.
MALWITZ, FRANK
Sec. Laborer Howard, S.D.
O'LEARY, MICHAEL J.
Machinist Austin, Minn.
RICHARDS, THOMAS A.
Storekeeper Mason City, Ia.
SEIFERT, HAROLD J.
Sec. Laborer Britt, Ia.
SHERMAN, LESLIE W.
Custodian Lyle, Minn.
WURTHMAN, FRANK C.
B&B Carpenter Austin, Minn.

La Crosse & River Division

DAVIS, JOHN C.
Conductor Portage, Wis.
FEIND, HENRY G.
Foreman Tomahawk, Wis.
GILSON, FRANK
Agent Pittsville, Wis.
HAYES, WILLARD J.
Agent Portage, Wis.
HENRY, JOHN
Ex. Gang Laborer Red Wing, Minn.
JENSEN, GILBERT
Sec. Foreman Scofield, Wis.
KRAISS, MARTIN J.
Sec. Laborer New Lisbon, Wis.
MOSHER, GODFRED
Laborer LaCrosse, Wis.
PARKIN, CECIL A.
Roadmaster Wausau, Wis.
STOWERS, ARCHIE R.
Switchman Portage, Wis.

The Milwaukee Road Magazine

VAN ANTWERP, FRANK
Sec. Laborer.....Wisconsin Dells, Wis.

Madison Division

BLAIR, JOHN
Sec. Laborer.....Freeport, Ill.

Milwaukee Division

AMENSON, EMIL A.
CarmanGreen Bay, Wis.
DELACH, JOSEPH
Sec. Laborer.....Marinette, Wis.
LEUPKE, WILLIAM C.
Loco. Engr.....Milwaukee, Wis.
LONGRIE, ORVILLE C.
Sec. Laborer.....Sidnaw, Mich.
PINSKE, ARTHUR A.
TrainmanMilwaukee, Wis.
PRICE, GEORGE
Loco. Engr.....Milwaukee, Wis.

Milwaukee Terminals & Shops

HOWELL, LEWIS E.
ForemanMilwaukee, Wis.
HOWELL, MYRTLE M.
ClerkMilwaukee, Wis.
KALLAS, WILLIAM P.
Ex. Gang Foreman.....Milwaukee, Wis.
SCHNEIDER, ALBERT M.
Train Clerk.....Milwaukee, Wis.
SCOFIELD, EDWARD J.
Claim Adjuster.....Milwaukee, Wis.
USCHAN, VINCENT
Cabinet Maker.....Milwaukee, Wis.
WARE, JOSEPH
Ex. Gang Laborer.....Milwaukee, Wis.
WESOLOWSKI, PETER J.
Elect. Helper.....Milwaukee, Wis.
WESTOVER, DAVID S.
Supvr. Refg. Service....Milwaukee, Wis.

Rocky Mountain Division

DESCHAMPS, OSCAR E.
BrakemanAlberton, Mont.
FERRELL, TOLBERT J.
BrakemanAlberton, Mont.
JOHNSON, CARL G.
Sec. Laborer.....Missoula, Mont.

JONES, THOMAS A.
ForemanBonner, Mont.
MANLEY, JAMES E.
ConductorDeer Lodge, Mont.
NYGREN, EDWARD P.
HelperDeer Lodge, Mont.
RITTENHOUSE, DWIGHT A.
CarmanDeer Lodge, Mont.
TORGRIMSON, ANDREW A.
Loco. Engr.....Three Forks, Mont.
UNMACK, FRANK L.
SurgeonDeer Lodge, Mont.
WALL, CLARENCE P.
Elect. Helper.....Deer Lodge, Mont.

Terre Haute Division

BUELL, CHARLES W.
Rndhse. Foreman.....Faithorn, Ill.
CARTER, MARK
ConductorTerre Haute, Ind.
CORCORAN, ROY J.
MachinistTerre Haute, Ind.
JONES, CLYDE A.
Carman Helper.....Terre Haute, Ind.
KOST, HARRY
LaborerTerre Haute, Ind.
MOFFITT, JOHN M.
SwitchmanTerre Haute, Ind.

Trans-Missouri Division

DE PEATT, RALPH E.
Loco. Engr.....Harlowton, Mont.
ELEFF, ANGEL
LaborerMobridge, S.D.
HANSEN, HARLOW W.
ConductorMiles City, Mont.
TIMBERMAN, DEAN D.
RoadmasterMobridge, S.D.

Twin City Terminals

JUKICH, GEORGE
HelperMinneapolis, Minn.
MULHOLLAND, MICHAEL
Ex. Gang Laborer....Minneapolis, Minn.
MURPHY, CLARENCE T.
LaborerMinneapolis, Minn.
WICKLANDER, JOHAN A.
Ex. Gang Laborer.....St. Paul, Minn.

Nov. 1, 1959, and a cost-of-living escalator clause is provided under which wage rates will be geared to changes in the Bureau of Labor Statistics Consumer Price Index. The cost-of-living adjustments will increase or decrease wage rates 1 cent an hour for each 1/2 point change in the price index, with the September index of 117.1 serving as a base. Adjustments which may be necessary under this part of the agreement will be made every six months beginning with May 1, 1957.

• APPOINTMENTS •

Operating Department

Effective May 1, 1957:

G. A. McCamant is appointed supervisor of perishable service with headquarters in Chicago. He succeeds D. S. Westover, supervisor of refrigerator service with headquarters in Milwaukee, who retired Apr. 30. Mr. McCamant entered the department in 1927 as a perishable freight inspector at Chicago and has served in that capacity at Perry and Bensenville. He was formerly chief clerk to assistant to vice president and since August, 1956 has been assistant chief perishable inspector.

Engineering Department

Effective May 1, 1957:

H. F. Brostrom is appointed roadmaster of the La Crosse & River Division with headquarters at Wausau, Wis., following the retirement of C. A. Parkin. His territory will extend over all of the Third District from New Lisbon to Woodruff. Mr. Brostrom has been with the Road since 1928, starting as a section man. Since 1943 he has served as section foreman with headquarters at Dakota, Minn., and as extra gang foreman during the summer at various L&R locations.

Traffic Department

Effective May 1, 1957:

D. W. Cooksy is appointed city freight agent at Philadelphia, Pa. Mr. Cooksy started with the Road in the traffic department general office in Chicago in 1948, and transferred to the general agent's office there in 1953. He has been chief clerk in the Philadelphia office since 1954.

Trainmen Receive Increase In Three-Year Agreement

A GROUP of approximately 3,500 Milwaukee Road men are now receiving higher wages as a result of an agreement arrived at between the railroads and the Brotherhood of Railroad Trainmen. Announced on Apr. 5, the agreement is retroactive to Nov. 1, 1956. Like similar agreements arrived at within recent months with other brotherhood groups, this one was in the nature of a so-called "package settlement." It increases wages the equivalent of 26 1/2 cents an hour over a three-year period.

The agreement calls for a first-year wage increase of 12 1/2 cents an hour for road and yard service employes 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 grants yard service

employes the option of taking seven paid holidays a year beginning Nov. 1, 1957 or 1958, or the first of any subsequent year, with the provision that if they exercise the option effective Nov. 1, 1957, the second and third year wage increases for yard employes will be 5 instead of 7 cents an hour. If they exercise the option effective Nov. 1, 1958 or thereafter, 4 cents an hour of their third-year increase will be converted to pay the cost of the paid holidays.

The agreement also provides for an increase of \$35 in the basic monthly rates of dining car stewards, retroactive to Nov. 1, 1956, and further increases of \$15 a month effective Nov. 1, 1957 and Nov. 1, 1958.

The agreement contains a clause which precludes further wage increases or decreases becoming effective before



Party Sandwich Loaf

MORTAR BOARD PARTY



GRADUATION DAY, long dreamed of by students, is on the May-June social calendar. Here's an open house menu suggestion to sweep the graduate along in the social whirl:

Party Sandwich Loaf: Remove crusts from a loaf of bread and cut lengthwise in five slices. Spread slices with softened butter. Spread ham salad on first slice; cottage cheese and pineapple on second; deviled egg on third; and chicken salad on fourth. Top with fifth slice, press loaf together, and wrap in waxed paper and chill. Then frost top and sides with cream cheese softened with cream. Sprinkle with chopped nuts, garnish with sliced radishes and watercress. Cut into thick serving slices.

Mortar Board Sandwiches: Use banana bread, to which rolled oats and chopped

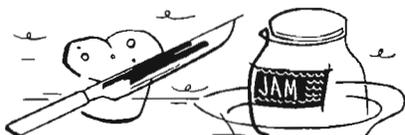
nuts have been added for texture. Cut 14 slices $\frac{1}{4}$ -inch thick and trim to $2\frac{1}{2}$ -inch squares. Cut 7 slices $\frac{1}{2}$ -inch thick and cut 2 circles from each slice. Spread each circle generously with cream cheese, place a square on top, and top with a halved maraschino cherry "button" and a thin peach slice "tassel".

Diploma Cookies: Bake thin, crisp sugar cookies, flavoring them with lemon. As each cookie is removed from the oven, roll it immediately around the handle of a wooden spoon to give the "diploma" shape. When cool, trim with a tiny "ribbon" bow of confectioners' sugar icing.

Lucky Horseshoes: Beat 1 cup butter, blend in 1 egg and 2 tsps. vanilla. Stir in $1\frac{1}{2}$ cups confectioners' sugar, 2 cups sifted flour, $\frac{1}{2}$ tsp. salt and $1\frac{1}{2}$ cups

rolled oats. Chill. Take dough the size of a walnut and shape into a rope about 4 inches long. Make "horseshoes" on ungreased cooky sheet and bake in a 300°F . oven about 15-20 minutes. Cool and decorate with chocolate butter cream frosting.

Memory Lane Punch: Pour into a 2-quart pitcher 1 pt. grape juice, and 12 oz. orange juice. Add $\frac{3}{4}$ cup sugar and stir. Add 15 oz. water and ice cubes and let stand for a few minutes in a refrigerator. Pour into 16 tall glasses in which there are a couple of ice cubes. Then add the contents of three 7-oz. bottles of ginger ale and sliced lemon.



the new jam—
BLUBARB

A NEW taste teaser has been developed at the Puyallup, Wash., station of the U. S. Department of Agriculture (utilization branch) which holds promise for economy-minded homemakers. The product is a unique blend of blueberries and rhubarb which researchers have christened "blubarb jam".

Blueberry jam is too bland to be tasty and too expensive to be practical. On the other hand, rhubarb jam, although cheap, is too

tart for eating pleasure. Blended, however, they complement each other and produce a tempting wild-berry flavor. Adding rhubarb to blueberries also eliminates the need for lemon juice which is required for blueberry jam.

Blubarb is not yet available commercially, but homemakers who wish to experiment will find that the combination goes well in pies and pancake syrup.

HOW TO MANAGE MONEY

as suggested by the American Bankers Association

A SPENDING-AND-SAVING plan that fits your particular needs is the only certain way to avoid money troubles. For example, if you're the carefree type, it would be a mistake to become involved with a full-scale budget. If, on the other hand, you like to keep close tab on your expenditures, what you should have is one where everything is spelled out. To help develop a program that will work for you, here are two basic plans.

"NO BUDGET" PLAN

This plan is for people who dislike detailed record keeping. The nub of it is to make a three-way division of income as follows:

Fixed Expenses: Make a list of all items you know you'll have to pay in the next year, along with the amount for each. For example:

Mortgage or Rent Payments	\$.....
Heating Costs	\$.....
Utilities (gas, electricity, etc.)	\$.....
Taxes (real estate, etc.)	\$.....
Life Insurance Premiums	\$.....
Hospitalization Plan Costs	\$.....
All Other Fixed Items	\$.....

