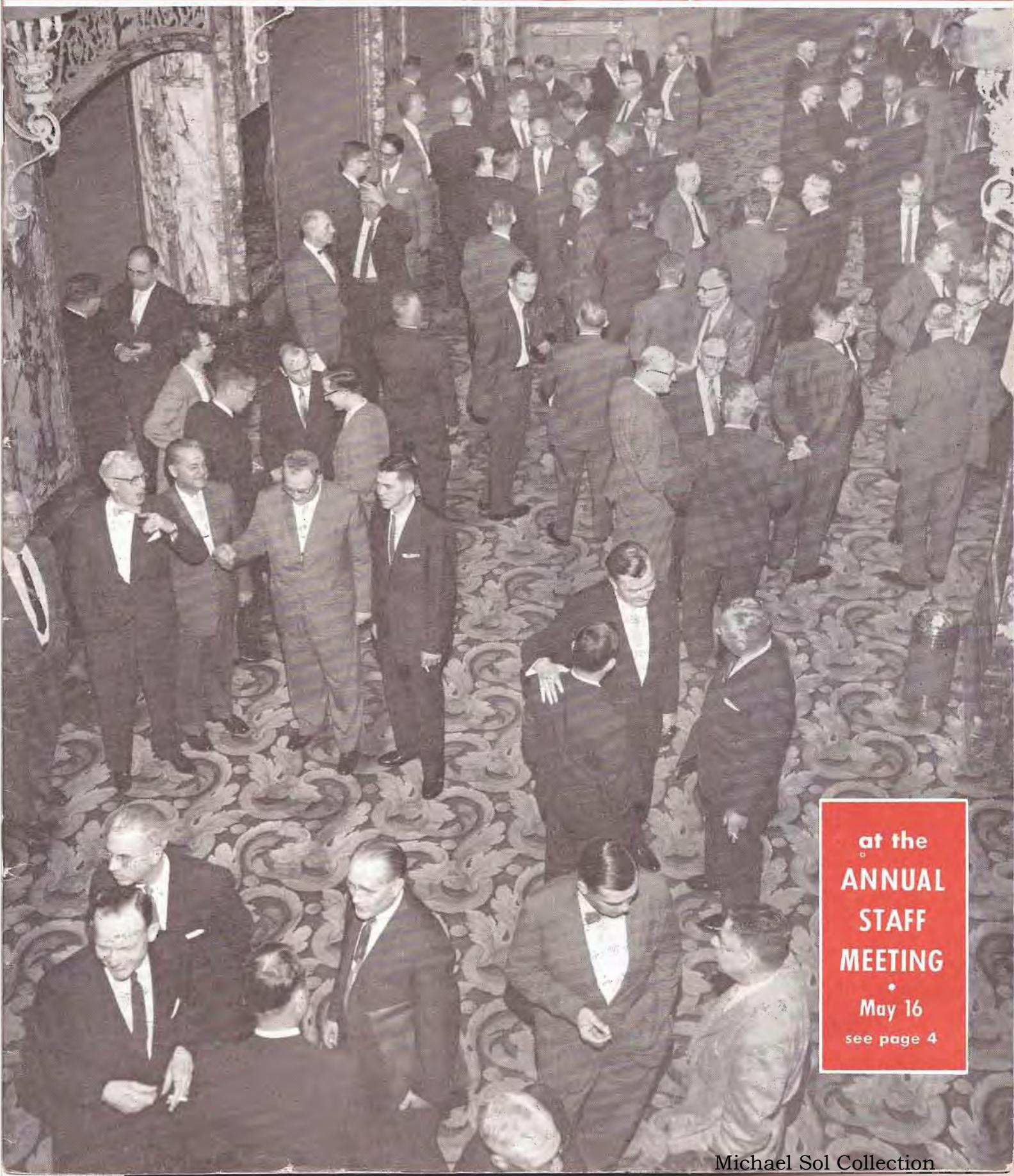


# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

may  
•  
june  
1960



at the  
ANNUAL  
STAFF  
MEETING

•  
May 16  
see page 4

**MARIE HOTTON**  
*Managing Editor*

**PUBLIC RELATIONS  
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The Milwaukee Road Magazine is published for active and retired employes of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, to whom it is distributed free. It is available to others at \$1.00 per year. Retired employes may continue to receive it without cost by sending their addresses to the circulation department, 824 Union Station, Chicago 6, Ill.

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*Milwaukee Road Officers  
and Employes:*

SINCE our railroad began the transcontinental piggyback shipment of automobiles in January, I have been very much interested in observing these two things:

*First*—the steady volume of the movement and the fact that this is new traffic . . . freight revenue that can be classed as a direct return on *invested ingenuity*.

*Second*—the reaction of Milwaukee Road people to the public attention brought to focus on this spectacular variation on conventional railroading.

The latter observation has served to convince me that employe morale is largely a reflection of public esteem.

Probably more than any single thing The Milwaukee Road has done in recent years, its innovation in automobile piggyback has attracted favorable public attention and built employe morale. To even the least railroad-conscious observer the hitchhiking automobiles say, "Somebody had an idea!"

This particular "Creative Crew" idea had to do not only with the manner of handling, but with the combining of rail and truck operations in such a way as to create spectacular savings in both time and transportation costs.

The new service is a true measure of Milwaukee Road resourcefulness and as such will be featured in newspaper and national magazine advertisements as the sixth in our "Creative Crews" series.

I hope everyone on the railroad realizes when he sees the advertisement in print that it is actually himself to whom this tribute for resourcefulness is paid.

*William J. Green*

SOMETHING NEW IN RAILROADING...

**CREATIVE CREWS** of the Milwaukee Road

How a transcontinental "new-car pipeline" opens the way to dramatic savings through truck-rail-truck shipping

**THE MILWAUKEE ROAD** America's resourceful railroad



Craig Anderson

## Announcing the 1960 Winners of J. T. Gillick Scholarships



Susan Reyner



Jerry Sparks

At a meeting of the J. T. Gillick Scholarship Committee in Chicago May 26, the Milwaukee Road high school seniors selected to receive the two top awards were Craig Henry Anderson, the son of H. L. Anderson, relief ticket clerk in Minneapolis, and Jerry Duke Sparks, son of W. L. Sparks, carman welder at Terre Haute, Ind. The secondary award went to Susan Ellen Reyner, the daughter of G. M. Reyner, yard and ticket clerk at Mitchell, S.D.

The first two were awarded full tuition or \$600 annual scholarships for four years to the schools of their choice. Miss Reyner received a \$400 annual scholarship for four years. A total of 105 employes' sons and daughters submitted applications for the scholarships named in honor of the Road's late operating vice president.

Craig Anderson, 17, ranked fourth in a graduating class of 375 at the Hopkins (Minn.) Senior High School, where he was rated "superior" in all of the characteristics for which rating provisions were made. He was a member of

the state championship debate team, a winner of the American History Medal, Minnesota representative to National Boys State, and winner of the Voice of Democracy contest in Minnesota. Throughout his high school years, the only deviations in his straight "A" average were three "B" grades in his freshman year. Recommendations submitted on his behalf named him "The leader of the school in a very positive sense", and contained the comment, "Very few, if any, students in Minnesota this year can match Craig's qualifications for college work." He plans to attend an eastern university and after graduation aim at a career in the law or government.

The recipient of the other top award, Jerry Sparks, was graduated from Wiley High School in Terre Haute ranking 10th in a class of 221. In addition to following a strenuous curriculum which stressed pre-engineering subjects, he played football, baseball and basketball, was on the track team, and served as president of the student council and Key Club chaplain. He was honored with the

American Legion Good Citizenship Award, served as mayor during the city's Optimist Youth Appreciation Week, and was a delegate to the Rotary World Affairs Institute. His application for the scholarship listed his vocational plans as business administration or law.

Susan Reyner, the secondary scholarship winner, was graduated from the Mitchell Senior High School second in a class of 102. Cited in her "superior" student rating were talents in music and speech, and a record that deviated from straight "A" only once, and that in her sophomore year. She was a finalist in the National Merit Scholarship tests, a member of the National Honor Society, winner of a scholarship to a summer music camp, an alternate representative to Girls State and the Girl Scout Round-up, and Girl Scout nominee for International Gatherings Abroad. During her high school years she worked as a Girl Scout Camp counsellor, and as a theater cashier, usher and concession operator. Her college plans center on an ambition to be a child psychologist.

### At the Dells Minirama—Your Pass Is Your Ticket

As a special salute to The Milwaukee Road, the new Minirama tourist attraction at Wisconsin Dells, Wis., which was opened to the public on May 29, the 25th anniversary of the Hiawatha trains, will honor annual passes of Milwaukee Road employes, in lieu of admission, throughout this year.

The model landscape is a project of Bennett Enterprises, Inc., which carries on the traditions of the late H. H. Bennett, a pioneer builder of the railroad at the Dells in 1857 and later a well known photographer. It occupies a 76 by 24-foot space in which, built to quarter inch scale, over 100 years of Dells history is depicted through operating models. All of the well known rock formations are featured, under the canopy of a 110-foot "sky" which is probably the largest oil painting in the state of Wisconsin.

One of its fascinating features is a model display of Milwaukee Road equipment from 1860 to the present day. Ten trains cover the period, starting with a

wood burner and brought up to date with modern diesel trains, one of which is over 60 feet long. Synchronized automatic tape players provide authentic sound. The doors of the Minirama are decorated with two original cast alumni-

Milwaukee Road history comes to life in quarter-inch scale as an 1870 Mogul wood burner meets the original 1935 steam Hiawatha. In the background is Romance Cliff, well known to Dells of the Wisconsin visitors.



num ornaments from the original Hiawatha of 1935.

Visitors to Minirama are guided by the tape recorded voices of Dells residents describing the feature with which they are most familiar. Don Koepke, the Road's agent at Wisconsin Dells, tells about the railroad.

# "CREATIVE CREWS"

## Keynote Annual Staff Meeting



"The only thing the railroad lacks now is more business. A lot can be accomplished if men use their imaginations."

—LEO T. CROWLEY,  
*Chairman of the board of directors*

THAT the chances of The Milwaukee Road to recoup some of the losses it suffered in last year's economic slowdown are improving was made evident at the annual general staff meeting in Chicago May 16-17. More customers for Flexi-Van, expanding piggyback business, new mail hauling contracts, additional industries to serve, and new equipment and facilities to do the job—these were just some of the things discussed that brightened the outlook.

There were warnings, however, of rising costs and sharpened competition, problems that must be met with a creative approach if the railroad is to remain vigorous. Commenting on this sobering thought, Leo T. Crowley, chairman of the board of directors, called to attention that the setback of 1959 was due largely to conditions beyond the railroad's control, and cited the gains made in the first six months as a tribute to good management and employe teamwork. "A lot can be accomplished when men use their imaginations", he remarked. "The only thing the railroad lacks now is more business".

The opening meeting of the two-day conference of general officers and supervisory personnel was held in the auditorium of the Palace Theater, adjacent to the Bismarck Hotel. Approximately 300 were present when President William J. Quinn called the first session to order and introduced Mr. Crowley.

Speaking from the lectern on-stage, Mr. Crowley pointed out that the comeback effort this year will involve the absorption of increased wage and payroll taxes and a cost of living increase total-

ing \$2,000,000. This figure, he remarked, is exclusive of any wage grants that may result from labor negotiations now in progress. The situation is complicated, he remarked, by the fact that due to intense competition, there is little possibility of improving revenues by raising rates, and that a scrutiny of costs reveals few gains to be effected from further economies.

Striking the keynote of the meeting, Mr. Crowley said that although the task is challenging, he has full confidence in the resourcefulness of the Milwaukee's employes to work out a strategy that will get results.

### "Brainstorming" Techniques Demonstrated

Backing up Mr. Crowley's remarks, President Quinn pointed out that it was this attribute of people in the organization—a marked capacity for countering tough situations with new ideas—that had inspired the Road's new "creative crew" advertising campaign. Leading into that theme, he introduced Dr. J. Bruce Buckler, a consultant on management training programs, to conduct a program based on "creative thinking".

Doctor Buckler's presentation, which took up the balance of the morning, dealt with the so-called "brainstorming" techniques which are gaining favor with large industries in solving many types of problems and promoting leadership in their organizations. Sketching briefly management's problems in the great changes occurring throughout the world, he pointed out that the prime need of industry today is people who have the capacity for creative accomplishment. His talk, which was illustrated with slides projected on the theater screen, concerned techniques recommended for

activating untapped mental resources.

Following a brief intermission, the stage was set for a workshop session in which brainstorming techniques were applied to railroad problem-solving. With Doctor Buckler leading the way, 10 panelists selected from the various departments of the railroad suggested a variety of areas to be explored. At its conclusion, the audience was divided into individual "think-up" groups and assigned subjects which had been developed by the panel to discuss for possible solutions. The technique was recommended as being effective for large meetings.

The lecture served as a stimulating warm-up for the afternoon session, at which the several vice presidents of the railroad reviewed the activities of their departments. The presentations were informal, and the audience was invited to participate. "If some problem bothers you", President Quinn said, "if you have a question as to an activity or a policy, ask it. This is your opportunity to learn."

The first to speak was R. S. Stephenson, vice president-finance and accounting, who called to attention that the Milwaukee's investment in road and equipment property is more than one billion dollars, and that in miles of



The meeting provided an opportunity for many informal discussions of department policies, such as this by President William J. Quinn with V. E. Straus, general freight agent in Chicago (left), and J. T. Hayes, assistant to vice president-operation.

*The Milwaukee Road Magazine*

## THE COVER

*The foyer of the Palace Theater, usually frequented by first-run movie audiences, was the colorful background for this scene on the first day of the general staff meeting as personnel from on-line and off-line locations got together during a morning intermission break. The second day of the meeting was confined to staff meetings of the traffic and operating departments, held in the Bismarck Hotel adjacent to the theater.*



Scene during the "brainstorming" session on-stage. The meeting brought together approximately 300 of the Road's officers and top supervisors throughout the system, as well as representatives from off-line offices.

road operated it ranks second in the nation. Confirming Mr. Crowley's statement, he said that its only lack is more traffic volume. Up to this time earnings are about level with those of 1958, and he remarked that the goal for 1960 is to equal that year. "It will require our maximum effort", he admitted, "but I believe we can do it."

Highlighting his presentation was a progress report on preparations for the Road's new electronic data processing installation. The "heart" of the system will be an I.B.M. 7070 computer, aided by two smaller I.B.M. 1401 units. Starting June 1, Mr. Stephenson announced, the first of the regional data processing centers that will feed information into the electronic computer headquarters in Chicago was scheduled to begin operations in Minneapolis. Additional regional offices will be established from time to time, he said, so as to have everything in readiness for the computer itself in 1961.

W. W. Kremer, vice president-traffic, who spoke next, prefaced his talk with a reference to the morning's panel discussion. "I assume that most of you had the same reaction I did", he said; "that

about 95 per cent of the topics suggested would be cured if we just had more business."

Enumerating the various avenues in which all departments of the railroad have an opportunity to serve its interests, Mr. Kremer cited the Road's new transcontinental automobile piggyback service as one of the finest examples of creative crews at work that exists on the

railroad.

"In order to get this business", he pointed out, "it was necessary for the purchasing department to use initiative to secure the tie-down devices, which were in great demand; for the mechanical department to equip suitable cars, and inasmuch as 85-foot flatcars were not available, to create a multiple car; for the operating department to reschedule

One of the individual audience "think-up" groups ponders an assigned problem. Facing the camera are, from left: J. D. Phillips and R. H. Hurst, executive vice president and assistant vice president, respectively, of the Milwaukee Motor Transportation Company; W. A. Stauffer, general agent, Buffalo, N. Y.; and R. H. Harding, freight traffic manager, Minneapolis.



trains 263 and 264; for our engineering department to provide new terminal facilities; for the accounting department to furnish cost-study data; and for the law department to assist in working out details of the rate structure. The efforts of the traffic department to sell the service to the manufacturer would have been a failure without this cooperation."

A report by F. G. McGinn, vice president-operation, was concerned primarily with the control of costs, and new methods and techniques which have been devised to provide better service. "I think we have very good teams in our operating, mechanical and engineering departments to do just that", he commented.

Pointing out that any wage increases which may result from the current labor negotiations will cost the railroad almost \$500,000 annually for every penny granted, he said that the only way of meeting increased expenses is through the maximum utilization of tools and equipment. Among examples he cited were the new electronic mail sorting installation at the St. Paul Union Station, the mechanization of maintenance of way equipment, "which has improved the riding quality of our track", savings effected in the operation of joint facilities at Minnesota Transfer, the track lowering project at Tunnel City, Wis., new techniques developed at Milwaukee Shops for repairing car and locomotive equipment, and the expansion of radio bases.

### West of Mobridge Now "Western Region"

As a major advance in over-all efficiency, he cited the absorption of two road divisions by other divisions, thus breaking down the so-called "China Wall" at Mobridge, S. D. "We are now a system railroad", he pointed out. "There is no such thing now as Lines East and Lines West. In the future, in referring to the territory west of Mobridge, let's call it the western region,"

A report by E. R. Eckersall, vice president and general counsel, which followed, brought the audience up to date on procedures in the law department. In addition to overseeing the work of the various offices under its jurisdiction, Mr. Eckersall mentioned that it is obliged to keep abreast of all legislation affecting the industry which is introduced in the legislatures of 14 states and in the United States Congress, with a view to protecting the railroad's interests. The Milwaukee, in turn, has its own program of suggested legislation.



