

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



introducing the "Skyworker"
(story on page 8)

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THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis

Manager

Marc Green

Editor

Marie Hotton

Assistant to Editor

UNION STATION—CHICAGO
PUBLIC RELATIONS DEPARTMENT

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IN THIS ISSUE

What the Freight Rate Increase Means to Us By President J. P. Kiley-----	2
Again a Hard Hat Does the Job -----	3
What You Should Know About Airline Competition -----	4
The Cover -----	8
Higher Wages for Engineers -----	9
L. C. Kusch -----	9
F. J. Newell Named Director of Publicity -----	9
How to Give a Speech By L. A. Keating -----	10
Why "Gandy Dancer"?-----	11
How to Work without Straining -----	12
Two Diesels for Korea Via the Milwaukee -----	13
Quiz -----	14
Retirements -----	15
Home Department -----	16
About People of the Railroad -----	20



What the Freight Rate Increase Means to Us

THE Interstate Commerce Commission in August authorized increases in railroad freight rates.

There is no disputing the fact that the higher rates will be helpful, but the reaction of the industry might be described as one of disappointment at the repeated failure of the I.C.C. to recognize the situation in which our industry finds itself.

In December of last year the commission granted an emergency 5 per cent increase for railroads in the western territory. The industry as a whole had studied its needs in detail and had petitioned the commission for a 22 per cent increase, that being the amount it estimated would be needed to meet greatly increased wage and material costs and, in addition, provide funds with which to up-grade rail facilities. Improved equipment, a more modern plant and expanded services, the railroads argued, were imperative needs if they were to get an even break in the competition for traffic.

When the I.C.C. granted the western roads an increase of only 5 per cent, they immediately petitioned for the remaining 17 per cent. The present increase, amounting to about 7 per cent for the western lines as a whole, is the commission's answer.

Meanwhile, the cost-of-living rise which we all feel in our daily lives has been felt even more acutely by the railroads. On the Milwaukee, operating results for the first six months showed a *net loss* of \$906,749. I am happy to say, however, that our earnings situation will show improvement, as it always does, in the last six months of the year.

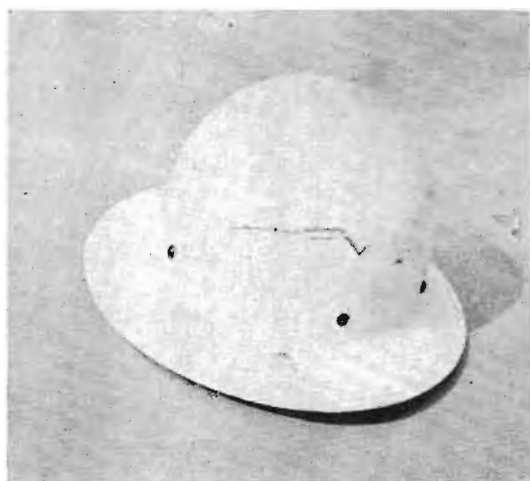
Because of "hold downs" and exceptions applying to certain commodities, the December increase of 5 per cent amounted to only 4.3 on our railroad, and the August increase of 7 per cent means a net increase to us of only 5 per cent. Consequently, we find ourselves with a net increase in rates since December of only 9.3 per cent, instead of the theoretical 12 per cent.

According to our closest estimates, and assuming an annual traffic volume equal to that of 1956, this is 1 per cent (or about \$2,500,000) less than we require merely to break even with the higher wage and material costs, to say nothing of additional income needed for the many demands of progress.

Regardless of rates, however, we always owe an obligation of service to our customers. The shipper is more willing to pay a higher rate if it buys a better product. It is to the best interest of each of us that we do our utmost to provide it.

J. P. Kiley

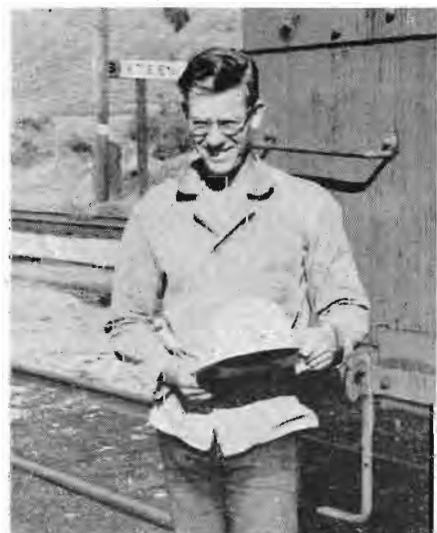
again . . . a Hard Hat Does the Job



Closeup of John C. Boyd's safety helmet, showing the fracture caused by the falling rock.

Right: Laborers Boyd (rear) and Felix J. Ontiveros of Billings, Mont., pictured after the incident as they were scaling rock with the use of safety lines in Sixteen Mile Canyon. As prescribed by safety rule, they stop work while the train (No. 263) passes.

Below: Thanks to his hard hat, John Boyd was still able to smile after being hit on the head by a 15-pound rock.



"I THOUGHT I was back in the Marines," said John C. Boyd, rock gang laborer, in describing the sensation of being struck on the head by a 15-pound rock. "I thought my top sergeant must have overheard some of my remarks about him."

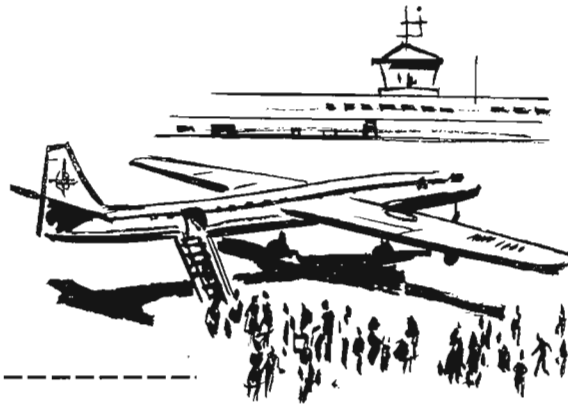
That he was able to joke about it only proved again that where safety devices are prescribed, it doesn't pay to gamble. In John Boyd's case it could have been fatal.

The locale of the incident was the Montana Canyon area, at the east end of Sixteen-Mile Creek near Ringling; the time, mid-summer. Laborer Boyd, who lives at Hobson, Mont., had been out since May with a crew under Foreman Ivan R. Sperry, and their principal

job was the removal of loose rocks on the faces of cuts and slopes. This often means working several hundred feet above the track on almost vertical walls of rock.

Braced against a safety line, he was scaling rock that day when above him a 15-pound rock was dislodged. It gave no warning as it hurtled downward, and Boyd had just time to duck. That's when he thought he was back in the Marine Corps.

Although the rock fractured his hard hat and penetrated the crown, John Boyd came out of the experience with only a slight scalp laceration, and this was soon put right with a few stitches. Again, a hard hat had done its job.



what you should know about **AIRLINE COMPETITION**

Eighty-five per cent of the American people have never boarded an airplane—yet they have had to pay billions of dollars in taxes to subsidize civil aviation. Many now believe, with President Eisenhower, that a system of user charges can best stem the fast-rising tide of the big giveaway.

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The article which follows was written by Luther Miller, assistant editor of Railway Progress magazine, and appeared originally in the July, 1957 issue of that publication. This article spells out an incredible story, and The Milwaukee Road Magazine is indebted to Mr. Miller and Railway Progress for permission to reprint it.

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THE 1,187 citizens of Scottsdale, Ariz., were flattered to read in the newspapers a few weeks ago that the U.S. Department of Commerce had awarded them \$146,660 for improvements to the Scottsdale Municipal Airport. But they had to turn the offer down.

Scottsdale, they explained, doesn't even have an airport and doesn't plan to build one.

This award of a sizable chunk of tax money to a nonexistent airport was convincing, if dismal, proof to many in official Washington that one of the biggest tax giveaways of all time has reached all but uncontrollable proportions.

In the last quarter century the U.S. Treasury, by conservative estimate, has poured well over \$2 billion into civil aviation in an effort to get an "infant industry" on its feet. State and local governments have contributed another \$3 billion or so in the form of airport aid, for a total of \$5 billion—about four times the amount the commercial airlines, the principal beneficiaries of this government largess, have invested in their own business.

Now, that "infant industry" has been wet-nursed into the lusty giant that last year kept busy collecting \$1.5 billion in cash revenues from 47,015,000 passengers, but not too busy to pocket fat profits and continue to haunt the corridors of the U. S. Treasury with outstretched hands.

Leaning on the taxpayers has become

such a habit with the airlines that it was with supercharged confidence, not gloom, that Delta Air Lines President C. E. Woolman chortled recently, "We are buying airplanes that haven't been fully designed, with millions of dollars we don't have, and we are going to operate them off airports that are too small, in an air traffic control system that is too slow, and we must fill them with more passengers than . . . ever."

The whole history of socialized aviation was sufficient promise to Woolman that the taxpayers could be prevailed upon to enlarge the airports, expand the air traffic control system and supply many of the "millions of dollars we don't have."

Rueful budget-watchers soon learned that Woolman's confidence had not been misplaced. On top of the billions they have already mined from the taxpayers, the airlines are now ready to reap the biggest bonanza of all—an \$810 million system of radar-equipped superairways that will accommodate their big new jetliners (the ones they

can't afford) and will require an additional \$425 million a year, again from the federal taxpayers, for maintenance and operation alone.

It is probably not unreasonable to ask why a people presumably dedicated to the proposition that transportation is a private enterprise, and clamoring noisily for reduced government spending, will sit still for this dismal exercise in socialism.

The overriding answer is that hand-outs to the airlines have become such a habit in Washington that few any longer even question their propriety. For example, when President Eisenhower asked for \$410 million to build public school classrooms, he was called a spendthrift; when he asked for nearly twice that amount to usher in the jet age for the 15 per cent of Americans who fly, he was called very wise.

Another answer is that the air giveaway is so big that many people—unable to see the forest for the trees—are not yet aware of its multibillion-dollar dimensions.

For while the biggest investments of the taxpayers' money in civil aviation have been in the form of costly airways and airports, many still think of federal aid to the airlines only in terms of the direct "public service subsidy" that for years was tied in with air mail pay. The airlines encourage this kind of thinking, for this direct subsidy (down this year to a modest \$44,000,000) has been comparatively piddling—but only comparatively.

These outright cash gifts to the airlines are authorized by that portion of the Civil Aeronautics Act of 1938 which enjoins the Civil Aeronautics Board, in fixing air mail rates, to consider "the need of each such air carrier" for sufficient money to operate, rather than the value of the service to the Post Office Department.

In other words, a gilt-edged federal guarantee that the airlines will make money.

\$697 Million for "Need"

Through the year 1955, the domestic airlines received \$697 million under this "need" provision, of which the CAB has estimated that \$381 million, or nearly 55 per cent, was for direct subsidy, the remainder for mail pay.

While the major airlines now claim to be free of this direct subsidy, the "need" provision remains. This may explain why the airlines, while crying hard times, have nonetheless ordered \$2 billion worth of new aircraft they admit they can't afford.

"There is no sound reason," declared



Most people believe that the airlines repay the federal and local governments for the cost of building airports. The truth is that the landing and terminal fees paid by airlines do not even cover airport operating costs. The federal government alone has already put more than \$1,000,000,000 (that's \$1 billion) of the taxpayers' money into civil airports, but the airport users have not repaid any part of it.

National Airport in Washington, D. C. (pictured above) was built by the U.S. at a cost of \$32,400,000 and has never been able to meet operating expenses. In 1954 the taxpayers had to make up the difference to the tune of about \$1,000,000. During that same year Washington's Union Station (pictured below), which cost the taxpayers nothing to build and which costs them nothing to operate, paid taxes of \$675,056, or \$1,850 a day!



the Comptroller General in protesting the continuation of the "need" provision, "why air transportation any more than any other industry should enjoy permanently this contingent protection against future loss. . ."

"Such protection is not conducive to maximum vigor and economy of the industry's management. . ."

Captain Eddie Rickenbacker, the outspoken president of Eastern Airlines, expressed substantial agreement with this premise when he told a Senate committee that "Air transportation is suffering from too much coddling and wet nursing. . . The individual carriers need less artificial support, less shielding from the facts of life, and more exposure to the inexorable economic laws that apply to business in general."

Obviously, Rickenbacker stands alone.

Dreading such an exposure to the laws that govern bona fide private enterprise, the airlines so far have succeeded in keeping the "need" law on the books. Actually, however, they are more interested in a continuing flow of "hidden" tax money into their airports and airways than in any direct subsidy, and in coaxing money out of the federal treasury for these purposes they have done handsomely well.

\$1 Billion Spent for Civil Airports, Nothing Repaid

To the building of civil airports the federal government has contributed over \$1 billion; it is still shelling out airport aid at the rate of \$63,000,000 a year. Not one cent of this money has been returned by the airport users.

Such landing and terminal fees as the airlines do pay are insufficient to cover even operating costs, although the taxpayers are seldom aware of this when they read reports like the one that appeared a few months ago in a Washington newspaper boasting that the U. S. Treasury was "reaping \$312.50 an hour" from Washington's National Airport. A red-faced editor printed the actual facts a few days later: National Airport had cost the U. S. \$32,400,000 to build. In no year had the airport been able to meet operating expenses, let alone pay a return on the taxpayers' investment. In 1954, for example, the total cost to the government in interest and operating expenses was \$3,360,000—about \$1,000,000 more than the airport's income from landing fees, ramp service fees and concessions.

\$10 Gets You \$55

EVEN now, on the average, every time a passenger buys a \$10 ticket on one of the 13 local service airlines, Uncle Sam puts up another \$5 to keep the business going. On helicopter travel, the government chips in on each \$10 ticket purchase with an amazing \$55, though this per-ticket figure soon may fall somewhat as whirlybird service expands.

—Edmund K. Faltermayer, staff reporter of *The Wall Street Journal*, writing in January, 1957

By contrast, during that same year Washington's Union Station, which cost the government nothing to build and nothing to operate, paid taxes of \$675,056, or \$1,850 a day.

Accustomed to only the best, the airlines will no longer settle for just any old airport, as was demonstrated *ad absurdum* during what has come to be known in Washington as the "Burke Airport hassle."

With National Airport unable to handle the rising air traffic demands of the nation's capital, Congress was asked to appropriate \$34,700,000 as the first installment on a new airport at Burke in nearby Fairfax County, Va.

The Maryland delegation to Congress promptly suggested that nearby Friendship International Airport, which cost the taxpayers \$12,000,000 but is so little used that picnickers regularly spread their lunches on its broad lonely spaces, could easily handle the Washington overflow.

But the airlines demurred on the delicate grounds that the 45 minute

travel time between Friendship and Washington—a good bit less, by the way, than the 60-minute travel time between Willow Run Airport and Detroit—would create a public relations problem.

Among those who were more interested in saving tax money than in solving the airlines' public relations problems was Florida Democratic Senator Spessard L. Holland, chairman of a Senate appropriations subcommittee, who complained that he found the airlines "recalcitrant, arbitrary and uncooperative" when his subcommittee asked them to try Friendship for a while "so we could get information on public acceptance, community problems with jets, and other aspects."

Another Billion for "Airways"

The airports are, in a manner of speaking, a beginning and an end for the airlines, but between takeoffs and landings they require a costly system of traffic and navigation controls that come under the heading of airways. Since 1925 the federal government has spent approximately \$1 billion to establish, maintain and operate the domestic portion of the airways system—a figure that does not include the cost of special weather services rendered by the U. S. Weather Bureau, the Coast Guard search and rescue service, and the aeronautical charts and maps furnished by the Coast and Geodetic Survey.

When the airlines began to order jet passenger liners in great numbers last year, the Department of Commerce scurried dutifully to stretch the skies and announced that 1957-61 expenditures on the airways would total \$246 million, plus \$731 million for operation and maintenance. Under Secretary of Commerce for Transportation Louis Rothchild gave fair warning that this was only a "cornerstone" and he was a good prophet.

Today that \$246 million estimate has soared to \$810 million—plus an extra \$425 million a year for operation and maintenance. According to Civil Aeronautics Administrator James T. Pyle, this again may be just a "cornerstone."

"With the new aids planned and for which we now have the money," says Pyle, "we can bring the airways up to date, overcoming shortcomings that we know have existed for many years past. The five-year, \$810 million program will enable us to do that, *but I am not sanguine that this will be enough.*" (Italics supplied.)



The airlines go to great lengths to justify the investment of billions of dollars of tax money in their private enterprise.

For example, they are fond of invoking what they consider to be their surpassing importance to national defense as sufficient excuse for continuing government support. The Defense Department readily admits that the airlines are important to national defense—along with "the health of our citizens, the number of arable acres, steel mills, railroads, medical schools, and bus lines and truck lines."

When the Department of Commerce recently proposed joint civilian-military use of Andrews Air Force Base, the Air Force said uncompromisingly that "Andrews is not suitable for joint occupancy by military and commercial enterprises mixing commercial and jet interceptor operations, which operate at different speeds and with different landing procedures (causing) many difficulties."

Under Secretary of Commerce Rothchild himself has drawn a clear line between military and commercial airports: "The military builds special airports for its special needs and we specialize on civil airports."

The airlines' claim to a dominant place in the defense picture was further weakened when Defense Mobilizer Gordon Gray reported last month that in the event of a thermonuclear attack on the U. S., the railroads would have a "relatively low vulnerability" to attack, because of their dispersed nature, while air service, because of its dependence on facilities concentrated at a few points, would be knocked out more quickly.

It is argued that superairways for airlines are comparable to superhighways for automobile owners. The parallel is cloudy, an obvious difference being that the earthbound highways are primarily for the use of the people who pay for them, *i.e.*, the taxpayers; the airways are primarily for the use of commercial aircraft. While airways may be used by both civil and military aircraft, the Department of Commerce attributes over half of their total annual costs to scheduled and non-scheduled airlines.

Land Grant Argument Fallacious

The air lobby doesn't often miss an opportunity to point out that certain railroads got government help in their own early years, in federal land grants worth \$122.2 million — without, however, bothering to add that the 14 rail-

\$6,657,454 IN FEDERAL AIRPORT AID FOR "CHICAGOLAND STATES"

According to reports issued from Washington, D. C., this spring, the Chicagoland states of Illinois, Iowa, Indiana, and Michigan were to get \$6,657,454 of the \$52,265,226 in federal airport aid to be distributed in the year which started July 1.

The Civil Aeronautics Administration announced at that time that Wisconsin would get an allocation as soon as its airport program for the year was completed.