Add these and divide the total by the number of pay days in the year. The result is the amount to be set aside every pay day for fixed expenses.

Cash Savings. Set a definite amount to be saved each pay day, starting with a sum it won't be too hard to put away.

Current Expenses. The entire portion of income that now remains is available for current living costs.

To put the plan in operation, start a checking and a savings account. The *Cash Savings* portion is to be deposited in a savings account each pay day. The *Fixed Expense* portion goes into the checking account, to be used only for meeting these obligations as they become due. The *Current Expense* portion can be handled as a separate account.

COMPLETE BUDGET PLAN

The budget scale suggested here recognizes that only experience can fit a budget to specific family situations. It is based on keeping records for a trial period. Three months should prove ample.

Buy ledger sheets at a stationery store, ruled horizontally for daily entries, and with many vertical columns. First list all expenses that the family incurs, grouping them under food, shelter, clothing and so on. Head your columns with these listings. Down the left side of the sheet write the days of the month. Keep a record of expenditures day by day.



The short-term trial will not reveal certain major expenses such as real estate taxes or insurance premiums, some of which may be payable only once or twice a year. So figure the total of all fixed costs and divide by 12. This amount should be included in your monthly budget to make sure funds will be available as needed. Next decide on cash savings, including the amount you wish to set aside each month.

In the first month you may just wish to keep records in order to find where the money is going. Then you might set up a sample budget for the second month as a test. In the third month you can sharpen up the plan. Using a regular budget book, you are now equipped with a financial program that fits your interests, attitudes and background. (American Bankers Association)

Stain Removal (continued from April)

This is the conclusion of the alphabetical guide to stain removal which appeared in the April issue of the Magazine. The formulas apply to white cottons or linens, and should be tempered for more delicate fabrics or colors.

Glue: Soak in warm suds until dissolved; launder in warm suds.

Grass, Foliage: Scrub with hot suds. If necessary, use a mild bleach. Then wash promptly in suds.

Grease, Oil, Tar: Pure fats and oils usually come out in sudsy spot scrubbing. For tarlike or heavy greases, rub with lard, then wash in hot suds.

Ice Cream: This leaves a mixed stain of sugar, milk or cream, sometimes egg, and fruit or chocolate. Sponge with lukewarm water to remove sugar and protein. Then work in warm suds to remove grease. If chocolate or fruit stains remain, follow directions given for them last month.

Iodine: If attacked promptly, warm

suds will generally remove it. If set, moisten the stain and place in the sunshine; or cover with a paste of starch and ammonia, let dry, then brush it off. Then launder in suds.

Lipstick, Rouge: Soften with glycerine, launder in hot suds.

Mayonnaise: Sponge with cold water to remove the egg. Remove the remaining spot with lukewarm suds.

Mildew: Wash in sudsy water and hang exposed to sunlight. If spots persist, rub with lemon juice and salt and bleach in the sun. Then launder.

Mimeograph Ink: Launder in suds to remove water-soluble stains. Persistent stains are usually caused by oil-base ink. Rub these with glycerine to soften; wash in hot suds.

Mustard: Sponge with cool water, rub with warm glycerine, and wash in hot suds.

Paint: If fresh, use lots of hot suds. Otherwise, apply turpentine, kerosene,

or lard and then wash in hot suds.

Scorch: If light, launder in hot suds. If deep, rub with suds and bleach in the sun or dampen with hydrogen peroxide. Then launder.

Shoe Polish: For white dressing spots, sponge with cool water, then with suds. Sponge paste dressing stains thoroughly with suds. If a dye stain remains, remove with a bleach, then launder.

Soft Drinks: These stains may turn brown if allowed to stand, and should be removed at once by sponging with cool water or with a solution of equal parts of alcohol and water. Rub glycerine into the stain, let it stand half an hour, rinse, and then launder.

Stamping Ink: Apply a weak solution of household bleach, then wash promptly in hot suds.

Tomatoes, Catsup: Dampen stains with cool water and rub with glycerine. Let stand for half an hour, then wash with hot suds. (The Cleanliness Bureau)

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

In the Apr. 16 local elections, William J. McNerney, who retired this spring from his long time post as leverman at the Milwaukee's Soo Line tower in Franklin Park, Ill., was elected to his third four-year term as mayor of Franklin Park. The current population of that fast-growing suburb is approximately 15,000. Mr. McNerney has lived there about 39 years and is a former trustee of the village board. Fellow employes honored him with a testimonial dinner held at the Orchard Bungalow in Franklin Park on Apr. 6, to mark his recent retirement after 46 years of service. He started as an operator at Mannheim and had been leverman for about 35 years. He and his wife, May, have two sons, William O. and Edward J., and three grandsons.



W. J. McNerney

Mrs. Alta Sherwood, your correspondent's mother, wishes through the Magazine to thank the Milwaukee Road people who are remembering her with cards and other tokens of cheer while she is confined at the Camp home in River Grove with a broken ankle. At this writing she has improved sufficiently to move about a bit on crutches.

GALEWOOD

Norma Gunderson, Correspondent

A group of 22 associates in the Chicago Terminals and general offices surprised Agent A. E. Ward at a luncheon in the Orchard Bungalow in Franklin Park on Apr. 23, the occasion being the presentation of his Silver Pass for 45 years of service. It was presented by Terminals Superintendent F. J. Kuklinski. At the office another surprise awaited him—an anniversary cake, as it also happened to be his birthday.

Mrs. Art Ensor, wife of retired rate clerk, passed away after an operation on Apr. 7.

Charlie Schultheiss, retired monthly statement clerk, has the welcome mat out for those planning a trip to California.

Caller Frank Arcaro and his bride spent their honeymoon in Denver. They will make their home in Franklin Park.

Vern Schroeder of the police department and wife Rita, formerly of the car record department, announced the arrival of William J. on Apr. 20.

Arthur (Jack) Frost, retired stower, was struck by an automobile and died within hours on Apr. 23.

Clarence Henderson, demurrage clerk, returned to work Apr. 29, following an operation.

Hulda Johnson, retired bill clerk, will be the manager of the La Hacienda Court in North St. Petersburg, Fla. Any co-workers who are heading that way are invited to stop and pass the time of day. It's a home away from home in a tropical setting.

June 11 will be the last meeting of Fullerton Avenue Chapter of the Women's Club until fall. Mathilde Nauheimer, ways and means chairman, is planning a bingo party for this meeting.

Coast Division

TACOMA

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

Saluting the bulb industry, the pageantry of the 24th Puyallup Valley Daffodil Festival thrilled thousands the week end of Apr. 12. The festival ranks as one of the largest floral fetes in the nation, and, through the Voice of America broadcasts, was heard and shown from coast to coast. A highlight of the festivities was the visit here of the aircraft carrier, the USS Coral Sea.

Agent O. R. Powels was presented with a Silver Pass by Superintendent J. T. Hansen in recognition of 45 years of service. Mr. Powels attended the annual meeting of the Freight Station Section of the A.A.R. in St. Louis Apr. 29 to May 1.

Mrs. and Mrs. O. H. Guttormson are

home in Silverton, Ore., after a winter in Arizona, and will be on their way again soon to Minneapolis. Mr. Guttormson will stop off in Montana and Dakota where he worked for the NP in 1906 and 1909.

Velva Spann of the freight office took a spring vacation in Torrington, Wyo., as the guest of her uncle and aunt.

P. J. Cowling, retired assistant general yardmaster, and wife are visiting son Lorin and family in Sacramento. Lorin, formerly of Tacoma, is now district freight and passenger agent in Sacramento.

A new member of the Jim Jacka family is little "James Patrick" who was born Apr. 13. The baby, who joins a sister, Jayne, was welcomed by grandparents Mr. and Mrs. Monty Devereaux, and great-grandparents Mr. and Mrs. Tom Devereaux (retired yard conductor).

Carl Monson, retired section laborer, is at this writing en route to Norway, to visit relatives and friends.

Sympathy was extended to Conductor G. F. Bisson, whose wife passed away recently.

Conductor Ed W. Mitchell, who recently underwent surgery, is convalescing at home at this writing. Chief Dispatcher N. C. Grogan, who underwent surgery recently, is also back home.

Yard Conductor Art Palmer, who recently completed 50 years of service, was presented with a Gold Pass by Superintendent Hansen. He and Mrs. Palmer will shortly observe their 50th wedding anniversary. Mr. Palmer started with the Road at Aberdeen, S. D., on the old James River Division, in train service.

Nick Fabina of the freight office and family vacationed with his parents in Wisconsin.

A luncheon was held in honor of N. P. (Nick) Yost, sectional stockman at Tacoma, who retired Mar. 29. He was presented with a lathe for his home workshop. Mr. Yost started working for the Road in 1920.

Jack Dorsey, sectional stockman, enjoyed a three-week vacation in Palm Springs, Calif. He also planned trips to Las Vegas, Nev., and Tijuana, Mexico.

C. O. McPherson, foreman of the signal shop, suffered a heart seizure while visiting in Port Townsend, where at this writing he is confined in the hospital.

The spotlight has been turned on the freight house, and winter drabness is being replaced by a cheerful cool green paint job throughout the building.

Notice-744th Railway Operating Veterans

NEW YORK CITY is the place, and the time is June 21-22, for the 11th annual reunion of veterans of the 744th Railway Operating Battalion. Headquarters for the get-together will be the Sheraton McAlpin Hotel. For further information contact M. J. Martin, traveling freight agent with headquarters in Minneapolis, who is secretary and treasurer of the organization.



HOSPITAL SERVICE AIDE. Agnes Schubert, steno-clerk in the Chicago passenger department, displays some costume jewelry which was among trinkets donated recently by general office employes to a therapy program at Chicago State Hospital where she is active on the Illinois mental hospitals' volunteer service staff. The Volunteer Service Program assigns groups of men and women volunteers to weekly visits in psychiatric hospitals where they contribute to the mental health of the patients by brightening their lonely stays away from their homes and families. It requires orientation training. Agnes, who has been active in the program for about four years, collects personal trinkets on a year-round basis to use as birthday remembrances and prizes for games.



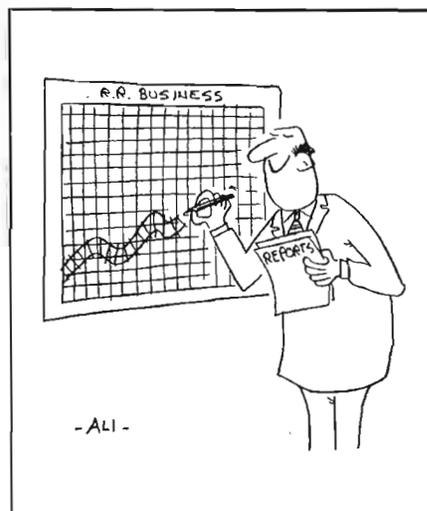
LAST DAY ON THE JOB shows Sigward Mathiesen, veteran Milwaukee Terminals yard conductor, posed (second from right) with a group of well-wishing fellow employes at Muskego Yard. From left: Conductor E. T. Wifler, Engineer Art Engel (rear), Conductors Art Cullen, I. L. Meyers and S. Hirshman, and Engineers John Bockhop (rear) and Joe Martin. A retirement gift was presented. Mr. Mathiesen had been with the Road since 1920.

CHICAGO-FULLERTON AVENUE MARRIAGE.

Dorothy Zaddack, a secretary in the Road's police department in the Chicago-Fullerton Avenue office building, and Harlyn Hansen, an employe of the machine accounting office there, who were married recently in Bethel Evangelical Lutheran Church, Chicago. The ceremony was followed by a reception at the Chateau Royale and a Florida honeymoon trip.