A candid view of the "brainstorming" workshop, with Dr. J. Bruce Buckler conducting. Seated, from left, are: L. V. Anderson, general manager-system (back to camera); D. D. Fisher, assistant superintendent of the car department; R. N. Edman, chief statistician; T. H. Desnoyers, director traffic research; George Neu, assistant traffic manager, San Francisco; C. T. Skjoldager, purchasing department buyer; and R. F. Kratochwill, comptroller. Out of camera range at left are D. P. Valentine, superintendent of transportation; G. H. Kronberg, traffic manager, Seattle; and R. R. Brown, general superintendent of the Chicago Terminals-Terre Haute Divisions.

Proposals currently being supported include the much-publicized "Urgent Six", which the railroads regard as requiring immediate legislative action.

He cited that the law department is also on call to every department of the railroad for consultation and advice in connection with the handling of its important affairs. "All of them cooperate fully," he remarked, "and I am personally grateful for the fine spirit constantly demonstrated."

P. W. Draver, vice president industrial development, who spoke next, said that freight traffic has always had a substantial influence on the Road's real estate transactions, and his department stands ready at all times to back up salesmen in the territory who see opportunities to interest shippers in using the Road's facilities. In 1959, he stated, 153 new industries were located on the railroad, and 134 existing industries were expanded, in addition to which the Road purchased about 168 acres of land with an industrial potential. "In 1960 we anticipate perhaps even a better record".

A report by L. H. Dugan, vice president and western counsel, disclosed that cement is becoming an increasingly important revenue commodity in the region west of Mobridge. As specific examples he cited a movement just starting of some 2,500 cars to the Wanapum

Dam, and the anticipated movement of all of the cement which will be required to build the Titan missile bases at Warden, Othello and Batum, Wash. These movements deserve particular mention, he said, in that they involved the purchase by the Road of a truck line.

With this rail-truck facility, he pointed out, the Milwaukee is now able to serve off line points from origin to destination, and compete effectively for other business moving to highway, bridge, dam and other construction projects located some miles from the railroad. "I'm sure we are going to see a great extension of this new diversification in our territory", he remarked.

### Merger Possibilities Discussed

Considering that the western region is highly competitive, Mr. Dugan said that the Milwaukee is nevertheless handling a substantial share of the long haul traffic moving from the east to Alaska. Steady progress is also being made in industrial development and timber growing. "All in all", he said, "with the exception of lumber loadings, which declined due to the prolonged cold weather, our business is good, and we are confident it will remain so."

The meeting was concluded with an address by President Quinn, who among

other subjects, discussed the current investigations by various railroads of merger possibilities. Among the advantages of a merged operation, he cited the elimination of duplicate facilities, and the strengthening effect on railroads of better utilization of their existing equipment.

His closeness to the Milwaukee Road-Rock Island study, he said, has satisfied him that the savings and benefits of a

merger will be greater than was at first anticipated, and that in the event it happens, the result should be greater job security and opportunity than there is on either of them operating in an independent status. However, all of this takes time, he pointed out, and there are a lot of problems to be resolved.

In either case, he remarked—whether or not the railroads merge—handling an operation as large as the Milwaukee is

a big job, and in his opinion, it is being done outstandingly well. "I'm satisfied that it's a tougher job to operate this property, far-flung as it is, than to handle a similar job with most other railroads. I would be remiss in my duty if I did not tell you how much your loyalty, hard work, your decisions and recommendations, and your everyday handling of the railroad are appreciated."

## "Creative Crews" of the Traffic Department "Brainstorm" How to Get More Business

"THIS is an opportunity for every man in the traffic department to develop individual creative thinking. It doesn't matter how 'off beat' your ideas might seem to others, for if within your own mind you believe they have merit, submit them. You can feel assured that they will be considered by qualified people who are in a position to evaluate their possibilities."

Speaking was W. W. Kremer, vice president-traffic, at the opening of the traffic department staff meeting in Chicago May 17. The stage had been set the previous evening at a get-together of traffic personnel with the announcement that the traffic department's own meeting the following day would feature a "brainstorming" session based on the techniques demonstrated at the general staff meeting that morning by lecturer Dr. J. Bruce Buckler. The subject to be "brainstormed" was, "How to get more business".

The plan was put into effect the same evening, with a name drawing to select "creative crews", whose names were listed on a chart. Mr. Kremer drew the first name, and the man thus selected chose the next, until 15 crews were filled. The following morning at the staff meeting in the lounge of the Palace Theater, each crew was assigned a "captain", selected again by a name drawing, from traffic officers in Chicago headquarters. After an address by Mr. Kremer, each captain and crew adjourned to a room in the Bismarek Hotel, adjacent to the theater, for a two-hour individual "brainstorming" session.

The ideas dealt with during the sessions were based on the axioms that creativity rules out the traditional ("Keep an open mind") and the negative ("It can't be done"). Existing practices were also explored, and suggestions made for improving them, or converting them to new uses. For the record, one

W. W. Kremer, vice president-traffic, opens the "brainstorming" program, assisted by W. D. Sunter, general freight traffic manager-sales and service (left), and G. M. Ryan, general freight traffic manager, rates and divisions.



man in each crew served as a secretary, to list the ideas proposed.

After lunch the meeting reconvened in the lounge of the Palace Theater, and a spokesman from each crew presented the ideas developed in his session. In the "think-up" which followed, the ideas with the most merit or potential were

subjects of discussion.

The reports were transcribed by two stenographers for the purpose of further evaluation. Analysed later, the results of creative thinking as applied to railroad problems were apparent in the originality of many proposals on "How to get more business."

The "brainstorming" session of "Creative Crew No. 10", captained by W. D. Sunter, general freight traffic manager sales and service, tackles a hot problem. From left: R. T. White, assistant traffic manager, Milwaukee; J. G. MacDonald, general agent, Salt Lake City; C. P. Cassidy, division freight and passenger agent, Davenport, Ia.; Mr. Sunter; E. C. Chapman, general agent, Vancouver, B. C.; D. M. Wiseman, general agent, Philadelphia; J. B. Cunningham, district freight and passenger agent, Washington, D. C.; and E. E. White, assistant to traffic manager, Seattle. Mr. Wiseman, appointed secretary of the session, is recording the suggestions for further probing and evaluation.



# The BIG PUSH at TUNNEL CITY



Synchronized action at the east approach to the tunnel shows ditches being cleaned out and the material being dumped into hauling trucks. At left, a welder's truck is standing by, ready to enter the tunnel as soon as the approach is clear. The opening at the left is the original "Greenfield" bore built in 1858.

THE "big push" is over. As of May 9, The Milwaukee Road announced the completion of a quarter of a million dollar engineering project undertaken early this year to provide clearance for its new transcontinental automobile piggy-back business moving to the west coast. The project, which was finished in record time, involved lowering the track through the 85-year-old tunnel at Tunnel City, Wis., 26 inches.

The former clearance in the tunnel of

A passenger train emerging from the tunnel while the project was in work stirs up a haze of dust. Working crews were protected at all times by a warning telephone and signal system.



16 feet 3 inches had made it necessary to route the trailer-on-flatcar loads of Detroit-made automobiles via Savanna, Ill., and Dubuque on the Chicago-Twin Cities haul of the transcontinental trip. As a result of lowering the track, the clearance is now 18½ feet, which allows for handling the automobile trailers on the faster schedule of the Chicago-Milwaukee-Twin Cities "Hiawatha" route. The new clearance also provides faster transport for other high dimension loads moving over the railroad.

While the project was on the drawing boards last fall, and continuing through

the months work was in progress, Tunnel City recaptured some of the hustle and excitement attached to its early history when it was an important transfer and shipping center known as Greenfield. In those years the region produced tonnage loads of blueberries, and the woods along the right of way provided good sport for shooting wild pigeons, which were shipped by the barrel to Chicago and eastern cities.

The tunnel in use at that time was built in 1858 and lined with strong timbers slanting upward to support horizontal beams. It was equipped with huge doors

La Crosse Tribune and Monroe County Democrat photos

Men and machinery combine to get the job done on a production line basis. At left, one of the big rippers is pictured pushing the broken sandrock up to the grade, and in the center the front end loaders are discharging material at the side dump truck loader, with a truck standing by to haul it away. Setting grade stakes at right is Hillar Jurgens, assistant engineer on the La Crosse Division.



which were closed in winter to prevent the formation of stalactites and stalagmites resulting from the condensation of moisture. A story about the doors which kept old timers chuckling for years concerned a cold December night in 1872 when a freight proceeding west gave the whistle signal for the watchman to open them. On that occasion, the train beat him to it.

The "new" tunnel was built alongside the original Greenfield bore. Careful maintenance has preserved much of the stone and brickwork that went into its construction in 1875, including an ornate casting over the east portal which carries the name of President Alexander Mitchell and other company officers of that period. Over the years the approaches have been leveled, and repairs made where smoke from steam locomotives broke down the mortar. As recently as 1953, the brick lining above the spring line was replaced with concrete.

The track lowering project carried out this year was planned in advance to the last detail. No contingency was overlooked. According to B. J. Ornburn, assistant chief engineer-structures, who was in charge, "We just couldn't miss". Late in 1959 access roads were constructed to both ends of the tunnel, and culvert pipes were installed to carry off water. Then in January, a district B&B crew under Foreman William Cornwell established headquarters at Tomah, Wis., three miles east, and moved in. An office and supply house were set up at the work site, a battery of air compressors with receivers and outlets was installed, also a temporary electric service, and heavy equipment was ordered to the job. The "big push" was under way.

Among the force assigned to the construction work were Assistant Engineer O. C. Denz of Chicago headquarters, and from La Crosse, Division Engineer H. E. Hurst and his staff, Roadmaster L. G. Gray, and Chief Carpenter C. C. McCall. Superintendent F. H. Ryan of the La Crosse Division and Chief Train Rules Examiner A. J. Farnham were also on the job to coordinate train operations. Others on hand to keep things running smoothly and see that nothing was overlooked were Assistant Superintendents R. W. Riedl, W. T. Stewart and S. F. Philpot, General Roadmaster R. G. Simmons, and Signal Supervisor H. W. Wellenstein.

Supervised by Foreman Cornwell, the B&B crew first cut a trench inside the south wall of the tunnel to determine the hardness of the rock with which they would have to deal. Next they proceeded to install a guide strip for placing along



Scene at the east approach to Tunnel City hill, as ties and rails had been taken up to the point where the track was to be lowered, and heavy equipment was moving in to start excavation for the roadbed. Discussing the project are Roadmaster L. G. Gray of the La Crosse Division (left) and Division Engineer H. E. Hurst.

the tunnel walls new concrete curbing, so as to protect the sandstone under the base of the original lining and support any possible side thrusts on the walls or under the footing. For this job they constructed forms with special features which insulated the concrete against cold and permitted them to be removed easily so they could be used repeatedly. A program was established whereby a pre-determined amount of excavating and curb installation would be completed

each day.

All of the curb work was performed under normal train traffic conditions, except for a brief period when a soft spot was struck in the ash rock and a slow order was placed on the track. With trains passing through the tunnel at timetable speed, the men were protected at all times by a warning telephone and signal system, to which one man was assigned. This phase of the job carried out in typical winter weather, was finished in plenty of

A concrete mixer rumbles into the tunnel, as work starts on pouring new concrete curbing. At the right of the portal is the switch box housing the auxiliary electric circuits, and at the left the air line pipe. The concrete casting above the portal carries under the date of 1875 the names of Alexander Mitchell, company president at that time, Vice President Julius Wadsworth, General Manager S. S. Merrill, Chief Engineer D. J. Whittemore, the local agent, and the building contractor.



time to meet the schedule for the actual lowering of the tunnel floor.

The latter project involved, all told, 3,200 feet of track—960 feet east of the tunnel, 1,330 feet through it, and another 910 feet on the west approach. To complete it as fast as possible, trains were detoured over the tracks of the North Western, which at this point are only about 100 yards north, and work was done with full crews on a round the clock, seven days a week basis.

Starting on May 2, the first spike was pulled in the tunnel at 4:02 A.M. and the last at 5:11 A.M. Cranes hauled out the last rail at 7:55, and at 8:18 two front end loaders, two TD-24 rippers and one side dump truck loader were pressed into service. As a result of the sand stone floor having been weathered since January, the big rippers had only to make two round trips through the tunnel to loosen it down to grade. By noon, material was being hauled out at the east end at the rate of 120 yards per hour, and at the west end at about 100 yards per hour. "The excavation is progressing a little faster than expected," Mr. Ornburn reported.

Despite rain that fell throughout the night, excavating inside the tunnel was completed by sunrise the following

morning. At 11 A.M. work was started on pouring concrete struts from wall to wall as supports for the new curbing, and at 2 P.M. welding had begun on the steel reinforcing bars. "The weather is fine now", read Mr. Ornburn's report. "Progress this afternoon very good."

Progress continued "very good" for several days, despite the breakdown of the two big rippers and a heavy and persistent rain, which made it necessary to pull all of the heavy equipment in and out of the tunnel with a caterpillar. Also, due to cold weather, concrete set slowly. However, on May 6 the last strut was poured, and the following morning it was possible to start restoring track.

Then on May 8, Tunnel City had nine inches of snow, and the temperature dropped to 32 degrees. Practically no concrete was hardening. Work proceeded nevertheless on placing new ties and rails, and ballasting was begun. Three inches of new snow the next morning also failed to halt progress, as surfacing, lining and tamping moved forward. By noon, the track was in good shape, and at 4 P.M. the "big push" was over—in only seven and a half days, start to finish!

The project set a record for accomplishment, inasmuch as it had been anticipated that the actual track lowering

would require about two weeks. As to how it was achieved, the explanation is that several conditions proved to be less difficult than could be predicted, and every step had been planned to the last detail. Once started, everything fell into place. Men and materials were ready where and when they were needed, and advantage was taken of each minute gained. On May 9, when the first train roared through the tunnel at 7 P.M., the engineering and B&B forces celebrated with a big steak dinner.

Sandstone in the floor of the tunnel, broken down to grade by a ripper, pictured being scooped up by a three yard front end loader.



## J. H. Andrews Conducts Freight Claim Session

As chairman of the Freight Claim Division of the Association of American Railroads, J. H. Andrews, the Road's general freight claim agent, presided at the 69th annual meeting of that group in Chicago May 3-4. President William J. Quinn gave the opening address.

Both cited the efficiency of the organization in building up regulatory procedures that stand out as models in the industry. Mentioned specifically by President Quinn was the fact that in a recent typical year, approximately 77 per cent of the freight claims received by the railroads were disposed of within 30 days, and 91 per cent within 90 days; also, that within a recent five-year period, the railroads found it necessary to obtain awards from the arbitration committees on less than 200 claims annually, and refer on the average only 58 items to the appeal committee. "Your group deserves wholehearted congratulations for this outstanding record in one of the very important fields of railroad-ing".

Noting that the character of freight claim work has changed sharply within

a very short span, Mr. Andrews cited other groups whose work has contributed to the Division's over-all efficiency. Pointing to situations which may require changes in rules and practices in the



At the opening session of the meeting, J. H. Andrews, general freight claim agent (left), welcomes President William J. Quinn.

future, he remarked that in his opinion the Division should give consideration to more extensive use of data processing to reduce handling expenses, and to produce statistics which will highlight conditions needing correction. To obtain full use of modern machines such as computers, he recommended standardized forms, so as to facilitate key punch operations.

As chairman of the Division, Mr. Andrews fills a post held by three immediate predecessor Milwaukee Road freight claim agents, starting in 1902.

**FOR 3¢ PLAIN.** At London's Euston station, Mrs. Nancy Wornell, who had bought a 3-cent platform ticket to see a blind friend off to Scotland had just made the traveler comfortable on the train and was saying good-bye when the express steamed out of the station, bound for the Highlands. The first stop was Carlisle, 300 miles away. There Mrs. Wornell boarded a London-bound express and returned home. "No charge", said the railroad, for the 600-mile journey.

*The Milwaukee Road Magazine*



General officers of the Rocky Mountain Division, together with safety department and other officers from Chicago headquarters, assembled for the award presentation.

## Safety Trophy Awarded at Miles City

HIGH on the railroad's special events calendar this spring was the formal presentation of the President's Safety Trophy to the employes of the Rocky Mountain Division, "safety team of the year" for 1959. At a special staff meeting in Miles City, Mont., Apr. 20, general officers of the division who had a hand in developing the outstanding safety record looked on with pride as Superintendent L. H. Walleen, on behalf of the employes, accepted the trophy from V. E. Glosup, assistant vice president-chief engineer.

The Rocky Mountain Division, running second to the Trans-Missouri Division in the 1959 safety contest, advanced to the top spot when the Trans-Missouri was absorbed by the Rocky Mountain and Aberdeen Divisions Dec. 1. Holding to this advantage, it finished the year without an employe fatality and with only five reportable injuries during 1,816,640 manhours worked. As announced by A. W. Shea, superintendent of safety, early this year, the resulting casualty rate of 2.75 per million manhours worked was the lowest on the entire system.

The accomplishment was a source of gratification to everyone at the meeting, and particularly to Superintendent Walleen and District Safety Engineer C. V. Peterson, since it was the first time a division under their jurisdiction had outperformed the field. In accepting the trophy, Superintendent Walleen extended his gratitude for the splendid cooperation existing between the division's officers and its many individual employes which had made the performance possible. Mr. Shea, too, expressed his appreciation for their contribution to the over-all safety of the railroad.