Chicago, with \$1,482,500, got the biggest grant in the Chicagoland states, with Detroit running a close second. The allocations for the four states were as follows:

ILLINOIS

Chicago—O'Hare, \$1,250,000 for new land, runways.

Chicago—Midway, \$232,500 for new land, runways.

Rockford—\$25,000 for taxiway lighting.

Illinois total—\$2,921,250.

INDIANA

Terre Haute—Hulman, \$109,409 to strengthen runway.

IOWA

Algona—Municipal, \$8,500 for easements, runways.

Clinton—Municipal, \$8,640 to construct taxiway.

Des Moines—Municipal, \$399,405 for new runway.

In all, 334 airport projects in all of the 48 states except Wisconsin and Wyoming were approved. In addition, \$2,770,000 was allocated to territorial airports.

The airports getting federal aid must match each dollar of federal assistance with a dollar of their own from local funds, so that actually twice as much as is shown in the above total will be spent on these airport projects.

roads involved paid the government back tenfold in the form of reduced rates on government freight.

When all else fails, the airlines, with what is supposed to be disarming candor, take the position that they're not really making any money to speak of and can't afford to pay their way.

For the record, let it be noted that the railroads didn't make any money on passenger service last year, either. In fact, according to the Interstate Commerce Commission, they *lost* some \$696 million.

Actually, the airlines' rate of return on investment has averaged about 10 percent in recent years, while the railroads have been hard pressed even with their freight business to earn a return

of 4 per cent.

It's hard, of course, for private capital to compete with the U. S. Treasury. On intercity trips, government-subsidized air travel overtook and passed bus travel in 1954; it will pass train travel (excluding commuter business) this year in terms of passenger miles.

To ease what many consider to be a grave threat to the whole system of privately-supported common carrier transportation—and also to assure hard-pressed taxpayers at least a token return on their investment in aviation—there is a growing sentiment in Washington for a system of user charges, specifically for putting the federally-supported airways on a toll basis.

One of the chief proponents of the

AIRLINE COMPETITION

(Continued from preceding page)

idea that the airlines ought to be paying at least part of their way is President Eisenhower who, while encouraging measures to increase air safety, has repeatedly expressed alarm about the disposition of the taxpayers to dump their tax dollars into private enterprise without any reasonable hope of getting a few cents back.

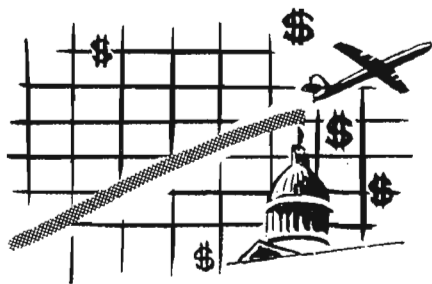
"The Time Has Come" President Eisenhower Says

Only a few weeks ago the President suggested in a letter to Speaker of the House Sam Rayburn that an economy-minded Congress impose user charges on the airlines. He had formally advised Congress in his budget message that "the time has come when consideration should be given to requiring the users of the airways facilities to share the cost of providing this service."

Could the airlines afford it? The President's Air Coordinating Committee informed him after an exhaustive study that "a large segment of the U. S. domestic civil aviation has reached a level of economic maturity which would permit it to make a reasonable contribution toward meeting the costs of the airways system."

President Truman similarly told Congress in 1947: "As the rapid growth of aviation continues, I believe it is unwise to place the entire burden of expanding, improving and maintaining the airways upon the general taxpayers. Civil aviation should bear a reasonable share." In 1950 he reiterated his demand that the airlines become "increasingly self-supporting in the near future."

The airlines know, of course, that as long as they have the U. S. Treasury at their disposal they do not have to be self-supporting. And as long as the taxpayers will continue to invest billions in a private enterprise that 85 per cent of them have never patronized the big giveaway is not likely to end.



The Cover

BY way of proving that it takes a little of everything to run a railroad, meet the "Skyworker," a kind of amusement park tilt-a-whirl gone industrial.

The Skyworker was developed recently at the suggestion of utility firms for clearing tree branches from around power and communications lines, and the Milwaukee acquired one for the same purpose in the spring of this year. It has been kept very busy ever since. Right now it is on the D&I Division and involved in heavy going around parks, golf courses, and other wooded areas. It left Chicago in June and will probably reach Savanna, Ill., by Oct. 1. Wherever this machine and its efficient crew of three men go they leave the Road's communication lines clear of obstructions, and consequently that much less in danger of an interruption in communication through line breakage. Modern railroading depends on a sound system of signals and communications.

Donald Wylie, communications engineer, and Ray Stuckey, general supervisor of signals and communication lines, are enthusiastic about the job which the Skyworker crew is doing.

The Skyworker can be used throughout the year, they point out. As a matter of fact they expect the crew to make better time during cold weather when the sap is out of the trees, the leaves are gone, and the ground is firm, making the cutting job easier.

The Skyworker truck is a four-ton, four-wheel-drive vehicle with hydraulic outriggers and a jack knife steel boom which hoists two men in baskets equipped with power clippers



Nothing up there to trim, but the Skyworker demonstrates that, when necessary, it can reach 40 feet straight up. The baskets are kept in an upright position at all times.

and saws. Capable of swinging in a full circle and in a 180 degree arc overhead, the Skyworker enables the men in the baskets to reach any point up to 40 feet in any direction from the truck. The branches and limbs which they cut away are stacked for removal by maintenance of way crews.

The Skyworker is intended for use anywhere on the railroad where the right of way is wide enough for it. A camp car equipped with comfortable living quarters serves as home base for the foreman and two men who comprise the crew.

No Longer an Infant

At some point the government of the United States will have to stop fostering the commercial airlines and decide that aviation no longer is an infant in need of special care.

Without government aid, American airlines could not have been established and could not have grown; the country

would have suffered, both by a backward defense and lagging business development. And yet, eventually, the airlines ought to become able to stand on their own feet on a basis fairly comparable with that of other national private enterprises, like the railroads.

—The (Spokane, Wash.)
Spokesman-Review

The Milwaukee Road Magazine

Higher Wages for Engineers In New Agreement

LARGER paychecks have been received by Milwaukee Road engineers since the railroads and the Brotherhood of Locomotive Engineers entered into a three-year wage agreement on July 17. It is retroactive to Nov. 1, 1956.

Under its terms engineers in road freight service are receiving a first year wage increase of \$1.16 per day, and second and third year increases of 67 cents per day. Engineers in passenger service are receiving a first year wage increase of \$1.01 per day, and second and third year increases of 58 cents per day.

Milwaukee Road yard service engineers, not having elected to accept the five-day work week, will receive a first year increase of \$1.12 per day, and will receive second and third year increases of 66 cents per day. A somewhat different provision applies on those lines whose yard service engineers elect to work a five-day work week.

The agreement grants yard engineers

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 their option effective Nov. 1, 1957, 2 cents an hour will be deducted from each of their second and third year increases. If they exercise their option Nov. 1, 1958 or thereafter, 4 cents an hour of their third year increase will be converted to pay the cost of the paid holiday.

The agreement also contains the same escalator clause applicable to the agreement with the conductors (reported in this magazine last month), which provides for the gearing of wage rates to changes in the Bureau of Labor Statistics Consumers' Price Index. The cost-of-living adjustments will increase or decrease wage rates one cent an hour for each one-half point change in the price index, with the September, 1956, index of 117.1 serving as a base. Under this provision, an increase of 3 cents per hour became effective May 1.

Dr. Householder Comments On "Asian Flu" Scare

DR. RAYMOND HOUSEHOLDER, Milwaukee Road chief surgeon, advised in August that there is a great deal of logic in employees taking precautions to safeguard their health and earnings in the face of the threatened epidemic of Asian flu.

An announcement from the office of surgeon general in Washington early in August indicated that an epidemic of that disease, if it were to affect 10 per cent or more of the population during a four to six weeks period, would probably have a serious effect on the economy because of work absences.

According to the announcement from the surgeon general's office, past experience suggests that the disease may suddenly spread quite rapidly in the fall or up through late winter.

"It is not possible to say whether this disease will spread to epidemic proportions in this country as it has in others," Dr. Householder said. "Viruses of this type have a way of affecting different segments of the population differently, and this may prove to be more scare than fact.

"It is always well to bear in mind,

however, that any illness means a loss of income to an employee, whether it strikes him or a member of his family. For this and other obvious reasons it should be avoided if at all possible. A new vaccine which is expected to be effective in combating this disease will be available in September.

"My suggestion to employees," Dr. Householder said, "is that they consult their family physicians for an opinion regarding the advisability of taking the vaccine shots."

L. C. Kusch

LOUIS C. KUSCH, retired assistant superintendent of the sleeping and dining car department, died in Wesley Memorial Hospital, Chicago, on July 15. He had been ill about a year.

As a veteran of more than 50 years of service in the Road's sleeping and dining car headquarters, Mr. Kusch was well known on the railroad and among railroad commissary supply people. He started as an office boy in Chicago in 1905, was promoted to assistant chief clerk in 1930, and to chief clerk at Tacoma in 1933. After 10 years in the

Lines West office he returned to Chicago to supervise the management of the laundry and two years later was appointed assistant superintendent of the department. He served in that capacity until he retired on Apr. 30, 1956.

Mr. Kusch was an Army veteran of World War I, and for many years an active committee member of the Association of American Dining Car Officers. He is survived by his wife, Eileen, and a daughter, Marlene. Funeral services were held in St. Giles Church, Oak Park, Ill.

F. J. Newell Named Director of Publicity



F. J. Newell

FRANK J. NEWELL, well known member of The Milwaukee Road's public relations staff since 1929, and since 1939 assistant public relations officer, was appointed director of publicity effective Aug. 1.

A native of St. Paul, Mr. Newell entered railroad service there in 1909 as a clerk in the passenger traffic department of the Great Northern Railway, shortly after graduation from high school (at the age of 15).

He was advanced to passenger rate clerk with the G.N. before coming to The Milwaukee Road in October, 1917, as assistant ticket agent in the Road's St. Paul city ticket office. He was advanced to traveling passenger agent with headquarters in St. Paul in 1920, and during his service in this position was often assigned to promotion and publicity work. Among the more noteworthy of these assignments occurred in 1923 and 1924 when he conducted an exhibition of a giant Milwaukee Road electric locomotive in virtually every large city in the East and Midwest. In 1927 he handled publicity for America's first roller bearing train, the Pioneer Limited.

On Mar. 1, 1929, Mr. Newell was appointed to the newly-established position of public relations representative with headquarters in Chicago, and in February, 1939, was appointed assistant public relations officer.

As a function of the railroad's public relations department, Mr. Newell directs the activities of the Milwaukee Road News bureau in maintaining relations with the press, radio and television.

HOW TO GIVE A SPEECH

by L. A. Keating

"ANYONE can give a good speech who wants to and who has something to say," declares Professor Lynn Surles, director of Business & Professional Speaking at Marquette University. Therefore, unaccustomed to public speaking as you probably are, if you will make use of a few basic techniques you can acquit yourself well next time you have to "talk on your feet."

You will be nervous, of course. Even speakers of long experience perspire and fidget before they get under way. But the more you prepare, the less nervous you'll be. Too, there are ways to combat nervousness.

"First, understand it," urges Professor Surles. "It is nature's way of keying you up to meet a challenge. You can get the upper hand on nervousness in two ways: *by relaxing and by taking plenty of time.*"

"There is a psychological help, too. While the chairman is introducing you and you wish you were home in bed, say to yourself, 'Well, they're asking for this, so let the audience be nervous.'"

When your name is called, rise from your place as relaxed as possible. Take plenty of time. On the platform as you look over the audience, think about relaxing—your neck, your shoulders, your arms. See to it that your hands are limp on the podium. *Stand there taking plenty of time.* Your audience will wait. As you realize how patient and expectant they are, you gain confidence. Confidence erases tension.

The Pause Is Important

Sure you are ready now to begin? State your opening line and pause. Say another line. Pause. Look around. These pauses will calm you and they are dramatically effective in gripping your hearers' attention. Actually, the pause is as effective as the words you speak. As you make successive statements, you will pick up speed and confidence, and as you notice the attentiveness given you, nervousness is forgotten.

Here is a trick about looking at your audience. It is dangerous to pick out individuals and watch their faces to see how you are doing. Shun this! Do not see anyone individually. As you talk,

slowly sweep your gaze along the last rows of the audience from one side of the hall to the other. Then slowly sweep back. Keep doing this, and every person facing you will believe you are looking at him.

Start in low gear, offering earnestness and sincerity. Your enthusiasm will rise and carry you to the needed heights in good time. Remember, your greatest impact is made with earnest understatement, followed by pause. Never yield to excited exaggeration.

Gestures? Don't push them or experiment or imitate. Just do what comes naturally.

Try to Do Your Very Best For Your Audience

Now let's go back to preparation of your speech—because an audience worth talking to is worth doing your best for. Never read your speech: that puts people to sleep. Of course, you may have to read brief technical passages or quotations; but reading takes your attention away from your listeners. Never memorize your speech, because if you forget a line you might be headed for disaster.

The best approach is to know *what* you want to say. When the time comes, you will find words for saying it. Jot down on a card or sheet of paper the list of topics you want to cover. Be sure that their sequence is logical and effective. Place your card on the podium where you can see it but your audience can't. Discuss your first subject and stop. Take up your next item. When you have discussed your final point, wait four or five seconds, then leave the podium.

What if someone heckles you? It's risky to attempt to match wits; you may lose and look foolish. Instead, take a step or two his way and gaze at him in silence. Then turn back and resume your talk.

"Use all the anecdotes you can that illuminate the points you wish to make," Professor Surles advises. "Anecdotes reveal people in situations, and audiences love them. Ninety percent example material and 10 per cent of your own opinions will hold listener interest. Later, people will forget your assertions but remember your anecdotes. Get used

to saying, 'When this point came up at another meeting—' or 'Here is a case I encountered—' or 'Let me illustrate with an experience I had.'"

To sum up: Prepare your speech by making a list of subjects you can jot down on a small card. If possible, give the speech once or twice to an empty room. When the chairman introduces you, fight nervousness with deliberation. Speak slowly, with frequent pauses. Look at the mass of faces, never at individuals. When you have finished what you planned, never repeat or re-emphasize or go on. Wait a few seconds, then return to your seat.

Should you be called upon with little or no warning, use this three-point formula, which is sure-fire if you know your field.

1. Stand up, relaxed, and say, "Gentlemen, here is how this matter seems to me." Or, "Here is the point I wish to make." State in one sentence, or as con-

About Dr. Surles and the Author



Dr. L. C. Surles

DR. LYNN CLYDE SURLES, whose advice on public speaking forms the basis of Mr. Keating's article, is well known in the Milwaukee area as a public speaker, instructor at Marquette University, and consultant in communications for a number of industries.

Dr. Surles taught speech, radio communication and creative writing at Colgate University before going to Marquette to conduct various courses in speech. At present he is instructing only in the evening division at Marquette, as the greater part of his time is devoted to work with business and industrial firms. He conducts the Lynn Surles Training Service in Milwaukee.

Lawrence A. Keating, author of the article, has 20 books to his credit, of which "Kid Brother", a novel for teen-agers, is current. He has published some 400 stories and articles in popular magazines, with one on baseball in Coronet for June being the most recent.

Mr. Keating conducts courses in writing at both Northwestern and Marquette Universities.

The Milwaukee Road Magazine

cisely as possible, the idea you wish to put across.

2. Next, say, "Let me give you an example." Relate an apt anecdote in your best story-telling manner. Give names to your characters. Quote them. Keep it brief.

3. Lastly say, "Here is what I believe we should do." State your proposal in simple terms. Remain standing three or four seconds; the silence will help drive your point home. Go back to your seat.

Or say you are called upon unexpectedly and you are puzzled what to tell this group. In the moments you have to think, ask yourself, How can I help them? The answer is what you should talk about.

So, next time you hear a chairman say those fateful words, "It now gives me great pleasure to introduce—" and mention your name, why worry about being nervous? It's as inevitable as taxes. But you can control it by trying to relax and, above all, by taking plenty . . . of . . . time.

Remember, these people must want you to talk. They're asking you to, aren't they?

By Rail to Fort Knox—The Longest Gold Haul in History

THE rich cargoes of countless galleons that sailed under the flag of Spain through the centuries were equal in value to but a fraction of the wealth that rolled over the railroads to the bullion depository at Fort Knox, Ky., between 1937 and 1941.

How much gold was transferred to Fort Knox in that period was for years a secret known only to a few persons in the federal government. But it can be revealed that in two periods—one in 1937 and one in 1940-41—the railroads operated 552 special trains carrying gold bullion valued at \$15½ billion. Thus, each train carried an average of \$28 million in gold.

From the time the metal was removed from the vaults of the United States assay offices in New York and Philadelphia until it was safely underground at Fort Knox, it was guarded by large numbers of men from the Army, the Treasury Department and the Post Office Department, not to mention hundreds of railroad detectives and police officers. Each train carried a crew of at least 35 hand-picked soldiers. The entire movement was under the super-



"Yo, heave! . . . Yo, heave! . . ." There's rhythm here, but would you say it's a dance these junior "gandies" are doing? This crew, consisting mostly of high school boys from Spencer, Ia., was one of several teen-age gangs which did yeoman service during the last war in place of the regular steel gangs.

Why "Gandy Dancer" . . . ?

THIS is to inquire whether you may happen to know the origin of the term "gandy dancer" to describe extra gang track men.

If you do, you'll have the answer to a question which a lot of people seem to wonder about.

Not that you'll have too good a chance of proving that your answer is the right one. But at least we may be able to put together a fund of interesting anecdote and opinion.

There are, of course, many versions of the origin of the term. One of these . . . and you may have heard it . . . is that in an earlier day men hired out in groups for work in forests, fields and on the railroads. These men (single for the most part) accepted one man as their leader, and he made the "deals" for employment—usually of short duration. Such groups would be known,

naturally enough, as the "Jones Men", or the "Simpson Lads", and so on.

The story goes that a man by the name of Gandy headed a group that frequently hired out for temporary work in track gangs, and because of a shuffle, or a kind of dance which they performed while tamping ties, these men became known as "Gandy Dancers".

Possibly your father or grandfather was working for the railroad around the time the expression came into being. Did he ever say anything about it? Or maybe you've heard other accounts that never got into circulation.