FAMILY COMBO. This year's vacation season will be the eighth in which the music of J. A. Maloney, switch foreman at Portage Yard, and his wife Toby will be an evening attraction at Devil's Lake Chateau near Baraboo. Joe plays the trumpet, drums and valve trombone, and Mrs. Maloney doubles on the piano solo-vox and vocals. They are assisted on the trombone by Don Johnson, railroad mail clerk at Portage, who has played with Art Kassel and Ted Fiorito, and on the saxophone and clarinet by Norman Hinkley, director of the Portage high school band. As switch foreman at Portage, Mr. Maloney followed in the footsteps of his father, now deceased, and Mrs. Maloney is a daughter of the late James Tobin of the Portage freight house force. They have two sons, Jim, 15 years old, and Tom, 17.



Rocky Mountain Division

EAST END

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

George W. McRae, 81, of Three Forks, died Apr. 17 at the Deaconess Hospital in Bozeman after being confined there one week. Mr. McRae was born in Savanna, Ill. He was formerly a locomotive engineer on the Iowa Division, and retired 17 years ago after 45 years of service. For a number of years he had made his home in Three Forks with his sister, Mrs. Jessie Gray. He was an active member of the Methodist Church, of the Road's Veteran Employes' Association, and of Lodge No. 6, A.F.&A.M., Marion, Ia. This year he would have received his 50 year membership pin from the Brotherhood of Locomotive Engineers—he had held a lifetime honorary membership since 1954. Survivors include a son, W. F. McRae of Moore, Okla.; two sisters, Mrs. Alice Echard and Mrs. Jessie Gray of Three Forks; and a brother-in-law, George W. Smith, and a nephew, Walter B. Smith, also of Three Forks. Funeral and burial services were held in Three Forks.

Milwaukee Shops

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

H. J. Montgomery, Correspondent

J. M. "Jack" Bremsen, head of the billing department in the car department office, retired last month with some 49 years of service. Jack started as a clerk in the store department when the billing duties were handled there, and in 1914 became A.A.R. clerk for the car department. He had been chief clerk since 1918. A few years back he received his Silver Pass. A "kaffee klatch" was held in his honor Apr. 8 in the work shop of the S.C.D. office



A get-together in the car department office at Milwaukee Shops last month shows J. M. Bremsen, billing department head (second from right, front), being honored by his associates as he retired after 49 years of service. At his right is C. E. Barrett, superintendent of the car department, and at his left J. Hansen, assistant superintendent car department. For details read the column of Shops Correspondent H. J. Montgomery.

at which he was presented with a scroll carrying the signatures of all his well wishers. Being a fisherman (with a capital F), he also received a rod and reel, and Mrs. Bremsen was presented with a traveling bag.

Employees connected with the old Milwaukee Road bowling league were sorry to hear of the death of one of its better bowlers—Elroy Koester, son of the Wally Koesters. He died at Wood Hospital last month.

The Hank Marino Recreation team of Milwaukee, of which this correspondent is a member, took over the lead in the Moose tournament in Janesville with 2,855 scratch. Your correspondent hit 623. The Bentz team of the Milwaukee Marino 900 league won the championship by eight and a half points over last year's champs, the Mercury Outboards. This correspondent, who bowls the No. 3 spot on the team, finished with an average of 182 plus.

Clarence "Cal" Bauer, who has served more than three years of his apprenticeship as a machinist, is putting in a few months on the drafting board at this writing.

The Florida vacation of the E. A. Kuntzes (draftsman) took in Miami, Sarasota, Clearwater and St. Petersburg. They went bathing and fishing in the Atlantic, caught a 10-pound kingfish, and acquired a Florida tan.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Retired Roundhouse Foreman George Hennessey and wife returned from Los Angeles on Mar. 20, after spending several months in California. Retired Trainman W. T. Hummell returned Apr. 16 from Long Beach, Calif., where he had spent the winter.

Mrs. W. E. Failor, wife of chief clerk to superintendent, was in St. Luke's Hospital the week of Apr. 8 for surgery on her arm. Mrs. Hugh Bobbitt of Moberly, Mo., mother of Assistant Division Engineer B. H. Bobbitt, underwent surgery in St. Luke's Hospital in Cedar Rapids on Apr. 12. Mrs. R. A. Whiteford entered Mercy Hospital on Apr. 6 for treatments.

Jim Taylor, son of the Merwin Taylors, was one of six junior students at the Marion high school who were awarded certificates of merit for work in science.

Fifty relatives and friends, assembled in the parlors of the Methodist Church in Marion on Mar. 27, assisted R. F. Bristol, Cedar Rapids car department employe, and Mrs. Bristol in celebrating their 25th wedding anniversary. Their son Richard, a coach and history teacher in the Madrid high school, was master of ceremonies.

Locomotive Engineer W. C. Thompson of Marion has received his 45-year pass. Mr. Thompson started with the Road at the age of 18 as a fireman.

Brakeman William E. "Gene" Wilber passed away Mar. 24. He was born at Bluegrass on Apr. 12, 1895 and began working for the railroad at the age of 16. Surviving are his wife, and a son, Robert E., of Cedar Rapids. Burial was in Cedar Rapids.

The N. J. Gormans' daughter Carol, a student at Iowa State College, Ames, and their son James, who attends the University of Colorado at Boulder, were home for the Easter vacation.

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

"Susan Delite" is the name which Mr. and Mrs. Bonars of Persia gave to their daughter born in April. Mr. Bonars is on the track force under Foreman Elmer Rosenbeck.

Orlan Emerick, who resigned as a fireman and extra engineer to go into the insurance business, was among the top 10 on the list of the 30,000 Prudential Life Insurance Company agents, according to a report issued in April. The information was in a letter which was sent by the company to Orlan's mother, Mrs. O. G. Emerick, widow of the Iowa Division engineer.

Operator Paul Karr of the Perry office, with Mrs. Karr and their daughter, spent a vacation in April at West Palm Beach where they visited Mrs. Karr's brother Roger Schwieso, who is in the Air Force. Operator Claire Behling of Perry took a vacation trip to Seattle.

H. M. Kassel of the track department applied for a disability pension in April.

Arthur Kibby, son of Elvin Kibby of

the store department force, will play the part of Lt. Com. John Challee in "The Caine Mutiny Court Martial," when that play is produced during the annual Vieshea celebration at Iowa State College. Arthur, who is a physics freshman, was active in dramatics at Perry High School.

Agent Harold Reinier and wife of Ferguson are the parents of a girl born on Easter morning at the hospital in Toledo.

Conductor Jack Conley has acquired the title of "grandpa." His first grandchild, "Michael Douglas", was born to Mr. and Mrs. Larry Conley on Apr. 20. Engineer Norman Kistler is the baby's uncle.

Conductor A. E. Peterson has returned home from the University Hospital in Iowa City where he was a surgical patient for several weeks. He received his Gold Pass while he was there. Agent Ray Farran of Adel received his Silver Pass in April.

The National Association of Retired and Veteran Railroad Employees, which last year remodeled the Women's Club house at Perry for their meeting place, installed a new walk inside the curbing on the south side of the building. They also installed the cornerstone taken from the roundhouse when part of that building was torn down on one side of a walk leading to the building, and the cornerstone from the club house foundation on the other side. The roundhouse was built in 1912 and the club house in 1927.

Switchman A. R. Frondall has returned to work after two years of Army service.

W. J. O'Brien, who was freight platform worker and later custodian of the Perry depot and office building at the time of his retirement, died at his home in Dubuque on Mar. 28. He had been ill for several weeks.

Peter Larson, an engineer in Council Bluffs yard service for many years before his retirement a few years ago, died at his home in West Union, Ia., in April.

Elbert Pittman of Algona, Ia., passed away in Florida where he was spending a winter vacation. He was a brother-in-law of Conductor F. H. McDevitt. The McDevitts attended the last rites.

Retired Engineer Halsey Wasson and his wife spent the winter with their children in California.

Fred O. Preston, who started his railroad service on the Milwaukee at Perry, died at Breckenridge, Minn., last month. Burial was in Perry.

Earl Smith, who worked as a switchman, yardmaster and terminal trainmaster in Council Bluffs for 36 years, has retired. Earl had been hospitalized for several months before his retirement as the result of a broken leg. Howard

VETERANS' CHOICE.

At the 1957 reunion of Iowa Veterans of the Rainbow Division held last month in Cedar Rapids, B. P. Dvorak, telegrapher at Marion, was elected to the organization's top job. He is shown (center) being congratulated by last year's president, Dewey Dunn (left), who was elected treasurer, and R. L. Heasty, re-elected secretary. Mr. Dvorak had served several terms as treasurer. (Cedar Rapids Gazette photo)



Loper, another Council Bluffs yardmaster, also retired in April.

A son born to Mr. and Mrs. Floyd Smithson on Apr. 9 is another grandson for Retired Brakeman Albert Smithson.

Francis Cannon, who works nights at the depot in Perry, has raised the dependents on his withholding tax by two, due to the fact that he and Mrs. Cannon became the parents of twin boys on Apr. 27.

Mrs. George Havill, 85, widow of the late Iowa Division conductor, passed away at her home in Perry in April. She is survived by a daughter in California.

Guy Eugene Wheeler, for many years an employe in the Perry roundhouse, passed away in Ripon, Calif., where he had made his home since he terminated his service.

Engineer Edwin Elsasser, who with Mrs. Elsasser was in Arizona for several weeks, suffered a heart seizure there and since returning home last month has filed an application for his annuity under the R.R.A.

Mr. and Mrs. Curtis Belew of Minburn have announced the engagement of their daughter Maxine Ann to Robert D. Roland, the son of Conductor and Mrs. La Verne Roland of Perry. The wedding will take place in June. Robert is in the communications department of the Union Pacific in Omaha.

Mrs. William Powers, widow of the late boilermaker, passed away in Perry Apr. 27, following a long illness. She is survived by a daughter, and three brothers, Paul Mullen of the mechanical department, Engineer Edward Mullen, and Frank Mullen, retired machinist.

Mrs. Forrest Haner, a long time member of the Milwaukee Road family in Perry, died Apr. 8 after a long illness. She was a daughter of the late Roadmaster George Lutze, who was in charge of the Cambridge section when she was born in 1883, and a sister of the late John P. Lutze, a former traveling engineer. Her husband was employed some



ON THE JOB HALF A CENTURY. Machinist William Twinem, who recently checked off his 50th year of service at Milwaukee Shops, is presented with his Gold Pass by District Master Mechanic A. M. Hagen. He started in the car department wood mill in 1907 and became a machinist apprentice in the locomotive department machine shop in 1908. As an active member of the Hiawatha Service Club, he was on the executive board for five years.

years ago in the B&B department.

Among local people who attended the 25th wedding anniversary celebration of Roadmaster and Mrs. Paul Loftus of Mason City, which was held Easter Sunday at their daughter's home in Ames, were Roadmaster D. W. Loftus and family of Perry; Joe Loftus, a brother, of Perry; and Roadmaster's Clerk Holly Hanlon and her husband and his parents from Perry; also Car Foreman Paul Salzer and wife of Council Bluffs and Roadmaster James Loftus and family of Yankton, S. D.

One dog was complaining to another dog that he felt poorly. Nothing physical—just bored, always tired, never really in top form.

"Why don't you see a psychiatrist?" the friend suggested.

"How can I see a psychiatrist? You know I'm not allowed on couches."

COUNCIL BLUFFS TERMINAL

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

Ira Haven and wife are on vacation in California at this writing. Leo Lara and wife are vacationing in Massachusetts.

Mrs. Elmer Thompson, who underwent an emergency operation, is home now and doing fine.

Agent Jim McGuire attended the A.A.R. meeting in St. Louis. Mrs. McGuire made the trip with him.