It was a hand-shaking-all-around

Principals in the trophy presentation ceremony were, from left: A. W. Shea, superintendent of safety; V. E. Glosup, assistant vice president-chief engineer; L. H. Walleen, superintendent of the Rocky Mountain Division; and Assistant General Manager R. G. Scott, Tacoma. (Miles City Star photos)



occasion, in which Mr. Glosup recalled to the group his service on the Rocky Mountain Division in previous years, and remarked that it was a pleasure to see the award go to a division in which he is well acquainted with so many employes. In commending their efforts to prevent personal injury accidents, he said that their success in that respect "was not something which just happened, but came about because you, as the division officers, inspired the men under your jurisdiction to such a fine job."

Commenting on the special safety wallets which, in honor of their achievement, were presented to every employe on the Rocky Mountain Division, Mr. Glosup called attention to the inscription in them over the signature of President William J. Quinn, "In appreciation of a job well done." Citing statements from F. G. McGinn, vice president-operation, and other general officers, he added their congratulations for "a job well done", indeed.

Congratulations were also forthcoming from other safety department and general officers present, including Assistant General Manager R. G. Scott, Assist-

ant Superintendent of Safety G. M. Dempsey, Superintendent Martin Garelick of the Aberdeen Division, and General Storekeeper G. V. Ireland. In their remarks, all pointed out that teamwork and compliance with safety rules are essential to a good safety performance, and thanked the employes for supporting the Road's safety program to the utmost.

Runners-up in the 1959 employe safety contest were the Milwaukee Terminals division, which was awarded second honor, and the Aberdeen Division, whose casualty rates were 4.20 and 4.74, respectively.

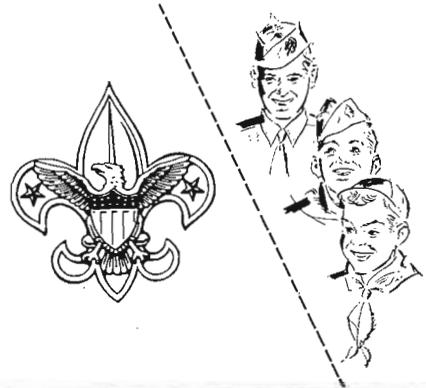
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*One afternoon during World War II, W. C. Fields, Gene Fowler and John and Lionel Barrymore were having a drink or two or three. Quite a number of sips later, now overflowing with spirit and spirits, they decided to enlist in the army, and staggered away to a recruiting center. There the girl behind the desk, overcoming her initial astonishment, eyed the quartet carefully. At last she spoke. "Who sent you?" she said in hushed tones. "The enemy?"*

# For Boy Scouts Only

## An Education-Service Project Develops New Skills

By **W. C. Wallis**, Assistant Division Engineer, Tacoma, Wash.



THE activities associated with the observance this year of the 50th anniversary of the Boy Scouts of America will bring back pleasant memories to a great many present and former Scouts and Scouters in the Milwaukee Road family.

Perhaps some will recall, as I do, their Scoutmaster and the things he helped them learn; their first overnight camping trip; cooking over an open fire (and not wieners and marshmallows); the high jinks of a Scout circus; or the thrill of a long-term special camp-out. In practically all instances, it was the time, ideas and encouragement of their adult leaders which made these experiences possible. My own special thanks for them will go to Lyle Kinport, now city engineer at Mitchell, S.D., who was my Scoutmaster, and is still active in the Scout movement.

An interesting example of a Scout activity which was spearheaded by adult council is a program which was developed recently on our Coast Division. This program, which is believed to be unique on a railroad, centers on a stretch of right of way on the Grays Harbor line between mileposts 4 and 15, an area peculiarly adapted to the rapid and promiscuous growth of trees, firs in particular. Every year, starting early in December, this property was being overrun by people who mutilated the young trees to make Christmas decorations. Because of its easy access to the highway, their depredations were almost impossible to control, and the scrub growth which remained was unsightly. Also, some of it required cutting, since it interfered with communications circuits.

During a discussion of the problem in division headquarters in December, 1958, it was remarked that releasing the area to a Scout unit might be a way of discouraging trespassing and controlling the growth of the trees, while providing the Scouts with an opportunity to learn and practice conservation principles. J. T. Hansen, superintendent of the IM&D Division, who was then superintendent at Tacoma, and Division Engineer T. M.



Scouts enrolled in the railroad-Scouting conservation program, posed with their councilors and sponsors. Standing, from left: H. Thomas, Explorer Advisor, Post 78 (Tacoma); L. W. Edwards, District Scout Executive; M. A. Nyberg, Milwaukee Road supervisor of signals and communications, Tacoma; Assistant Superintendent S. E. Herzog and Superintendent N. H. McKegney of the Coast Division; Assistant General Manager R. G. Scott; Division Engineer T. M. Pajari and Assistant Division Engineer W. C. Wallis; R. L. Vancil, Scoutmaster of Troop 37; O. A. Lipp, chairman of the troop committee; A. J. Reder of the St. Regis Paper Company, adviser-instructor; and N. C. Grove, president of Mt. Rainier Council of the Boy Scouts. Mr. Wallis, who is district commissioner of the South East District of the Scouts, will serve as Scoutmaster of Jamboree Troop 62 when it attends the National Scout Jamboree in Colorado Springs this summer.

Pajari both favored the plan, and proposed it to the leaders of Troop 37, Mt. Rainier Council. The boys in the troop were all for it.

Information as to the provisions of an agreement covering similar Scout projects sponsored by other industries, and which would fulfill the requirements of the railroad, was developed by our real estate and law departments, working with the district Scout executive. Cooperation also came from local insurance agencies which, having had some experience with Scouts and Scouting activities, agreed to write the necessary bodily injury insurance at a very reasonable premium.

The outcome was that on Sept. 1, 1959 a license agreement was issued whereby the troop was assigned for the education-service project 100 feet of right of way, exclusive of the center 20 feet of track. Its terms provided for removing or topping all large trees in the communication line area which would otherwise grow

up through the line and cause interference with the circuits; clearing the tree growth in the immediate vicinity of the line poles to reduce the hazard of fire; and furnishing such trees as might be required for decorating the station offices and passenger areas during the Christmas holidays. As a result of bringing the program to the attention of local lumber interests, the Weyerhaeuser Company, and the St. Regis Paper Company and their subsidiary, the St. Paul and Tacoma Lumber Company, volunteered to furnish qualified conservation instruction.

The activities to date have consisted of pruning, clearing scrub growth, and selective thinning. Last December the Scouts spent almost three days on thinning, and used the material to make Christmas decorations which were sold to the public. The money realized from the sale will help to buy equipment and supplies for the troop, and pay camping expenses.

The project provides opportunities for developing a variety of skills. Several Scouts have already earned merit badges in Forestry, and a number have completed, or are working on, Pioneering, Soil Conservation and Surveying. Its scope also includes many Second and First Class skills. Emphasis is placed on camping. This summer the troop will help to finance the attendance of five members at the National Scout Jamboree in Colorado Springs.

The initial results of the project are already recognizable. To discourage further trespassing, a large sign has been erected which announces that the area is a Scout Conservation Project, and thus is off limits to all others.

In a demonstration of conservation know-how, Mike Racca, Keith Wallis, Lynn Vancil, Bill Jones and Jerry Genshorck (left to right) cut out a dead tree, and trim another to control its growth and shaping.



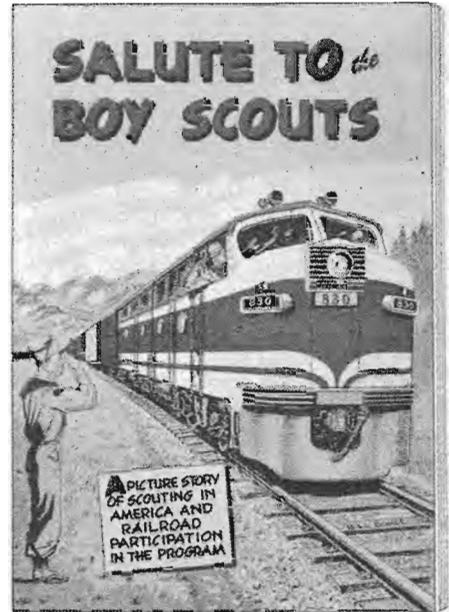
## A Salute to Scouting's Golden Jubilee

As a tribute to Scouting's golden jubilee year, the Association of American Railroads has issued a 16-page cartoon booklet, "Salute to the Boy Scouts". Quantity supplies have been made available to some 600 Scout council offices for distribution in their territories.

In picture story form, the booklet tells of the many famous Americans who have been associated with the Scout movement, of outstanding services rendered by Scouts, the development of the Merit Badge Program, with emphasis on the Railroad Merit Badge, the Scout's Safety Good Turn Program, and other interesting highlights of Scouting's 50-year history.

Railroads and railroad people have been identified with the Boy Scouts of America almost from its very founding on Feb. 10, 1910. The relationship is deeply rooted with the inclusion of "Railroading" in the Merit Badge Program. The Railroad-Scouting Cooperative Program is now spearheaded by the national Railroad Committee on Scouting, which was established in an arrangement between the Scout organization and individual railroads in 1958. Since then a Guidance Plan outlining various areas of activity and liaison procedure has also been developed. On The Milwaukee Road, the program is administered by A. W. Shea, superintendent of safety.

For their efforts in promoting safety among America's youth and assisting in the Scout's Safety Good Turn Program, the railroads received in 1958 a special Boy Scout of America award.



### • Briefly Noted •

**THE FOUND CORD.** Southern Pacific railroad detectives at Reno, Nev., recently found a long electrical extension cord leading into a supposedly empty boxcar. Investigating it, they surprised a hobo snoozing comfortably under an electric blanket. Yanking the vagrant out, blanket and all, he was given a stern order to find himself another plug-in—and off—railroad property.

**BOOTLE NECKS.** "Stop putting your heads on the tracks in front of approaching trains", officials of the state-operated British Railways recently entreated small fry of Bootle, England. "We love children, but there are limits". The appeal was prompted by the complaints of British "locomotive drivers" that the youngsters lined up along the tracks, put their heads on the rails, and issued challenges to see who would

turn "chicken". Then when the trains stopped, they just ran up the track and put their heads down again. Said the harried officials, "Drivers are getting so nervous over this practice that many refuse to operate trains going anywhere near Bootle."

**NEW FOR WEIGHING FREIGHT CARS.** Tests were supervised recently by the Engineering Division of the A.A.R. on a new installation for weighing freight cars which the manufacturer claims could save the railroads \$500 million a year. The Railweight method, as it is called, involves jacking up a section of track to cause a separation of mounted couplers, thus permitting an entire train to be pulled across a scale without stopping or uncoupling the cars. It can weigh up to 6½ miles of cars an hour, against the usual time of 3½ minutes for weighing cars individually. The A.A.R. report showed that it measures weight with approximately the same accuracy as the methods currently used.



**FOR PUBLIC WELFARE.** E. R. Eckersall, vice president and general counsel of the railroad (left), and Mayor Richard J. Daley of Chicago extend mutual congratulations at the ceremony marking the dedication of the new million dollar medical center of the Chicago House of Correction May 9. Mr. Eckersall, who was recently appointed chairman of the Mayor's Commission on the Chicago House of Correction, is also president of the John Howard Association, a private prisoners' reform and welfare agency.

# Ruby Eckman Retires; Sets Unique Record

WHEN Ruby Eckman was a girl reporter on the Perry (Ia.) Daily Chief and covering a news beat that included the comings and goings of the local railroad people, she learned one day that Billie Macomber, the Milwaukee Road trainmaster's clerk, was leaving for another job in Des Moines. More news was that Trainmaster R. C. Merrill was looking for a replacement. "Are you interested?" he asked Ruby.

"The hours were long," she recalls today, "from 7 A.M. to 6 P.M., and seven days a week, although usually you got off early on Sunday. But I had a keen interest in the Milwaukee—my father was a Milwaukee Road engineer—and the job promised to be steady."

Steady it certainly was. When Ruby retired this year on Mar. 14, her 51 years of continuous employment, starting on Oct. 28, 1908, was an all-time record for women on the Iowa Division, and she ranked as the first woman on the division to receive a "lifetime" Gold Pass as a token of esteem for her half century and more of service.

Commendable as these distinctions are, however, Ruby had earned another which tends to throw them in the shade, at least in the opinion of *The Milwaukee Road Magazine*. It concerns the column of news about personnel of the Iowa Division appearing under her byline in the Magazine since April, 1913—when the Magazine first began publication. As a voluntary reporter, contributing to Volume 1, No. 1 and continuing through Volume 48, No. 1 for the issue of March-April 1960, she had established a record unmatched for zeal, and unique in railroad magazine circles.

Moreover, since 1914, when she resumed newspaper work as an avocation, she had been a staff writer for the *Perry Daily Chief*. So far as is known, she is the only woman in the railroad industry who has authored a daily column of railroad news for a newspaper while working for a railroad.

Ruby Eckman's entire life has been tied in with *The Milwaukee Road* and the city of Perry, headquarters of the Iowa Division and an M&StL freight stop. She is a daughter of E. D. Eckman, one of the first Iowa Division engineers, who was still in service when she started with the Road in 1908. Ruby was born in Cedar Rapids, but reared in Perry, where she was graduated from high school in 1902, and the same year went to work for the Chief. She had



At the reception in her honor at the Veterans clubhouse in Perry, Ia., Ruby Eckman carries out the traditional cake cutting ceremony. Looking on are W. E. Failor, chief clerk to superintendent (left), Marie Hotton, managing editor of *The Milwaukee Road Magazine*, and C. D. Emerson, chief dispatcher at Perry headquarters. The cake, inscribed "Best Wishes, Happy Retirement, Milwaukee Railroad," was made by Mrs. Viola Ranes of the Perry stenographic force. (Perry Daily Chief photo)

already served her apprenticeship after school hours, helping around the office and learning to operate a linotype.

For the next six years she did everything demanded of a young and eager hand—set type, made up forms, fed the press, collected for subscriptions, folded papers, even delivered them when a newsboy could not take care of his route. And as a cub reporter she was "as familiar a sight on Perry streets as the local drayman or downtown postman."

In those years railroading was a bustling industry in Perry. The Milwaukee Road roundhouse alone provided employment for about 400 people, and practically everyone traveled by train. The best places to pick up news were the railroad and interurban depots, and the yard offices, roundhouse and shops. Ruby came to know just about every railroad family in town, and if anything happened to a railroader, she could be depended upon to report it.

But when Trainmaster Merrill offered her a job, her answer was, "I'll start anytime you want me." Recalling it later, she said, "I guess I always had 'railroad blood' in my veins." She worked as Mr. Merrill's clerk until 1912, when a new position was authorized in the office of the chief dispatcher.

Ruby got it, and for the greater part of her career served as chief dispatcher's clerk, handling correspondence and the time slips for train and engine crews. When she retired, she was general clerk to superintendent, having been promoted to that position when an opening occurred in 1958.

Ruby's early newspaper training was recalled when in 1913 the idea of publishing a magazine for the company's employes took shape. She was the first employe asked to serve as a correspondent, and over the years her column came to be regarded as a permanent feature of its pages. Birth, deaths, marriages, promotions, retirements, trips to far-off places, Ruby reported them all, "right as rain" and back to the second and third generation. For 47 years her column was a moving record of the lives of the employes on the Iowa Division.

Meanwhile she had made a few headlines herself, starting with the time when William Jennings Bryan visited Perry on one of his speaking tours. Ruby, it was, who headed the committee from the newspaper which welcomed The Great Commoner and marched behind the roundhouse band in the parade to the Carnegie Library.

Again when Perry unit of the American Legion Auxiliary was organized,

Ruby was its first president.

During those years golf was her hobby. Among her souvenirs is a score card of the tournament in which she won the Ladies City Championship Flight. Her caddy was, naturally, the son of a Milwaukee Road engineer. After the match Billie Lafferty was heard to say, "I'm sure glad she asked me. I knew she was going to win, and I wanted to be the first to congratulate her."

And so it went. One year when the manager of the Grand Theater in Perry wanted to spend a winter in California, Ruby took charge so he could get away. She was active on the committees which put on several Railroad Week celebrations in Perry, and when The Milwaukee Road observed its 90th anniversary, she worked far into the night and on Sundays helping to compile a special edition of the Chief which honored the railroad.

Perhaps the best estimate of her standing in the community may be gained from a demonstration which took place in 1952 when the chamber of commerce, sponsoring a Leap Year Day, provided the ladies with an opportunity to try their hand at running the city. Candidates for office were elected on their public record. The outcome, which may have surprised Ruby but certainly few others, was a landslide vote for Miss Ruby Eckman, Milwaukee Road chief dispatcher's clerk, as mayor-for-a-day.

Through the years Ruby has been an active and loyal member of the Milwaukee Road Women's Club, the National Association of Retired and Veteran Railroad Employees, and the Brotherhood of Railway Clerks, holding many offices in the last organization. Upon her retirement, the Women's Club and the Veterans Club were hosts at an open house and reception at which more than 200 members of the railroad family, including some from other cities, paid her tribute. The evening was memorable for oratory, reminiscences of old times, and the good wishes of her many friends. A gift presented to her carried the names of employes, both active and retired, from all over the Iowa Division.