If you have anything at all on the subject, will you send it to the Magazine office? That's Room 356 Chicago Union Station.

vision of the Post Office Department's Railway Mail Service.

The shipments were handled from eastern depositories in trains of 10 to 14 cars, including four to eight cars carrying gold bullion, a dining car and several sleeping cars. Special precautions were taken to protect every foot of the lines over which the trains were operated, especially bridges, viaducts and tunnels where mischief might cause trouble. At such points Army tanks and detachments of soldiers were stationed. Bridge and viaduct sites were cleared of underbrush, weeds and other obstructions, so

as to afford a clear view of their foundations and to reduce the likelihood of lurking bandits or saboteurs.

Each railroad operated its own locomotives and used its own crews. In addition to the operating officers who were responsible for the safe movement of the trains, railway police officers and the superintendents of mail and baggage were on duty at many points around the clock.

Thus, as a result of well-nigh perfect teamwork, there was accomplished without mishap the greatest long-distance transfer of gold in the world's history.

How to Work without Straining

YOUR muscles, that is. Whether you've suffered from a pulled muscle, sprain, charley horse or a backache, chances are you could have prevented it. Over 250 thousand workers—and who knows the thousands of housewives and white-collar people—injure their muscles through bad work methods each year.

Translated into time lost from work, such aches and pains cost the nation dear. And in terms of personal anguish, only the common cold causes more discomfort.

Anybody who has ever suffered a sprained ankle knows how much pain can come from a ligament stretched too far. Anybody who has suffered from a charley horse knows the pain of a muscle spasm. Anybody who has cracked his funny bone knows how pain radiates along a squeezed nerve.

No laughing matter. Yet our choice up to now has been to grin and bear it. Most of the \$70 million spent each year on external pain killers has been invested in a vain offering to the aching back.

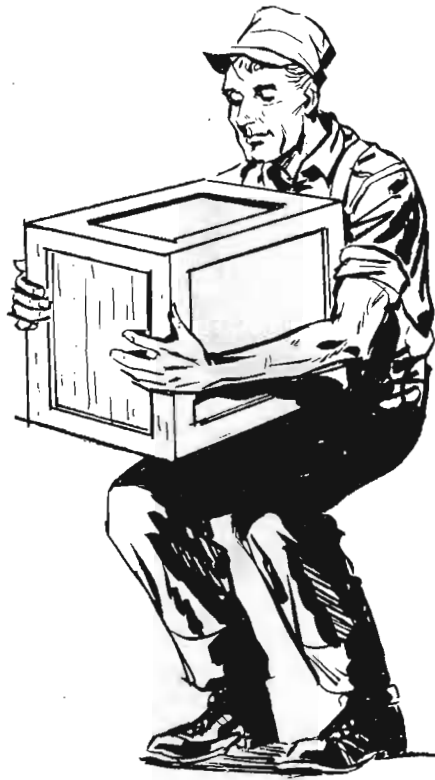
Like the cold, everybody talks about pain, but no one is quite certain precisely what it is, where it is real and where only psychically apparent.

In the final analysis, of course, the best medicine is a dose of prevention since we bring most muscular aches and pains on ourselves, both on and off the job.

It's simple enough. Just think a moment about the way you are constructed. Your support and your movement are controlled by your skeleton which is composed of bones and strong bands, called ligaments, that hold the body together at the joints. Extensively distributed over the skeleton to provide power for movement and to give form and substance to the extremities are the muscles. They are attached to the bones with strong tendons. This complex structure is given direction and set into motion by the nervous system. A magnificent creation, supple and strong.

It can be trained to run a mile in four minutes, lift weights as heavy as 800 pounds, or jump higher than itself.

But, oh, how we abuse it! We use our muscles—very often the wrong ones—when we should be using our brains. We let our muscles get out of condition, and then suddenly put them to strenuous use. The sedentary worker, who is not usually in shape, likes nothing better than a



strenuous two week vacation. While the manual worker, who does a lot of lifting and is in good condition, likes to spend his spare time as motionless as he can. His aching back, the day he gets back on the job! We sit erect in the same position for hours, torturing our lower back muscles which must support the whole weight of our upper torso. We allow one set of muscles to grow fatigued from weariness and another weak from lack of exercise. Yet we think nothing of calling on these undeveloped muscles to exert tremendous effort at a moment's notice.

We defy gravity simply by standing on our hind legs. Our back muscles have to work hard as long as we are awake just to hold us up. And the housewife who picks up a sack of sugar, or the stenographer who lifts a typewriter, subjects the muscles in her back to tensions of a half ton or more.

The most common sources of muscular aches and pains are poor lifting methods. In fact, one work injury out of four results from poor handling of materials. Just consider: When you straighten up from a bent over position, the strain on the muscles, vertebrae, ligaments and discs in your back can amount to more than a quarter of a ton. If you lift with your back at the same time, the

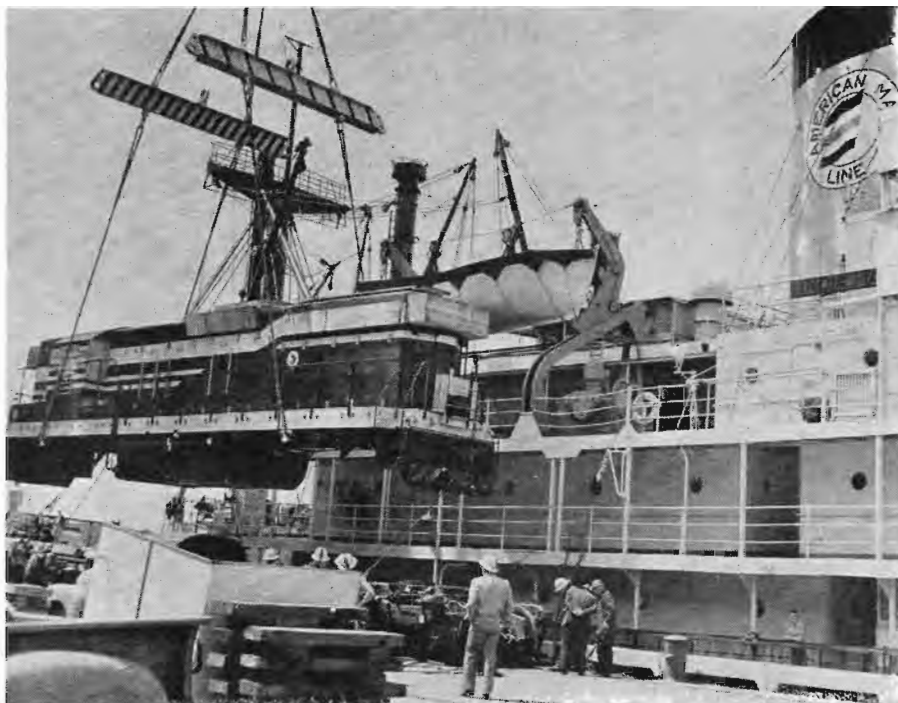
weight of the object is multiplied by 15 times or more.

Follow these four simple rules, and you'll find yourself working—and playing—without strain.

1. Use your strong leg and arm muscles when you lift—not your back. It has enough to do just supporting you and allowing you to bend.
2. Gear your activity to your age and physical condition. Physical effort, in moderation, is an excellent body builder, but don't carry it to excess. Stop and rest when you feel the danger signals of fatigue.
3. Build up your muscles—but in easy stages. And don't just concentrate on your biceps; get as many of your muscles as you can into the act.
4. Change your working position as often as you can. If your job is a sedentary and stationary one, watch your posture. Periodically rest the set of muscles in constant use; don't let yourself tense.

Safe Lifting Methods

1. Inspect load to make sure you can handle it yourself and decide the best way to grasp it.
2. Get a firm footing close to the object to be lifted; feet the length of a shoe apart for balance.
3. Bend knees and crouch down to the object.
4. Keep the back almost vertical and feet apart.
5. Get a good grip.
6. Straighten knees slowly, rise, keeping load close to the body and directly over feet. (Around the railroad it's a good idea to wear safety shoes, too.)
7. Lower load just like you lifted it.
8. Lift the load waist high and, whenever possible, rest it on a support to get a better grip before raising it to shoulder height. Bend the knees to give added power for the final lift.
9. Rest frequently when carrying load for a long time. A tired person is more subject to strain, sprain, tripping and loss of balance.
10. Stop, reduce the load by making more trips or get help when you feel strain or pull.



The Navy's huge shipyard crane at Bremerton is pressed into service for swinging the diesels aboard the S.S. India Mail.

Two Diesels for Korea, Via The Milwaukee

"At 10 A.M., May 31, there were five sharp blasts from the powerful air horns, then a stepped up rumble from the big diesels, and Milwaukee Freight No. 263 eased from Bensenville Yard near Chicago, bound for the Pacific Northwest.

"Earlier that day, her blocks of cars destined for St. Paul, Minneapolis, Miles City, Butte, Spokane, Seattle, and Tacoma, had been assembled in the yard. There were box cars and flats, gondolas and tank cars, reefers and stock cars, loads and empties, and two new diesel-electric locomotives bearing the stenciled legend 'Korea 105' and 'Korea 106.' These locomotives had been hauled into the Milwaukee's Chicago yards from

General Motors' big Electro-Motive Division plant in suburban LaGrange on May 29 and were now bound on the long rail and water trip to Pusan, Korea."

These were the opening paragraphs in an unusual article in the July issue of "The Mailer," publication of the American Mail Line.

"No. 263's orders for May 31 contained some special provisions," the article continued. "No speed in excess of 65 m.p.h. Special in-transit inspection of the 'dead' locomotives in Minneapolis; at Aberdeen and Mobridge, S. D.; Miles City, Harlowton and Deer Lodge, Mont.; Avery, Idaho; and Othello,

Wash. At least five cars to separate the second from the first 'dead' locomotive; not more than 25 cars to separate the second locomotive from the one doing the hauling."

The article continued to spell out in considerable detail the whole fascinating business of transporting two General Service Administration diesel locomotives by rail from Chicago to Bremerton, Wash., and then the operation involved in getting the locomotives aboard the S.S. INDIA MAIL.

The loading operation was preceded, for example, by the business of cutting out a piece of cardboard to scale to represent a locomotive. This was placed on a blueprint to see, in a general way, the amount of deck space required. The engines taken to the Coast via Milwaukee Road were two of four loaded aboard ship for the trip. The loading involved careful bracing and calculating as to just where the weight stresses would be.

The article pointed out that in addition to the four engines and many other things aboard the INDIA MAIL on that trip were 115 tons of locomotive spare parts and lubricants, and two other shipments received via The Milwaukee Road, consisting of three unboxed automobiles from Detroit and 20 tons of baled rags, also from Detroit, and all bound for Yokohama.

Frank B. Basil, traffic manager for American Mail Line at Chicago, who was formerly Milwaukee Road export and import agent, expedited the handling of the shipment.

W. S. McKee of the oriental freight department, Chicago, reports that, through the excellent cooperation of the operating and traffic departments, the locomotives moved to port swiftly and safely and to the complete satisfaction of all concerned. He says that a special nod of recognition is due S. J. Graser of the transportation department, Chicago, and Frank Findley, city freight agent at Seattle, who handles Milwaukee Road export and import traffic.

... or Mothers-in-Law in the Back Seat

WHEN This Week magazine recently invited representatives of the four major modes of travel—automobile, airplane, steamship and railway—to sum up in 80 words the advantages of their respective types of transportation, E. B. Padrick, chairman of the Railway Travel Promotion Agency, Chicago, gave the following reasons for choosing to travel by train:

"Comfortable, non-skid travel in all weather. No flat tires to change, road maps to decode, parking problems or mothers-

in-law in the back seat. Rent the only home you'll ever have where you can see the world go by your window. Eat good food, meet congenial companions, or be a recluse in your all purpose smooth-as-a-Pullman roomette.

"Wherever you go, the best travel guide to a carefree vacation is the cry in any language: 'All aboard! En Voiture! Einsteigen! Partenza!'"

QUIZ



(Answers on page 29)

1. In railway slang, is a "herder" a yard switchman, a trucker in a freight house, or a gang foreman?
2. Which of these periods would it be proper to call fiscal years—twelve months ending March 31, June 30, Sept. 30, Dec. 31?
3. In railroad jargon, when a train service employe is "bucking the board" is he under suspension for an infraction of rules, without a regular run, or with a regular run but seeking a better one?
4. Is a sinking fund a fund accumulated to repay a debt or replace an asset at some future time, or a fund set aside to pay dividends to stockholders?
5. How many of these could properly be regarded as assets to a railway company—a share of stock in another company, a patent, a bridge structure, a sum of money in the bank?
6. With what part of a railroad car is the knuckle pin connected—the journal box, the braking system, or the coupler?
7. Is a pneumatic jack operated by electricity, compressed air, or steam?
8. Are plate girders found in locomotives, bridges, or freight cars?
9. What is the net worth of a railway company which has total assets of \$100 million, capital stock of \$30 million, surplus of \$15 million, a sinking fund of \$3 million, a bonded debt of \$50 million, and current liabilities of \$5 million?

Had an Eye Checkup Lately?

If you are over 40, it's time for an eye checkup, advises the National Society for the Prevention of Blindness, which has designated September as national Sight-Saving Month.

This is the society's seventh annual campaign to make the public aware of eye hazards and sight conservation. September, for instance, is the time when children return to school, some willingly, some reluctantly. Amidst the hue and cry over "Why Johnny can't read," the society comes up with the contention that success in school often hinges on sight. Children with vision defects may have serious reading trouble because they confuse similarly shaped letters, or their attention may wander because of eye discomfort.

It is the parent who must recognize the symptoms of vision trouble, says the society, and act on it. The small child can't tell about his problem, and the older youngster simply has no way of knowing how well he ought to see.

The million Americans who have glaucoma are almost all past 40, says the society in advising a checkup for people in the over-40 group. Moreover, because the inroads of the disease are insidious, another half million are unaware they have the condition. Glaucoma results from a stealthy buildup of pressure inside the eye, and often its victims experience no pain or discomfort until it is too late to halt the disease. There is only one sure safeguard—a professional examination. Had one lately?

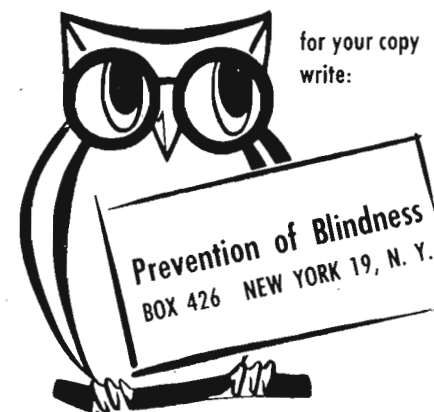
The Wise Owls

One day in 1947, an industrial worker, Joe Folks of St. Louis, narrowly escaped blindness in an accident at his plant. Safety glasses spared his vision. After-

ward he thought a lot about it and finally put it to his company in the form of a suggestion box question. Why shouldn't everybody wear eye protection on the job?

Free eye care folder

A WORD TO THE WISE (take care of your eyes)



for your copy write:

In the 10 years since, his idea has become the Wise Owl Club of America, an organization which encourages the use of shatterproof safety glasses among men and women in industry. The Milwaukee Road is represented among its more than 13,000 members in the United States and Canada who have saved the sight of at least one eye by wearing safety goggles during working hours.

New Town . . . George, Wash.

HISTORY is on the march in Washington's Columbia River Basin, brought into the news by a new town which was dedicated in that Milwaukee Road territory on July 4. Steeped in the spirit of Independence Day, its founder—and sole resident—named it for the father of our country, "George, Wash.". A reported three to five thousand people, including the governor and other state legislators, attended the dedication. A man who makes no small plans, the founder hopes, if his promotional efforts are successful in attracting people, to plat another townsite on neighboring land. It's name? But naturally, "Martha, Wash.".

Annual Engineering Department Golf Tournament September 14

EMPLOYEES of the engineering department in the Chicago area will hold their annual golf tournament at the White Pines Golf Club, on Church Road south of Irving Park Road, Bensenville, Ill., on Sept. 14. Engineering forces from all over the system are invited. Guests will be welcome.

This outing is the annual tournament which in recent years was combined with the tournament sponsored by the Milwaukee Road Booster Club of Chicago. The golfing fee is \$2.75 per person, plus 50 cents for prizes. Play will start at 1 P.M., and will be based on the blind bogey handicap system. Reservations should be made before Sept. 6 with either J. S. Kopec or W. H. Spinks, Room 898 Chicago Union Station.

The Milwaukee Road Magazine

retirements

during July 1957



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MURPHY, WILLIAM A.
Asst. Frt. Traf. Mgr. Chicago, Ill.
PIEPER, ALBERT H.
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Chicago Terminals

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Caller Chicago, Ill.
GRIEPKE, HARRY H.
Clerk Chicago, Ill.
MALCOTTE, FRANK
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MCNERNEY, WILLIAM J.
Tel. Oper. Franklin Pk., Ill.
NOTORE, JOE
Forklift Oper. Chicago, Ill.
RAMERIZ, MANUEL
Laborer Chicago, Ill.
STACHURA, PAUL J.
Carman Chicago, Ill.
STILES, OSCAR B.
Frt. Handler Chicago, Ill.
TUREK, LUCY
Janitress Chicago, Ill.

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Dubuque & Illinois Division

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HALL, GLADIS M.
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KNAACK, ARTHUR E.
Brakeman Bensenville, Ill.
PAUGH, MILO D.
Sec. Laborer Kansas City, Mo.
PRODZINSKI, FELIX S.
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WRIGHT, CHARLES E.
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Boilermaker Aberdeen, S.D.
HAUSAUER, ELMER G.
Trainman Aberdeen, S.D.
KRIEGER, HARRY W.
Station Helper Andover, S.D.
MONROE, THOMAS A.
Conductor Minneapolis, Minn.
PHELAN, EDWARD A.
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RYE, CONRAD B.
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Idaho Division

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Conductor Spokane, Wash.
MOSSBARGER, CLAUDE E.
Ex. Gang Laborer Spokane, Wash.
PETTRY, JULIUS C.
Brakeman Malden, Wash.

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FLORES, JOHN
Ex. Gang Laborer Marion, Ia.
FREDERICH, JOHN L.
Sec. Foreman Boone, Ia.
GOHMANN, KATHERINE M.
Chf. Clerk Perry, Ia.
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Laborer Co. Bluffs, Ia.
HAYES, JAMES L.
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KENNEDY, THOMAS F.
Sec. Laborer Storm Lake, Ia.