Robert Gruhn worked vacation reliefs for Clerks Charlie Gue and Ed Chevelier; Gary Reed of Perry for First Trick Operator Duane Anderson.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Byron W. Walker, retired engineer who is one of the founders of the Milwaukee Retired Employees Club, suffered a heart attack on Mar. 31 and was confined to the hospital for several weeks. He is now recuperating at home and reported to be making progress.

Barbara Moody is the new stenoclerk in the purchasing department.

Byron E. Lutterman Jr., son of General Attorney Lutterman, has completed his training in the Signal Corps at Fort Monmouth, N. J., and was to report this month to Fort Lewis, Wash., for assignment in the Far East.

Jesse Hutchings, secretary to general freight agent, traffic department, underwent surgery at Providence Hospital May 1 and is taking a month's leave to recuperate.

Ruth Walla, secretary in the law department, recently moved into her new home at Indianola Beach, overlooking Puget Sound.

Ticket Clerk J. E. (Ted) Cooke is the father of a boy born Apr. 4, "Jonathan Paul." The baby has a three-year old sister.

I M & D Division

SANBORN-RAPID CITY

Florence Paullin, Correspondent
Roundhouse Clerk, Mitchell

Conductor O. D. Callan of Rapid City has taken off for a vacation in California. "O. D." said he would return via Arizona to stay awhile and watch the Cleveland Indians go through their paces. (How come, O.D., we thought you were a Chicago Cub fan?)

Retired Section Foreman Alex Rodgers is improving from a long illness and at this writing is convalescing at the home of his son, Section Foreman G. A. Rodgers, in Belvidere.

Agent Darrell Huntman and wife of Interior have returned from an extended trip to the west coast. While in L.A., Mrs. Huntman appeared on Art Linkletter's TV program. Understand she has been offered a contract to appear in a TV series entitled "Badland Lassie."

Mrs. J. A. Thompson, president of Mitchell Chapter of the Women's Club, and Mrs. R. J. Dimmitt attended the district meeting at Sioux City Apr. 25.

M. J. Robertson of the Mitchell roundhouse and wife have returned from Denver where they visited their son and Mrs. Robertson's uncle. The latter is

the son of a former roundhouse foreman at Mitchell, the late R. J. Ladell.

Mr. and Mrs. O. L. Kinder (roundhouse foreman, Mitchell) enjoyed a vacation in L.A. Mr. and Mrs. Elmer Dixon and James and Sally spent their vacation with their sons in Chicago and Deer Lodge.

Ed Lawrence and Charles Porter, veterans with the Railway Express Company, have retired. These two men are exactly the same age, and retired on the same date. Friends and co-workers of the Express Company at Mitchell presented them with remembrance gifts.

John E. Weiland, section foreman at Alexandria, will be general foreman for an extra gang at Terre Haute, Ind., starting May 1. D. C. LeClair is now relief foreman at Alexandria.

Lyle Thistje, who was hospitalized at Mitchell, has transferred to the Veteran's hospital at Sioux Falls.

Dean LeClair, son of Ben LeClair, the late section foreman at Plankinton, is hospitalized in Portland, Ore. He is employed as a lineman on the UP at Portland.

EAST END

Erle Jorgensen, Correspondent
Office of Dispatcher, Austin

Mr. and Mrs. Fred N. Thomas, now of White Salmon, Wash., observed their golden wedding anniversary on Apr. 14 by repeating their marriage vows in St. Mark's Episcopal Church, Hood River. Their oldest son, George, gave his mother away, and their younger son, Reed, was his father's best man. The ceremony was witnessed by about 100 relatives and friends, who later attended a reception in the Masonic Temple in White Sal-

Hey, Vet!

Don't Discard That Old
Membership Button, Send It In



MEMBERSHIP buttons by the dozens, numbered in lots of 25, 30 35 and up to 50, the numerals denoting an employe's years of service with the Road. The cost of these buttons is one of the Veteran Employes' Association's big budget items.

This year a good number of Veterans will become eligible for new membership buttons, particularly those in the 35- and 40-year groups. With customary usage, most of the metal and enamel insignia outlast the lapels in which they are worn. Members who request new ones are therefore asked to return the buttons they are discarding. Those in good condition will be assigned to other members as they reach new plateaus of service.

Members are also reminded that the association still has some unsettled accounts for the annual \$2.00 dues, which became payable Jan. 1. Discarded buttons and remittances for dues should be mailed to Miss Florence M. Walsh, the association's secretary, at Room 383 Union Station, Chicago 6, Ill.

mon. Mr. Thomas, a former Sioux City engineer, started his service on the old SC&D Division in 1900 and retired to a fruit ranch in the White Salmon Valley in 1945.

A Gold Pass was presented recently to Conductor C. E. Hallman of Austin. Holders of new Silver Passes are Engineer John Seigfried of Austin and Conductors I. E. Kelsey of Preston and G. S. Robinson, Sioux City.

MASON CITY AREA

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

George E. Denzel, retired Mason City car repairman, 87, died Mar. 11 in a Mason City hospital. He was a car repairman for 28 years. Funeral services were held at the Major Memorial Chapel and burial was in Forest City.

J. P. Hogan has received a Gold Pass in recognition of 50 years of service. He joined the railroad in 1907 as a section worker, went into train service in 1910 and became a conductor in 1919. He has three children and three grandchildren.

J. A. Lindberg was recently appointed as agent at Lyle, Minn., R. J. Wencl agent at Rose Creek, Minn., and C. C. Houska as agent at Marion Junction, S. D.

Mr. and Mrs. Elias Kelroy have returned from a six-week tour of Arizona, Texas and California, which included a long stay in Phoenix.

Frank Brenton, retired storekeeper, and wife have returned from a two and a half-month trip to Florida and Arkansas which included a visit with Mrs. Brenton's son in Brooksville, Fla. En route home they stopped in Biloxi, New Orleans and Vicksburg, and attended the Pilgrimage Tours and the Confederate Pageant in Natchez. A three-week stay in Pine Bluff, Ark., concluded the trip.

Mrs. Earl L. Peters, 56, wife of a former Mason City traveling engineer, died Mar. 20 in Council Bluffs. She is survived by her husband, three sons, a daughter and eight grandchildren. The Peterses lived here for 34 years before leaving in 1950.

R. J. Kemp, assistant manager, claim prevention, refrigeration and merchandise service, addressed the North Iowa Traffic Club in Mason City on Apr. 11.

The Women's Club had a family pot-luck dinner Apr. 6 in the YWCA, with 51 attending. Mrs. A. L. Kirby, Mrs. M. J. Larson, Mrs. M. J. Kelly, Mrs. W. Colloton, Miss Ruby Potter and Luella Potter were on the committee. Cards were played.

T. A. Richards, storekeeper at Mason City since May 1, 1951, retired Apr. 9. He started as a clerk in the freight house in Ottumwa in 1915 and had worked since on various positions in

50-YEAR VET RETIRES.

Claude Hallman, veteran IM&D conductor (center), shown at a surprise cake-and-coffee party held in the Mason City freight office in honor of his retirement on Mar. 31 after more than 50 years of service. A retirement gift is being presented by Superintendent W. J. Hotchkiss. The hostess is Sophia McKillip, secretary to DF&PA at Mason City, and Magazine correspondent there.



Dubuque, Galewood and Milwaukee, and on the Iowa, D&I and I&D Divisions.

Sympathy was extended to the Alex Meurs family on the death of Mrs. Meurs at her home Apr. 21. Surviving are her husband, a daughter, Fern Larsen of Mason City, and two grandchildren, Arthur LeRoy Larson and Elizabeth Ann Herrold, Mason City. Funeral services were at the Patterson-James Mason City Chapel.

Janice Marie Montgomery, daughter of Mr. and Mrs. Robert Montgomery of Mason City, was married to Richard S. Shipman, son of Mr. and Mrs. Webb Shipman of Corwirth, on Apr. 19 in Des Moines. They will make their home in Mason City where Richard is employed by Fryer Farms.

Miss Elizabeth Ann Joynt, daughter of Mr. and Mrs. Ralph Joynt (relief yardmaster), Mason City, became the bride of James Michael Grell, son of Mr. and Mrs. Reuben Grell of Garner, in St. Joseph's Catholic Church Apr. 15. A reception in the church hall followed the ceremony. The bride has been employed at KSMN, and Mr. Grell is in the Army. He will be stationed at Ft. Gordon, Ga., where Elizabeth will join him.

Roadmaster and Mrs. Paul Loftus of Mason City were honored on their 25th wedding anniversary by their daughter, Mrs. W. J. Weiss, and their son Michael at a reception held Easter Sunday in Mrs. Weiss' home in Ames. About 60 relatives and friends attended, including Governor and Mrs. Herschel C. Loveless. Governor Loveless was employed by the Milwaukee in Ottumwa when Mr. Loftus was roadmaster there.

At this writing Mr. and Mrs. Louis I. Walters are enjoying an extended vacation in Milwaukee with their daughter, and in Mansfield, Ohio, with their granddaughter.

The Minute Men of today are those who can make it to the refrigerator and back with a sandwich while the commercial is on.

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

L. M. Truax, local freight agent, attended the sectional meeting of the Freight Agent's Division of the A.A.R. in St. Louis.

George Keenan, demurrage clerk in the local freight, and Mike Steen, chief clerk in the traffic department, are proud fathers of baby girls; Mike's born Apr. 17 and George's May 1.

Katherine Hunter's husband called her from Hong Kong recently on his way home after several years of service in Communist China. He docks in Los Angeles May 17.

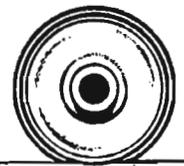
ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

One Sunday afternoon last month, Bob Young received a phone call from a man in North St. Paul who said he was a "ham" radio operator. He said he had Harry Genereau on a pickup from Santa Ana, Cal., and that Harry wanted to make a "patch" call. The operator explained that it was a one way conversation, and that Harry would talk first, and then the St. Paul operator would switch over the set so Bob could talk. They talked about 20 minutes. Harry Genereau, former city freight agent in St. Paul, is now traveling freight agent in Los Angeles, and operates a "ham" set from his home.

Joe Griller, general agent, passenger department, said there was a very good turnout for the recent excursion between the Twin Cities and Chicago; that the movement was practically a sellout. Extra cars were put on both trains to handle the crowds. The good weather was probably an important factor in the decision of many to make the bargain trip to the Windy City.

here's how we're doing



	MARCH		THREE MONTHS	
	1957	1956	1957	1956
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$20,792,163	\$20,797,276	\$60,077,079	\$59,522,860
PAID OUT IN WAGES	9,913,780	10,453,683	29,975,256	31,338,604
PER DOLLAR RECEIVED (cents).....	47.7	50.3	49.9	52.6
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.	691,073	685,059	2,105,730	2,081,854
PER DOLLAR RECEIVED (cents).....	3.3	3.3	3.5	3.5
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest.	9,456,299	9,307,219	27,861,925	27,702,169
PER DOLLAR RECEIVED (cents).....	45.5	44.8	46.4	46.5
NET INCOME	\$ 731,011	\$351,315	\$134,168	
NET LOSS				\$1,599,767
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	111,111	113,460	318,182	332,391
Decrease 1957 under 1956.....		-2,349		-14,209

The Red Cross campaign in St. Paul closed with Milwaukee Road employees donating over 90 per cent of their quota of \$500. The freight traffic department led the departments, with an average of \$3.40 per person, and the ticket office followed closely with slightly over \$3.00 per person. There were 275 contributors.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Carman Clarence A. Wething and wife are vacationing through New Mexico, Arizona, and Nogales and Guadalajara, Mexico, at this writing. This is their second trip to Mexico.

Carman Irving Pfeifer and wife welcomed a baby girl Apr. 15.

Employees who are ill at this writing include Oscar S. Anderson, who underwent surgery, Harold Johnston, locomotive department employe, and Carman Leonard Dahl.