Ruby started her retirement with the novel experience of taking a rest, while making plans for the future. Activities in which she has an interest include her church, and the Order of the Eastern Star, which in 1958 conferred on her a 50-year membership. She enjoys traveling, and has visited several Central and South American countries, and every state in the Union except Hawaii. Her

## Suburban Service to Be Modernized; New Double Deck Coaches Ordered

In the Chicago area, where the expansion of suburban communities reflects the continuing quest of city people for more "living room", an announcement which made headlines June 3 was that The Milwaukee Road had placed an order with the Budd Company of Philadelphia for the construction of 40 double-deck suburban passenger cars. Including the installation of electric generator equipment in the locomotives, the cars will cost approximately \$7,000,000.

The order was the first big step in a modernization program which the Road has planned for its commuter service. The program looks toward the eventual replacement, as earnings permit, of all present suburban cars with a total of 75 double-deck coaches of the newest type. The cars will be of stainless steel construction, with corrugated exteriors, and with average seating capacity of 160. In addition to year-round air conditioning and electric heating, they will feature the most modern lighting and toilet facilities. Electric power for air conditioning and heating will be provided by generators in the diesel locomotives. The total cost of the full program, planned for a period of approximately three years, will be about \$13,125,000.

Despite the competition of super highways, demands for the commuter service north and west of Chicago have grown. Since 1945, when the annual total of passengers carried was 4,102,195, patronage increased to 5,521,115 in 1959.

collection of travel pictures has entertained many shut-ins and civic groups.

Foremost among her retirement projects is buying a chord organ and teaching herself to play it. Ruby has always loved music—in high school she played the alto horn and slide trombone—and this is an ambition she has cherished for a long time. People around Perry figure that as an organist, too, she will be successful.

Action on the modernization plan followed Illinois Commerce Commission approval of a fare increase. The additional cost to the average commuter is about six-tenths of a cent per mile.

### New Visual-Check Ticket System

On June 1, the effective date of the fare increase, the Road at the same time started the operation of a new visual-check ticket system. Unlimited monthly tickets replaced the former 46-ride monthly tickets, and new types of semi-monthly, weekly and 10 and 25-ride bearer tickets also were introduced.

Each of the tickets has distinguishing



Interior of a suburban coach of the general type on order, showing the double-deck seating arrangement, the bright reading lights and facilities for stowing clothing, parcels and luggage.

characteristics. For instance, the unlimited monthly, the semi-monthly and the weekly tickets are larger and of a different design than those used heretofore. Destination zones, or distances are indicated by color. The 10 and 25-ride tickets are printed as coupons, perforated for detaching individually. Only the one-way and round trip tickets are similar to those formerly in use.

Under the new system, passengers insert their tickets in clip-type holders installed on top of the backs of the seats in the commuter train cars. This method of displaying tickets in full sight eliminates the punching of tickets and avoids interruptions to passengers, since the sizes and colors make it possible for ticket collectors to ascertain at a glance, as they walk through the cars, each ticket category and the destination of each passenger.

## Citizen of the Week

### LEON H. ROBBINS

"He is indeed a credit to the community in which we live, and is thought of as a true friend to all who have been acquainted with him throughout the years. For his understanding community spirit, his friendly manner and his broad outlook in community affairs, we salute him as Citizen of the Week."

This tribute appearing recently in the Pardeeville, Wis., *Mid-County Times* served as a notice that Leon H. Robbins, the Road's former commissioner of agricultural and mineral development, can hardly be classified as retired. In fact, pressed for information, he conceded that he has never been busier.

During the years which have elapsed since Mr. Robbins left railroad employment in 1951 he has not rested on his accomplishments of the past. After he retired, he moved to an 80-acre farm in the Pardeeville area and proceeded to join the life of the community. In addition to operating the



Leon H. Robbins

farm, he set up county-wide Farmco services for the county farm bureau, supervised the buying of 268 carloads of hay shipped to drought regions in the South, and served as area director of the agricultural census. The project with which he is identified most closely, though, is the organization of the Pardeeville Industrial Development Corporation.

The last venture was an outgrowth of Mr. Robbins' observation that the area held no future for young people; that it

needed industry to supply employment for the increasing population and to prevent family separations. The need was filled when the development corporation provided a home for the All-American Scoreboard and Ad-Pact corporations. From a beginning with only five employes, these companies have grown until their combined payroll exceeds 150. Further expansion is to be made this year, enough to double the payroll or more.

Mr. Robbins points to the Pardeeville program as illustrating what a small town can do to help itself industrially, as well as stabilize its economy. "We are no longer a marginal income area, and all was accomplished by our local people supplying the push that was needed. 'Credit for the Pardeeville example', as our governor said, 'is the result of organized team work'."

Mr. Robbins, who moved two years ago to a Main Street address, has served as president of the development corporation since it was organized in 1955. His disclaimer of personal credit apparently does not coincide with local views, since his citation as "Citizen of the Week" was a direct acknowledgment of the time and talent he has devoted to helping solve a pressing community problem.

## Better Now Than When They Were New



Before and—

ADVANCED principles of assembly line production figure prominently in a program launched recently at Milwaukee Shops to restore a collection of obsolete rolling stock to high standard serviceability. The program involves 125 gondolas of the Road's 80000 series, which are currently undergoing a modernization treatment from which they emerge good for years to come, in fact, "better than new."

The 49-foot gondolas, all units of the first fleet of more than 1,000 that were designed and built at the Shops in 1937, are of the old style wood and steel composite type. A complete rebuilding was deemed advisable since, in addition to showing the inroads of time and rugged service, they no longer meet today's customer requirements. Among their sturdy features, however, are modern stabilized trucks, and through engineering developments it was determined that their cen-

ter sills are structurally in excellent condition. The program, which is being supervised by F. W. Bunce, chief mechanical officer, and directed by G. L. Wood, superintendent of the car department, calls for a complete stripping to these components.

In practice, the first rebuilding step covers the application of additional metal cross ties and cross bearers to the original underframes. Following that, the old wooden sides and  $\frac{5}{16}$ -inch steel

side posts and side braces are replaced by  $\frac{5}{16}$ -inch steel side sheets and  $\frac{1}{2}$ -inch steel side posts. The side assemblies are made up on a unique jig or template, and the side sheets are welded to the posts by means of a modern automated welding machine which produces 29 inches of welding per minute, as compared to about 4 inches by the manual method.

Floor assemblies of  $\frac{5}{16}$ -inch sheet steel, also welded by an automated machine, replace the old wood floors, and the old style  $\frac{5}{16}$ -inch drop ends are replaced with  $\frac{1}{2}$ -inch fixed ends of standard make. In the final stage, the cars are painted, stenciled in king-size lettering, and renumbered in the 70000 series.

The finished result will be a fleet of all-steel, low side 70-ton capacity gondolas that, in design and structure, meet all up-to-date building specifications and the demands of shippers. Among the employes doing the work are some who had a hand in their original construction.



—the finished result.

The Milwaukee Road Magazine

## Trailer Train

### "First" 85-Foot Flexi-Van Flatcars

To meet the growing demand for trailer-on-flatcar equipment and rapid handling at terminal and interchange points, The Milwaukee Road recently joined the collective ownership of the Trailer Train Company, the national piggyback leasing agency. In doing so, it became one of 24 railroads and one freight forwarder who share the company's pool of standard piggyback cars. Membership takes in 52 per cent of the nation's railroad network.

The principal advantage of the arrangement is standardization, which allows piggyback trailers to be handled in interchange service between different railroads. This feature, fitting naturally into the Milwaukee Road's traffic pattern, will add greatly to the versatility of its over-all service. W. W. Kremer, vice president-traffic, pointed out that it will particularly make possible maximum savings in "bridge line" operations from the east over Milwaukee Road lines between Chicago and California points in conjunction with the Union Pacific and other western connections.

Trailer Train's fleet consists of 4,159 piggyback cars, the largest in the nation and all roller bearing-equipped. Most of the flatcars accommodate two large trailers. The pool arrangement is helpful to member railroads who, in opening new routes or terminals, require equipment quickly. From the standpoint of most of them, however, its major advantage is interchangeability, since the equipment of many who provide piggyback service over their own lines is not compatible.

The leasing contracts are unique in that they are based on both a per diem charge for each day the leasing railroad has a car, and a variable mileage charge which decreases as utilization goes up, with the result that the more mileage a lessee gets out of a car, the lower the cost per mile. There are no set terms, and any time a car is idle for five days, the leasing railroad may ask Trailer Train to take it back. Daily utilization reports from all member railroads allow surplus equipment to be shifted quickly from one railroad to another. The flat-



Supervising the delivery of the industry's first 85-foot Flexi-Van flatcars at Bensenville Yard are, from left: J. D. Phillips, executive vice president of the Milwaukee Motor Transportation Company; D. A. Keller, assistant manager rail-highway sales; V. E. McCoy, chief purchasing officer; and W. D. Sunter, general freight traffic manager, sales and service.

cars average more than 200 miles per day.

Coinciding with the Trailer Train expansion, the rolling stock of Flexi-Van, the Road's own trailer-on-flatcar service, was augmented with the delivery of a fleet of Flex-Van equipment ordered last November which included the industry's first 85-foot Flexi-Van flatcars. The 85-foot cars, 25 of which were included in the order, accommodate two 40-foot vans, compared with conventional Flexi-Van flatcars which will carry one 40-foot and one 36-foot van, or two of the 36-foot length.

The other units ordered, all of which were received by Apr. 15, included 75 vans and 40 bogies (rear wheel assemblies). In accordance with shipper requirements, the fleet of vans consisted of forty-five 40-foot insulated vans, ten

40-foot open-top vans with end doors, ten 40-foot vans with both side doors and end doors; five high volume 40-foot vans with an inside height of 9 feet compared with the average 8 feet, and five 36-foot sea-going vans equipped with special gear to permit their being swung aboard ship.

According to J. D. Phillips, executive vice president of the Milwaukee Motor Transportation Company, who supervises the Road's rail-highway terminal operations, the efficiency of Flexi-Van service is indicated by the fact that Flexi-Van flatcars on The Milwaukee Road are operated at the rate of 80,000 miles per year, compared with 18,000 miles per year for the average box car. Flexi-Van cars in mail service between Chicago and points in Wisconsin and Minnesota are operated at the rate of 101,000 miles per year.

### A. L. Sedgwick

A. L. SEDGWICK, who was western director-industrial and real estate development when he retired on June 1, 1959, died of a heart attack at his home in South Colby, Wash., Apr. 20. Funeral services were held in the Colby Methodist Church, of which he was an active member.

Mr. Sedgwick, a native of Steffenville, Mo., attended the University of Chicago, and had some prior service in railroad engineering with the New York Central, the Chicago Junction and the Rock Island before entering the employ of The Milwaukee Road in 1919. Starting as a terminal land appraiser at Spokane, two years later he was transferred to Seattle where he opened the west coast office of what was then the real estate department. An outstanding accomplish-

ment of his career was the industrial development of the Columbia Basin.

Mr. Sedgwick was a veteran of both World Wars, and a retired colonel in the Transportation Corps Organized Reserves. In the first war he served as an Infantry lieutenant, and in World War II with the Transportation Corps in North Africa, Italy, and the invasion of southern France. For "best interpreter of French views to American authorities", he was awarded the Croix de Guerre. He was a member of the Society of Industrial Realtors, the American Legion, and the American Railway Development Association.

Surviving him are his wife Martha; two daughters, Mrs. Alanson T. Powell of Bellevue, Wash., and Mrs. Harry A. Dunlap of Cincinnati; a son, Dan B., Tacoma; four sisters, a brother and ten grandchildren.

# appointments

## Operating Department

Effective Apr. 8, 1960:

V. E. Glosup, in addition to his present duties, will take over those of chief engineer, with the title of assistant vice president—chief engineer, with headquarters in Chicago. (See article on this page.)

## Finance and Accounting Department

Effective May 1, 1960:

J. Jacobson is appointed auditor of freight accounts, following the retirement of W. H. Nickels. Mr. Jacobson has been employed in the freight auditor's office in Chicago since 1924, holding various positions until June 1, 1956 when he was appointed assistant freight auditor. He has been assistant data processing manager since Jan. 1, 1959.

## Traffic Department

Effective May 16, 1960:

P. A. Larson is appointed assistant to freight traffic manager, sales and service, Chicago. Since starting with the Road in 1927, Mr. Larson has served as city freight agent in Chicago, traveling freight agent in St. Louis, general agent in Atlanta, and since 1953 on the latter position in Philadelphia.

W. V. Dilworth is appointed assistant to freight traffic manager, sales and service, Chicago. Starting in the traffic department in 1937, Mr. Dilworth has been a city freight agent, traveling freight agent in San Francisco, district freight and passenger agent at Oakland, Calif., and most recently general agent in San Francisco.

V. E. Straus is appointed general freight agent, Chicago. Mr. Straus has been with the traffic department since 1924, and has served as traveling freight and passenger agent in Butte and Spokane, division freight agent in Tacoma, and since 1952 as assistant general freight and passenger agent in Butte.

L. W. Schroeder is appointed district supervisor, rail-highway sales, Chicago. Mr. Schroeder, who entered service in Omaha in 1950, has served at that point as city freight agent, and since 1957 as city freight and passenger agent.

Peter Braun is appointed general agent, St. Paul. Since entering the traffic department in San Francisco in 1924, Mr. Braun has been traveling freight and passenger agent there, division freight and passenger agent in Terre Haute, and since 1957 general agent in Cleveland.

G. J. Sattelle is appointed general

agent, Cleveland. Mr. Sattelle entered service in Philadelphia in 1940, where he was city freight agent and traveling freight and passenger agent. He has been general agent in Atlanta since 1953.

R. E. Anderson is appointed general agent, Atlanta. Since Mr. Anderson entered service in 1939 he has held various positions in the industrial development and traffic departments. Starting in 1948 he was traveling freight and passenger agent in Winston-Salem, N.C., until March of this year when he was appointed general agent there.

K. R. Coughlin is appointed general agent, Butte. Mr. Coughlin has been with the Road since 1940, starting at Butte where he has been city passenger agent, division passenger agent, and since 1957 district freight and passenger agent.

C. C. Dille is appointed general agent, San Francisco. Starting with the Road in Minneapolis in 1928, Mr. Dille has served as traveling passenger agent and travel promotion agent in Chicago, and as advertising manager from 1948 until July 1, 1959, since when he has

been assistant to freight traffic manager, sales and service.

M. J. Martin is appointed general agent, Los Angeles. Mr. Martin, who has been with the Road since 1930, was traveling freight agent in Minneapolis from 1954 until November, 1959, since when he has been general agent in St. Paul.

J. M. Fortman is appointed general agent, Detroit. Heretofore Mr. Fortman has been stationed in Los Angeles, as city freight agent, traveling freight agent, assistant general agent, and since 1957 as general agent.

D. M. Wiseman is appointed general agent, Philadelphia. Since entering service at Salt Lake City in 1950, Mr. Wiseman has been city freight agent in Minneapolis, district passenger agent and district freight and passenger agent in Salt Lake City, and most recently chief clerk to general freight traffic manager.

W. B. Alexander is appointed general agent, Winston-Salem, N.C. Starting in the operating department in 1929, Mr. Alexander transferred to the traffic department in 1943 as city freight agent in Kansas City, where he has been traveling freight agent since 1946.

W. J. Kohl Jr. is appointed assistant general agent passenger department,

## W. G. Powrie Retires; V. E. Glosup Appointed Assistant Vice President-Chief Engineer



V. E. Glosup



W. G. Powrie

WILLIAM G. POWRIE, who had been chief engineer of the railroad in Chicago headquarters since 1950, retired Apr. 8. His career, starting as a chairman during summer vacation periods, spanned 40 years of service. Virgil E. Glosup, whose association with the Road has been largely in the engineering department, was appointed assistant vice president-chief engineer.

Mr. Powrie was born in Milwaukee and entered the engineering department in 1920 in Minneapolis, where he became a surveyor in 1923. In 1928 he was appointed assistant engineer at Mason City, Ia., and subsequently division engineer at Austin, Minn., and Savanna, Ill. He became assistant engineer of water

service in 1932, and in 1937 was appointed assistant superintendent of track maintenance and also engineer of water service. He was named engineer maintenance of way in 1941, and on Jan. 1, 1950 was promoted to assistant chief engineer. He was appointed chief engineer of the railroad on July 1, 1950.

Mr. Glosup started with the Road as a rodman in the engineering department in Chicago in 1928, and later served as an instrumentman in Savanna, Ill., Aberdeen, S. D., and Miles City, Mont., as assistant engineer in Butte, and division engineer in Miles City. He was principal assistant engineer of western operations with headquarters in Seattle from January, 1950 until February, 1953, when he transferred to Chicago as principal assistant engineer. In May, 1953 he was appointed assistant chief engineer, signals and communications, and on Mar. 1, 1957 was assigned to the position of acting chief engineer. On June 1, 1957 he was appointed engineer of maintenance of way. He was promoted to general manager of the Road's eastern lines on May 1, 1959 and appointed assistant vice president-operation on Dec. 1, 1959.

Minneapolis. Since entering service in 1936, Mr. Kohl has been passenger agent in Tacoma, city passenger agent in Seattle, and most recently traveling passenger agent with Seattle headquarters.

G. T. Sims is appointed traveling freight and passenger agent, Minneapolis. As a traffic department employe since 1948, Mr. Sims has served as city passenger agent in Detroit and since 1955 as traveling passenger agent in Minneapolis.

R. N. Dosch is appointed traveling freight and passenger agent, St. Louis. Since starting as chief clerk in Los Angeles in 1946, Mr. Dosch has been city freight agent and most recently city freight and passenger agent there.

G. L. Cowan is appointed city freight agent, Chicago. He has been with the Road since 1951, starting in Des Moines. Since last November he has been chief clerk in the Cincinnati office.