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COURY, CHARLES
Mach. Helper Mitchell, S.D.
EARLE, FRANK B.
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GORMAN, RICHARD J.
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Loco. Fireman Mason City, Ia.
RAMIREZ, JOE
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Dist. Storekeeper Milwaukee, Wis.
BURNS, FRANK
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GASPER, FRANK M.
Mach. Helper Milwaukee, Wis.
MORSTADT, FRED J.
Tinsmith Milwaukee, Wis.
SCHLOSSER, FRANK H.
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WOLFF, EVELYN B.
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Consultant New York, N.Y.

Rocky Mountain Division

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Chauffeur Deer Lodge, Mont.
LOVELY, GUY W.
Loco. Engr. Deer Lodge, Mont.
MENDOZA, PEDRO H.
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PRATT, JOHN O.
Signal Helper Willow Creek, Mont.
WOLTER, MABEL H.
Steno-Clerk Harlowton, Mont.

Terre Haute Division

SPEER, HANNAGAN C.
Brakeman Terre Haute, Ind.

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Conductor Marmarth, N.D.

Twin City Terminals

HOPKINS, LeROY
Electrician St. Paul, Minn.
MURPHY, PATRICK J.
Spl. Officer Minneapolis, Minn.
OFTELIE, HALVOR
Carman Minneapolis, Minn.

"Helen, darling," said the embarrassed young lover, "before we get married there's something I must get off my chest."

"Of course, dear," said the girl sympathetically. "What is it?"

The young lover opened his shirt, exposing a large magnificently tattooed declaration:

"I love Betty."



How to Ease Your Child's Start in School

The following article is based on material contained in a bulletin of the U. S. Department of Health, Education and Welfare entitled "Your Child From One to Six".

ANY independence your child learns when he is away from you will be all to the good when he goes to school and meets many children. Unless a beginner at school is able to stand up for his own rights, his first months may be unhappy. Sometimes a child will walk blocks out of his way to escape being waylaid by others who have discovered his timidity.

A mother who tells her youngster that he must never hit another child may be laying up trouble for him. Many a child has suffered from trying to follow such teaching. Being told not to be the one to strike the first blow is just as effective, but allows a child to defend himself. The other way, he feels like a weakling, and builds up no confidence in his ability to take care of himself.

Some mothers are distressed at the idea that children should not be forbidden to fight. Perhaps they forget that learning good social relations is a slow process. "Musts" and "must nots" don't

achieve what we're after; a child does not become a social being by such means. He has only the surface behavior of one. Then when the strain gets too great this surface cracks and the unmanageable behavior breaks loose.

Such a mother also forgets that for little boys it is important to show bravery in the face of physical mauling. Even at 6 no boy wants to be taken for a coward.

Older children sometimes try to build up their superiority by teasing little ones. They tell them how "hard" school is going to be, or how "mean" certain teachers are. Parents will want to forestall any such notions, or to reassure children who have been exposed to them.

Visit the school ahead of time, so your child can see the room where he will be, and perhaps meet his teacher. He needs to learn beforehand how to get there and back without worry. Show

him the safest way of going and tell him why he should use the same route each day. This is important, as little children are often very ill-prepared to understand traffic directions. If safety patrol boys or girls are stationed at corners, teach him to respect their orders.

No child should set off for school without knowing how to give his full name and the last names of his parents, his address and telephone number. A card in his pocket with this information will save him embarrassment, should he forget under stress or excitement.

Among the things a child should have learned by the time he starts school is to be considerate of others to the extent that he:

Does not interrupt when the teacher gives directions or tells a story.

Knows how to "take turns", as when waiting to be a leader in a game.

Does not take other people's property without permission, nor waste school property.

His behavior in all these ways will reflect his home life and the atmosphere you have created there.

PLAYING IT SAFE WITH POWER TOOLS

POWER tools provide the muscles for jobs like planing, drilling and sawing, but they *don't* have brains. Yours is the guiding hand, and it's up to you to make sure they do the job safely.

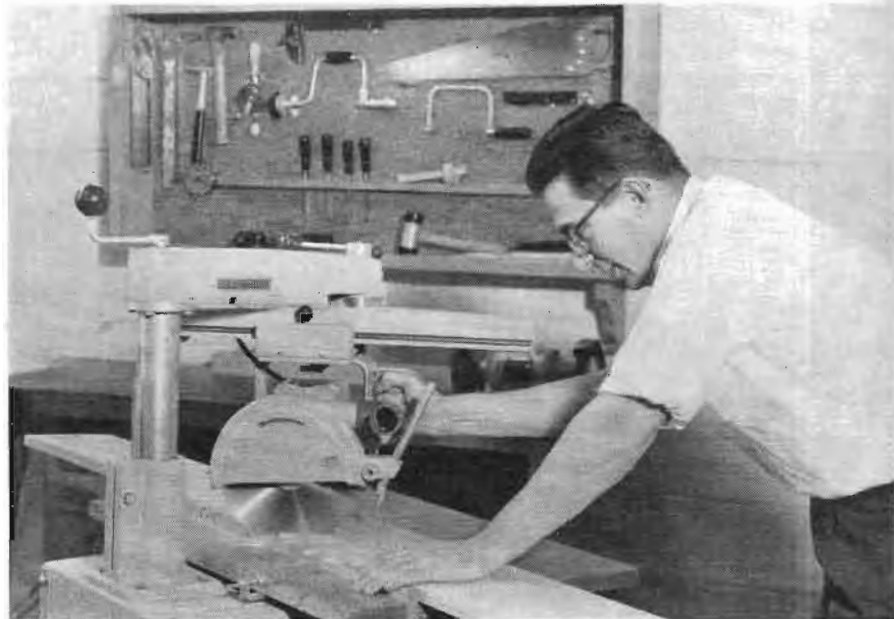
Here, based on the power tool section of McGraw-Hill's Complete Home Improvement Handbook, is a check list of do's and don'ts for home craftsmen:

1. Read the instructions that come with your new power tool. Learn all about it before you use it.
2. Wear safe clothes when you operate it. This means shirts or shop coats with tightly buttoned cuffs or rolled-up sleeves, never loose clothing that can get snagged in a moving part—a dangling necktie, for instance.
3. Be sure all locks and clamps are tight before turning on tool.

4. Use all of the safety guards. They may slow you up a bit, but they'll protect your fingers.
5. Keep the floor of your shop clean. Keep a barrel or bin close by for scraps. Always sweep up sawdust when you're through working.
6. Make sure the machine is clear before turning on the power. To be safe, always pull the plug when you are through. This is particularly important

if there are children in the house.

7. Don't, under any circumstances, reach across a power tool when it is running.
8. Don't ever try to pick up a piece of scrap wood on a circular saw table while the saw is running. Push it off with a stick (the piece of stock you've just cut).
9. Don't try to force a piece of wood through any power tool.



Have You Heard This About Canning?

If you have the good luck to come by some large, firm plums when they are barely ripe, try pickling them. Scald and peel, make sirup, and can just as you do pickled peaches.

For a real smooth taste, add a tablespoon of corn sirup to each quart of tomatoes before processing.

Honey heightens the flavor of applesauce. Add it to sweeten to taste just before canning. You can add it to pears, too. Just substitute honey for half of the sugar called for in the canning sirup. After the sirup is made, add to each cup a teaspoon of vanilla and about $\frac{1}{8}$ teaspoon of ginger.

Half pint or pint jars are best to use when canning foods for people who require special diets. All fruits may be

canned without sugar, and canned meats and vegetables keep as well without salt as with it.

Ginger, nutmeg or other spices to suit taste may be added to peach butter just before pouring into jars.

An electric blender saves time when preparing fruits for jelly, jam, marmalades and juices. It is also useful when foods are to be canned for baby.

A teaspoon of sugar added before closing the jar for processing helps the flavor of canned beets, corn, carrots and peas.

To test juices used in jelly making for pectin, mix 1 tablespoon cooked unsweetened juice with 1 tablespoon alcohol, preferably grain. Wood or denatured alcohol may be used, but should

To test sirup for the jelling point, dip a spoon into the boiling sirup and tilt until the sirup runs out (top spoon). When the jelling point is reached (bottom spoon), the last two drops will run together and sheet from the spoon.

not be tasted, as they are poisonous. If a large clot forms, the juice contains enough pectin.

Pineapple pears: Use pineapple juice instead of water for making sirup.

For extra crispness, add $\frac{1}{4}$ teaspoon powdered alum to each cup of pickle sirup before pouring over cucumbers in jars. (Ball Brothers Consumer Service)





Fish Favorites for the September Parade

THE fishing industry will celebrate the 1957 Fish Parade Sept. 18 to 28 with a grand parade of values. Watch the market at this time for good buys in all varieties of fish—fresh, canned and frozen, as well as processed in such forms as crab cakes, codfish balls, breaded shrimp, fillets and sticks.

The recipes given here represent three forms of this rich harvest—whitefish for the great variety which can be bought fresh, salmon-in-a-roll for canned fish, and shrimp in tomato sauce for the shellfish family.

Whitefish With Clam Stuffing

2 to 3-lb. whitefish
juice of 1 lemon
salt and pepper
1 pkg. stuffing mix (3 cups)
1 7-oz. can minced clams
¼ cup melted butter
2 tomatoes, sliced
1 medium onion, sliced
½ cup butter or margarine
Sprinkle fish inside and out with lemon juice, salt and pepper. Combine stuffing mix with undrained clams and melted butter. In

buttered baking dish place stuffing under and around the fish, with a row of tomato slices topped with onion slices. Dot with butter and bake in a 350 degree oven 30-40 minutes or until fish flakes easily with a fork. Serves 4.

Shrimp With Low Calorie Sauce

1 lb. shrimp
2 onions, sliced
2 tbsps. butter or margarine
½ cup instant non-fat dry milk
2 tbsps. flour
1 (1-lb. 3-oz.) can tomatoes
½ tsp. salt
¼ tsp. pepper
Clean and cook shrimp. Cook onions in butter until soft. Mix milk, flour, tomatoes, salt and pepper. Add to onions and cook, stirring until mixture thickens. Add shrimp and cook until they are heated through. Serve with a border of toast or low-calorie wafers. Makes 4 servings.

Salmon Roll-Up

1 16-oz. can salmon
½ tsp. salt
¼ tsp. pepper
1 pimiento, chopped
2 tbsps. chopped chives
3 or 4 sprigs watercress, chopped



grated peel of half a lemon
2 cups biscuit mix
juice of half a lemon and enough water to make ½ cup
1 egg yolk
2 tbsps. milk
Flake salmon and season with salt and pepper. Mix in pimiento, chives and watercress. Add lemon peel to biscuit mix, and following directions on the package, prepare dough with liquid. Roll dough into rectangle about ¼-inch thick, spread with salmon mixture, and roll up from long side. Place seam-side down in greased baking pan, brush top with egg yolk and milk. Bake in 400°F. oven 25-30 minutes. Slice and serve hot. Serves 4.

Do-It-Yourself Method for a Smooth Floor

IT'S easy with modern rental machines to have smooth floors at moderate cost. Necessary machines—drum-type floor sander, rotary type edger and floor polisher—can be rented from hardware, paint, lumber or building supply dealers. Other items needed are abrasive paper for the machines, hammer and nail-set, hand scraper, putty knife, wood filler,

floor seal and applicator, a steel wool pad, and wax. Here's how it's done as outlined recently in Home Modernizing magazine:

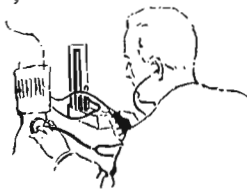
Remove all furnishings from the room. Sweep the floor clean, removing any gum or other deposits, and countersink any protruding nails. Remove radiators, heat grilles and stair treads in the sanding area.

Use the drum sander over the entire floor. Sand with the grain and overlap by 2 or 3 inches. The grit of the paper

depends on floor smoothness. Sand hard-to-reach areas with the edger. Use the same grit as on the drum sander. If open-grit paper was first used, follow with medium and fine paper. For extra smoothness, use a disk sander with No. ½ or 0 paper.

Apply sealer, varnish, or shellac with a paint brush. Use the rotary-type polisher with a steel wool pad under brush between coats. Apply a thin coat or two of paste or liquid wax. Buff with the polishing machine.

Living With High Blood Pressure



ARE you one of the five million people in this country who have high blood pressure?

Medical research has not yet found what causes most cases of high blood pressure, but so much is known about treating it that many of its victims can look forward to comfortable and productive lives. To foster a better understanding of the condition, the Chicago Heart Association recently made available a new booklet "High Blood Pressure (Hypertension)". The author is Dr. E. V. Allen, president of the American Heart Association and senior medical consultant at the Mayo Clinic, Rochester, Minn.

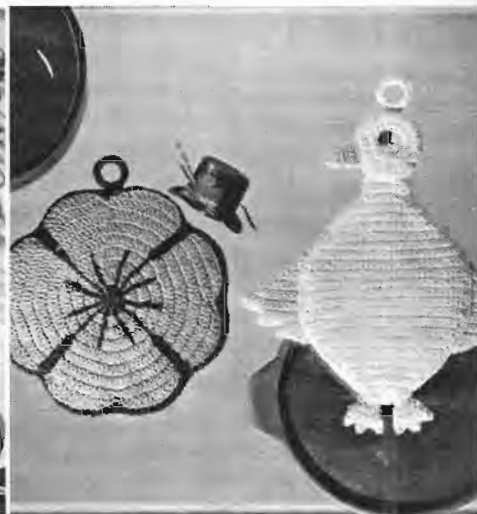
In a simple and direct way, the booklet explains the causes and symptoms of hypertension, what your physician can do about it, and—equally important—what you can do to help your doctor help you. Copies are distributed free to persons with high blood pressure and their families, and to physicians. Address requests to The Chicago Heart Association, 69 W. Washington St., Chicago 2, Ill.

Why everyone should make a will

FOR the protection of wife and family, it's just plain common sense for every husband to make a will. Yet, the vast majority of people never do. Some feel superstitious or regard it as a grim, distasteful task to be put off until it's too late.

Whatever the reason, the amazing fact is that an estimated 70 per cent of American property owners have no opportunity to determine the disposition of their holdings after death because they either forget or refuse to prepare for it.

In a recent issue of *The American Home* magazine, this neglected subject



CROCHET CLASSICS. Homes are sure to look brighter and gayer when outfitted with these ever popular crocheted accessories, a doily in a lovely scalloped shell pattern and a pair of saucy pot-holders. The ruffled doily, measuring 15 inches in diameter, is designed for an occasional table and makes a handsome gift. The potholders are also in the gift category. Lined with felt, they can be used for durable wall decorations. Direction leaflets for both, **ROCK POOL DOILY** and **DUCK AND LUCKY CLOVER POTHOLDERS**, are available free from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

Extra Helpings

Here's a dunking sauce with a sophisticated air: Blend 1 cup mayonnaise, $\frac{1}{2}$ tsp. dry mustard, $\frac{1}{4}$ tsp. garlic salt and $\frac{1}{4}$ cup chili sauce. Blend in 1 tsp. Tabasco and 2 tbsps. tarragon vinegar. For texture, add 3 tbsps. chopped stuffed olives, $\frac{1}{4}$ cup sweet gherkins and 1 tsp. minced onion.

The sweet of molasses and the nip of mustard season this barbecue sauce

which can be made up in quantity without refrigeration: Blend 4 tbsps. unsulphured molasses with 4 tbsps. prepared mustard, gradually stir in 3 tbsps. vinegar or lemon juice, 2 tbsps. Worcestershire, 2 tbsps. Tabasco and $\frac{1}{2}$ tsp. kitchen bouquet. Mix well. Good to barbecue spareribs or chicken, or to add a piquant touch to canned baked beans with frankfurters.

For a dinner ready, from start to finish, in 30 minutes: Season $1\frac{1}{2}$ lbs. sliced zucchini with salt and pepper, dot with butter and seal in aluminum foil. Place on a baking sheet in a 500° F. oven for 15 minutes. While it is baking, cut a can of corned beef hash in four slices. Next cut 2 tomatoes in halves, dot with butter and sprinkle with salt, pepper, sugar and oregano. Then place meat and tomatoes on the sheet with the zucchini reduce oven heat to 450° F. and bake 15 minutes longer.

For fried chicken that is golden-crisp, dip pieces in undiluted evaporated milk and roll in seasoned flour before cooking. The double-rich evaporated milk causes more flour to adhere to the chicken for an extra crisp crust.

Canned green beans assume new dignity with a topping of chopped nuts. Melt 2 tbsps. butter in a small skillet, add 2 tbsps. chopped Brazils and an equal amount of bread crumbs. Stir lightly until crumbs are browned, and sprinkle over heated vegetables.

was highlighted in an article called "Your Wife Should Know." Every person has a moral and a legal right to decide such important matters for themselves, the article said. But the law gives one this right only if they have made out a will. Without it, all good wishes and intentions are worth nothing.

In addition, the article suggested that wives should interest themselves in their husband's affairs. They should know the location of important papers, facts about any pension system to which he may belong, the name and address of the family attorney, accountant, and so on. And, most of all, that family finances should be a family affair. Besides forming a sound basis for any emergency, open discussion of family finances can often provide an additional tie between husband and wife that leads to a richer marriage.

Des Moines Union Railway Company

Ralph F. Morlock, assistant general manager-treasurer of the Des Moines Union Railway Co., retired recently after 39 years of service. He was also assistant treasurer of the Iowa Transfer Railway Co. Mr. Morlock started his railroad career in December, 1915 with the CB&Q. After working on various clerical positions for that company, he entered the employ of the DMU on Apr. 15, 1918 as a clerk in the general office. He was in the Army during World War I, but returned later and from 1920 to 1937 was secretary to the general manager. In November, 1937 he was appointed purchasing agent, and in April, 1946 promoted to treasurer-purchasing, which position he filled until 1954 when the additional title of assistant general manager was conferred on him.

Employees of the DMU, The Milwaukee Road and the Wabash honored Mr. Morlock at an after-hours gathering and presented him with a retirement gift. He and Mrs. Morlock intend to stay on in Des Moines, with frequent trips to their children's homes in California.

W. W. Ellsworth, cashier at the Des Moines freight house, was appointed chief clerk to general manager-treasurer. The duties of treasurer were assumed by the general manager effective June 1.



W. F. Morlock

I M & D Division

MASON CITY AREA

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

Engineers A. Block and John Victoria have moved their families from Sanborn, Ia., to Mason City, where they will work.