Friends of Emily Hiddleston, retired locomotive department clerk, will be glad to learn that she was released Apr. 12 from Swedish Hospital where she had been confined following an automobile accident.

Martin Carlson, retired carman, sailed for Sweden early this month.

Sympathy was extended to the Herman Eggersglus family in the loss of wife and mother, who passed away unexpectedly Apr. 5; to Laborer Karl Karlberg of the locomotive department in the death of his wife on Apr. 23, following a long illness; and to Store Department Employes Donald Crogan, Mrs. Ivy Hancer and Mrs. Ward Bowers in the loss of their mother, Mrs. Martha Crogan, whose death occurred Apr. 24. Mrs. Crogan is mourned by nine children.

Milwaukee Division

SECOND DISTRICT

F. F. Gotto, Correspondent

On Apr. 9, at a luncheon with the personnel of Assistant Superintendent W. M. Freund's office, District Adjuster E. J. Scofield, who retired on May 1, was extended good wishes for many years of well deserved leisure. Mr. Scofield was held in high esteem by all the employes on the Second District.

In connection with "Perfect Shipping Month", a claim prevention meeting was held in Green Bay on Apr. 17 for all employes on the Milwaukee Second Dis-

trict. L. V. Anderson, assistant to vice president, Chicago, was the principal speaker, and F. R. Houston, freight service inspector, and R. R. Miskimins, manager of the Milwaukee Motor Transportation Co., also attended. Almost every station on the division was represented, with the exception of those in the extreme north and south areas.

When Arthur J. Friess retired as agent at Cedarburg, he had 57 years of service with the Road. This, added to the 52 years worked by his father, J. E. Friess, who was his predecessor as agent at Saukville, and the 48 years which his brother Irving had accumulated upon his retirement as chief dispatcher in Green Bay in 1953, makes a grand total of 157 years of service to one railroad in this state. This is a loyalty record which is hard to beat or even to equal.

We are happy to report the birth of a son to Carman Leo DeByl and wife. Their family now numbers four boys.

Wilton Dewick, checker in the freight house at Green Bay, is convalescing from surgery at this writing.

Conductors Roger J. Tobin and Ed Belisle passed away in April.

Charles J. Lubin, who was operator at Coleman for almost 50 years, retired early this spring. He has been presented

with a Gold Pass. Mr. Lubin trained as an operator on the North Western and started with the Milwaukee at Kiel late in 1905. The following year he became the regular operator at Coleman and remained there until the job was abolished last July. Since then he had worked at Channing, and most recently at Menominee. In his younger years Mr. Lubin conducted a local orchestra and published the Coleman-Pound Herald.

THIRD DISTRICT

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

Paul Breitzka, "Old Line" engineer, retired recently. He started on the Road as a fireman on Oct. 16, 1907.

On the sick list at this writing are Frank Nigl, engineer on the Oshkosh switch job, and Otto Acherman, engineer out of Milwaukee Shops.

In connection with April as "Perfect Shipping Month", the annual spring claim prevention meeting was held Apr. 25 at the Community House in Horicon. L. V. Anderson, assistant to vice president, Chicago, was the principal speaker. A movie of last year's World Series was shown, and refreshments were served afterward. Nearly all departments were represented, including the first trick Northern and first trick C&M dispatchers.

Employees who took vacations early this spring included Agents D. J. Leshnick of Woodland, L. W. Hultman of Richfield, C. F. Patterson of Brownsville and E. L. Seal of Lannon, who were relieved by R. S. Streff; also Agents E. C. Well of Germantown and H. C. Atkinson of Granville, and A. C. Barber, third trick at Slinger, who were relieved by F. R. Haasch.

Note: In this column in March it was stated that Jacob Wubbles, "Old Line" engineer, had retired after more than 48 years of service and that Fireman Floyd Walker was on his last run between Hartford and North Milwaukee. As correctly reported by Mr. Hultman, it meant that Mr. Walker had fired for Mr. Wubbles. The Magazine regrets if this may have been construed as meaning that Mr. Walker had retired, also.

Madison Division

SECOND DISTRICT

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

This year the Milwaukee Road handicap bowling tournament scheduled for Miles City on May 18-19 is being attended by the following local bowlers and their wives: Yardmaster R. E. Hoog-

Milwaukee Road Carloadings



APRIL 1957 compared with APRIL 1956

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in April 1957 over April 1956	NUMBER OF CARLOADS			
		APRIL		INCREASE	
		1957	1956	1957 over 1956	% of increase
12.8%	Forest Prod. (Excl. Logs & Pulpwood)...	9,466	8,716	+ 750	+ 8.6%
9.8	Grain and Soy Beans.....	8,568	6,323	+ 2,245	+ 35.5
7.9	Iron and Steel.....	7,058	6,510	+ 548	+ 8.4
5.2	Coal and Coke.....	8,905	8,882	+ 23	+ .3
3.4	Automobiles and Parts.....	2,908	2,344	+ 564	+ 24.1
3.4	Agri. Impl., Machinery & Parts.....	2,693	1,306	+ 1,387	+ 106.2
2.8	Oil and Gasoline.....	3,794	3,583	+ 211	+ 5.9
2.7	Gravel, Sand & Stone.....	4,835	4,693	+ 142	+ 3.0
2.5	Forwarder Traffic.....	3,196	2,069	+ 1,127	+ 54.5
2.2	Liquors, Malt.....	2,857	2,296	+ 561	+ 24.4
1.8	Logs and Pulpwood.....	4,895	4,728	+ 167	+ 3.5
54.5%		59,175	51,450	+ 7,725	+ 15.0%
	loading of these commodities DECREASED in April 1957 under April 1956	APRIL		DECREASE	
		1957	1956	1957 under 1956	% of decrease
3.4%	Meat & Packing House Prod.....	3,307	4,456	- 1,149	- 25.8%
2.6	Cement, Lime, Plaster & Stucco.....	1,977	2,473	- 496	- 20.1
2.3	Merchandise.....	6,888	7,642	- 754	- 9.9
2.2	All Other Prod. of Mines.....	1,330	1,968	- 638	- 32.4
1.7	Grain Products.....	4,285	4,518	- 233	- 5.2
1.7	All Other Animals & Prod.....	976	1,413	- 437	- 30.9
1.3	Fruits & Vegetables (Fresh).....	1,980	2,051	- 71	- 3.5
1.3	All Other Prod. of Agri.....	1,423	1,766	- 343	- 19.4
1.0	Livestock.....	1,261	1,741	- 480	- 27.6
28.0	All Other Mfgs. & Miscellaneous.....	24,447	25,988	- 1,541	- 5.9
45.5%		47,874	54,016	- 6,142	- 11.4%
100.0%	Total Loadings and Net INCREASE	107,049	105,466	+ 1,583	+ 1.5%

land; Conductors Chris Hoogland, Al Klein and Gregg Steinhagen; Yard Foreman Bill Steinhagen; Fireman C. Hogan; Engineer Ira Warfield; Storekeeper J. Cioni; Warehouse Foreman R. Karg; and Cashier Ray Siebel. They represent Beloit. Sightseeing for an additional day was planned by some, adding up to an enjoyable trip. Anyone interested in attending next year's tournament should contact the aforementioned people. A larger aggregation of employes will result in more fun for everyone.

Anthony E. McCauley, 75, former warehouse foreman at Rockford who retired in 1947, passed away Apr. 10 after a long illness. Services were held in St. James Catholic Church. He is survived by his widow, a daughter, Mrs. Florence Petrovich, and two nieces.

Yard Conductor E. J. Doherty, who has not worked since January, is recuperating nicely. Engineer Carl Wolf, at home since Feb. 1, is recovering from a heart condition, and Engineer Albert Voght, who was hospitalized, was released Apr. 26.

The depot at Durand has a new look with the "retiring" of the east part of the building, and a new office in the part which formerly served as the waiting room.

Engineer W. F. Henrich of Racine is the owner of a new Silver Pass.

Chicago General Offices

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Auditor of Expenditure R. P. Kauppi was recently elected chairman of the Railroad Disbursements Officers' Conference.

While on the subject of elections,

Traveling Accountant J. J. Buelting, who retired on Mar. 29 after 44 years of service, was elected clerk of the Township of Hanover on Apr. 2 and president of the village of Bartlett on Apr. 16.

On Apr. 1, A. H. Pieper was promoted to traveling accountant. R. V. Notson took over Mr. Pieper's duties as head of the bookkeeping bureau.

On May 1 we welcomed back E. O. Forster and N. J. McGinley after extended sick leaves.

Elaine Delahunty, of the payroll bureau, said the solemn words that made her Mrs. Robert R. Zidron at Westwood Evangelical Lutheran Church on May 4. Robert and Elaine met while both were employed in the payroll bureau. Who said payroll work was unromantic?

Sympathy was extended to G. J. Kuper of the bookkeeping bureau on the death of his mother, and to Frances Prenavo of the timekeeping bureau on the loss of her mother.

During recent months we welcomed the following new employes: M. M. Humpa, T. G. Janczak, D. L. Nowicki, V. H. Olson and D. E. Rappe.

Grace Larsen and Mary McCormick attended the 13th annual convention of the Railway Business Woman's Association which was held this year at Sun Valley, Ida.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

Thirty years' service with the Road was observed by Ann Berg on Apr. 5. She received many lovely gifts.

Helga Junior returned to work with a nice tan acquired while touring Mexico on her vacation.

Marcyana Dorobiala left Apr. 18 to

await the arrival of the stork. She was presented with many lovely things for baby-to-be.

New clerks here are Marjorie Russin and Irene Naujoks.

Mary Rothslag, formerly of Key-punch, announced the arrival of Marie Noreen on Apr. 17.

Morla Kruse is on a leave of absence at this writing.

GENERAL

D. S. Westover, supervisor of refrigerator service-system, with headquarters in Milwaukee, retired on Apr. 30. He was honored at a testimonial dinner at the Cafe Bohemia in Chicago, at which T. A. Dodge, executive assistant



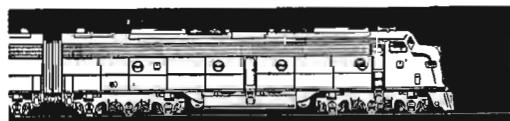
D. S. Westover

to the vice president of the Union Refrigerator Transit Co., served as toastmaster. Mr. Westover was known to railroad people and shippers over a wide territory. He started railroading in 1912 with the North Western, and in his first years was employed by several roads and as an inspector for the Pacific Fruit Express in Chicago and San Francisco. He entered Milwaukee Road service as a perishable freight inspector in the Chicago Terminals in 1920 and went on the road the following year as chief perishable inspector for Lines East. Later he became chief inspector, Lines West, and in 1932 chief inspector-system. He was appointed supervisor of refrigerator service for the system in 1945. He and Mrs. Westover have disposed of their home in Milwaukee and were planning to leave Wisconsin soon after he retired.

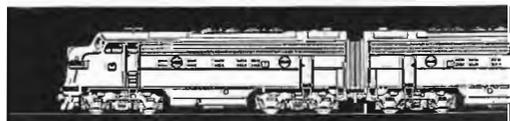
Mrs. Mary Hughes, mother-in-law of W. Ray Dolan, special assistant to general adjuster, passed away in St. Bernard's Hospital in Chicago on May 4. Her death followed an operation for a broken hip suffered in a fall at her home on Easter Monday. She was 92 years of age. Mrs. Hughes had lived in the home on Chicago's south side which she shared with the Dolans for 67 years. She was the widow of James B. Hughes, a superintendent of the Union Stock Yards for 43 years, who passed away in 1939. Funeral services were held at St. Gabriel's Church and interment was in Holy Sepulchre. She is survived by her daughter, Mrs. Dolan, who is second vice president general of The Milwaukee Road Women's Club, Mr. Dolan, and a daughter-in-law, Mrs. Elmer J. Hughes of Kalamazoo, Mich.