R. J. Young is appointed traveling freight and passenger agent, Cincinnati. Mr. Young has held various traffic department positions in Minneapolis and St. Paul since 1946. Since 1951 he has been city freight agent in St. Paul.

R. R. Hardman is appointed city freight and passenger agent, Omaha. He has been chief clerk in the Omaha office since October, 1956.

R. C. McQuigg is appointed city freight and passenger agent, Oakland, Calif. Mr. McQuigg was formerly chief clerk in Los Angeles.

N. J. Johnson is appointed city freight agent, St. Paul. Since entering service in Minneapolis in 1954, Mr. Johnson has been chief rate clerk in Minneapolis, and chief clerk to general agent there and in St. Paul.

H. A. Washburn is appointed commercial agent, Kansas City. Mr. Washburn, who entered the traffic department in Tulsa, Okla., in 1924, has been commercial agent there since 1933.

J. T. Conlin is appointed commercial agent, Tulsa, Okla. Mr. Conlin, who started with the Road in 1951, has served on various traffic department positions in Pittsburgh and Detroit. Most recently he has been traveling freight and passenger agent in St. Louis.

Effective May 1, 1960:

G. J. Edwards is appointed district freight and passenger agent, Cedar Rapids. Mr. Edwards started in the operating department in 1926, transferred to the traffic department in 1941, and has served since as city freight agent in Kansas City, and in the general freight office in Chicago, most recently as chief clerk to freight traffic manager.

J. Cerri is appointed assistant perishable freight agent, Chicago. Mr. Cerri has been with the traffic department since 1945, formerly as chief clerk to division freight agent, and since 1953



J. Jacobson



P. A. Larson



W. V. Dilworth



V. E. Straus



L. W. Schroeder



P. Braun



G. J. Sattelle



K. R. Coughlin



C. C. Dilley



M. J. Martin



D. M. Wiseman



W. B. Alexander



G. T. Sims



W. J. Kohl Jr.



G. J. Edwards



J. Cerri

to assistant freight traffic manager.

### **Mechanical Department**

Effective June 1, 1960:

D. D. Fisher is appointed assistant superintendent of the car department with headquarters in Milwaukee. Following some service during vacations from college, Mr. Fisher started full-time with the Road in the car department at Savanna, Ill., in 1944. Since 1956 he has served as district general car foreman in Minneapolis, of the Chicago Terminals with headquarters at Bensenville, and since 1958 in the same capacity in Tacoma.

J. D. O'Neill is appointed district general car foreman with headquarters at Tacoma. Mr. O'Neill was formerly assistant district general car foreman in Milwaukee, and since 1957 has been general car foreman with headquarters at Western Avenue, Chicago.

C. A. Borgh is appointed general car foreman with headquarters at Western Avenue coach yard, Chicago. Mr. Borgh was formerly assistant electrical foreman at Milwaukee Shops.

### **Police Department**

Effective May 1, 1960:

P. L. Hanley is appointed lieutenant of police at Minneapolis, following the retirement of W. H. O'Neill. He has been special officer at Minneapolis since 1941.

R. F. Granquist is appointed lieutenant of police with headquarters at Sioux City, following the retirement of M. L. Kemp. Mr. Granquist started as a special officer in 1956 and has been lieutenant of police at Perry, Ia., since August, 1959.

R. A. Bingold is appointed lieutenant of police with headquarters at Perry, Ia. Since 1957 he has been special officer in St. Paul.

# retirements

during March - April, 1960



## General Office and System Employes

Galbreath E. F. . . . . Clerk . . . Chicago, Ill.  
 Grabowski, J. E. . . . . Asst. Bar Man. . . " "  
 Grall, G. M. . . . . Comptometer Opr. . . " "  
 Grant, E. L. . . . . Clerk . . . " "  
 Hayes, R. W. . . . .  
     Field Supvr.-Work Equipment. . . " "  
 Morch, E. J. . . . . Cook . . . " "  
 Nelson, R. T. . . . . Porter . . . " "  
 Nickels, W. H. . . . . Frt. Auditor . . . " "  
 Rosenthal, O. D. . . . . Typist . . . " "  
 Sherrad, W. . . . . First Cook . . . " "  
 Watson, C. P. . . . . Waiter . . . " "  
 Williams, J. . . . . Dining Car Waiter . . . " "

## Aberdeen Division

Rolf, T. A. . . . . Sec. Laborer . . Lakeville, Minn.

## Chicago Terminals

Bierzychude, K. I. . . . . Car Inspector . . Chicago, Ill.  
 Blanton, C. . . . . Cleaner . . . " "  
 Boeck, W. A. . . . . Carman . . . Bensenville, "

Bougher, L. W. . . . . Switchman . . Bensenville, Ill.  
 Brown, C. T. . . . . Switchman . . Chicago, "  
 Carlson, W. A. . . . . Machinist . . Bensenville, "  
 Dyer, C. . . . . Concrete Crew Foreman . . Chicago, "  
 Echols, T. S. . . . . Laborer . . . " "  
 Fortner, K. C. . . . . Agent . . Mt. Clare, "  
 Gunderson, N. E. . . . . Secretary . . Chicago, "  
 Henderson, J. . . . . Stower . . . " "  
 Imm, H. M. . . . . Lt. of Police . . . " "  
 Meeghen, A. E. Air Brake-Repairer . . Bensenville, "  
 Miskovich, R. J. . . . . Track Laborer . . Chicago, "  
 Nelson, W. H. . . . . Bridge Tender . . . " "  
 Ohm, W. H. . . . . Clerk . . Bensenville, "  
 Peters, H. M. . . . . Machinist . . . " "  
 Pior, F. . . . . Pipefitter . . . " "  
 Reinberger, J. R. . . . . Pipefitter Hlpr. . . Chicago, "  
 Richards, G. T. . . . . Switchman . . Bensenville, "  
 Schultz, H. E. . . . . Car Inspector . . . " "  
 Woodley, P. . . . . Car Cleaner . . Chicago, "

## Coast Division

Bunt, I. L. . . . . Steno-Clerk . . Seattle, Wash.  
 Burns, O. A. . . . . Engineer . . Spokane, "  
 Cade, M. G. . . . . Caller-Clerk . . Tacoma, "  
 Cottingham, F. . . . . Engineer . . Spokane, "  
 Dulik, E. G. . . . . Engineer . . Cle Elum, "

Erskine N. W. . . . . Carpenter . . Tacoma, Wash.  
 Hagen, E. H. . . . . Secretary . . Seattle, "  
 Nech, M. . . . . Carman . . Tacoma, "  
 Rickett, L. L. . . . . Machinist . . . " "  
 Stiemann, H. A. . . . . Engineer . . . " "  
 Van Marter, G. L. . . . . Storehelper . . . " "

## Dubuque & Illinois Division

Alderdice, W. J. . . . . Machinist Hlpr. . . Ottumwa, Ia.  
 Bacon, H. P. . . . .  
     Roadmaster's & Yard Clerk . . Marquette, "  
 Carbee, L. R. . . . . Agt.-Telegrapher . . Washington, "  
 Carlson, J. W. . . . . Ex. Gang Laborer . . Lawlor, "  
 Dunham, M. . . . . Clerk . . Savannah, Ill.  
 Hughes, E. O. . . . . Sec. Foreman . . Clinton, Ia.  
 Joslin, H. E. . . . . Brakeman . . Elgin, Ill.  
 Kampas, S. G. . . . . Asst. Labor Foreman . . Savannah, "  
 Klein, H. J. . . . . Pump Repairman . . . " "  
 Klein, W. C. . . . . Carman . . . " "  
 Kreuder, J. F. . . . . Machinist Hlpr. . . " "  
 Roehrich, A. R. . . . . Sec. Laborer . . Charles City, Ia.  
 Schaubroeck, A. . . . . Sec. Laborer . . East Moline, Ill.  
 Schneberger, A. T. . . . . Firebuilder . . Calmar, Ia.

## Iowa Division

Allavie, J. J. . . . . Rhse. Foreman . . Council Bluffs, Ia.  
 Berthoff, C. A. . . . . Conductor . . Perry, "  
 Black, R. P. . . . . Engineer . . . " "  
 Courtney, G. . . . . Conductor . . . " "  
 Dettmann, C. A. . . . . Rhse. Foreman . . . " "  
 Eckman, R. M. . . . . General Clerk . . . " "  
 Finley, H. M. . . . . Engineer . . . " "  
 Galihier, C. O. . . . . Sec. Foreman . . Portsmouth, "  
 Koch, A. . . . . Engineer . . Perry, "  
 Marsh, F. J. . . . . Conductor . . Marion, "  
 McCall, W. . . . . Frt. Hse. Foreman . . Cedar Rapids, "  
 Moore, R. W. . . . . Engineer . . Council Bluffs, "  
 Pauli, E. L. . . . . Signal Mtnr. . . Green Island, "  
 Reed, F. E. . . . . Conductor . . Perry, "  
 Ritchie, O. C. . . . . Engineer . . . " "  
 Sazma, J. . . . . Engineer . . Savannah, Ill.

## Iowa, Minnesota & Dakota Division

Cox, O. H. . . . . Agent . . Pemberton, Minn.  
 Croat, A. M. . . . . Station Attendant . . Hull, Ia.  
 Draeger, F. G. . . . . Conductor . . Sioux City, "  
 Everett, K. L. . . . . Agent . . Akron, "  
 Lightbody, F. A. . . . . Engineer . . Mason City, "  
 Miller, G. F. . . . . Agent-Telegrapher . . Sheldon, "  
 Peters, H. P. . . . . Brakeman . . Austin, Minn.  
 Roehrich, G. . . . . Signalman . . Faribault, "  
 Sandvik, H. . . . . Sec. Laborer . . Owatonna, "

## La Crosse Division

Barry, G. J. . . . . Conductor . . Janesville, Wis.  
 Corcoran, C. B. . . . . Switchman . . Madison, "  
 Curtis, H. P. . . . . Crossing Flagman . . Winona, Minn.  
 Grassman, A. H. . . . . Carpenter . . Tomah, Wis.  
 Grotzke, J. A. . . . . Conductor . . Portage, "  
 Johnson, C. . . . . Engineer . . Milwaukee, "  
 Kathemann, J. W. . . . . Trainman . . . " "  
 Long, F. A. . . . . Cashier . . Columbus, "  
 Martin, F. J. . . . . Engineer . . Janesville, "  
 Neitzel, H. F. . . . . Laborer . . Tomah, "  
 Nickelson, L. . . . . Sec. Laborer . . Weaver, Minn.  
 Norenberg, H. . . . . Sec. Laborer . . Tomahawk, Wis.  
 Olson, M. L. . . . . Dist. Pass. Agt. . . Madison, "  
 Ostrom, S. F. . . . . Yard-Conductor . . Wabasha, Minn.  
 Peck, A. A. . . . . Crossingman . . Columbus, Wis.  
 Pike, J. H. . . . . Conductor . . Portage, "  
 Roegiers, C. T. . . . . Section Laborer . . Reeseville, "  
 Stahnke, H. P. . . . . Laborer . . Tomah, "  
 Taylor, R. W. . . . . Engineer . . LaCrosse, "  
 Will, E. F. . . . . Engineer . . LaCrosse, "

## Milwaukee Division

Chapp, F. G. . . . . Engineer . . Fox Lake, Ill.  
 Cochran, H. W. . . . . Switchman . . Rockford, "  
 Haen, M. P. . . . . Sec. Laborer . . Green Bay, Wis.  
 Kelley, E. G. . . . . Switchman . . Rockford, Ill.  
 Koch, F. J. . . . . Trainman . . Milwaukee, Wis.  
 Ludington, A. F. . . . . Engineer . . . " "  
 Mackay, R. W. . . . . Engineer . . . " "  
 Peleska, M. . . . . Crossing Watchman . . Rondout, Ill.  
 Pillath, A. F. . . . . B&B Carpenter . . Channing, Mich.  
 Reimer, J. K. . . . . Yard Conductor . . So. Beloit, Ill.  
 Schmidt, E. R. . . . . Equip. Maintainer . . Horicon, Wis.  
 Schmitt, A. J. . . . . Engineer . . Green Bay, "  
 Vogt, A. H. . . . . Engineer . . Ladd, Ill.

## Milwaukee Terminals & Shops

Balchuck, L. C. Machinist Helper . . Milwaukee, Wis.  
 Basley, L. S. . . . . Carman Helper . . . " "

The Milwaukee Road Magazine

## You're Never Too Old to Learn

PEOPLE who feel that their age bars them from acquiring a new hobby can learn a lesson from Mrs. Anna French, the widow of a pioneer member of the Milwaukee Road's claim department in Seattle, who observed her 100th birthday June 9.

Three years ago, Mrs. French's eyesight failed, and being seriously afflicted with arthritis, there was little for her to do but sit and listen to the radio. Idleness, however, was foreign to a woman who had always lived an active life, and she decided to take up a new hobby. She lives with a daughter, Mrs. Lyle Robinson, who teaches weaving at the Cornish School of Allied Arts and at the Seattle YWCA, so it was only natural that she should take up the loom. Her ability to master it at the age of 97 has been an inspiration to many people much younger than she, and has convinced many oldsters that it is possible to unlock hidden talents at any age.

Mrs. French was born in Mondovi, Wis., and was married there to H. Palmer French in 1882. She went west with her husband, who started his career with the Road as a brakeman in South Dakota and spent several years in the baggage department before being assigned to assist in organizing the claim department at Seattle for the newly completed Chicago, Milwaukee & Puget Sound Railroad Company, a predecessor line of the Milwaukee, in 1909. Mr. French, who subsequently became dis-



Mrs. H. P. French seated at her loom, with samples of her handwork.

trict adjuster, died in 1927.

Handwork comes naturally to Mrs. French. At a much younger age, she experimented with a family organ that had been given to her mother by her grandfather, and did so well that she left a position as a school teacher to become a full time organ instructor. To further this talent she studied music at the Methodist Seminary in Eau Claire, Wis. For many years she served her church as a Sunday School teacher, organist and chorister.

Mrs. French has another daughter, Mrs. Eilene Risegari, who is executive secretary of the music department of the University of Washington; also three grandchildren and six great grandchildren.

# SPECIAL INVITATION

to the members of the Veteran Employees' Association to attend the 24th Reunion in Milwaukee, Wis., Saturday, July 23, 1960

It is important that your reservations be made as quickly as possible, so that the committee may arrange for the dinner and entertainment. I hope all of the veterans who possibly can attend this reunion will do so, as it is one way the retired veterans, as well as those who are presently employed, can renew acquaintances and make new ones.

In the event you failed to receive an announcement and reservation blank, you may use the form printed below. Send your reservation blank in early. If

you live in Milwaukee and will not need a hotel reservation, it will be necessary for you to fill in the number of banquet tickets required and return questionnaire promptly in order that adequate provisions may be made for all.

There will be a reservation desk set up Friday evening, July 22, 7:00 P.M. until 10:00 P.M. at the Hotel Schroeder for the convenience of those who desire to register early.

LARRY J. BENSON, President



The banquet in the Crystal Ballroom; scene at the Vets' reunion in 1958.

Cut out and mail this TODAY

FLORENCE M. WALSH, Secretary and Treasurer  
Veteran Employees' Association  
Chicago, Milwaukee, St. Paul & Pacific R.R. Co.  
383 Union Station Chicago 6, Illinois

## RESERVATION BLANK

Insert here your  
1960 Membership  
Card No. ....

Enclosed is check in the amount of \$..... for..... Banquet Tickets at \$3.75 each. Please remit by check or money order—do not send currency. Mail tickets to:

NAME ..... ADDRESS .....

CITY ..... Zone ..... STATE .....