Engineer Ed Walters and his wife toured the West on their recent vacation. Mr. Walters' brother Louis said Ed wanted to see if his car would climb Pike's Peak.

Leo Gribben, cashier at Mason City, spent his three-week vacation at his lake home at Clear Lake, Ia. J. P. O'Neill, chief clerk in the DF&PA office, visited in Minneapolis and in Chicago.

Brakeman Lyle Taylor and family of Spencer, Ia., have moved to Mason City. Lyle will work out of Mason City.

Mrs. Al Kirby, wife of Conductor Kirby, has returned from a trip to Orlando, Fla., which she was awarded as a distributor of Tupper Ware. She was one of two from the Des Moines district to attend a jubilee celebration.

SANBORN-RAPID CITY

Florence Paullin, Correspondent
Roundhouse Clerk, Mitchell

Engineer P. J. Vessell and wife have returned from a trip to the Southland. They reported too many floods and hot weather down that way and were glad to be back.

E. F. Hatzenbuehler Jr. and family have returned from a trip to Yellowstone Park and Spokane. They were joined at Miles City by Mr. and Mrs. E. F. Hatzenbuehler Sr. They visited Jerry Hatzenbuehler who is stationed at Spokane in the Air Force. Jerry was a former electrician apprentice at Mitchell.

Fireman L. F. Nelson and family have returned from a trip to Spokane and Klamath Falls, Ore. Larry says he has the spot all picked out in Vancouver, Wash., where he will retire ??? when that time comes.

Robert J. Quass, retired I&D conductor, passed away recently at Canton. Burial was at Mitchell.

Charles F. (Shorty) Morgan died



ON NATIONAL JAMBOREE. Robert Potvin, 14, son of Machinist W. J. Potvin of Mitchell, S. D., was one of 10 local Boy Scouts who attended the National Scout Jamboree at Valley Forge, Pa., this summer. He was sponsored by the local K.C., and went as cook for his troop. A highlight of the trip was attending a Chicago Cubs-Philadelphia ball game. At home Robert is active in junior Legion baseball, and has a paper route for the Daily Republic.

July 16 at Sioux City. He was a long time employee of the railroad, and had retired last May.

Mrs. J. C. Bradbury, widow of I&D engineer, passed away in a Mitchell hospital on July 11 after a long illness. Burial was at Hurley, S.D.

Retired Engineer F. J. Grace is a patient at Minnesota General Hospital, Minneapolis, at this writing.

Frank L. Anderson, a trainman for 41 years, made his last run recently on the Arrow. Mr. Anderson, a native of Sioux City, was in service many years on the Arrow, in addition to a brief period on the Hiawatha. After his retirement he planned to spend most of the summer fishing at the cabin he and Mrs. Anderson own on the north shore of Spirit Lake. The Andersons will celebrate their golden wedding anniversary Sept. 24.

H & D Division

EAST END

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

Tom Monroe and Elmer "Dutch" Hausauer, both on passenger, have retired. Tom and his wife will live in Watertown, S. D., and Dutch and the Mrs. are enjoying their nice home in Ortonville, with its garden, flowers, etc.

Section Foreman Hjalmar Gilyard of Groton and Conductor Jack Hamling have received Silver Passes, and Conductor W. J. Harding and Agent F. R. Scott of Webster have received their Gold Passes.

While cutting grass on July 1, Retired Engineer Walt Martin died suddenly at his home in Ortonville.

It's pretty lonesome around Montevideo, now that the dispatchers and the C.T.C. board have moved to Aberdeen. At a stag dinner for the dispatchers at the Montevideo Country Club, they were feted and given a gift. Each also received a barometer from the office force at Montevideo.

Conductor Ray Nicholson, who is on leave of absence and working in Los Angeles, is at this writing very ill in the Santa Fe Railroad hospital in that city.

Engineer Norm Ronning is receiving a good deal of ribbing from fellow rails because on July 9 he made a hole-in-one out at Theodore Wirth Golf Club. We know it's not an idle rumor, because Engineers Daniel Happy and Maurice Nelson were right there and saw it. It was a beautiful shot—135 yards.

The Milwaukee Road Magazine



QUEEN FOR A YEAR. The queen of Fiesta Days at Montevideo, Minn., for the coming year will be 18-year-old Eulala Adamson, a sister of H&D Fireman Herbie Adamson and granddaughter of Engineer Reuben Nelson of Montevideo. The brunette beauty pageant winner is shown being crowned by Karen Neyhart, outgoing queen, with Bryant Spencer, general chairman, as an onlooker. A large number of persons, including state department notables of this and South American countries, attended this summer's festival, which was the Minnesota city's 12th annual salute to its sister city in Uruguay. Queen Eulala is a secretary for a Montevideo law firm. (Hanson photo)



AGENT W. C. WESTPHAL SAYS FAREWELL TO ELGIN. Retiring on July 26, Agent William C. Westphal, a native of Elgin, Ill., and a long-time station employe there, smiles as he bids adieu to a railroad career of more than 50 years. He started on Jan. 16, 1907 as an operator and leverman at the Fox River tower, but held that position only briefly before transferring to Elgin to become telegrapher and ticket seller for the next 28 years. Later he was agent at various stations in Illinois and Wisconsin before being appointed agent at Elgin in 1946. Immediately after retiring he and Mrs. Westphal visited their daughter, Mrs. Pearl Landes, in Minneapolis before moving to a newly purchased home-with-garden near their son Maynard in Cantonment, Fla.—one of Mr. Westphal's hobbies is gardening. (Elgin Daily Courier-News photo)

September, 1957



WITH BRATWURST. At the conclusion of a Midwest Shippers Advisory Board meeting in Milwaukee July 11, shippers and carriers representatives were invited to a bratwurst roast on the grounds of the Union Refrigerator Transit Lines. Milwaukee Road men who joined the party are shown in this group, which consisted of, from left: Carl Rummel, URT representative, Minneapolis; Don Woodhouse, chief clerk to superintendent, Milwaukee Division; URT attendant; Granger Smith, retired assistant superintendent transportation-passenger; E. L. Philipp, URT Lines, sales and services (rear); Paul Bridenstine, Milwaukee Division trainmaster; Robert Farrar, URT representative on the Milwaukee Division; Martin Garelick, superintendent, Milwaukee Division (partly hidden); H. L. Martin, chief dispatcher, Milwaukee; and J. W. Brown and Shelly Beyer, URT representatives.

RETIRING AT MINNEAPOLIS, Agent L. M. Truax is shown his last day on the job when he was honored at an office get-together. From left: A. C. Andersen, who succeeded Mr. Truax July 1; Mr. Truax; A. W. Wareham, chief clerk; Mrs. Truax; and General Foreman I. Horgenson. Mr. Truax was with the Road in station service 44 years, and as agent at Minneapolis since 1948.



RETIREES AT FOWLER STREET. A group of employes in the Fowler Street freight office in Milwaukee posed with their long-time co-worker, Frank Schlosser (front, center), as he retired recently after more than 50 years of railroading. Mr. Schlosser started as a clerk for the KGB&W at Luxemburg, Wis., and was also with the AGW before signing on with the Milwaukee in 1912. He retired as head inbound rate clerk at Fowler Street.

Trans-Missouri Division

EAST END

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

Ralph E. Hale has moved to Mobridge with his wife and sons Ralph, 15, and Alan, 11, as our new agent. He replaced Agent Peter Collins, who was transferred to Dupree. The Hales lived here in 1942-43 when he worked for Western Union and Mrs. Hale was a registered nurse at the Mobridge Hospital. For the past year Mr. Hale had been agent at Mott and before that, for 13 years, agent at McLaughlin. He learned agency work from his father, the late L. B. Hale, who will be remembered by many old timers on this division. The senior Mr. Hale came out from Illinois in 1910 and was for many years agent-telegrapher at Morristown, Keltron and Reeder.

Mrs. Helen Rognelson, former Mobridge and Marmarth resident, was married July 15 to J. H. Cramer. They will make their home in Blaine, Wash.

Mr. and Mrs. Hewitt Patton, Mr. and Mrs. Leonard Clark and Dr. A. W. Spiry were among the Mobridge Shriners who attended the Shrine conclave at Minneapolis in July.

Mrs. L. W. Schiefelbein, wife of retired conductor, has returned from a visit with her daughter's family, the John Lohrs, at Cincinnati.

H. G. Teske has bid in the dispatcher's job at Miles City. We were sorry to lose this fine family.

Retired Conductor L. H. Larson and wife have returned from a visit with Mr. Larson's brother Edwin and family at Redwood Falls, Minn.

Retired Agent Joe Paul of Timber Lake has been appointed director of assessments for Dewey County.



R. E. Hale

Jane Ingram, her sister and two nieces enjoyed a California vacation. Jerrie Horn and Kay Madl spent a week in Colorado, Angeline Tauber vacationed in Baltimore. Lorraine Leinwander enjoyed California so much last year that she returned this year for two weeks.

Due to her father's illness, Pat Mazar has taken a leave of absence.

Our new clerks are Dolores Harder, Frances McGann, Joanne Spangler and Sandra LaBelle.

Pat Byler has left our employ to join her husband, who will be working in Ohio.

OPERATING DEPARTMENT

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

Winthrop B. Holcomb, ice disbursement clerk in the office of claim prevention, refrigerator and merchandise service at the time of his retirement in 1939, died at Genoa City, Wis., on June 25. Mr. Holcomb was born on Nov. 12, 1866 and entered the service of the Milwaukee in 1903, in the purchasing department. On Dec. 1, 1920, he was transferred to the CPR&MS office, continuing in that department until his retirement. He is survived by a daughter and a granddaughter.

R. W. Weber, retired chief clerk in the CPR&MS office, suffered a heart seizure July 20 at Phoenix, Ariz., where he now makes his home. At this writing he is in the hospital. Your correspondent will be glad to furnish his mailing address.

Miss Mildred Nelson, secretary in the office of general superintendent of transportation, is the proud possessor of a beautiful diamond ring. Plans for the future are now pending.

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

Alfred Roth, draftsman in the office of E. E. Burch, bridge engineer, became a grandfather for the first time when his daughter, who lives in Brooklyn, N. Y., recently gave birth to a son. When he left on his vacation Aug. 2, his destination was, of course, Brooklyn.

Design Detailer R. G. Klouda proudly announced the birth of his third child, David Brian, on June 28 at St. Francis Hospital, Blue Island. Jeanne, the mother, formerly was a typist in the pass bureau and later bridge engineer's secretary.

Assistant Engineer D. A. Rieser is back in B. J. Ornburn's office. His work is in connection with designing installations of locomotive fuel oil, water and sanding facilities. Doug returned to the railroad after being with T. W. Snow Construction Company for 15 months.

Ray Gaskill, assistant engineer in the office of K. E. Hornung, architect, recently served two weeks as operations

assistant with the Marine Corps Reserve. His battalion trained in California, and on his free time he visited Los Angeles and northern Mexico.

Bruno Heinrich, assistant engineer, signal and communications department, retired this summer. A farewell party was held in his honor at Harvey's "Golden Lion" restaurant, which about 60 people attended. He was presented with a repeating shotgun, and Mrs. Heinrich with an orchid and a leather handbag. Bruno started in railroad service in May, 1916 as a stenographer and was promoted to telegraph inspector in 1920, handling the accounts and affairs of the Continental Telegraph Company on Lines West. After that company was taken over by Western Union, he was appointed commercial telegraph agent and was instrumental in drawing up the present Western Union contract. When the offices moved to Chicago in 1954, he was appointed assistant engineer handling the Western Union accounts, and contracts for wire crossing. He has been succeeded by R. L. Schmidt.

Frank T. Ross, relay office supervisor, signal and communications department, informs us that he is the grandfather of a baby girl born on July 5. This is the first child of Frank's youngest daughter, Ruth Ann, who formerly was a relief messenger in the relay office at Milwaukee.



OUR CANDIDATE FOR MISS AMERICA. Headed for Atlantic City was Miss Patricia Maureen Miller, daughter of Trans-Missouri Engineer E. W. Miller of Mobridge, as she was named "most talented finalist" in a beauty pageant held at Hot Springs on July 22 and crowned Miss South Dakota of 1957. With the title went a scholarship, a wardrobe, and a trip to the boardwalk city to compete in the Miss America trials. She won the state contest with a rendition of an operatic aria. At the University of South Dakota, Miss Miller reigned this year as Miss University. She was also South Dakota Snow Queen for 1956. (Photo courtesy of Jack Cannon, Rapid City Journal)

Chicago General Offices

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

A stork shower was given for Ardele Dassow of Keypunch when she left to await a blessed event.

Clara Constantine was presented with many lovely gifts for her marriage to Ray Bauer Jr. on Aug. 3.

Sympathy was extended to L. J. Kincaid on the death of his brother.

An auto accident en route to work hospitalized Rose Erwin and Oma Caruthers. They are convalescing at this writing.



IN THE GOOD OLD SUMMERTIME, the Chicago engineering department's idea of a well spent Saturday is a family picnic. This one was held in Tyler Creek Forest Preserve near Elgin, Ill., on July 6. About 70 were there. Shown close up is a play in the afternoon ball game, with F. L. Clark, chief clerk to chief engineer, racing for first, having made a hit off Gail Lewis, daughter of Assistant Engineer H. M. Lewis; on base, H. E. Datisman, chief clerk to assistant chief engineer-structures. Also close up are three of the outing's organizers, Mr. Clark, Assistant Engineer F. M. Jones, and W. H. Spinks, general bookkeeper (left to right).



AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Assistant Bureau Head Milton Foreman of the office of supervisor of machine accounting was awarded a prize of bronze scissors and a combination letter opener and ruler at a recent business machine exhibit held at the Conrad Hilton Hotel. Milton correctly identified, from the sound alone, the machines being operated, the rate of speed of certain sorting machines, the type of operation, single feed or double feed of a collator, etc.

Assistant Paymaster Robert Albrecht's daughter Joyce, a physical education major at Illinois State Teacher's College, who has been acting as a counselor at a Michigan Girl Scout camp, possibly saved the life of a fellow counselor on a camping trip this summer. The girl was bitten by a poisonous snake, but recovered, due to the prompt action of Joyce in administering first aid and getting her to a hospital.

Dorothy Sodman was welcomed back on July 16 after an extended sick leave.

Rose Marie Curtin underwent an emergency appendectomy July 12.

Constance Wortsman of the accounts receivable bureau has taken a leave to await the arrival of the Wortsman offspring.

Sympathy was extended to Adeline Gotto and to Lorraine Connick on the sudden death of Edward Connick, their father and father-in-law, respectively. He had over 42 years of service with the

Road. Also to Harry Pajak on the death of his father.

Shop Timekeeper Kathleen McArdle became Mrs. Hugh Walsh at St. Viator's Church on July 6. The couple honeymooned in Colorado Springs.

Carol Jean Haub is the newest addition to the computing bureau staff.

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Harry S. Stansbury, assistant engineer in charge of the A.F.E. bureau, retired June 30 after 47 years of service. He was born in Joliet, Ill., and his first employment was with the then Chicago & Alton Railroad in 1910 as construction engineer on the Joliet track elevation project. In 1924 he was employed by the C.B.&Q. in its valuation department. He entered Milwaukee Road service in 1926 as assistant engineer in this office, handling budget and valuation work, and was promoted to head of his bureau in 1954. His retirement was marked by a testimonial luncheon and the presentation of a traveling case by fellow employees.

Assistant Engineer William R. Freyberg and Pauline Blaha of Des Plaines, Ill., were married in the North Shore Baptist Church on July 13. After a reception the couple left on a motor trip to Wisconsin Dells and other places of interest in Wisconsin and Minnesota and upon their return took residence in their newly acquired home in Des Plaines.



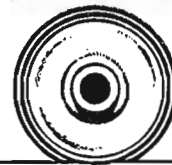
OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Rudolph Spandau and Rosemarie Schlager were married July 16 at St. Peter's Evangelical Church. They spent their honeymoon furnishing their new home in Franklin Park.

Agnes McGrath and Ruby Dunaven were in an automobile accident. At this writing Agnes is recuperating at home, and Ruby is in St. Francis Hospital, Evanston.

Our recent vacationers: Bessie White toured the New England States; the Distads, South Dakota and Yellowstone Park; the Len Meyer's family, the Ozarks; Larry Grudzieck, New York.



	JUNE		SIX MONTHS	
	1957	1956	1957	1956
RECEIVED FROM CUSTOMERS				
for hauling freight, passenger, mail, etc.....	\$20,221,978	\$21,308,745	\$122,862,722	\$122,826,499
PAID OUT IN WAGES				
.....	10,642,385	10,106,913	61,600,822	62,079,814
PER DOLLAR RECEIVED (cents).....	52.6	47.4	50.1	50.5
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	756,682	717,531	4,360,814	4,239,798
PER DOLLAR RECEIVED (cents).....	3.7	3.4	3.5	3.5
ALL OTHER PAYMENTS				
for operating expenses, taxes rents and interest	10,013,247	9,855,406	57,807,835	57,190,439
PER DOLLAR RECEIVED (cents).....	49.5	46.3	47.1	46.6
NET INCOME		628,895		
NET LOSS	\$1,190,336		\$906,749	\$683,552
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	103,673	114,311	639,302	668,642
Decrease 1957 under 1956.....		-10,638	-29,340	



RETIREES AT CHICAGO-FULLERTON AVENUE.

Traveling Accountant A. H. Pieper (left), who recently received his 45-year Silver Pass, shown as he retired on July 24 with his successor, R. V. Notson. His desk was decorated by co-workers in the Chicago-Fullerton Avenue accounting department building to represent a garden with a "money tree" on which flourished the wherewithal to buy a power mower for his new home in suburban Itasca. Mr. Pieper's service included positions in the statistical bureau and as head of the bookkeeping bureau in the office of the auditor of expenditure until his recent promotion.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

John J. Canty and wife Mariann are rejoicing over the birth of their first child, Theresa Ann, born July 1. Mrs. Canty was formerly employed in the freight auditor's office.

Traveling Auditor Charles E. Schiffer has returned to work after undergoing surgery at the Oak Park Hospital.

Traveling Auditor Chester E. McGrew, with headquarters in Milwaukee, passed away suddenly July 5. Mr. McGrew was 58 years old and entered service as a clerk at Redfield, Ia., in April, 1920. In 1922 he became agent-operator, working at various stations, and in October, 1944, was promoted to traveling auditor. Surviving are his wife, and five sons, three of whom are employees of The Milwaukee Road, namely: William E., traveling auditor, Madison, Wis.; Robert E., ticket clerk, New York; and Ronald D., ticket clerk at Milwaukee. Burial was at Madison, Wis., with several of his associates from the railroad acting as pallbearers.