Western Avenue Engineers William A. Klar and Thomas Burke, who have 50 years of service, were presented re-

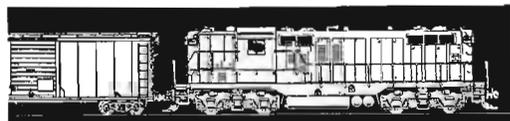
The Milwaukee Road Magazine



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cently with Gold Passes. John Karas, car department employe at the Western Avenue coach yard, and John Duscher, boilermaker in the locomotive department, received Silver Passes.

A Gold Pass has been presented to John Filus, track department employe at Division Street. F. T. Maday, chief rate clerk in the general freight department in the Union Station, holds a new Silver Pass.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Marie Horatt is still convalescing at home at this writing, but is progressing nicely and may possibly return before this is printed.

We welcomed Jack Nahrstadt, Richard Olson, June Liga and Grace Ferguson to the Milwaukee Road family.

Among the promotions last month we find Dennis Syverson, William Ness, Margaret Minkley, Eleanor Meyer, Maryellan Assay, Leona Perpignani, Theodore Petrakos, James Resner, Tom Kelly, Norman Wagner, Eleanor Feeley and Clara Meyer.

Americo Cristiani announced his marriage Apr. 27. Norman Wagner and Helene Giddings also tied the wedding knot. They honeymooned in Wisconsin.

Florence Swanson is vacationing in Arkansas at this writing.

Mel Spurling is back on the job again and looks very good.

Chuck Vaught has proudly announced the arrival of "Melanie LeSet". Chuck, we regret to report, has been hospitalized recently.

PURCHASING DEPARTMENT

R. M. Nordin, Correspondent

With the return of Billie Galbreath after a three-month illness, our office staff is again at full strength.

"MEET YOUR PURCHASING DEPARTMENT": The Middle East situation has awakened many people to the fact that gold is not the most precious thing in this old world. Oil, it seems, has surpassed it somewhere along the line. As you might—or might not—expect, this is a cue to our personality of the month, our Road's oil buyer, C. F. Jensen.

Charley started with the Road in December, 1936 in the accounting department, and joined the purchasing department in June, 1939. His background covers many clerical jobs, including an apprenticeship in oil buying under Bill Linn, the grand old man of our department, who had 60 years of buying experience when he retired. After a number of years as assistant buyer, Charley became a buyer in November, 1951.

Bensenville, Ill., is home to Louise, Charles, and to Charles Jr., who is also



A VACATION THRILL for Evelyn Gunnell, comptometer operator in the central computing bureau in Chicago (left), was the experience of sport fishing at Clearwater, Fla. She caught seven kingfish. Shown with Evelyn are Virginia Ware, her vacation companion from Chicago, and the skipper of their fishing craft.

a Milwaukee Road employe. After talking to Charley, one should really say "present home", because his heart really belongs to the Tall Corn state of Iowa.

When we think of oil or petroleum products, our first thought is of diesel oil, because our road buys and uses approximately 95,000,000 gallons a year. However, when we really go into the lubrication picture, we find that it has a much greater scope than most people think. It takes in thousands of gallons

of motor oil, free oil, heating oil, kerosene, gasoline, power plant fuel, greases, rail oil, propane gas, weed killing chemicals, and anti freeze. As a matter of information, diesel oil is the largest single item, money wise, purchased by the Road.

To do a good job of buying; it is necessary to work closely with the suppliers, our test department, mechanical department, and maintenance of way people. With this job being filled by Charley, our railroad gets the finest petroleum products available, and at the best price.

ENGINEERING DEPARTMENT

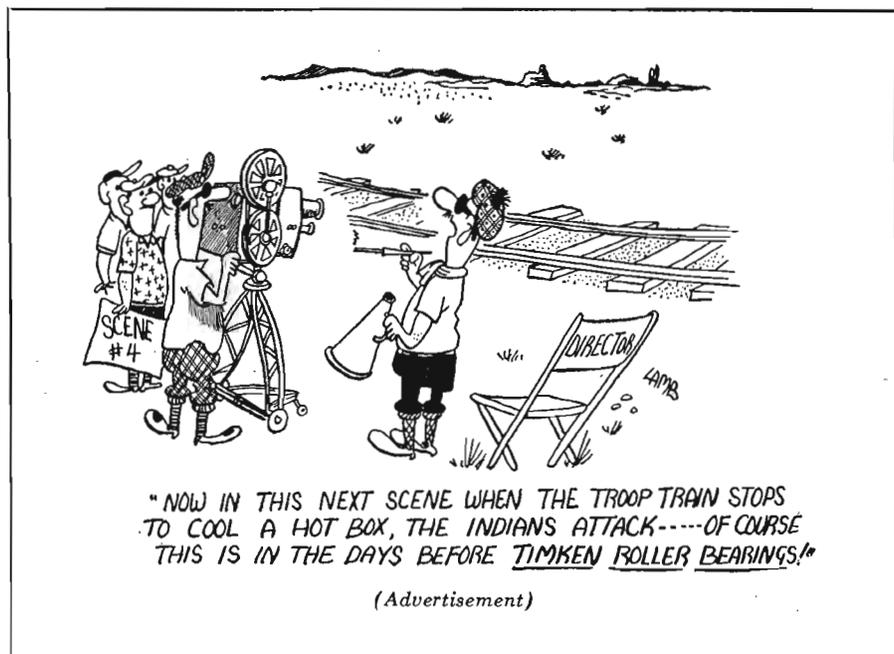
Grace E. Klauber, Correspondent

It's a bouncing baby boy named "Daniel Frederick" for Marge and Don Bessey. Date of birth, Easter morning. Don is assistant architect and Marge was formerly a steno-clerk on the engineering department staff.

To Marge and Joe Kopee, a girl named "Joann Marie", born Apr. 24 at St. Anne's Hospital. Marge formerly held the position of steno-clerk in W. G. Powrie's office. Joe is engineering accountant.

Not to be outdone by the grandfathers' representation in last month's Magazine, Marge Coyle, steno-clerk, is now in the grandmother category. Her son's wife gave birth to a baby girl on Apr. 13 at St. Joseph's Hospital in Elgin. Proud parents—Mr. and Mrs. E. B. Coyle; baby's name "Maureen".

We have learned through P. G. Savidis, retired office engineer, of the death of Henry E. Howind, for many years associated as chemist with our water service department. Mr. Howind passed



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**WILSON
 ENGINEERING CORPORATION**

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away on Apr. 3 at his home in Azalea Park, Fla. Surviving are his wife, Margaret, two daughters, Mrs. G. W. Pechim of Winter Park, Fla., and Mrs. John H. Wichern Jr. of Azalea Park, and three grandchildren.

Anyone who would like to chat via the mails with Perry Savidis can reach him at his new home in Winter Park, Fla., where he and Mrs. Savidis are very comfortable. (This correspondent can furnish his address.) He mentions that he is busy trying to keep one step ahead of the squirrels who hamper his gardening activities by industriously burying acorns from which the "big oaks grow."

Our new clerk-steno in the signal department is Miss Lorene A. Jambor. She and her parents live in Chicago. Her dad, Joseph, is employed at the Western Avenue roundhouse.

Joseph Aldern, former signal maintainer, is now a draftsman for the signal department. Joe lives in Elgin with his wife and two daughters.

The stork made another visit in time for Easter to the Mike Shanahan family. The six-pound thirteen-ounce girl makes it number two for Mike and Mary.

The father of Jim Frohmader passed away in Camp Douglas, Wis., Mar. 29.

**AUDITOR OF STATION ACCOUNTS
 AND OVERCHARGE CLAIMS**

Lucille Forster, Correspondent

Mr. and Mrs. Larry Heidemann are rejoicing over the recent birth of a son, "Stephen Paul."

While vacationing in Florida, Frank Mueller, rate clerk, became ill and was removed to a hospital in Tampa. He was later brought to the Alexian Brothers Hospital in Chicago and succumbed to his illness Apr. 13.

Retired Traveling Auditor F. H. Herick and wife of Milwaukee spent the winter in California, visiting their son and his family.

New employes added to our roster are T. L. Dobosz of our record room, and E. A. Oddie and C. Wolf of the central station accounting bureau.

Sympathy was extended to Richard L. Stingle, claim investigator, and to W. E. McGrew, traveling auditor, on the death

of their mothers-in-law. Also to L. C. Riley, traveling auditor of Sioux Falls, on the death of his brother Curtis, and to Leo J. DeWalt, traveling auditor, on the death of his son-in-law.

B. J. O'Keefe, abstract machine operator of the central station accounting bureau, has left our company. T. W. Pettay, claim checker, left to establish residence in Florida.

Felix Specht, bureau head, returned to work Apr. 1 after an extended leave of absence due to illness.

Mr. and Mrs. J. J. Jennings announce the birth of a daughter, born Apr. 22.

**OFFICE OF AUDITOR OF PASSENGER
 ACCOUNTS**

Bill Tidd, Correspondent

Our vacationers are on the go again: Elmeare Martell to New York City and Providence, R. I.; Ann Sundin and Laverna Drella, New York City; Kitty McCants, California; Stella Murphy and Mary Kelly, Sun Valley and Las Vegas; Sophia Walker, Florida; the Art Dryers, Florida; the Magninis, Canada; the Anzalones, Ohio; Hedwig Kohler, Phoenix; Vivian Margelis, Alabama; Kay Machuga, Los Angeles; and Ardell Westerberg to learn the hula direct from the natives in Hawaii.

Norienne Quinn is back with us after a six-month leave for illness.

The mother of Naomi Johnson, assistant bureau head of the central computing bureau, passed away last month.

OPERATING DEPARTMENT

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

Mr. and Mrs. Frank A. Deutsch are the proud parents of a son, "Michael Anthony", born Apr. 16. Mr. Deutsch, special assistant to general manager, was appointed trainmaster of Milwaukee Terminals the same day. Mrs. Deutsch was Anna Mae Rachner, a former employe of the general manager's office, before her marriage.

Sympathy was extended to Robert L. Marth, chief clerk to assistant general manager, whose mother passed away Apr. 14 while visiting in Phoenix, Ariz. Burial was in Mt. Carroll, Ill.

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Lester Kodish, car distributor in the transportation department, recently entered a Veterans hospital. Your correspondent will be glad to furnish his mailing address.

We've quite a logbook on the travels of our former general superintendent of transportation, C. A. Nummerdor, since his retirement; Jan. 28, through Marion, Ill.; about Mar. 9, a card from beautiful Saguaro Lake Resort at Stewart Mt. Dam, 30 miles east of Scottsdale, Ariz., with 85-degree weather and good fishing; Mar. 30, a letter from Phoenix, where he was seeing the cactus country, drinking in the perfume of desert flowers and orange trees in blossom and (once a railroad man, always a railroad man) noting 187 cars of lettuce being shipped; Apr. 14, after leaving Los Angeles, visited an Indian reservation, on to Blythe, Calif., nice growing town of 6,500, due to irrigation, and down to Corona, Calif., via Palm Springs, where motels are 50 bucks a day with a private bar in each apartment (grand place for golf). Went through the San Jacinto Mountains on the way to Long Beach, Sacramento and Citrus Heights. April 17, coming away from Sacramento, went through a snowstorm in the mountains, and visited Reno, Nev. on the way to Salt Lake.

Granger Smith, former superintendent of transportation-passenger, likewise has done some traveling since his retirement: Feb. 6, greetings from Las Vegas, having come from California; Mar. 4, greetings from Albuquerque, where he was visiting his Navy Air Force son who is on special assignment at Sandia Air Base. Stopped en route at Memphis, Hot Springs and Oklahoma City, and on the return trip intended to visit Phoenix, El Paso and the Carlsbad Caverns.