### TRANSPORTATION DATA:

(1) (We) plan to leave ..... on train ..... at ..... M. on  
(Station) (Number) (Time)

..... 1960, and arrive in Milwaukee on Train .....  
(Day) (Date) (Number)

at ..... M. ..... 1960. Will depart on Train .....  
(Time) (Date) (Number) (Day)

..... 1960 for .....  
(Date) (Destination) (Pullman) or (Coach)

### ROOM RESERVATION AT HOTEL SCHROEDER as follows: Indicate price:

With Bath—Single for One Person .....	\$ 6.50, \$ 7.00, \$ 8.00, \$10.00
With Bath—Double for Two Persons .....	\$10.00, \$12.00, \$14.00, \$16.00
With Bath—Twin Beds for Two Persons .....	\$11.00, \$12.00, \$14.00, \$16.00
With Bath—Room for Three Persons .....\$4.00 each person	With Bath—Room for Four Persons.....\$3.50 each person

Becker, J. O. .... Electrician .. Milwaukee, Wis.  
Belond, H. .... AAR Inspector .. " "  
Blanck, H. H. .... Switchman .. " "  
Bockhop, J. E. .... Engineer .. " "  
Brussock, E. H. .... Store Hlpr. .. " "  
Buchanan, J. ....  
Gen. Foreman—Blacksmith Shop .. " "  
Collins, J. H. .... Engineer .. " "  
Cullen, A. P. .... Switchman .. " "  
Duchrow, P. G. .... Carman .. " "  
Ebert, W. F. .... Machinist Hlpr. .. " "  
Edwards, W. H. .... Engineer .. " "  
Enwright, J. M. .... Clerk .. " "  
Fina, A. .... Pipe Fitter Hlpr. .. " "  
Freuler, R. M. ....  
Sectional Stockman .. " "  
Gaska, J. F. .... Mach. Helper .. " "  
Healey, J. E. .... Carman .. " "  
Hilliard, R. .... Track Laborer .. " "  
Kokovas, T. A. General Foreman .. " "  
Leppert, A. W. ....  
Blacksmith Helper .. " "  
Machtell, F. J. .... Steamfitter .. " "  
Mayer, C. C. .... Machinist .. " "  
McLean, C. W. .... Engineer .. " "

Owley, J. A. .... Blacksmith .. Milwaukee, Wis.  
Palmer, R. E. Engine Watchman .. " "  
Reimer, Jr., L. O. .... Painter .. " "  
Rigano, E. .... Painter .. " "  
Roe, J. J. .... Clerk .. " "  
Rogahn, A. H. .... Carpenter .. " "  
Rohde, P. J. .... Labr.—Fruithe .. " "  
Rounds, V. E. .... Engineer .. " "  
Scherbarth, E. R. ....  
Hostler Foreman .. " "  
Simonin, E. A. Yard Conductor .. No. Milwaukee, "  
Strain, J. L. .... Carman .. Milwaukee, "  
Troyan, G. .... Carman .. " "  
Turtenwald, A. .... Pipefitter .. " "  
Urban, P. .... Frt. Trucker .. " "  
Walther, B. C. .... Switchman .. " "  
Winter, E. O. .... Crossing-man .. " "  
Wirkus, N. P. .... Chauffeur .. " "  
Witt, E. J. .... Laborer .. " "

### Rocky Mountain Division

Almquist, W. C. .... Engineer .. Miles City, Mont.  
Baxter, C. W. .... Engineer .. Mobridge, S. D.  
Beaver, J. O. .... Engineer .. " "

Catey, H. R. .... Engineer .. Mobridge, S. D.  
Fiddler, Sr., F. J. .... Conductor .. " "  
Henderson, W. E. .... Engineer .. Alberton, Mont.  
Jones, W. B. .... Engineer .. Deer Lodge, "  
Scott, R. S. .... Engineer .. Mobridge, S. D.  
Spears, M. .... Section Laborer .. Lewistown, Mont.  
Twitchell, L. D. .... Telegrapher .. Butte, "  
Wallace, C. .... Machinist .. Harlowton, "  
Wilson, C. C. .... Conductor .. Lewistown, "

### Terre Haute Division

Grigsby, C. A. .... Yardmaster .. Terre Haute, Ind.  
Michevich, M. R. .... Sec. Laborer .. Faithorn, Ill.  
Snyder, R. S. .... Car Checker .. Terre Haute, Ind.

### Twin City Terminals

Conner, C. R. .... Yard Conductor .. Minneapolis, Minn.  
Down, A. E. .... Chief Caller .. " "  
Larson, H. M. ....  
Asst. Gen. Pass. Agt. .. " "  
McDonald, B. G. .... Carman .. St. Paul "  
Solinski, L. A. .... Towerman .. " "  
Stephans, N. W. .... General Foreman .. " "

May-June, 1960

## Rocky Mountain Division

### EAST END

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

Billie Louise Beaver, daughter of Mr. and Mrs. William Beaver, and George A. Walker of Kinsey were recently married in the Sacred Heart Church in Miles City.

Loretta Fay Opp, daughter of Mr. and Mrs. Jacob Opp, and Albert Shafer were married at the First Baptist Church in Miles City.

Word has been received that John Casey, 93, retired conductor, passed away Feb. 6 at Dows, Ia. Mr. Casey spent most of his active life in Montana.

Fred E. Willoughby, 67, former car foreman at Miles City, passed away Feb. 25 in Tacoma, where he had been living the past nine years.

Rock Rose Lodge No. 402, ladies society of the Brotherhood of Locomotive Firemen and Enginemen, was recently reorganized with Edith Tonn as president. On Mar. 7 a large class was initiated. Alberta Davies, grand trustee, brought the Great Falls drill team for this occasion and several members of the Rosebud Lodge of Forsyth, Mont., participated in the initiation ceremony. The new lodge was awarded a 50-star flag for initiating 10 new members.

A former Miles City man, Herb Lathrop Jr., son of Mr. and Mrs. Herb Lathrop, has been instrumental in the construction of the largest mobile land machine ever made, a new stripping shovel now being constructed in South Milwaukee, Wis. It will be used at a new strip mine in Kentucky.

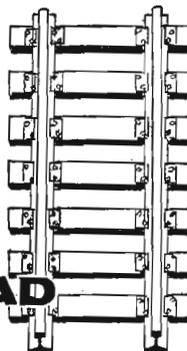
At the March meeting of Miles City Chapter of the Women's Club Mrs. Art Haelsig was installed as president. Reports of committee chairmen were heard and the year's program outlined. At the April meeting, Mrs. Gladys Brundage presented the program, and Allene Willson gave a

talk on Easter and demonstrated Easter favors.

Mrs. Nora Lynam, 92, passed away Mar. 28 in a Miles City hospital. Solemn requiem high Mass was celebrated at the Sacred Heart Church in Miles City, with final services and burial in Elroy, Wis. Surviving are two sons, James and Edward, retired trainmen, of Miles City.

The April meeting of the Ladies Auxiliary of the Brotherhood of Railway Trainmen was the occasion for the official visit of Mrs. Helen Netzer, grand vice president

## ABOUT PEOPLE OF THE RAILROAD



for this district. She was honored at a dinner held in the Olive Hotel. The regular business meeting was held in the Milwaukee Road Woman's Club rooms.

John A. Rydell, retired blacksmith helper, 87, passed away Apr. 15 in a Miles City hospital following a short illness. He was born in Sweden and came to Miles City in 1900. He is survived by his wife, two sons and two daughters. Services were held in the Rose Chapel of Hinthner-Janssen Mortuary with Rev. C. H. Jacobson of the First Lutheran Church officiating. Burial was in the Custer County Cemetery.

John Kenney, 59, died Apr. 16 in a local hospital. He was born in Cummings, Ia., and came to Montana in 1917. He en-

tered the employ of the railroad in 1923 and became a boilermaker, which was his profession for the remainder of his working days. He is survived by three brothers, Edward and Tom of Miles City, and Joe of Absarokee. Mass was offered in Sacred Heart Church by Father John Kendrigan. Interment was in the family plot in Calvary Cemetery.

The following section foremen were presented with 30-year Superior Service Award Cards by the safety department: Jess C. Houston, Sumatra; R. C. Lehfeldt, Ryegate, and A. E. Sherman, Forsyth.

Mrs. Lulu Metzell, long-time operator and agent for the Road at Ingomar was preparing for her transfer to Lavina when she was called from Hollywood to appear on a nationwide TV show in March. Her mother, Mrs. Nora Anderson, 92, of Sherman Oaks, Calif., was also to be on the show, with her granddaughter, Mrs. H. S. Wells of Rapid City, a great granddaughter and a great great granddaughter.

### WEST END

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

The people of Three Forks and Deer Lodge were saddened by the unexpected death of Engineer Melvin Kenneth Alger, 33, who passed away Mar. 1 at the Broadwater Hospital in Townsend. Mr. Alger was local chairman for the Brotherhood of Locomotive Firemen at the time of his death. Our sympathy was extended to his wife and family.

Agent A. C. Robinson ended 47 years of service with the Road recently when he turned in his keys to the station at Agawam, Mont. Mr. Robinson started his telegraphing career with the Milwaukee in 1913, and a year later went to work for the Burlington. In 1917 he returned to the Road, to stay until his retirement. The Robinsons will live in Choteau, Mont., where they have built a new home.



**BOOSTERS FOLLOW THE BRAVES**, on this occasion from Milwaukee to the team's training camp in Bradenton, Fla., with a sightseeing stopover in New Orleans; pictured en route at the Chicago Union Station with their leader Jim Bird, at far right with hand upraised, and at his left City Passenger Agent G. M.

Kapke, Milwaukee, and Station Passenger Agent W. H. Stiver. In May, a party of more than 100 traveled to the California games on the City of San Francisco, returning on the City of Los Angeles. The next trip in prospect was to Cincinnati.



**LAST RUN OF POPULAR "CITY" CONDUCTOR**

George H. Savage on Apr. 29 touched off a celebration in the Chicago Union Station, where he is pictured with Mrs. Savage receiving one of several retirement gifts from his co-workers, together with the congratulations of the City of Los Angeles crew of Brakeman R. M. Muntz, Engineer H. J.



Aulert, Fireman H. W. Winston and Flagman H. A. Becker (left to right). Conductor Savage started railroading as a waterboy during a school vacation in 1903, and had been in train service since 1909, as a conductor since 1918. He was on the Arrow and Midwest Hiawatha runs for many years, and on the "City" trains since the Road took over that service, on both the City of Portland and the "Denver" before transferring to the "Los Angeles" two years ago. The gift made a hit—fishing near his home in Savanna, Ill., is his idea of recreation.

**TRY, TRY AGAIN** paid off to the tune of \$1,320 for Roy C. Johnson, freight house employe in Minneapolis, when he recently succeeded in picking the winning combination in the "Prizewood Pete Puzzle" contest of the Minneapolis Sunday Tribune. He had been working the puzzles five years when he finally hit the jackpot. (Minneapolis Sunday Tribune photo)



**SIXTY YEARS ON THE JOB**, for the major part as foreman at the Cedar Rapids warehouse, are concluded by William McCall, who is pictured receiving a retirement gift from the warehouse staff. Making the presentation is General Agent M. W. Van Sickle. Mr. McCall, who retired at 81, is a veteran of the Spanish-American War. No car owner, he attributes his good health to his hobby of walking. (Cedar Rapids Gazette photo)

**SENIOR RESEARCH CHEMIST**, recently appointed to that position in the organic chemistry section of the Norwich Pharmaceutical Company at Norwich, N. Y., is Dr. Homer A. Burch, son of E. E. Burch, bridge engineer, Chicago. Doctor Burch was graduated from St. Olaf College, Northfield, Minn., with a B.A. degree in 1955, and in January of this year completed studies for his Ph.D. in chemistry at Michigan State University. During summer vacations from 1951 through 1954 he worked as a carpenter's helper with the Road's B&B crew at Western Avenue in Chicago.



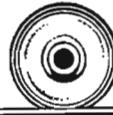
**50 YEARS AT TOMAH SHOPS.**

M. F. "Mike" Foley, who applied for a job at Tomah Shops in 1910 and has been there ever since, for 45 years as a crane operator in the rail mill, receives his Gold Pass. Shown from left are General Foreman V. J. Blaschke; General Roadmaster R. G. Simmons, Chicago; Shop Superintendent C. E. Hemsey; Mr. Foley; E. A. Lamp, superintendent of the rail mill; and R. R. Metzfeldt, maintenance of way storekeeper. (Tomah Journal and Monitor Herald photo)



**"MR. RAILROAD" RETIRES.** Floyd Dolan, who earned the foregoing title at Alexandria, S. D., by reason of his 41 years as agent at that point, handed over his keys to his successor, W. F. Best, Apr. 8. During a total of 46 years of railroad service, he had not lost a single day on the job because of accident or sickness. He is a member of the volunteer fire department, and has been secretary of the local businessmen's organization, as well as adjutant of the Alexandria American Legion for 17 years, a member of the city council for 20 years, and a past master of the local Masonic lodge. (Alexandria Herald photo)

# here's how we're doing



	APRIL		FOUR MONTHS	
	1960	1959	1960	1959
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc. ....	\$18,229,687	\$20,601,393	\$73,534,312	\$78,550,946
<b>PAID OUT IN WAGES</b>	9,032,977	9,854,595	36,981,622	39,659,452
PER DOLLAR RECEIVED (cents) .....	49.6	47.8	50.3	50.5
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act .....	821,311	702,928	3,262,900	2,795,807
PER DOLLAR RECEIVED (cents) .....	4.5	3.4	4.4	3.6
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest ...	8,935,018	9,057,837	35,699,859	36,830,045
PER DOLLAR RECEIVED (cents) .....	49.0	44.0	48.5	45.6
<b>NET INCOME</b>	—	\$986,033	—	\$265,642
<b>NET LOSS</b>	\$559,619	—	\$2,410,069	—
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	90,996	103,933	374,348	402,692
Decrease 1960 under 1959 ...	—12,937		—28,344	

We hear that Mr. Robinson is an ardent fisherman, so will have no trouble spending his leisure time.

Sympathy was extended to Agent Walter Cox on the death of his wife Helen Ann, 43, who passed away at the Deaconess Hospital in Bozeman Apr. 19, following a long illness.

Word has been received here by Conductor and Mrs. Stanley Collum that their son Stanley E. has been promoted from assistant statistician to staff assistant to vice president of operations for the Northern Pacific with headquarters in St. Paul, where the family has lived the past two years.

Avery Chapter of the Women's Club, according to a report from Mrs. Ernest P. Dunlap, historian, is sponsoring an arts and crafts project this year. Thirty-one members are enrolled, and they meet in the club rooms twice a month. The instructors, who were chosen for their special talents, are Mrs. Martha Johnson and Mrs. Shirley Holden, who teach glass etching and metal, iron, copper, reed and rod, slap stick and leather craft, and Mrs. Dunlap, who instructs in all varieties of knitting.

Mrs. Frank Lashall, wife of former carman, passed away Mar. 10 in a Spokane hospital. She was a former president of the Women's Club in Avery, and an active member until her illness. Funeral services were held in Spokane.

Survivors include her husband in Avery; her mother, Mrs. Ida Estes of Spokane; a sister, Mrs. Marten Lynch of Deer Lodge, Mont.; and three brothers, Robert of Alberton, Mont., Woodrow of Olympia, Wash., and Kenneth of Minneapolis.

A bake sale held by Avery Chapter of the Women's Club yielded \$208.80 for the March of Dimes. Mrs. F. G. Murray was largely instrumental in its success.

The following section foremen were presented 30-year Superior Service Award Cards by the safety department: B. B. Eloff, Butte Yard; Mike Makich, Square Butte; Felix Orrino, Bonner, and T. Thompson, Superior.

Switchman Herman Murch and Gordon Irion, assistant track foreman, both Milwaukee Road employes in Harlowton, have been elected to membership on the six man board of directors of the Milwaukee Hospital Association.

## Chicago General Offices

### ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

It is with deep regret that we announce the death of Bruce J. Mitchell, assistant engineer, who died unexpectedly Apr. 18. Funeral services and Masonic rites were held at All Saints Episcopal Church, and interment was in Acacia Park Cemetery. Bruce was a native of Hamilton, Canada,

born May 17, 1904, and had attended the University of Toronto. He started rail-roading in 1925 with the C.&N.W. and came to The Milwaukee Road in 1945. He was Past Master, Kilwinning Lodge, No. 311., A.F.&A.M., District Deputy; also a member of Medinah Shrine, A.A.O.N.M.S., and a past president of the Canadian Club of Chicago.

R. W. "Dick" Hayes, field supervisor of work equipment, retired in April. Dick had more than 42 years of service with the Road. A luncheon in his honor held Apr. 8 at the Midland Hotel in Chicago was attended by 63 people including his wife, Ruby, and their daughter and son-in-law, Mr. and Mrs. Ray Parker of Akron, Ohio. Retired Vice-President W. J. Whalen was one of the speakers. At the conclusion of the program, H. C. Pot-smith presented Dick with a new wallet which was lined with "green." For the present, he and Mrs. Hayes will continue to live in their home in Chicago at 4519 Foster Avenue. Mrs. Hayes has been very active on various committees of Union Station Chapter of the Women's Club, and on committees of its general governing board. She is currently serving on the welfare committee.

We regretfully announce the death of James J. "Jim" Corcoran, steno-clerk in the maintenance of way department, at Grant Hospital on Apr. 28, following surgery. Jim was a native of New York City, born on July 30, 1919, and an Army veteran of World War II. He started with the Road in April, 1949, as a steno-information clerk in the office of the general agent passenger department in Chicago, and was employed continuously in the traffic department on various positions, including those of accountant and ticket clerk, until June, 1958, when he trans-



**SYMBOLS OF 50 YEARS OF SERVICE** were the golden emblem and the Gold Pass presented to Irene Hughes, assistant bureau head of the payroll bureau in the auditor of expenditure's office in Chicago, where she recently achieved that distinction. Congratulating her are, from left: Assistant Auditor of Expenditure U. F. Budzien, Bureau Head R. G. Wall, and Auditor of Expenditure R. P. Kauppi. Irene started as a stenographer in 1910 in the superintendent's office in Minneapolis, and transferred in 1940 to Chicago, where she was promoted to her present position in 1952.

The Milwaukee Road Magazine

Michael Sol Collection



R. W. Hayes, field supervisor of work equipment, who retired in April, pictured with Mrs. Hayes at a luncheon held in his honor. For more about this, read the engineering department news.

ferred to the engineering department. Funeral services were held at St. Clement's Church in Chicago, with interment in St. Mary's Cemetery. He is survived by two brothers, Patrick Joseph Corcoran of Inkster, Mich., and Thomas Vincent of Chicago.

Word was received here that Joshua Kenneth "Ken" Freeman, a former assistant engineer in the bridge department, passed away of a heart attack in Elkhart, Ind., Apr. 26. He was 51 years of age. "Ken", a graduate of Purdue, started with the Road in March, 1939 as a draftsman in the Chicago engineering office, and served as design detailer and squad boss before his promotion to assistant engineer in March, 1952. He resigned in April, 1955 to accept a position with the Elkhart Bridge and Iron Company. Funeral services were held in Greentown, Ind.