Rosemarie Schlager, secretary to assistant auditor of station accounts and

overcharge claims, and Rudolph Spandau of the office of auditor of passenger accounts were married July 16 in the chapel of St. Peter's Evangelical Church.

J. C. McCann, retired traveling auditor, Terre Haute, has been presented with his Silver Pass. Mr. McCann spent nine years with the former Chicago Terre Haute & Southeastern, now our Terre Haute Division, and the last 36 with The Milwaukee Road.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Chuck Larue and Judith Lang were married recently at the First Evangelical Lutheran Church of Chicago. They honeymooned in the Chicago vicinity.

Joe Robinson was married in Traverse City, Mich., and honeymooned in New York and Canadian points, including, I understand, Niagara Falls.

Chuck Vaught has returned after an extended sick leave.

Sympathy was extended to Helen Braun on the death of her brother, July 17.

Richard Dickson and Robert Fare are new members of the Milwaukee family.

Norman Wagner and Ted Petrakos have resigned to accept other positions. Josephine Nicioli has taken a leave of absence.

Eleanor Meyer is proudly displaying a sparkling diamond ring. It couldn't happen to a nicer girl.

Understand Lillian Synwold is vacationing in the Eastern states. Your correspondent and family enjoyed the sights in New Mexico and vicinity.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Superintendent, Spokane

A postcard from Istanbul, Turkey, came recently from Brakeman George Prekeges, who is seeing many interesting things and places at this writing.

When the Pioneers held their annual

get-together in Spokane recently, Retired Conductor F. F. Fiebelkorn came all the way from his home in Independence, Mo.

The Canadian Rockies draw many railroad folks for vacations. Agent Setchell and family, and Yard Conductor H. R. Gibford and wife reported good trips to these beautiful mountains. The Gibfords also took in the Jackson Hole country.

We are sorry to report the death of little Lee Arthur Carver, 7, on July 12, following a year's illness. Besides his parents, Agent and Mrs. Merle Carver of Tekoa, his grandmother, Mrs. Ethel Carver of Malden, survives. Funeral services were conducted at Tekoa, with burial at Rosalia.

Following an illness of over a year, Harold Linehan, retired conductor, passed away July 10 in a Spokane hospital to which he had been admitted the

day before. Services were held in St. Augustine's Church. His wife and son survive at the home; also two brothers.

Retired Yardmaster and Mrs. Michael H. Donovan of Spokane, who were married 50 years this summer, observed their anniversary by renewing their vows at mass in the Church of the Holy Ghost and St. Anthony, and with a reception at their home on Carlisle Avenue. Out of town relatives who came from some distance included Mr. Donovan's sister, Miss Catherine Donovan of Honolulu. The couple have three children, Mrs. Harold P. Gray of Ephrata, Wash., LaVerne S. Donovan of Lewiston, Ida., and R. M. Donovan, Bakersfield, Cal.

Locomotive Engineer James E. Jordan of Spokane has received his 45-year Silver Pass.

Milwaukee Road Carloadings



JULY 1957 compared with JULY 1956

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in July 1957 over July 1956	NUMBER OF CARLOADS			
		JULY		INCREASE	
		1957	1956	1957 over 1956	% of increase
12.6%	Grain and Soy Beans.....	9,467	8,185	+ 1,282	+15.7%
12.5	Forest Prod. (Excl. Logs & Pulpwood)...	9,062	8,475	+ 587	+ 6.9
5.0	Iron and Steel.....	6,649	3,859	+ 2,790	+72.3
2.9	Gravel, Sand & Stone.....	7,424	5,741	+ 1,683	+29.3
2.7	Agri. Impl., Machinery & Parts.....	1,847	1,032	+ 815	+79.0
2.5	Oil and Gasoline.....	4,174	3,153	+ 1,021	+32.4
2.5	Forwarder Traffic.....	3,130	2,070	+ 1,060	+51.2
2.4	Automobiles and Parts.....	2,356	1,859	+ 497	+26.7
2.0	Grain Products.....	4,483	4,262	+ 221	+ 5.2
1.8	Fruits & Vegetables (Fresh).....	3,804	3,636	+ 168	+ 4.6
1.1	All Other Prod. of Agri.....	1,427	1,365	+ 62	+ 4.5
25.8	All Other Mfgs. & Miscellaneous.....	23,962	23,198	+ 764	+ 3.3
73.8%		77,785	66,835	+10,950	+16.4%
	loading of these commodities DECREASED in July 1957 under July 1956				
		JULY		DECREASE	
		1957	1956	1957 under 1956	% of decrease
4.5	Coal and Coke.....	6,917	7,361	— 444	— 6.0%
3.8	All Other Prod. of Mines.....	1,622	3,153	— 1,531	—48.6
3.8	Cement, Lime, Plaster & Stucco.....	3,004	3,153	— 149	— 4.7
3.1	Meat & Packing House Prod.....	3,729	4,004	— 275	— 6.9
2.9	Logs and Pulpwood.....	6,053	10,132	— 4,079	—40.3
2.9	Liquors, Malt.....	2,956	3,109	— 153	— 4.9
2.2	Merchandise.....	6,835	7,592	— 757	—10.0
1.7	All Other Animals & Prod.....	1,097	1,365	— 268	—19.6
1.3	Livestock.....	1,069	2,037	— 968	—47.5
26.2%		33,282	41,906	— 8,624	—20.6%
100.0%	Total	111,067	108,741	+ 2,326	+ 2.1%



Celebrating the retirement of W. J. Beckel, district storekeeper with headquarters in Milwaukee, at a dinner party in the Boulevard Restaurant on July 25 are, from left: L. V. Schwartz, assistant general storekeeper, Mr. Beckel, and G. V. Ireland, general storekeeper. For details, read the column of Milwaukee Shops Correspondent Virginia Tabbert.

Milwaukee Division

SECOND DISTRICT

F. F. Gotto, Correspondent

F. T. Buechler, retired superintendent, was in Green Bay recently to attend the Boilermakers' banquet at Pamperin Lodge. He acted as master of ceremonies and did his usual fine job.

Charles Schwartz, retired signal supervisor and Conductor Ed Chapman visited with us recently. Both are in good health and wished to be remembered to their friends on the division.

We understand that Mrs. Charles Jansen, widow of Switchman Jansen, is confined in the Chilton Hospital, Chilton, Wis., at this writing.

Conductor L. J. Bordeleau is the proud possessor of a 40-year button awarded to him by the Veteran Employees Association.

We are sorry to report the following deaths: Conductor Anton J. Schmirler, on May 17; George Schauer, retired B&B carpenter, on July 16; and B&B Carpenter Frank Krzewina, on July 17.

Conductor Edward E. Christian of Channing has received his 50-year Gold Pass.

George Kelly, former conductor who was hospitalized six weeks for surgery, is convalescing at home.

THIRD DISTRICT

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

Recent appointments included L. M. Planasch to agent at Waupun, and R. S. Streff to second trick operator there.

J. A. Schafer, second trick operator at Slinger, was off for a couple of weeks recently. E. H. Romans took over.

Summer vacationists and their reliefs included the following: L. J. Campbell, relieved by R. S. Streff; Agents B. C. Sielaff, J. E. LeClaire and E. F. Barr, relieved by F. R. Haasch; Swing Shift Operator E. R. Lepinski of Slinger, relieved by E. H. Romans; and R. H. Porten Sr., second trick at Horicon, relieved by W. B. Brey.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

The Agents and Station Employees Association held its annual picnic at Elkhart Lake on June 29, with an attendance of 192. A ball game highlighted the afternoon's festivities. Thanks are due the Road for furnishing the locomotive and cars of the special train, to the U.R.T. company for its generous contribution toward the expenses, and to the train and enginemen who contributed their services to the operation of the special.

Word has been received that Otto Ackerman, retired Third District engineer, succumbed on June 20 to a lingering illness.

Fireman W. D. Patek passed away unexpectedly on June 24.

Engineer Joseph Bendick passed away recently after an illness of several months.

Mrs. Elmer Anderson, wife of retired operator at Tower A-20, passed away Aug. 4. The remains were taken to Kearney, Neb., for burial.

Work started recently on the new super highway which will cross our tracks just east of Deerfield and again at Rondout. Operators and section men are providing flagging protection 24 hours a day while the work is going on.

Train Dispatcher Robert Richter took his family on a three-week camping trip this summer to such points as Big Horn Mountain, the Black Hills and Yellowstone National Park.

Engineer Jerry Parker, who has been running trains 531 and 536 between Horicon and Portage, retired Aug. 1. He started working on the track at Rush Lake in May, 1905. As his home is at Horicon, he is well situated to pursue the hunting and fishing which he enjoys.

Engineer Ed Coughlin of Winneconne passed away Aug. 1.

The following Milwaukee Division section foremen have been presented with 27-year Superior Service Award Cards: A. G. Flom, Iron Mountain; L. G. Glas-

napp, Oshkosh; F. E. Hafemeister, Granville; A. A. House, Pardeeville; A. F. Kreps, Brandon; H. C. Lear, Crystal Falls; A. R. Otte, Hartford; and J. H. Willers, Horicon.

Madison Division

SECOND DISTRICT

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

Conductor John A. Grivetti of Ladd celebrated 50 years of service with the Road June 14. Starting as a caller, he became a brakeman on July 31, 1909, and a conductor on Sept. 30, 1914. Some colorful experiences are recalled by Mr. Grivetti regarding the boomer days and the G-4 engines.

Wisconsin vacations were recently enjoyed by Agent LeRoy Stack and mother; also by Joseph Filipkowski, section hand at Oglesby.

A Silver Pass has been presented to R. L. Fuller, ticket agent at Freeport.

Milwaukee Shops

STORE DEPARTMENT

Virginia Tabbert, Correspondent

On July 25, the Ranch Room at the Boulevard Restaurant buzzed with the excitement of a party held in honor of William J. Beckel who was retiring as district storekeeper. Bill started to work for the railroad on Oct. 29, 1918 as a clerk in the stores division at Austin, Minn., and in March, 1919 was promoted to local storekeeper there. In February, 1928 he was promoted to general foreman of the department and transferred to Aberdeen, S. D., in November, 1931 to local storekeeper at Aberdeen, and in July, 1943 to division storekeeper of the H&D Division with headquarters at Aberdeen. He held this position until Sept. 1, 1951 when he was promoted to district storekeeper at Aberdeen in connection with the handling of B&B lumber for the entire system. On Aug. 1, 1954 his headquarters were transferred to Milwaukee. Bill can look back on a fine record of faithful service to the company, full of rich experiences and friendships. Best wishes were extended to him and Mrs. Beckel for many years of good health and happiness.

Taking over the duties of district storekeeper for Mr. Beckel is H. A. Unmacht who comes from Tacoma, where he was a district storekeeper.

It's another boy for the Richard Butlers. Mark is his name, and his mother, Gladys, is a former clerk in the GSK office.

Condolences were extended to John Bloomquist on the recent death of his mother. Also to the family of Carl Lange, storehelper, who passed away recently.



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Thus trains are swiftly assembled.

More Railroad Progress like this depends on adequate earnings

Isn't this common sense?

Improvements such as the electronic freight yard cost a lot of money—money which the completely self-sustaining railroads must supply from their earnings. When railroads are able to improve their services, we all benefit. And railroads just aren't earning enough money these days to put into operation all the improvements they have developed, as fast as they would like.

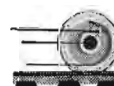
Railroads *could* make enough money to do more of these things, for they are — by far — our most

efficient system of mass transportation. But their earning power is hamstrung by outdated government policies that favor competing forms of transportation.

As a result, the railroads' earnings are reduced — and the nation loses some of the benefits of railroad progress. In your interest — in the interest of *every* American family — railroads should be given equal opportunity to earn an adequate return on their investment. *Isn't this common sense?*

AMERICA MOVES AHEAD WITH THE RAILROADS

Association of American Railroads, Washington, D. C.



YOUR BASIC TRANSPORTATION

September, 1957

27

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

Vacationing time brought a trip by train to Quebec, Can., for the John Mahaleks of the Terre Haute freight office; for Mr. and Mrs. Homer McCown, also of the freight office, a trip to Augusta, Me., and other eastern points. Conductor and Mrs. Bernard Dennison spent their vacation in Freeport, Me.

His bachelor days over, congratulations were extended to Elroy Luecke, clerk at the Chicago Heights freight office, and to Miss Lucille Selk of Beecher, Ill., on their recent marriage in St. Luke's Evangelical Church in Beecher. After a reception at the village hall, the couple took a honeymoon trip to Seattle, San Francisco and Los Angeles. Their new home is in Beecher.

In a ceremony at the Second Christian Church in Terre Haute on Aug. 18, Miss Donna Joan Grigsby, daughter of Yardmaster Curtis Grigsby, became the bride of James C. Fulper. The young people are graduates of Indiana State Teachers College in Terre Haute. Mrs. Fulper will teach in Kirksville School in Bloomington, Ind., this fall and her husband is entering the Indiana University School of Medicine at Bloomington.

C. W. Buell, roundhouse foreman at Faithorn, Ill., for a number of years, who retired in March, passed away recently at the age of 60. He leaves his wife and four sons.

Train Dispatcher Edward W. Bevington died July 15 at Terre Haute. He was 55 years of age, and had retired due to disability within the past year. Surviving are his wife and two daughters.

Telegraph Operator Paul E. Prather of Bedford succumbed to a heart attack

on July 27 at age 59.

Locomotive Engineer John Gambill of St. Bernice, who recently underwent an operation, died on Aug. 2.

We extended sympathy to Train Dispatcher Harry Edwards on the recent death of his sister at Columbus, Ind., and to Chief Train Dispatcher A. J. Wright in the loss of his mother.

Mrs. M. C. Faris, wife of the former agent, passed away in June at Terre Haute.

Retired Engineer George Cox is planning a trip to Miami, Fla., in early fall, and Ed Sewell, retired engineer, who spent part of the summer in Virginia near a son who is in military service, will go to Sacramento, Calif., to visit another son.

Mrs. H. A. VanBrunt, wife of retired engineer, is in Detroit, Mich., at this writing to be with her son who is very ill.

Elizabeth LeBow, clerk at the Terre Haute roundhouse, has taken a position as clerk-caller at Bensenville, Ill.

Locomotive Engineer Orville Miller is taking a trip through the Southwest, and at this writing is touring the great state of Texas.

Section Foreman J. R. Fielder of Knowles, Ill., has been presented with a 27-year Superior Service Award Card.

Twin City Terminals

SOUTH MINNEAPOLIS CAR DEPT
AND COACH YARD

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

Glad to report that Machine Operator Adolph Wetterberg, now feeling fine, expected to return to work in August.

Herbert L. Siegler, machine operator in the wood mill, retired Aug. 5 with 47 years of service to his credit . . . also



IOWA SUMMER WEDDING. Barbara Gerling, daughter of Agent H. C. Gerling of Charles City, Ia., shown with William R. Warner of Woodbine, Ia., at their recent marriage in the First Methodist Church of Charles City. Both were June graduates of Iowa State College at Ames, Barbara with a degree in home economics and Mr. Warner with a B.S. in forestry. After a wedding trip to northern Wisconsin, they are now at home in Park Ridge, Ill., near Mr. Warner's position with a timber structures company.

Halvor Oftelie, carman, on July 5. He had been with the Road since 1944.

Foreman E. L. Erickson and family vacationed in Glacier Park . . . Assistant Foreman William E. Peck and family visited Glacier Park after his son returned from the Boy Scout Jamboree. . . Assistant Foreman O. E. Nelson and Mrs. Nelson planned to visit the north shore of Lake Superior.

Fred L. Quale, coach cleaner, passed away suddenly July 15, due to heart attack.

Elmer Holte, helper in the wood mill, is in Veteran's Hospital at this writing.

Chief Clerk Charles Laird spent a busy vacation during the Shriner's convention in Minneapolis in July occupied with parades and ceremonies.

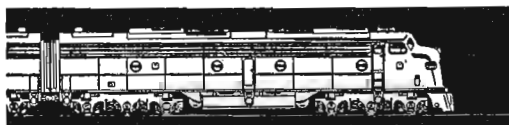
Airbrake Man Haakon Nelson sailed for Norway early in June for a six-week tour with the Hummer Male Choir. The group was scheduled to sing in Denmark and to return in mid-August.

ST. PAUL TRAFFIC DEPARTMENT

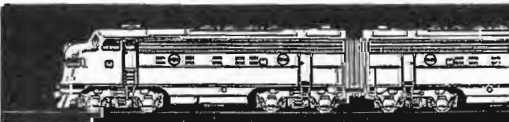
Mary F. Shields, Correspondent
c/o General Agent

Debbie Marie Lilledahl made her first visit to the St. Paul general agent's office July 5, coming from Aberdeen where her daddy is chief clerk. Debbie, who is not 10 months old, has progressed from a premature 4 pounds 2 ounces to 21 pounds, and is equipped with blue eyes

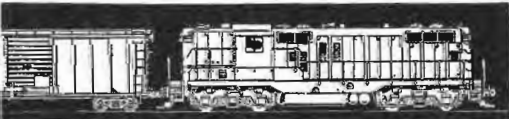
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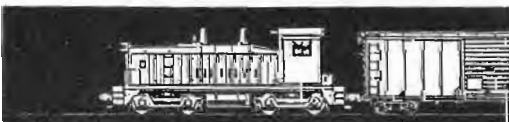
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and numerous dimples. She is a great admirer of colored beads, eyeglasses and keys. Her mother and father are Mr. and Mrs. Donald E. Lilledahl.

Another diminutive visitor was Gail Schaper, who celebrated her first birthday July 24. She was accompanied by her mother. Gail is the daughter of Don Schaper, tracing clerk in the general agent's office.

Bob Young, city freight agent, has passed along an unusually nice commendation for Chief Clerk Dick Carlson and Tracing Clerk Don Schaper. Bob received an order for 40 carloads from the Lake Asphalt Company, and they said the main reason for giving it to us instead of to competition was because they always received pleasant courteous cooperation from our clerks, and of all the railroad clerks with whom they did business, ours were the nicest.

Gerard Quinlan, oldest son of General Agent George Quinlan, received his discharge from the Air Force in July. He expects to return home for a rest before starting civilian life. He was in service four years.