Now that spring has turned the corner, a young man's fancy has turned to love. Miss Bernadette Brinlee of the mail, express, baggage, milk department is the proud possessor of a beautiful diamond ring. Plans for the future are now pending.

Not so with Everett Klotz Jr., a son of our traveling mail and baggage agent. He saw, wooed and won a lovely Danish girl while on leave in Copenhagen, Denmark. The wedding is taking place in the good old U.S.A. on May 11.

A THLICTH DIFFERENCE

When one of his men submitted a report for the loss of 2,025 pigs, the railroad claim agent went out to the farmer for an interview. "That's a lot of pigs," he said to the farmer. "Are you sure our train ran over that many?"

"Yeth," lisped the farmer.

"Thanks," said the wise claim agent and changed the original report to read: "Two sows and 25 pigs."

May, 1957

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Name _____ Age _____

Home Address _____

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Occupation _____ Name of Railroad _____


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Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

UNION STATION

Switchboard Operator Clara Wiekert and her husband enjoyed a vacation trip to California, thence up to Seattle and to Milwaukee.

Telegraph Operator Mary Geraghty, who retired in 1946 with 53 years service, passed away Apr. 2. She is survived by her sister, Elizabeth. Services were held from Gesu Church and interment was in Calvary Cemetery. Miss Geraghty was a member of the Milwaukee Road Women's Club.

Police Lieutenant Richard Weckwerth Sr., who had been a member of our police department since 1929, passed away at his home Apr. 15 following a heart attack. Mr. Weckwerth started with our company as special police officer and was promoted to lieutenant in 1946. Sympathy was extended to his family, including his daughter Nancy Houting, who is employed in our legal department in Milwaukee.

Dominick Constantine, retired chief carpenter, visited recently in Milwaukee and Chicago. He had many pictures in color of his new home in Saratoga, Calif., where he and his family now live.

Mr. and Mrs. David S. Westover (supervisor, refrigerator service—Milwaukee) announce the engagement of their daughter Jody to Frank Durbin III of Pittsburg, Calif. The future bride is a graduate of Prospect Hall and attended the University of Wisconsin. Mr. Durbin is a graduate of the University of California and served with the

Navy Air Force.

Section Foreman Owen McDonald passed away on Apr. 9. He had 25 years of service at the time of his death.

MUSKEGO YARD

The Edward Herkowski family welcomed a boy, "Edward Paul", on Apr. 6, and the Donald Baranowskis a boy, "Bryan Patrick", on Apr. 17. Yardmaster Pat Rooney and Mrs. Rooney also announced the birth of a boy, "Patrick Owen", on Apr. 17. Switchman John Zares and Mrs. Zares announced the arrival of "Crystal Elizabeth" on Apr. 24, and the Tony Henschels also have a new baby girl, "Linda Ann", born Apr. 14.

Switchman Freddie Huck is confined, recovering from surgery, at Milwaukee Hospital at this writing.

Switchman Ted Krueger has returned to work after being released from military service.

Mrs. Alice Walton reports that at the Apr. 10 luncheon meeting of the women's auxiliary of the B.R.T., held at the K.P. Hall on 19th and National Avenue, Mrs. Mathilda Kling, Mrs. Agatha Montgomery and Mrs. Ella Faulkner were presented with 20-year membership honors and pins for Lodge No. 296.

Mrs. Ray Cary, wife of assistant agent, died in Misericordia Hospital after a short illness. She is survived by her husband, two sons, Raymond Jr. at home, and Peter, a student at St. Francis Major Seminary, and a daughter, Margaret Rae, at home. Services were held at Holy Cross Church.

Switchman Frank Girtler passed away on Apr. 20. Mr. Girtler was with the Road from 1913 to 1914 as a switch-tender. He left then, but returned in May, 1920 and had worked as a switchman since that time.

Herb "Pumpy" Towl, retired switchman, had an exciting experience last month when he discovered a fire in the apartment building on 35th Street where he lives. While he was rousing the other residents, the door of his own apartment swung shut, leaving him outside dressed only in trousers and shoes. The weather was pretty chilly, too, and he had no choice but to stand in the street and hope that his belongings, including his wallet, would not go up in flames. Now about that time Emil "Dutch" Wifer was riding home on the bus, and passing the Towls' apartment he saw the fire engines and "Pumpy" shivering on the street. Hopping off the bus, "Dutch" dashed into the building and into the apartment, which had by that time been broken into, and rescued the wallet and even got some clothes together for the shivering "Pumpy". In our estimation, our two Milwaukee Road heroes should have made the TV news headlines.



A WEIGHTY HOBBY. Body building practices begun when he was attending Boys Technical High School in Milwaukee have paid off for Ronald Feyrer, Milwaukee Terminals switchman, with the state weight lifting championship, middleweight class. Fellow employees were made aware of his hobby when he recently made a spot appearance on the local Jos. Schlitz Brewing Co. television show, "Saturday Night Theater", on WTMJ-TV. Ronnie, who is a member of the Milwaukee Weight Lifting Club, has been with the Road five years, including a military leave during which he served as a weight lifting instructor for an anti-aircraft unit in Korea. To keep in form he works out nine hours a week for three months before entering a contest. This picture shows him doing a 355-pound lift from a squatting position.

FWLER STREET STATION

Pearl Freund, Correspondent

"Lisa Ruth," born Apr. 22 to Mr. and Mrs. Richard Straka, created quite a stir in the family circle, as she is the first girl born in three generations. Milton Straka, assistant cashier, is her proud grandfather.

Douglas Fyksen, general clerk and newcomer to Fowler Street, claims Marshfield, Wis., as his home town. He recently completed courses in traffic management and commercial subjects at a school in Minneapolis.

Gene Summerfield was the successful bidder for the PM rate position, a temporary vacancy. The temporary vacancy created by the absence of Elizabeth Metschl in carload billing and expensing is being filled by Mary McCormick.

Mary Bartelt and husband Melvin last month took a trip to the South, which included a visit with relatives in Anderson, S. C. Baby Denise was left in the care of her loving grandparents, the Pruitts. The E. T. Nowickis (accounting clerk in the cashier department) chose a May vacation and drove to California, stopping at points of interest along the way. They will visit a son in San Francisco. The Hawaiian vacation

planned by Minnie Walters, switching clerk, and her traveling companion Pat Wallschlaeger was abandoned, when the latter became ill, in favor of a trip to Mississippi. I. G. Wallace, superintendent of stations, with Mrs. Wallace took a short vacation trip to California. Last on the list of leisure seekers was your correspondent, who left Apr. 28 for the beautiful UP playground at Sun Valley, Idaho. It was also the convention site for the National Railway Business Woman's Association the first week in May.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Virginia Reuland, daughter of A. F. "Gus" Reuland, DF&PA at Aberdeen, has been named a National Merit Scholar of 1957. She was one of 830 teenagers so honored and the only girl among the three winners in the state. The scholarship is for four years, to the college of her choice. Virginia plans to attend the teacher's college at Aberdeen and study for a mathematics teaching career. She is a member of the Future Teachers of America and the Central

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High School scholastic honorary society, and has also been active in the debate, chorus and language clubs. The Merit scholarships are financed by 57 companies and foundations, the largest of which is Sears Roebuck.

L. J. Koffler has been appointed agent at Groton, following the retirement of Sig Fosness.

Sympathy was extended to Conductor Carl Oswood on the recent death of his wife.

Engineer Sidney F. Wilson of Aberdeen was presented with a Gold Pass last month.

EAST END

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

Dispatcher Paul Haling has left Montevideo and is now a train dispatcher at Terre Haute.

Fireman Edward E. Dufresne was married recently.

Retired Conductor Gene Hammer and his wife celebrated their golden wedding at their home in Milbank last month. Engineer "Dugan" Prevey and his wife, who were guests, had an interesting experience on the way home. Stopping at Appleton, Minn., to stretch a bit, they saw a Bingo sign and decided to play a game or two before going on to Montevideo. And what do you know—Mrs. Prevey went home with the \$500 jackpot.

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Agent Jack Huben of Milbank has taken a leave, due to a heart condition.

Engineer Louis Parent is at Veterans Hospital in Minneapolis at this writing.

Elmer "Dutch" Hausauer and his wife are new members of the Silver Pass club.

Engineer Vic Anderson, who retired in November, 1955, died at his home in Minneapolis on Mar. 28.

S. E. Fosnes, for many years agent at Groton, S. D., has retired because of disability.

The son of Engineer Barney Leadon, Dr. Bernard Leadon, is now doing research work at Convair in San Diego, after having been with the aeronautical laboratory of the University of Minnesota for the past 10 years.

Mrs. C. J. Prunty, wife of pump repairman, died in her sleep on Apr. 11, at Montevideo. Burial was at LeMars, Ia.

Brakeman E. G. Hausauer of Ortonville received his Silver Pass last month.

L & R Division

THIRD DISTRICT

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



J. L. Brown

After more than 40 years of railroad service, John L. Brown, chief clerk in the agent's office at Wausau, has retired. He is a World War I veteran, a member of the Elks Club, a director of the Wisconsin Valley Traffic Club and a

member of the clerks' organization. His hobbies are boating and fishing, which he expects to enjoy at leisure. He and Mrs. Brown plan to spend the summer at their cottage on Long Lake in Lincoln County, and some of the winter months in California. Good wishes were extended by his business associates and fellow employees. (Wausau Record-Herald photo)

James Marshall, 76, a retired Trans-Missouri Division engineer, died in Wausau Apr. 13 after one day's illness. Mr. Marshall's former run was from Moberg to Miles City. Since his retirement 10 years ago he had lived in Tomahawk until last May, when he was married to Mrs. Bertha Goetzman and moved to Wausau. His widow survives.

Cecil A. Parkin, roadmaster for the L&R Third District, retired at Wausau Apr. 30. He had been with the Road since 1909, starting on the old Superior Division under his brother Elmer, now a retired section and extra gang foreman. Another brother, Leo, of Amasa, Mich., is also a retired section foreman. Their

The Milwaukee Road Magazine



Four generations of a Milwaukee Road family well known on the La Crosse & River Division—Roadmaster C. A. Parkin of Wausau, his son, Section Foreman M. H. Parkin of Hilbert, Wis., the latter's daughter, Mrs. William Fehlandt, and young William Fehlandt Jr. For an account of Roadmaster Parkin's retirement, see the column of Magazine Correspondent Mildred Conklin.

father was a veterinarian, but the sons passed up that calling in favor of the iron horse. Each of the brothers holds a 45-year pass. Starting as a section hand, Cecil Parkin was advanced from section foreman to extra gang foreman, and to roadmaster in 1939. He and Mrs. Parkin will move to Hilbert to live with their son, Section Foreman M. H. Parkin. They also have a daughter, Mrs. Donald Clark of Green Bay, five grandchildren, and one great-grandchild.

Roundhouse Foreman Paul A. Jensen has returned from Schenectady, N. Y., where he attended an advanced course in the construction and maintenance of diesels.

A reunion was enjoyed by Retired Conductors Bob Loper and Archie McDonald, who visited in Los Angeles with Fred Kerr. Fred has been making his home there since he retired as train baggageman. Archie and Bob report that he is happily situated and in the best of health.

The April meeting of the Wausau Women's Club was held at the YWCA. Cards provided pastime.

Brakeman Howard Damrow enjoyed a trip through the South, Florida being his final destination.

Eddie Scofield, district adjuster, made his last official visit to the Valley Division last month. Many of his friends who knew of his retirement on May 1, called at this office to extend their best wishes.