#### TRAFFIC DEPARTMENT

John Cerri, Correspondent

The general freight traffic department annual picnic will be held at Caldwell Woods on Saturday, Aug. 20. There will be numerous games and prizes for the kiddies and adults. Bring your own lunch. A fee of \$1.00 per adult will be assessed to furnish free potato chips, pretzels, refreshments, soda pop and ice cream. The kiddies will be admitted free. Reservations should be made in advance with the picnic chairman, room 765 Union Station.

Carole Jean Berry, daughter of A. J. Berry, traveling freight agent, who is a graduate of Madonna Academy and is currently employed by the American Research Bureau, will be married to Edward Clark at St. Andrew's Roman Catholic Church in Chicago Sept. 24. A reception will be held at the Colonial House in Morton Grove. Mr. Clark is a graduate of Wright Junior College and is employed as a medical representative for the Carnation Company in Chicago. They will honeymoon in California.

Frank T. Maday, chief rate clerk in the general freight department, will retire Aug. 1. Frank started with the Road in March, 1912, in the freight auditor's of-

nce, and has been in the general freight department since 1925.

James J. Mindel, clerk in General Agent Beem's office, and Phyllis J. Jackevin will be married in Resurrection Church, Chicago, Oct. 8. Phyllis is employed by the Bureau of Old Age and Survivors Insurance, Social Security Administration.

Mr. and Mrs. F. A. Williford (division clerk in the general freight department) announced the birth of their second son Apr. 3. The Willifords live in Elgin.

Harry Sengstacken, former general passenger traffic manager, is now associated with George H. Carlson & Co., realtors at Glenview, Ill. If interested in property on the north side, would suggest you contact Harry, who will be happy to take care of his old friends.

#### AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

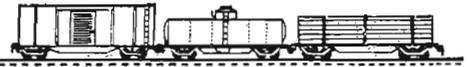
Best wishes for health and every hap-

piness went with three recent retirees. Assistant Bureau Head Asher P. Lutz of the miscellaneous accounts receivable bureau began his railroad service with the Rock Island in January, 1913. In November, 1918 he came to the Milwaukee to take a position in the accounting department in Ottumwa. He came to the auditor of expenditure's office in Chicago in December, 1925 where he held various positions until 1951 when he became assistant bureau head. Asher and his wife Edna, a former employe, have moved to a new home in Kissimmee, Fla.

Grace Grall began her service in August, 1916 and took time off to become a housewife when she married. On the death of her husband she returned as comptometer operator in the southern district accounting office in April, 1934. She held various positions in the chief disbursement accountant's office and retired from a clerical position in the general bureau of that office.

Ethel L. Grant started with the Road

## Carloadings



### JANUARY-MAY 1960 compared with same period of 1959

% of total revenue obtained from commodities shown	loading of these commodities <b>INCREASED</b> in 1960 over 1959	NUMBER OF CARLOADS			
		FIVE MONTHS		INCREASE	
		1960	1959	1960 + or - to 1959	
				Number	%
4.1%	Automobiles and Parts .....	20,937	19,058	+ 1,879	+ 9.9%
1.6	All Other Products of Agriculture .....	6,791	6,651	+ 140	+ 2.1
<b>5.7%</b>		<b>27,728</b>	<b>25,709</b>	<b>+ 2,019</b>	<b>+ 7.9%</b>
	loading of these commodities <b>DECREASED</b> in 1960 under 1959	FIVE MONTHS		DECREASE	
		1960	1959	1960 under 1959	% of decrease
14.9	Forest Prod. (Excl. Logs & Pulpwood) .....	37,112	46,009	- 8,897	- 19.3%
10.8	Grain and Soya Beans .....	28,405	30,608	- 2,203	- 7.2
6.8	Iron and Steel .....	30,057	30,993	- 936	- 3.0
6.1	Coal and Coke .....	43,632	49,240	- 5,608	- 11.4
3.4	Oil and Gasoline .....	20,450	20,953	- 503	- 2.4
3.2	Meat and Packing House Products .....	16,650	17,577	- 927	- 5.3
2.9	Agri. Impl., Machinery and Parts .....	8,900	10,728	- 1,828	- 17.0
2.7	Forwarder Traffic .....	12,863	13,354	- 491	- 3.7
2.5	All Other Products of Mines .....	6,489	6,961	- 472	- 6.8
2.3	Grain Products .....	22,722	23,684	- 962	- 4.1
2.1	Gravel, Sand and Stone .....	16,173	18,240	- 2,067	- 11.3
1.8	Merchandise .....	22,606	24,928	- 2,322	- 9.3
1.6	All Other Animals and Products .....	4,265	4,599	- 334	- 7.3
1.5	Fruits and Vegetables (Fresh) .....	9,263	10,561	- 1,298	- 12.3
1.5	Logs and Pulpwood .....	23,099	24,876	- 1,777	- 7.1
1.4	Cement, Lime, Plaster and Stucco .....	6,584	8,333	- 1,749	- 21.0
1.4	Liquors, Malt .....	7,069	8,278	- 1,209	- 14.6
.8	Live Stock .....	4,647	5,939	- 1,292	- 21.8
26.6	All Other Mfgs. & Miscellaneous .....	119,047	128,835	- 9,788	- 7.6
<b>94.3%</b>		<b>440,033</b>	<b>484,696</b>	<b>- 44,663</b>	<b>- 9.2%</b>
<b>100.0%</b>		<b>467,761</b>	<b>510,405</b>	<b>- 42,644</b>	<b>- 8.4%</b>

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in March, 1941 as a comptometer operator in the office of the dining car accountant. She held various clerical positions in that office and retired with 19 years of service to her credit.

Congratulations to former Bureau Head Harlyn Hansen of the supervisor of machine accounting office, who was appointed traveling storekeeper in Milwaukee; also to Leonard Sabacinski who was appointed bureau head-machine accounting in the office of the supervisor of machine accounting.

Wedding bells rang out for Gail Thomas of the bill and voucher bureau, who became Mrs. Robert Maloney Apr. 9 in St. Charles Church, Rapid River, Mich. Honeymoon for the Maloneys will be postponed until Robert returns from his tour of service with the Army.

Edward Tuszynski, shop timekeeping bureau, took Dorothy Wesolowski as his bride in St. Bruno's Church Apr. 30. The newlyweds spent their honeymoon in Fort Lauderdale, Fla.

On Mar. 8 Chief Traveling Time Inspector Leo Montgomery's "catch of the day" made news in the Bradenton (Fla.) Herald. While fishing in the gulf Leo caught three black groupers weighing 14, 10 and 9½ pounds.

Retired Traveling Accountant J. J. Buelting, now president of the village of Bartlett, Ill., took part in the groundbreaking ceremony of the future Flexonics Corporation plant. A picture of this activity appeared in the Elgin Courier-News.

The office force was saddened by the passing of Myrel Robertson of the A.F.E. bureau, after a long illness. Myrel's cheerfulness in the face of her illness will be a cherished memory to all of us and her helpfulness to newcomers to the office will never be forgotten.

Sympathy was extended to Rose Printz of the miscellaneous bureau and Stephen Krumpack of the bill and voucher bureau on the death of their fathers.

### AUDITOR OF EQUIPMENT ACCOUNTS

Judy Jurasz, Correspondent

Verna Gallagher and Anna Littwin have been welcomed back to work.

March 5 was the wedding day of Louise

## A. G. Britzius

A. G. BRITZIUS, former assistant to general manager on the Road's western lines, and as of Dec. 1, 1959 staff assistant to vice president-personnel in Chicago, passed away suddenly May 5.

"Al", as he was known to the railroad, was born in Harlowton, Mont., on Sept. 6, 1907, and started with the Road on Sept. 14, 1926 as a clerk on the Rocky Mountain Division. On Jan. 1, 1935 he transferred to Seattle as stenographer to W. C. Ennis, who was then in charge of personnel matters for western operations. He had served as assistant to general manager in Seattle from Dec. 1, 1947 until his appointment as staff assistant in Chicago last year.

He is survived by his wife Lila and a son, Eugene. Funeral and burial services were held in Harlowton.

Kiemle and Robert Anderson, who were married at the Elmwood Park Gospel Church. A small reception followed the ceremony. Their honeymoon was spent in northern Michigan.

Kathy Madden became Mrs. William Doherty Apr. 30 in St. Rita's Church. A reception was held at the Beverly Woods Restaurant.

A speedy recovery is our wish for Clara Raupp, who is recuperating from a broken leg at this writing.

Janice Ehrhart was welcomed as a new employee.

Sympathy was extended to Loretta Poppnick on the death of her mother.

### FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

John Andrews, Palmer Lykken and Mary Powitz are back to work after hospital confinements.

The girls in the typing bureau sent Eunice Maxim a lovely gift to celebrate her 25th wedding anniversary, while she was home on an extended illness Mar. 24.

Louise Erkenswick became engaged on Easter Sunday to Daniel Martin, a photographer.

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**TRAFFIC DEPARTMENT ENGAGEMENT** announced to co-workers in the Chicago Union Station Mar. 22 linked Rita Witkowski, secretary to coal traffic manager and assistant to freight traffic manager, and Glen M. Heath, secretary to vice president-traffic. The wedding will take place in Elmwood Park, Ill., Nov. 19. Starting with the next issue of the Magazine, Glen will serve as Magazine correspondent for the traffic department, following the transfer of John Cerri to other Chicago headquarters (see "Appointments").

Wedding bells rang for Fred Brodhagen, bureau head, and Vada Dietrich Feb. 27. They honeymooned at Genoa, Ill. Another newlywed was Mary Ranachowski, who married John Maymi Mar. 19. Ralph Burton's son Bob married Lila Schyberg Mar. 26 at St. Paul's Church.

Frank R. Anderson, who left the freight claim office to enter military service last September, was recently chosen Soldier of the Month (April) for his company, and his record was being reviewed with a view to his being chosen Soldier of the Month for the Division. After his basic training at Fort Riley, Kans., Private Anderson took advanced Infantry training at Fort Carson, Colo., since when he has been stationed in Korea. His first sergeant reports that he has a high respect for authority and is the neatest soldier in the company.

#### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Evelyn Peik and Robert McBride were married Apr. 29 in St. Paul's Lutheran Church. A reception at the Svithoid Club followed. Bob worked in our office prior to his transfer to Union Station.

Antoinette Wiercinski and Joseph Sipiorea were married May 7 in St. Josephat's Church. They honeymooned in Florida.

Best wishes to Pat O'Reilly who became engaged Mar. 13 to Carl Gallagher.

Margaret Wagenknecht and Ruby Dunaven are back after extended illnesses.

Sophie Walker vacationed in Fort Lauderdale, Fla., and while there visited

with Mr. and Mrs. A. M. Dryer. Bessie Gryzoeck also spent some time in Florida as did Martha Schwartz and family. Ardell Westerberg is touring the East and Southeast. Kitty McCants vacationed in Canada and Dianne and Jim Wurst toured the West.

Tim Martin celebrated his 45th year with the Road May 1, and was surprised with many gifts and well wishes.

## Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Arthur J. Horn, retired check clerk House 7, passed away Mar. 22. Born Jan. 19, 1891, he started with the Road in 1923 as trucker at Stowell freight house. In 1956 he transferred to Fowler Street as a caller. Surviving are two sons, Arthur and Robert, and brothers Henry of Oskaloosa, Ia., and John of Milwaukee.

Barbara McPhee, carload bill clerk, is at home at this writing, recuperating after surgery in Misericordia Hospital.

Jack Klima, demurrage clerk, also spent a short time at Misericordia due to a leg affliction.

Sympathy was extended to the family of Ray Gatzke on the death of his father at Clyman, Wis. Ray is the LCL bill clerk.

Joseph Enwright, yard clerk at West Allis from 1942 to 1960, took his pension Mar. 31. He also served as check clerk, yard clerk and extra during the years 1925-1932 to make a total service of 25 years. He and Mrs. Enwright will continue to reside in Milwaukee. Joe has no special hobbies, but enjoys traveling.

Congratulations are in order for our newest parents, Ollie and Don Mohr who have adopted a three months old baby boy who has been christened James Anthony. Ollie, clerk in the claim department, has left the Road to become a full time mother. Don is employed with the city Fire Department.

Carol and Jim Kruger have adopted a three months old baby daughter and have named her Nancy Louise. The blond, blue-eyed miss has already captured the affections of Grandpa, E. A. Keller.

Emma Steiner will spend her vacation at Miami, Fla., where she will attend the wedding of her nephew, Dr. Leonard Steiner, to Penny Goldman. Sharing the double wedding will be Miss Goldman's sister and her fiance. The Fontainebleu Hotel will be the scene of the nuptials and reception.

Casey Maciolek has been assigned to the claim department to fill the position vacated by Ollie Mohr. Casey is deserting the position of bill clerk, carload department, which he has held for the past 35 years. Successful bidder for bill clerk position was John Manders, train clerk, Muskego Yard. Gene Summerfield, outbound rate clerk and PM bill clerk, has been assigned to Bay View District as yard clerk. The position vacated by him has been assigned to Lowell Wait. Jerome Hofkes has been assigned the position of carload bill clerk vacated by L. Wait.

The Gene Summerfields and their three

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children are taking an extensive motor trip through the South at this writing, expecting to spend the major portion of their time in Florida.

During the April floods from the swollen Milwaukee and Root Rivers, many residents of the Glendale area were forced to evacuate. Among them was the family of Kenneth Stelzel, yard clerk at North Milwaukee. Glendale policemen and Red Cross workers assisted Ken in carrying the children and Mrs. Stelzel to safety.

Josephine Fillier has returned to work following a three months' leave of absence from the cashier department.

## MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

### UNION STATION

Among recent changes in the traffic department were the following: Norb J. Kohn was appointed chief clerk to Assistant Traffic Manager R. T. White; Bob Neuman, former tracing clerk, moved into Norb's place as chief clerk to general agent; Jack Hamberg was promoted from tracing to the rate department, and Bob Gast and Dic Baxter came from Muskego Yard to tracing clerk positions. Jim Steffen, rate clerk, resigned to take other employment.

The Veteran Employees Association convention is "just around the corner", so don't forget your dues which may be paid in the general superintendent's office, Room 214 Union Depot, Milwaukee, or to the stationmaster at the depot.

William F. Hoffman, 63, traveling freight agent, died Apr. 5, leaving a widow, Ruth, one daughter, Beverly Ruth, and a sister, Miss Tillie Hoffman of West Bend. Masonic services were held at the Ritter Funeral Home and interment was in Wisconsin Memorial Park. Mr. Hoffman

started with the Road as yard clerk at Milwaukee Terminals in September, 1917 and, with the exception of Army service during WW I, had worked continuously in this city. He was appointed chief clerk in September, 1925, city freight agent in February, 1926, and traveling freight agent in March, 1943.

Your correspondent was elected president of the Woman's Traffic Club of Milwaukee in March and, as such, was invited to sit at the speakers' table when the Southeastern Wisconsin Chapter Association of Interstate Commerce Commission Practitioners met at the Milwaukee Athletic Club May 16.

## MUSKEGO YARD

Congratulations to Mr. and Mrs. John Dwyer on the arrival of Patricia Lynn Mar. 3; Mr. and Mrs. "Mike" O'Connell, Kathleen Michele, Mar. 27; Mr. and Mrs. Richard Sageser, Barbara Ellen, Apr. 18; Mr. and Mrs. Arnold Heyel, Arnold Matthew, Feb. 10; Mr. and Mrs. Dennis Long, David Rockwell, Mar. 13, and Mr. and Mrs. George Apostoloff, David Gerard, Apr. 7. Mr. Dwyer is a yardmaster, all the other fathers are switchmen in the Terminals.

Three switchmen have recently retired—August (Uncle August) Kozlowski on Jan. 8, Hugo Blanck, Mar. 14, and Walter Nicholson, Apr. 28.

Switchman Edward Wroblewski recently passed away at Wood, Wis., but funeral arrangements were awaiting the arrival from Cuba of his son who is in the Navy.

Switchman Norbert Reichertz, his wife, daughter, and mother-in-law were all injured in an automobile accident in East St. Louis, and at this writing are still hospitalized there.

Switchman Walter Kiekow left recently by train for Seattle, thence by plane to Hawaii for a vacation. Switchman Ray Shay spent his vacation at Hot Springs, Ark.

Retired Switchman John McGhee Sr. visited recently with his sons John Jr. and Jim in Milwaukee, but has returned to Arkansas.

## I M & D Division

### MASON CITY AREA

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

We were sorry to learn of the death Apr. 17 in a Mason City hospital of Michael J. Kelly, 78, retired engineer. His service began in 1904 and he had been retired about 12 years. Survivors are his wife and a sister, Mamie Kelly of Delmar.

Sympathy was extended to the family of Henry George Velthoff, retired car inspector, 76, who passed away Apr. 23 at Mason City. He is survived by his wife, two sons and two daughters.

Friends of Minnie Kinney, wife of Harry L. Kinney, chief clerk in the freight office in Mason City, will be happy to hear that at this writing she is home from the hospital and recovering from a broken hip suffered during the icy period last winter.

J. Harold (Doc) Phillips is recovering

*The Milwaukee Road Magazine*

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**SILVER PASSES FOR TWO**

was the occasion for this get-together in the local freight office in Kansas City. In the spotlight are Agent J. B. McGuire (center) presenting the 45-year passes to C. J. Cole, assistant warehouse foreman (left) and C. L. Carey, live-stock agent. Looking on are, from left: E. C. Derr, general south-western agent; C. J. Sellens, general store-keeper (rear); W. B. Tigerman, assistant to general southwestern agent; H. F. Austin, retired general yardmaster; and Price Carey, retired locomotive engineer.



from his recent illness and may, by the time this is in print, be already back on his job in the freight office.