Sympathy was extended to J. E. Griller, general passenger agent, on the death of his mother in Sioux Falls.

Norman Geving, Minneapolis telegrapher, sat in for vacationing Ted Nelson in July in the St. Paul ticket office. Norm is getting to be a steady summer replacement, this being his fourth time in St. Paul.

D & I Division

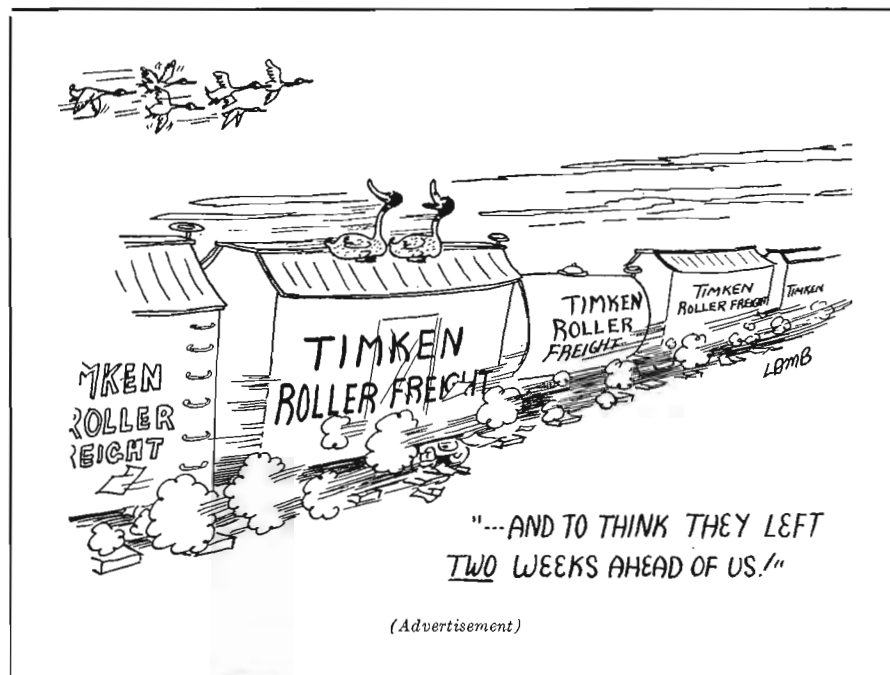
Eunice Stevens, Division Editor
Superintendent's Office, Savanna

The sister of Ann McDermott of the master mechanic's office, Savanna, passed away recently in a Davenport, Ia., hospital following a long illness.

Mrs. Sherman Correll, mother of Yardmaster George Correll of Savanna, passed away July 7 in Lake County General Hospital, Waukegan. Burial was in the Savanna cemetery. Surviving, in addition to George, are a daughter in Waukegan and a son, Sherman of Chadwick. Her husband, a long time operator in the dispatcher's office in Savanna, passed away in 1934.

Edward J. Flint, retired lineman, Savanna, passed away July 7 in the City Hospital, where he had been a patient for several weeks. Mr. Flint's railroad-ing began as a ground lineman in November, 1892. He was promoted to a lineman in 1894, coming to Savanna in that capacity in 1903 and residing here since that time. He retired in August, 1947. Services were held in St. John's Catholic Church, with burial in St. John's Cemetery. Surviving are his widow, a daughter, two grandchildren, a brother and a sister.

Earl Kleinow of Marquette drowned



in the Mississippi River July 21. He was last seen that day tying his boat to the landing at McGregor, and was not missed until the following day when his wife and children returned from visiting relatives in Wisconsin. Mr. Kleinow had been employed in the locomotive department as fireman since 1941.

Mrs. James Cottral Sr., mother of Iowa Division Conductor Max Cottral, passed away in the Savanna Nursing Home July 9. Funeral services were held in the Law Funeral Home, with burial in the Savanna cemetery. Surviving are a daughter, two sons, a sister and two brothers.

Mrs. Leon E. O'Donnell, wife of retired conductor, passed away July 20 in Hiland, Wy., where they had made their home since 1947. Funeral services were held in Hiland and the body taken to Denver for cremation.

Conductor E. M. Moriarty of Ottumwa has been presented with his Silver Pass.

Mrs. Ida Radke, mother of Switchman Otto Radke, passed away at the family home in Savanna July 13, following a long illness. Funeral services were held at the Law Funeral Home with burial in the Savanna cemetery. Surviving are her daughter and a son.

Ernest J. Luster of Harpers Ferry, paint foreman in the B&B department, was married recently to Miss Alice Hawes at Lansing, Ia. The honeymoon was spent in California and the new home will be made in Lansing, where the bride is employed.

Dubuque Chapter of the Women's Club held its annual family picnic on July 14 at Eagle Point Park.

Word has been received of the recent

death of John Badger, retired mechanical department employee at Dubuque.

A Silver Pass has been issued to Conductor J. L. Thomas of Dubuque.

Iowa Division

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Danny Polich was born to Mrs. Joe Polich, wife of Perry Yard switchman, on July 20. That was the day after Joe made his seniority date as a relief yardmaster. Joe, who was hospitalized for an operation, expected to resume work as a switchman in mid-August.

Karen Kay Kuebler, born July 17 to Mr. and Mrs. Donald Kuebler, had a double welcome into the railroad family as her father and her grandfather, Henry Kuebler, are in the B&B department.

R. R. McConahay, supervisor of signals and communications, and Mrs. McConahay welcomed two bright youngsters into their home in July. The children are a boy of six and his sister five, who

QUIZ answers

1. A yard switchman.
2. Any of the first three.
3. Without a regular run.
4. To repay a debt or replace an asset at some future time.
5. All four.
6. The coupler.
7. Compressed air.
8. Bridges.
9. \$45 million (capital stock plus surplus).

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celebrate their birthdays on May 22. Pat and Micky and Mrs. McConahay were guests of honor at several parties when the children came to Perry.

Conductor and Mrs. Harry Fuller have a new grandson in their family, a baby boy who was taken into the home of their son Edward to be raised with his daughter, who is now seven years old.

A little miss born July 7 is the first daughter in the family of Switchman Harry Vodenik. Conductor Carl Vodenik also of Perry is the grandfather.

Retired Conductor Fred Vodenik of Perry also has a new grandson. He was born in Santa Monica, Cal., to Mr. and Mrs. Jack Vodenik, and has been named "Timothy Jay."

Fireman and Mrs. Roy Springer became the parents of an eight-pound son on July 7 at the Perry hospital.

Walt Mahaffa, chief clerk in the office of the division engineer at Perry, and Mrs. Mahaffa, welcomed a son July 13.

Engineer and Mrs. M. J. Robinson are the parents of a boy born July 2. The baby's grandfather is Retired Engineer O. V. Robinson.

Agent Carl Osborne and wife of Jefferson traveled quite a distance to make the acquaintance of their new grandchild. The baby was born to Mr. and Mrs. Norman Osborne, who live at China Lake, Calif.

Fireman and Mrs. John Fischer Jr., became the parents of a son on July 29.

L. R. Boettcher Retires at Perry, Ia.

LESTER R. BOETTCHER, assistant division engineer of the Iowa Division, retired on July 10 after more than 40 years of service. Starting as a rodman in his native Milwaukee, he later was appointed division engineer of the former Wisconsin Valley Division at Wausau. He became assistant division engineer with headquarters at Marion when the former position was abolished during the depression.



L. R. Boettcher

Mr. Boettcher is an Army veteran of the Mexican border skirmish in 1916 and the Engineering Corps during World War I. In connection with his work he has been affiliated with the American Bridge and Building Association, the Roadmasters and Maintenance of Way Association, and the American Railway Engineers. He is also active in the Masonic Lodge, having advanced through all of its branches to the Thirty-Second Degree.

Before leaving division headquarters, Mr. Boettcher and his wife were honored by officials and engineering and operating department employees at a retirement dinner. Division Engineer R. A. Whitford was master of ceremonies. The Boettchers will continue to live in Marion, where they retained their home when the engineering force was recently transferred to Perry. Their younger son is in college at Iowa City. For hobbies, Mr. Boettcher enjoys fishing, golf and wood working, and shares with his wife an interest in flowers.

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Name _____ Age _____

Home Address _____

City _____ Zone _____ State _____

Occupation _____ Name of Railroad _____

Fireman Jack Kanealy's marriage to Rose Hoffman of Perry made another member for the Milwaukee Road Women's Club. Jack is the third generation of the Kanealy family to be employed by the Road. His father, Don, was a telegraph operator at the time of his death and his grandfather, the late James Kanealy, was a retired conductor.

Lineman Donald Netherton of Hernon, Ia., was married recently to Miss Regina Reagan of Churdan, Ia., the wedding taking place in Council Bluffs as Donald is employed there. His bride is a home economics instructor in Thomas Jefferson High School.

Ann McKendrick, granddaughter of the late O. G. Emerick, a long time locomotive engineer, was married recently to

The Milwaukee Road Magazine

Vernon Samuelson of Des Moines.

A ceremony in which a number of Milwaukee employes took important parts was the cornerstone laying of the Rowley Memorial Masonic Home in Perry July 24. Herman Rowley, a former Perry resident, had left a substantial sum of money for the erection of a Masonic home here. Agent D. E. Lee of Dawson, who is the present Master of Otley Lodge in Perry, was in charge of arrangements for the event, working with the grand lodge officers who were present and who laid the stone. Milwaukee Passenger Trainman Fred Holsinger of Marion, who is junior grand steward, was one of those who participated.

Engineer Gene Robinson has joined the ranks of Perry business men, he and his wife having taken over the A and W Root Beer Drive-In at the east end of Perry. Mrs. Robinson has had a lot of experience in the restaurant business.

Mrs. John Reece, widow of a long time employe of the roundhouse at Perry, has announced the engagement and forthcoming marriage of her daughter Carol Ann. She will marry Lowell Peters on Oct. 6.

New employes in the engineering department at Perry are Walt Mahaffa, clerk at the depot and yard office, who took the chief clerk's position vacated by Merwin Taylor, who remained in Marion when the office was moved to Perry. Mrs. Holly Hanlon, clerk in the roadmaster's office at Perry, took the stenographer's position which was vacant when Katherine Gohman, a long time employe, retired and returned to Cedar Rapids to make her home. Miss Gohman was the guest of honor at a farewell party held at The Horse and Buggy tea room near Adel. She was presented with some luggage. Mrs. Thomas Schiman, who was assistant superintendent's clerk, took the job in the roadmaster's office, and T. M. Tolle, relief man at the depot, took Mr. Mahaffa's job.

Mr. and Mrs. Elmer Mentzer of near



GOVERNOR'S DAY AT CLEAR LAKE, IA., observed on July 26, shows a Milwaukee Road group taking in the events with Governor Herschel C. Loveless. From left: W. J. Hotchkiss, superintendent of the IMGD Division, Austin, Minn.; Agent Willard K. Peterson, Mason City, Ia.; Governor Loveless; J. W. Brown, a representative of the URT Company who is the son of J. L. Brown of Chicago, retired Milwaukee Road superintendent of transportation; and Roadmaster P. M. Loftus of the IMGD Division. Mr. Loftus is presenting the governor, a former Milwaukee Road employe, with tickets to the annual Hobo Day celebration at Britt, Ia., in August.

Marion have announced the engagement of their daughter Patricia to Darell Failor, son of Chief Clerk W. E. Failor of Perry. Darell worked in the engineering department on the Iowa Division during vacation from the University of Dubuque.

Train Dispatchers W. E. Kelley and Larry Harvey, with Caller Don Porter, all of Perry, landed a 20-pound catfish on a fishing trip to Racoon River in July. It was the biggest catch recorded for the season.

Yard Clerk Nels Nihlen and wife recently had a nice vacation trip through Pennsylvania when they visited their daughter in Philadelphia and then had a chance to tour the countryside with their son-in-law, who is a representative of a

Cedar Rapids manufacturing firm. They made a trip through the coal fields, then to Washington, D. C., Baltimore, Valley Forge and into New Jersey.

James Stover passed away in July at his home in Bensenville, Ill. He went to Bensenville to work when a force reduction was made at the Perry roundhouse. Funeral services were held in Perry, with burial at Madrid.

Arthur Overton, custodian of the Municipal Building in Perry, passed away following a heart attack on July 26. He was employed in the Perry roundhouse for a number of years.

Earnest Cornelius, brother of Ben Cornelius, retired shop man, passed away July 4 at a nursing home where he had been living for some time. Burial was

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at Bagley, Ia.

C. E. McGrew, who was working as a traveling auditor at the time of his death July 5 at Madison, Wis., held his seniority on our Des Moines division. He was agent at Varina when he was promoted to traveling auditor.

Miss Alice McGuire, clerk in the office of the chief carpenter at Perry, and R. A. Hayes, cashier at Monticello, have exchanged their veteran passes for Silver life-time Passes. Both spent all of their 45 years of service on the Iowa Division.

Retired Conductor and Mrs. Robert Bollard, who moved to Sparta, Mo., when Bob retired, have returned to Iowa. They bought a small farm west of Perry and will devote their time to stock raising.

Jesse Booth, a fireman and engineer on this division, way back when, has left California and returned to Iowa. He is making his home in Jefferson.

Mrs. Agatha Baldwin Boyle, a daughter of the late Engineer Billie Baldwin of Seattle, visited in Perry during July. She was en route east to a convention of the Gold Star Mothers, her son having been the last Marine to lose his life on Wake Island in World War II. Her father was one of the first Iowa Division engineers to go west when work started on the extension. He was working out of Seattle at the time of his death.

James Stapleton, grandson of the late Engineer Frank Stapleton, has completed a course in dramatics at the University of Minnesota, and left the latter part of August with the Minnesota Theater Touring Company for a six-week tour of Brazil. Jim's considerable theater experience includes appearing in productions and being assistant director at the Elich Gardens in Denver, and roles in "Dr. Hudson's Secret Journal" television program.

C. F. Urbutt, who was assistant superintendent of the Iowa Division with headquarters in Perry in 1921, together with Mrs. Urbutt, visited friends in Perry during July. Since leaving the Road, Mr. Urbutt has been a contracting engineer, working in such places as Chili, Venezuela and Alaska. They make their home in California.

COUNCIL BLUFFS TERMINAL

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

Henry Jensen, carman, spent his vacation in the Black Hills of South Dakota. Nels Jensen spent his vacation visiting his son in Texas, his daughter in Colorado and an uncle in Arizona.

Don Netherton, lineman, was married July 20 in Council Bluffs to Regina Reagan. They spent a week at Estes Park, Colo., and are now home in Council Bluffs. G. M. Nitz of Minneapolis relieved while Don was away.

Martin Conway, ex-clerk from Sioux City, has bought a home in Council Bluffs and has moved his family.

Frank Fischer, PFI, spent his vacation on a trip to California. Virgil Taylor, PFI, spent his in Minnesota, fishing.

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Mr. and Mrs. John P. Rion are the parents of a girl, Sheryl Kay. John is a section employee.

Mrs. Hugh Jones, stenographer, enjoyed part of her vacation in Chicago where her father, Arthur Fairhurst, retired FSI of Amherst, Mass., met her and returned to Marion for a visit.

Sympathy was extended to Switchman M. Hall whose wife, Sylvia, passed away June 25. She is also survived by a son, William S. Hines of Omaha.

Sympathy was also extended to Warehouse Foreman William McCall, whose daughter Margaret passed away July 4 after a long illness. She was a graduate of St. Patrick's High School and had B.A. and B.M. degrees from Coe College. She was a member of Mu Phi Epsilon honorary music sorority, program chairman of the Cedar Rapids Mozart Club, and a member of the Beethoven Club. In addition to her father, she is survived

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Meet Frank Fischer, "Bluffs" Magazine Correspondent

WHAT makes a good Magazine correspondent? Judging by the smooth-flowing line of news copy which comes from the type-



writer of Frank P. Fischer, new correspondent at Council Bluffs, Ia., it's a simple matter of enthusiasm for your own job and getting along with other people on theirs. At least, those are the qualities which mark his work as perishable freight inspector at "the Bluffs".

Mr. Fischer, who was born at Neola, Ia., started with the Road at Council Bluffs in the fall of 1949. Before then he had been with the B&B department of the Union Pacific. He left the company in the spring of 1954, but has been back since 1956, serving both times in the perishable freight department.

In addition to having a job which keeps him on his toes, Mr. Fischer is the proud father of a family which does the same—Gary, 10, Marcia, 8, Cynthia, 7, Debra, 6, and Rhonda, not yet a year. His hobby is taking home movies with a 20 mm. camera, as yet in the experimental stage. He also likes to hunt when he can find time to go.

by her sister Isabella, of Cedar Rapids.

Joseph Prochaska, retired janitor of the Cedar Rapids freight house, passed away July 5 after a long illness. Surviving are a daughter, Mrs. Leonard Walker, a son, Edwin, and a brother, James, all of Cedar Rapids. Services were conducted in St. Ludmila's Church and burial was at St. John's cemetery.

Mrs. Otto A. Beerman has returned from a month's visit with her son-in-law and daughter, Mr. and Mrs. H. L. Fox, and their children in Auburn, Calif.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

Engineer Lester Farnham and wife of Franklin Park celebrated their 25th wedding anniversary July 14 with a party given by their children. About 60 friends and relatives attended.

Retired Phone Director Johnny Baker and Margaret Bridgett celebrated their 50th wedding anniversary this summer with a high mass and a reception in Berwyn attended by 150 guests. The Bakers were blessed with one son and four daughters, all living in Chicago. They also have 11 grandchildren and seven great-grandchildren.

After 47 years with the Road, Johnny said he felt ready to retire. He will be 75 years young on his next birthday. As part of the celebration he and his wife traveled to Lawton, Mich., to visit his only sister, Florence Powers.

Engineer Ed Connick passed away in July at the age of 60. Ed had served the railroad 44 years, having started as an office clerk. He is survived by his wife Adeline, two daughters and a son. His son said that a member of the Connick family has been employed by the Road since 1890. A brother, Jim Connick, is a special officer and one daughter works at our Fullerton Avenue offices.

The mother of Ray Quillinan passed away in July.

Sympathy was extended to the family of Clerk William Holt who also passed away in July.

Butch Crouse of the PFI department, and son of Hump Yardmaster Kenny Crouse, recently enlisted in the Navy. His treat before leaving for duty was a Canadian fishing trip with his dad.

Sorry to report that Mrs. Bill Stotz, wife of yardmaster, has been in and out of the hospital recently.