Henry W. Relitz, 65, passed away Mar. 30 after a brief illness. Mr. Relitz, a World War I veteran, entered railroad service as blacksmith helper at Wausau and later transferred to service as trainman. Funeral services were held in the Trinity Lutheran Church. Immediate survivors are his widow, two daughters and five grandchildren.

H. F. Brostrom, section foreman from Dakota, Minn., who has been an extra gang foreman the past 15 summers, has been appointed roadmaster to succeed C. A. Parkin.

Neil Hunter, electrician in the Wausau roundhouse, has been transferred to Savanna, Ill., as electrician.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Superintendent, Spokane

Malden Chapter of the Women's Club celebrated going "over the top" in its membership drive with a turnout of 50 members and their families for a pot-luck dinner on Apr. 12. The evening's entertainment was furnished by Bill Ellis, son of Conductor Solon Ellis of Malden, who showed scenes from his collection of slides taken while serving in foreign countries with the armed forces. Hostesses for the evening were Mmes. Roy Krebs, Solon Ellis, Harold Broyles, Walter Krause and Robert Payne.



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We are sorry to report the death of Mrs. Anne Covich, mother of George, a carman at Spokane. Also surviving are her husband, son John, and five grandchildren.

Trainmaster Ken Schoeneck was given a farewell party at St. Maries. His new position is assistant superintendent at Dubuque. R. L. Martin, formerly of the Twin City area, is the new trainmaster at St. Maries.

Train Dispatcher Goodspeed has bid in the third trick at Spokane and reported for duty.

Two extra gangs are working on the division at this writing, gang 955 having started May 1 on track work. Gang 956, under Vince Perrone, is doing AFE work, having finished at Sieler and moved to Warden.

Work on the Othello ice storage is nearing completion.

The Howard Kipps (clerk in the chief dispatcher's office) had as their recent house guest a young man from Cambodia, Nandariy Van Uma, or "Van" as he is better known at Washington State College where he and Howard Jr. are studying architecture. When the Kipps told Howard to invite for the spring vacation some boy who was a long way from his own home, little did they expect they would entertain a student whose home is halfway again around the globe.

John Fuller, son of Time Reviser H. G. Fuller, who works as a brakeman during the summer and fall, spent his pre-Easter vacation from the University of Washington with his parents. The Fullers' daughter Virginia has completed her secretarial studies and is now working with the Federal Land Bank in Spokane.

Two travelers lost in a snow storm in the Alps were found by a Saint Bernard equipped with the usual cask of brandy. The first to see the dog approach grasped his companion by the arm:

"Look! At last! Man's best friend!"

"Yes, and look," cried the other. "A dog is carrying it!"

Trans-Missouri Division

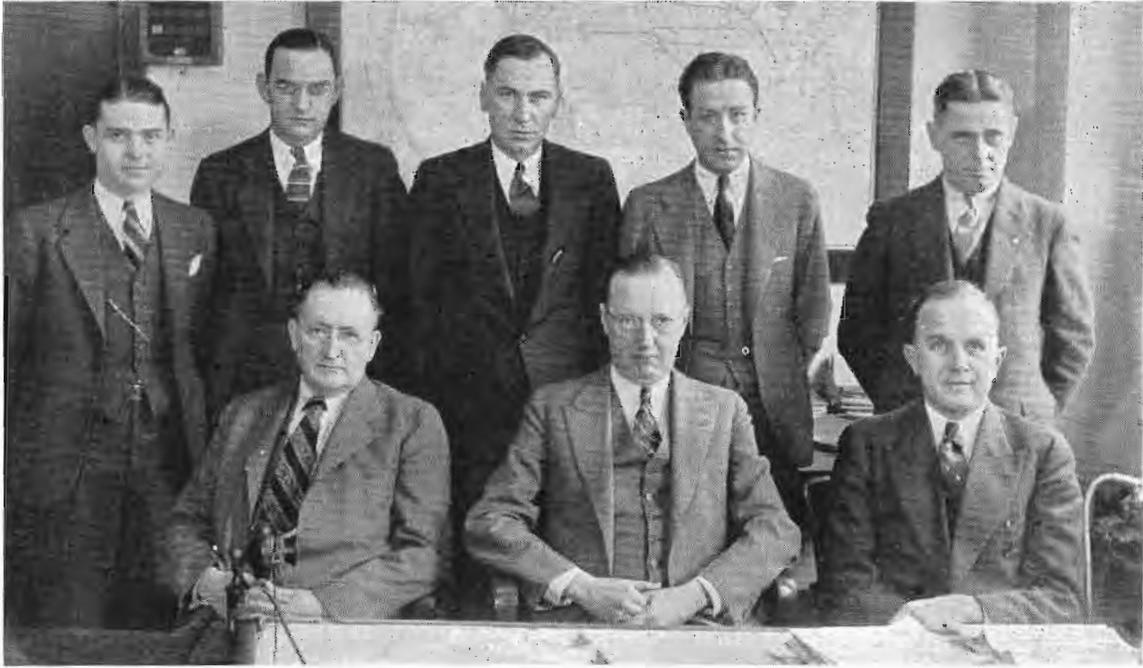
At the National Federation of Music Junior Festivals, sponsored by the Iowa Federation of Music Clubs for the Sioux City area and held in Sioux City on Apr. 22, Julia Claire Novak, nine-year-old daughter of Superintendent A. C. Novak, received a Superior Award in piano in the elementary 2 division. For the past two years Julia has been a pupil of Sister Mary De Cascio, head of the music department of Briar Cliff College in Sioux City. She attends Blessed Sacrament School, where she is in the third grade. As a result of earning the National Federation of Music award, Julia appeared on a program broadcast from KVTU in Sioux City on May 9, in honor of National Music Week. She played two selections.



Julia Claire Novak

Conductor J. E. Harcastle and Roadmaster Leo Miller, both of Moberg, were commended last month when train 16 S-10, deadheading west of Hettinger, had a journal failure. In the emergency Conductor Harcastle belled the engineer from the dome car with the air communication signal, and Roadmaster Miller, who happened to be on the train, also rendered valuable services.

Sharing the citation were Conductor-Brakemen R. M. Hagen of Moberg and W. L. Striebel of Marmarth, and Relief Agent Douglas A. Carlson of Bucyrus. Hagen and Striebel were commended for helping to pull the damaged car in the clear, for handling the steam hose, and being generally useful. Agent Carlson, who had observed the train passing while he was off duty and driving along the highway, had contacted Dispatcher Martin to report that it was in trouble. In issuing the commendations, Superintendent Novak said that the incident emphasized anew the im-



MEET THE PEOPLE. Looking back to Jan. 3, 1935, meet the people who then composed the office staffs of the general manager Lines East and the assistant general manager in Chicago. The present occupation of those still living and connected with the railroad industry is also shown. Seated, from left: G. P. Flood, special representative to general manager, now deceased; J. L. Franz, chief clerk to general manager, retired since 1951 from the position of office assistant to president; and A. O. Thor, chief clerk to assistant general manager, now superintendent

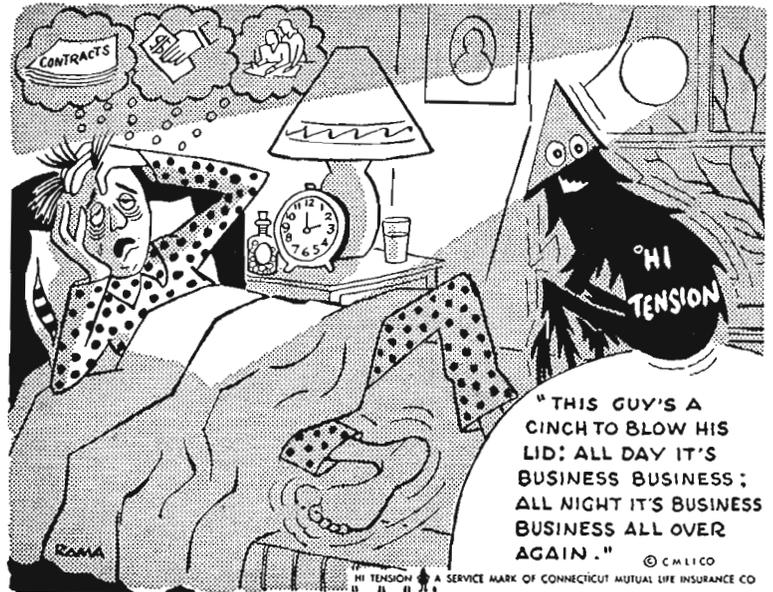
of the Dubuque & Illinois Division. Standing, from left: S. W. Amour, secretary to assistant general manager, now assistant supervisor wage schedules; Konrad Hagen, secretary to general manager, now traffic manager of the Mason City and Clear Lake Railroad at Mason City; J. J. O'Toole, assistant chief clerk to general manager, recently retired general manager Lines East now serving the Road in an advisory capacity; Curtis Tonis, file clerk, deceased; and G. C. Harder, statistician to general manager, now statistician to vice president-operation.

Get Off the Worry-Go-Round

Moonlight Madness

Recognize yourself? If you do, it's time to reorganize yourself. Don't let unsolved problems of the day pursue you all night. As problems arise during the day, solve them. Make your decisions, then forget about them. Don't keep wrestling with problems that really aren't yours to solve. Most problems can be divided into two groups: those you can do something about and those over which you have no control.

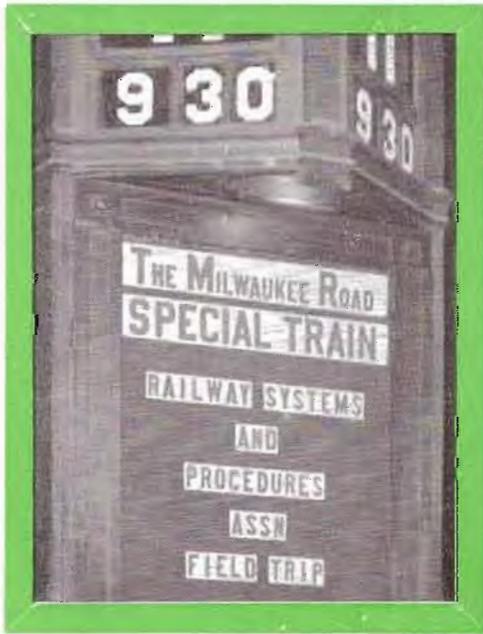
And if you find yourself lying awake, don't fret about lack of sleep. Most of us don't need half as much sleep as we think. But we do need rest. So if you can't sleep, take it easy. You'll feel much better in the morning.



BENSENVILLE TOUR. Members of the Railway Systems and Procedures Association, in Chicago to attend their annual spring meeting, made a tour to Bensenville aboard a special Milwaukee Road train on Apr. 4 to study the operation of the Road's automatic freight classification yard.

The group of 175, representing most of the country's principal railroads, left on the special train at 9:30 A.M. and returned by way of the new Franklin Park industrial district early in the afternoon. On the return trip a light luncheon was served in lounge cars on the train.

At right, a part of the crowd is shown observing the operation of the yard from in front of the master control tower at the crest of the incline. Below, right: F. J. Kuklinski, superintendent of Chicago Terminals; R. S. Stephenson, vice president and comptroller; and T. F. Schaeckel, manager of freight train operations on the Pennsylvania Railroad and newly-elected president of the association, observe the operation of a keypunch machine in the Bensenville yard office. The cards punched on this machine are used in the preparation of train lists and for car tracing purposes. The operator is Samuel Perpitch and the man at the right is John Hoker of the communications department.





MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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SPRING COMES TO MITCHELL. A sleek caboose on the IM&D main line, a good-looking passenger station and a bright South Dakota day combine to make an attractive composite picture of Mitchell in the spring. The depot serves as headquarters for the assistant division superintendent, roadmaster, yardmaster, agent, and other forces.