Switchtender Bill Standard is doing a noticeable strut these days—he's the grandfather of a sweet little girl. Says she was named "Junior" for him.

A Silver Pass was issued recently to Conductor C. J. Schwartzinger of Bensenville.



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GALEWOOD

Submitted by Mae E. Graney

Roy (Tiny) Ortman, night rate clerk, is the proud father of a third son, Daniel Edward, born July 28. The other two sons broke the news to the office by passing out cigars and candy.

Clarence Macprang, bill clerk, was on the receiving end of the \$1,000 check presented to a lucky person every month by the Railroaders Benefit League.

Thomas Joseph Dyba, son of Tom Dyba, route clerk, has been appointed assistant dean of men at Loyola University.

Florence LaMonica of the Jefferson Street station is now a claim clerk in the Galewood office. Lester Kodish is now eastbound revisor at Galewood.

Norma Gunderson, our regular Magazine correspondent, and her husband are spending a vacation in Alaska at this writing.

Agent A. E. Ward, who organized the Chicago-Galewood Barracks 616 of Veterans of World War I, was appointed chairman of the transportation committee at the state convention. Plans are being made for the Illinois delegation to use our trains for the national convention in Minneapolis Sept. 8.

Sympathy was extended to Frank Ellis, janitor, on the death of his wife August 4.

Tom Dyba, route clerk, became a grandpa for the first time to a baby girl on Aug. 4.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

The Chicago Industrial Fair drew Raymond Gatzke, LCL bill clerk, to the Windy City for a vacation, where he enjoyed the Aquacade and the Remington Univac. The Braves games more than helped to complete a wonderful week.

Head Rate Clerk Joseph M. Hoerl took his usual jaunt with the family to Portage and Chicago. Most interesting was a trip to Plain, Wis., to see the model buildings of the Frank Lloyd

Wright project.

Casimir Maciolek, carload bill clerk, took a lone vacation trip to New York City, to see the sights.

Class reunions are in the limelight. Elizabeth Whitford recently attended the first one of her class of '39 from St. Mary's High School at Menasha, Wis. The event, which was held at the new Elk's Club there, was such a success, another is planned for 1959.

About the same time Jerome Hofkes attended a reunion of the class of '47 of McDonell High School at Chippewa Falls, Wis.

At a recent session of the Grand Assembly of Wisconsin, Order of Rainbow for Girls, Elmer Keller, head inbound rate clerk, was awarded the Grand Cross of Color for distinguished service to the order, while a member and patron of Acadia Chapter, O.E.S. Milwaukee.

Ralph Richter has been assigned to the Upper Fowler District as yard clerk.

At this writing plans are afoot for the marriage of Jack Wuebben, yard clerk, to Carla Papenfus, at Mt. Olive Lutheran Church on Aug. 24. Best man will be Charles Duval, and maid of honor Carol Ickelburg. A reception will be held at the Underwood Court in Wauwatosa. Jack is a June graduate of the University of Wisconsin at Madison, where he received a B.S. degree in political science. He intends to continue his education at law school in Madison. Carla is also a June graduate of Wisconsin, with a B.S. degree in education.

William Woodman, new on the auto messenger run, is not new to railroading. Dad is Walter C. Woodman who has been an engineer for 47 years on the La Crosse & River Second District, and his uncle, Ralph S. Woodman, now deceased, completed 51 years as an engineer on the same division before his retirement. Two cousins are also engineers on this division. William worked for the CB&Q and the SAL from 1941 to 1947 and later as claim investigator and claim inspector for the Southern Weighing & Inspection Bureau. Having to renew his merchant's seaman papers, he went aboard the Lykes Line for six

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WED FOR 50 YEARS, Mr. and Mrs. Arthur H. Casino observed their golden anniversary this summer with an open house in their home at Bohners Lake, Wis. Mr. Casino is a retired Chicago Terminals yardman. He started rail-roading with the Chicago and North Western in 1905 and came to The Milwaukee Road in 1920. He has been retired since 1947.

months as a second engineer. His most recent employer was Uncle Sam, at the post office in Tampa, Fla., where he was a mail carrier.

Another new member of a railroad family is Ralph Newhauser, whose father, Frank, was formerly a rate clerk at Chestnut Street and Fowler Street. He now has a rate position at the CNW freight office in Milwaukee, where Ralph was also employed. Ralph came to work for the Road as auto messenger due to changes in that office.

Kenneth Black, newcomer on the messenger desk, was a recent employee of the Tharinger Macaroni Co. While at school he worked on the staff of his school paper, which makes him a good prospect for Magazine news gathering.

Maurice Ninham, new carload bill clerk, is a graduate of Gresham High School near Shawano, where he ranked as third highest honor student.

LCL Bill Clerk Ronald De Witt is now a student at the University of Wisconsin, Milwaukee, where he had already completed two and a half years of study in commerce. He is a native of DePere, Wis., and newly married.

Vacation Relief Clerk Donald Clabots is a '56 graduate of Menomonee Falls High School. Before starting his business career he also completed a course at Spencerian Business College in Milwaukee.

Last of the newcomers is Gary Allenstein of Lamont, Ia., who is substituting as auto messenger during the illness of Mrs. Geraldine Newman. He is a recent graduate of Wartburg College at Waverly, Ia., with a B.A. degree in science and

zoology. Gary expects to enter the Navy soon and has set his sights on atomic research, after his service to Uncle Sam.

Silver Passes were issued in July to two Fowler Street employees, Cashier Johann F. Coerper and Assistant Cashier Milton P. Straka.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MUSKEGO YARD

Switchman Casey Magnin and wife have a new baby girl at their house, Lisa Ann, born on July 7. C&M Brakeman Don Senzig and Mrs. Senzig also have a new baby girl, Susan Mary.

The Duwaine Hammonds have a baby boy born July 18, named Bruce Dale after our caller, Bruce McDonald.

Congratulations are in order for Ronald Feyrer and his bride, the former Margaret Salamone, who were married July 20 at St. Francis Church in Milwaukee.

Sympathy was extended to Joe Kolasinski, whose wife passed away on July 15.

L&R Division Conductor Emmett Jordan passed away on July 15. His death resulted from a fall he suffered at his home.

UNION STATION

Gilbert Thompson, baggage checker, died suddenly at his home on July 8. He started with the railroad on Sept. 27, 1916 and was formerly mail and baggage agent at Milwaukee.

L & R Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Eugene Chapman, retired carpenter foreman, 80, passed away recently after a long illness at Wood, Wis. He was brought to Portage and burial was in Silver Lake cemetery with military rites. Gene was one of our best known carpen-

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ters, with 43 years of service. There wasn't a depot on this division that he had not worked on at some time, and he always did a perfect job. He was a veteran of the Spanish American War. Surviving are his widow; two sons, Gordon of Portage and Donald, San Lorenzo, Calif.; three daughters, Mrs. C. S. Loomans and Mrs. Chester Berger, Portage, and Mrs. Elwyn Wood, Arlington Heights, Ill. Gene loved children and for a number of years was Santa Claus at Christmas time for The Milwaukee Road Women's Club here.

On vacation we are supposed to catch up on our rest and take things easy. For my part, the big channel cats are starting to bite, and using a fly rod or spinning tackle, with a 10-pounder using all of his power to stay on the bottom, gives you a thrill, to say the least. Muskies and walleyes are biting up in the north country, too.

If you want an argument try to convince a trout fisherman that walleyes are best.

Locomotive Engineer A. D. Sutton of Minneapolis has been presented with his Silver Pass.

THIRD DISTRICT

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

In a recent ceremony at St. James Catholic Church in Wausau, Thomas Callahan, mechanical department employe, claimed Miss Shirley Wandtke as his bride. His uncle, Rev. Joseph Tetzlaff, officiated. A dinner was served to 40 guests at Eagles Hall, where 150 additional persons gathered later for a reception. Thomas is the oldest son of Yard Foreman Jim Callahan.

Conductor W. J. Hayes has retired

after more than 50 years in train service, many years having been as passenger conductor.

Vacationists who, with their families, enjoyed trips to various parts of the West included Storekeeper Alex Miller, to California; Trainman Donald Street-er, California; Engineer Ray Kerr, the Bad Lands and Black Hills of South Dakota; Engineer A. C. Austin, with camping supplies and tent, to Glacier Park; and Dispatcher H. A. Obermowe and family, to Woman Lake in Minnesota and into Canada.

Conductor and Mrs. Vic Robison are the happy parents of a boy.

W. W. Kopp, formerly agent at Rothschild, has been appointed assistant agent at Rockford. H. F. Haff has been appointed agent at Rothschild.

Operator W. E. Vervoort has entered military service.

The Carl Bishop (mechanical department) home at Wausau was recently the scene of a lively family get-together. Fifty six members attended.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Mrs. Fred Rasmussen, 73, wife of retired chief clerk in Seattle, died recently in a nursing home after a long illness. Grace Bartholomew Rasmussen was born in Victor, Wis., and taught in Wisconsin schools before moving to Tacoma in 1903. She attended the College of Puget Sound and after graduating taught several years in Washington. She and Mr. Rasmussen were married in Tacoma in 1912. An organizer of the Milwaukee Road Women's Club here, she was a past president and a past secretary of her local chapter. Surviving besides her husband are a son, Richard D. of Seattle; a brother, L. R. Bartholomew of Easton, Wash.; a sister, Mrs. E. F. Howard of Portland; and two grandchildren.

Mr. Rasmussen, who in recent months was in the Firland Sanitarium, was released there on July 3.

R. J. Schwanke, assistant district roundhouse foreman, was struck by an auto June 26 and at this writing is recuperating at home. He is doing well, but will be away from work for some time.

Seattle recently beckoned Mr. and Mrs. A. Wood from their California home on the blue Pacific, for a visit. The freight office gang was happy to see the affable "Woody." Mrs. May Brown, former stenographer in the chief dispatcher's office was another visitor from California.

W. C. "Cody" Smith, retired Centralia agent, is basking in the sun at San Clemente, Cal., at this writing.

The Milwaukee Road Magazine



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LITTLE, BUT MIGHTY. When Frederick, S. D., observed its 75th anniversary this summer, one of the biggest drawing cards of the community celebration was "The Little Milwaukee", a miniature railroad set up next to the Milwaukee Road depot. Owner and operator was David Phillips of Aberdeen, S. D., a former Milwaukee Road employee. The riders and on-lookers, as can be noted here, were of all ages and sizes. C. I. Cowle is the Road's agent at Frederick.

Some say fishing has been slow, but not Louis Seaman, chief clerk in the store department, who came up with a 30-pound salmon catch one evening recently.

Port Angeles Conductor C. S. Warner retired recently after about 41 years of service on that branch, having started on the Olympic Division on Mar. 8, 1916.

It's a boy, Mark Edward, for Mr. and Mrs. J. E. Lee. Dad is general foreman of the store department.

J. W. Sahler of the store department vacationed in Minneapolis and points in Southern California. Storekeeper J. E. O'Neill and family drove to Missouri Valley, Ia., and returned via the Bad Lands and Black Hills.

After several years of traveling, Retired Time Revisor Guy Bell is at this writing the house guest of Mr. and Mrs. W. L. "Bill" Delaney.

Charlie A. Johnson, retired locomotive engineer, was married on July 5.

C. R. Williams, foreman at Tacoma yard, attended the B.M.W.E. convention at Milwaukee June 17-20 as local

chairman of Local 98. He also made a short trip to Marion, Ia., to visit relatives.

Mrs. Idel Hardin relieved Time Revisor G. C. Moe during his convalescence from an operation.

William Burdette, retired store department chauffeur, passed away recently.

Ticket Clerk Glen Russell, who went east on his vacation and bought a new car in South Bend, Ind., had just started his return trip when a passing truck upset and rolled over on his car. He received hospital treatment for a shoulder injury.

A letter received from Superintendent W. C. Smith of the Northern Pacific commended the Milwaukee Road's Engineer John Tiffany, Conductor E. C. Warren, Fireman G. W. Cross and Brakemen W. H. Heck and W. M. Fulkerson for their efficient and prompt action in connection with a fatality suffered by NP Brakeman Rollins at Tanner, Wash., July 9. W. M. Fulkerson is a brother of Telegrapher Al Fulkerson.

On July 14 Thomas E. Norwood, son of Time Revisor Tom Norwood, was ordained for the Christian Ministry in McKinley Park Christian Church.

Margarete Longpree, operator in the MA office, vacationed with her daughter in California and other points between there and Salt Lake City.

A letter received from Retired Conductor Frank C. Ziel, formerly of Raymond, Wash., informed us that he is now living at the Norse Home, Inc., a residence for senior citizens, and invited his former Milwaukee Road co-workers to visit. The address is 5311 Phinney Ave., Seattle 3, Wash.

Time Revisor G. G. Moe is back on the job.

"Which platform for the Milwaukee train?" the old lady asked the porter.

"Turn left and you'll be right," he answered cheerfully.

"Don't be impertinent, young man!" she said.

"Oh, very well then," retorted the porter. "Turn right and be left."



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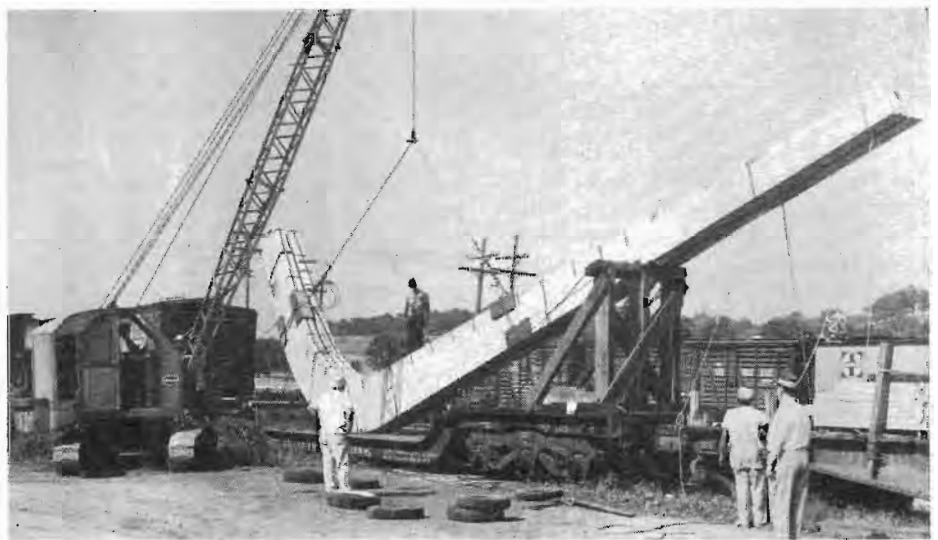
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FOR THE MUSEUM. First educational exhibit to be donated to the National Railway Museum now being erected at Green Bay, Wis., was this Milwaukee Road locomotive. The big steamer was the largest to ever come into Green Bay. On hand to welcome it were, from top and reading clockwise: L. J. Knutson and H. Weldon McGee, superintendent and president, respectively, of the Green Bay and Western Railroad; Cecil S. Massey, international vice president of the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Drop Forgers and Helpers; S. Einarson, retired Milwaukee Road traveling engineer; H. H. Thomas, retired CGNW master mechanic; Clarence Kemnitz, retired North Western employe and president of Local 485 of the railroad boilermakers; and E. M. Soboda, Milwaukee Road bridge tender and secretary-treasurer of Local 485. The arrival of the locomotive coincided with the last meeting of Local 485, which, due to the now complete dieselization of all railroads serving Green Bay, recently relinquished its charter. As a nostalgic gesture to the "shrine of the steam locomotive," the lodge donated the balance in its treasury to the museum.



"PAUL BUNYAN'S HOCKEY STICKS" is how B. L. Eller, agent at New Glarus, Wis., described the outside roof timbers for the new high school being constructed there when they arrived recently from Portland, Ore. The wooden trusses—there were 10—were made to form an arch 30 feet high with a span of 111 feet. Because of their height, they were moved in three special depressed well cars and handled by a special route over the Union Pacific to Council Bluffs, and via The Milwaukee Road beyond by way of Savanna, Marquette, Prairie du Chien, Madison and Janesville. Each truss weighed about 6,500 pounds and had to be handled by crane.



QUITTING TIME, after 53 years of service, came for Engineer George J. Vollmar of Milwaukee on July 31. Here he is shown back home after bringing No. 15 from Chicago, being met by Mrs. Vollmar and grandson Bobby Merklein, and accepting the congratulations of Superintendent Martin Garelick. Taking in the scene are, from left: Assistant Master Mechanic T. J. Kubal, Paul Lucas, general road foreman of engines, and Fireman Harry Comisford, Jr., Mr. Vollmar's partner on the trip. Mr. Vollmar's entire service was between Milwaukee and Chicago, starting as a fireman on Feb. 1, 1904 and moving up to engineer on Oct. 3, 1908. He and his wife will spend the warm weather months in Milwaukee and winter in Florida.





SOMETHING OLD. The gunnysack silhouette for women and the high-buttoned vests for men dare this otherwise youthful appearing group. The time was Apr. 11, 1931, and presenting a solid front were the forces of the general store house and the middle

district storekeeper's offices in Milwaukee. How many can you identify? The picture is from the album of L. V. Schwartz, assistant general storekeeper.



CLAIR YOUNG RIDES AGAIN—and ho, hum, it's the same story. In the Michigan state championship bicycling race on July 14, the chief clerk in the general agent's office in Detroit was first for the seventh time. As the winner, he qualified to ride in the national championship contest at Kenosha, Wis., Aug. 17-18. Mr. Young's wife, the mother of four, is also an avid follower of the sport, having been women's national champion in 1945. To keep in form, Mr. Young cycles almost every day between his home in Birmingham and the Detroit office 17 miles away.

Get Off the Worry-Go-Round



WISHFUL DREAMER. Perhaps you think this dreary, passive-looking guy wouldn't develop high tension. But you're wrong. It just doesn't show on the surface. Frustration is one of HiTension's strongest allies. While his work piles up, this apathetic individual dreams about getting a more important job. He neglects his work, becomes bored with life and dreams about the big role he *should* be playing. Our day-dreamer doesn't realize that many top executives in his own company once had jobs no more glamorous than his. He has never learned the satisfaction of doing his job as well as he can.

BREAD AND BUTTER. Freight No. 264, the Milwaukee's husky wheel horse in transcontinental service between Seattle-Tacoma and Chicago, on a trestle at Boylston, Wash.