C. C. Smola, retired storekeeper, Mason City, stopped in the office to report that he and Mrs. Smola were moving to Savanna, Ill.

**GENERAL**

The following section foremen were presented with 30-year Superior Service Award Cards by the safety department: H. J. Miller, Yankton, S.D.; J. A. Button, Vermillion, S.D.; A. J. Green, Ethan, S.D.; C. W. Burris, Akron, Ia.; A. Aleck, Sioux Falls, S.D.; E. L. Rasmusen, Wells, Minn.; G. E. Tonsager, Elko, Minn.; P. O. Weber, Albert Lea, Minn.; E. A. Bork, Carpenter, Ia.; W. H. King, Emmetsburg, Ia., and G. I. Stockwell, Algona, Ia.

**Twin City Terminals**

**MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT**

G. V. Stevens, Correspondent  
Agent's Office

Our congratulations to A. W. Wareham on his appointment as manager of the Minneapolis data processing office; to S. H. Smith on his appointment as chief clerk in Local Freight; and to Milton G. Kutz on his promotion to assistant field supervisor.

Welcome back to Darrell Eggertson from his trip to Europe to bring back a bride.

Also welcome to new employe in Local Freight, Marlene Callisto.

Bloise Nelson, Wilmot Ray and Al Farness are back at work after their recent hospital sojourns.

We regret to report the deaths of Bill Bentley, retired grain clerk, and Archie Benolkin, retired bill clerk.

Fred Johnson, per diem clerk in Local Freight, retired May 13 after 47 years of service.

**ST. PAUL TRAFFIC DEPARTMENT**

Mary F. Shields, Correspondent  
c/o General Agent

Douglas Allen Young, youngest son of the Robert J. Youngs, missed being Patrick Anthony (or some name with an A) by only a few hours, arriving Mar. 18. So far they have KAY (Mrs. Young—Katherine Ann Young), JAY (Janet Ann Young), and now DAY (Douglas Allen Young). Douglas is the fourth boy and the fifth Young'un to arrive.

Ted Nelson sported a bright green tie on St. Patrick's Day, maintaining that his name really is Burke (spelled Bjork).

Douglas Sutton won the door prize at the Transportation Club luncheon May 3, and went home \$30 richer. The usual amount of the drawing is only \$5.

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brake beams*



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## TWIN CITIES CAR DEPARTMENT AND COACH YARD

Oriole M. Smythe, Correspondent  
Office of Coach Yard Foreman, Minneapolis

Larry Hubert of the district general car foreman's office, St. Paul, was on Naval Air Force duty in New Orleans the latter part of February—a grand vacation?

Bill Williams, clerk in the St. Paul store

Bakersfield, Calif., while on his way home to Minneapolis; Andrew Tangen, 84, retired carman from Minneapolis Shops, who died May 3, and John Fisher, former steamfitter helper at Minneapolis coach yard, who died May 1.

Retired Helper John Christianson, Minneapolis Light Repair, left in May for a trip to Norway, and Bob Ingvaldsen of Minneapolis Light Rip reports that his

Retired Foreman of Inspectors James C. Weatherall, 67, passed away Apr. 6. He had retired Jan. 1, 1952. He is survived by two sons, Major Richard T. of U.S. forces, Tucson, Ariz., and W. J. of Minneapolis, both former employes of the Road.

As Yard Conductor Jim Dougherty was driving to work Mar. 17 he was flagged down by a man accompanied by a small girl. Dougherty picked them up and as they neared the garages by the St. Paul New Yard office the man jumped out with the child and raced toward the tracks. Yardmaster Keeley alerted Officer Riley, who identified himself as a policeman, but the trespasser kept on, apparently trying to run into the path of train #263. When caught by Riley he became so violent that it was necessary for Switchmen Dougherty and Geraghty to help restrain him. The man and the child were taken to the trainmaster's office and held for St. Paul police. The four employes involved have been commended by Superintendent F. J. Kuklinski for their quick thinking and action which prevented possible injury to the pair.

## Coast Division

### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

"Daffodils Salute Hawaii" was the spectacular theme that marked the climax of the 27th annual Daffodil Festival Apr. 17, highlighted by the floral street parade of 50 floats and decorated cars, using more than a million golden daffodils. The grand marshal, the engaging Lt. Gov. James Kealoha of Hawaii, and wife were the honored guests, cheered by thousands as they rode at the head of the procession. A special feature this year was the participation of the North American Air Defense Band of 55 pieces from Colorado Springs.

The arrival of the Giants has aroused baseball interest in Tacoma and the whole community has shown tremendous civic spirit in backing the return of Pacific Coast League baseball after an absence of 55 years. All indications point to a very successful year from the standpoint of attendance. Tacoma's new baseball stadium, the Ben Cheney Field, is a lovely place and quite a civic sports improvement.

E. K. Randle, general foreman substations and trolley, retired May 1 and was presented with a gift by his many friends.

Ticket Clerk Lysle Smith, who has been confined to a hospital the past five months, visited the freight office gang Apr. 29 and was then doing quite well.

Thirty Year Safety Award Cards were issued recently to the following section foremen: Frank Cuff, Moses Lake; J. Forte, Everett; J. W. Ackerman, Cedar Falls, and Edward Cave, who was foreman at Glacier during the war years and has recently been assistant foreman at Sumas. These awards represent many years of effort and care to avoid injuries to themselves and men under their supervision.



## JACKSON MONORAIL

A COMPLETE TAMPING MACHINE IDEAL FOR SPOTTING and SMOOTHING,  
SECONDARY PROGRAMS and ALL YARD TRACK MAINTENANCE . . .

This extremely versatile and efficient machine is the result of intensive research and development by the world's most successful manufacturers of railway tamping equipment. It places ballast by means of two very powerful "MAINTAINER" tamping units held in cross tamping position. Ballast placement and consolidation are both exceptionally rapid and thorough. Traveling, movement from tie to tie and operation of workhead are all hydraulically actuated and controlled. It is equipped with power ram turntable for quick transfer to opposite rail. Furnished with set-off and trailer equipped for towing behind truck to desired locations.

Get the complete facts. You'll find this machine is ideal for spotting and smoothing . . . tops for all yard track maintenance; and since it is a complete tamper, excellent for those secondary programs which do not justify the investment or use of our dual-rail tamping machines. Write, wire or phone for information.

**JACKSON VIBRATORS, INC.**  
LUDINGTON, MICHIGAN

department, recently underwent surgery and at this writing is recuperating at home.

Sympathy was extended to Norris Groth, St. Paul storekeeper, when his father passed away recently, and to the surviving relatives of: John F. Anderson, 75, retired carman from Minneapolis coach yard, who passed away Mar. 9 in

wife will leave in June for a six weeks visit to England, Switzerland, Germany, Holland, Denmark, Sweden, and Norway. She has many relatives in the Scandinavian countries.

"Bud" Miller of Minneapolis B&B crew was the lucky winner of an aluminum boat, motor and trailer on Bowlerama, as runner-up.



Mrs. George H. Hill, widow of Superintendent Hill of the Coast and former Idaho Divisions, shows an abacus she brought back from a recent trip to Russia and Yugoslavia. The board, she reports, is still used in some stores there to tally sales. For details of Mrs. Hill's trip, see Coast Division news.

Our District Safety Engineer C. J. Delin receives very interesting mail from Retired Engineer J. J. Hoheim who is enjoying Desert Hot Springs, Calif., where he and his wife are living in a trailer. Mr. Hoheim says he never misses reading the "obits" and if his name is missing, he knows that he is still alive. He would like to hear from his Milwaukee pals—Box 812, Desert Hot Springs.

Mr. James S. Eccles, retired chief clerk to superintendent, Tacoma, and wife held open house in their new home on the shores of Lake Washington, Seattle, May 7, and an enjoyable time was spent by a number of active and retired Milwaukee employees. Among those present were Freight and Passenger Agent O. R. Powells and wife, Tacoma; City Freight Agent E. N. King and wife, Retired Chief Clerk F. W. Rasmussen, Retired General Manager L. K. Sorenson and wife, Retired Agent J. R. Ludwick and wife, Clara Carotte Claypool, formerly superintendent's stenographer, and Retired Roundhouse Foreman Rosco Janes and wife, all of Seattle.

## EAST END

Melvin F. Bell, Correspondent  
c/o Assistant Superintendent, Union Station

Your help has been asked for Peggy, small daughter of Section Laborer Herbert Lyons of Rathdrum, Ida. Peggy is a blue baby who recently had a second operation to correct this condition, in the hope that she may have a normal life. Many have already donated blood; however, there is still a great need for blood and money. Any financial help you can offer should be sent to your local supervisor or this correspondent.

We regret to report the death of Harold C. Schwanz, special equipment operator, Apr. 3. Funeral services were held in St. Maries and interment was in Portage, Wis. His wife and six children survive.

May 5 was a joyous day for Operator Darlene Dugger of Manito and Brakeman Wayne Moreland of Malden. They were married in the First Methodist Church in Colfax, Wash. Mrs. Mildred Pinson was among the attendants.

Mrs. George H. Hill, widow of former Superintendent Hill, who is known to many as "Roxie, the traveling grandmother", was one of a party of tourists who recently took an extensive trip into the Middle East and behind the Iron Curtain. The story of the trip was featured in Life magazine Mar. 21 under the title, "Yanks in Russian Dixie".

Among the cities visited were Bucharest and Constanta in Romania, Odessa and Yalta in Russia, and Dubrovnik, Yugoslavia. Dubrovnik is within the tall stone walls of a fortress. The shops are mere holes in walls, Mrs. Hill reports, and carry only the barest necessities. Typical of all the cities she visited, the people there are dressed in drab, coarse clothes. The women displayed great curiosity over her bright red raincoat and perky hat. One day she saw some chocolate bars, but was reluctant to buy any at \$1.25 each. Most of the establishments use an abacus to tally sales. While behind the Iron Curtain, she did not see anything resembling a modern adding machine or a cash register.

"We were mobbed everywhere we went", she said. "It was just like being a movie star. I couldn't even buy a stamp without my every move being

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...Buy Sinclair"**



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 Designers & Manufacturers  
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*Sheet steel \* Plates \* Structural*

*Re-rolling and Re-laying Rails*

*Ferrous and Non-Ferrous Scrap Iron and Steel*

*Car Leasing*

hemmed in by dozens of curious people. Among the places I will always remember is Odessa, for its restaurants. Homey, with old fashioned lace curtains. The napkins were so heavily starched that I had to pull hard to unfold them." Other stops on her trip were Casablanca, Valetta, Alexandria, Haifa, Rhodes, Istanbul, Piraeus, Naples, Cannes, Barcelona, Palma, Gibraltar, Cadiz and Lisbon.

## D & I Division

Eunice Stevens, Division Editor  
 Superintendent's Office, Savanna

Norman Standish, son of Signal Maintainer F. W. Standish, Lanark, Ill., received his degree of doctor of philosophy at Purdue University at the annual commencement exercises June 5.

C. E. Kinney of Savanna, former chief clerk to superintendent, and wife became grandparents for the third time with the arrival of a son in the home of Mr. and Mrs. J. F. Elder (trainmaster), Mobridge, S.D. We understand the young chap was named Richard James.

First District Engineer Harry E. Brady of Rock Island, formerly of Savanna, passed away in St. Anthony's Hospital in Rock Island Apr. 26. Funeral services were held at the Wheelan Funeral Home with burial in Calvary Cemetery. Mr. Brady started his career on the Iowa Division in 1891, transferring to the D&I in 1904. He was promoted to engineer in 1899 from which position he retired in October, 1936. Surviving are two nephews and two nieces.

Joseph A. Dean, agent for many years on the Dubuque Division, passed away in LaCrosse Mar. 11. He had retired July 28, 1959 because of illness. Surviving are the widow and son George.

Retired Conductor George Artus of Dubuque passed away in the Dubuque County Nursing Home in April. Mr. Artus retired about 10 years ago after 43 years in train service. Surviving are two sons, Donald G. and Merlin D., both of Dubuque, and five grandchildren. Funeral services were held in Dubuque with burial in Linwood Cemetery.

John L. Thomas, son of Engineer Joseph Thomas, Dubuque, passed away in San Diego, Calif., Apr. 4. He was an electronic scientist associated with the Navy at



**17-YEAR SUPERIOR SERVICE AWARD** is presented to Mose Pearson, warehouse foreman at Freeport, Ill., by Agent M. R. Picht, for a perfect safety record for the years 1943-1959. Looking an is Chief Clerk E. P. McLarnan. Mr. Pearson, who started with the Road as a sectionman at Freeport in 1936, was warehouse foreman at Rockford, Ill., for 13 years before transferring to Freeport in the same capacity in 1956.

Point Loma, San Diego. Surviving are his widow and parents.

The Mike Podolskis welcomed another little daughter in their home in April. Mike is the yard clerk here.

H. B. Hamilton, section foreman, Washington, Ia., was recently presented a 30-year Superior Service Award Card by the safety department.

## Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S  
 OFFICE

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

March 31 marked the retirement of Locomotive Engineer A. F. Ludington, who started as a fireman in 1912. After serving in the armed forces during World War I, he returned to carrier service and was later promoted to traveling engineer. Since 1950 he has been in engine service, last working as a passenger engineer between Milwaukee and Chicago.

(Continued on page 34)

## MECHANICAL RUBBER GOODS

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 Transmission Belting  
 Diesel Fueling Hose  
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*Hose and Belting For All  
 Purposes*

**CHICAGO RAILROAD SUPPLY COMPANY**

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Chicago 6, Ill.

The Milwaukee Road Magazine

Michael Sol Collection

**"THANK YOU"** is the most sincere expression we know  
to convey our appreciation  
of your friendliness and assistance  
the past thirty-five years.

Here's Our Anniversary Special for

**EMPLOYEES of the MILWAUKEE ROAD**

With Monthly Premium deducted from paycheck—(at no extra charge)—

Our continued growth and increasing surplus has made it possible for us to deposit with the State Insurance Commissioner over \$400,000.00 for the protection of all members and issue this special anniversary NON-CANCELABLE—NON-ASSESSABLE—GUARANTEED PREMIUM—coverage of \$3000.00 the principal sum payable in case of death from any cause, to named beneficiary as a

**MONTHLY INCOME OF \$300.00**

for 10 consecutive months without interest or carrying charges at our Special Anniversary Rate, according to age:

Monthly premium for	Group 2 Employee In Active Service \$3,000.00	Group 3 Dependent Wife (maximum) \$1,000.00 Dependents of insured member	Group 4 Each dependent child under 18 (maximum) \$500.00
Ages under 39 Inc.	\$3.75	\$1.75	.50
Ages 40-59 Inc.	\$6.75	\$2.25	
Ages 60-64 Inc.	\$9.75	\$4.25	
Ages 65-69 Inc.	\$13.75	\$6.25	

(to determine age, subtract year of birth from this the present year)

**AGE OF APPLICANT DETERMINES RATE—NO MEMBERSHIP FEE—NO MEDICAL EXAMINATIONS**

**SPECIAL OPTIONS**

- On leaving active service, retirement or other reasons, Insurance may be continued without change and at same premium—mailing premium direct to Home Office either monthly, quarterly or in any manner you find convenient.
- Dependent wife surviving the insured, may continue her coverage for an additional monthly premium of twenty-five cents.
- When dependent child is no longer a dependent, the coverage may be continued for an additional monthly premium of twenty-five cents and the right to apply for additional insurance under age group.

offered by **EMPLOYEES MUTUAL BENEFIT ASSOCIATION OF ST. PAUL, MINNESOTA**  
a legal reserve life insurance association insuring more than 15,000 Milwaukee Road employees and their families

**MAIL THIS APPLICATION NOW TO:**

**EMPLOYEES MUTUAL BENEFIT ASSOCIATION, 1457 GRAND AVENUE, ST. PAUL 5, MINNESOTA**

I hereby apply for insurance coverage as follows: (please print)

My first name is.....(Initial).....(Last Name).....

Address.....  
(Street and Number) (City or Town) (Zone) (State)

Date of birth.....Age.....Height.....Weight.....Sex.....

Occupation.....Social Security No.....Payroll No.....Work No.....

**THIS APPLICATION IS FOR A \$3,000.00 LIFE INSURANCE POLICY ON MY LIFE.**

The beneficiary is to be ..... Relationship ..... Amount of monthly premium \$.....

**POLICY FOR DEPENDENT WIFE** } Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife.  
Wife's name ..... Date of birth .....  
Amount of monthly premium for wife's policy \$.....  
(See rate above according to age)

**POLICIES FOR DEPENDENT CHILDREN** } Please issue Life Insurance Policy or Policies in the amount of \$500.00 each for each of my dependent children listed below:  
Premium 50 cents a month for each child insured.  
Amount of monthly premium for policy or policies on dependent children \$.....

First Name	Age	Birth Date
.....	.....	.....
.....	.....	.....

The Employees Mutual Benefit Association of St. Paul, Minnesota, is hereby authorized to make deductions in the amount of the Total Monthly Premium shown through my employer THE MILWAUKEE ROAD. I hereby certify that each applicant is in good health and has had no medical attention or disability of any kind the past three years, except as follows:.....

**TOTAL MONTHLY PREMIUM \$.....**

Date.....

Signature of applicant

**Couplers for Freight and Passenger Service**

**Rubber-Cushioned Draft Gears for Cars and Diesel Locomotives**

**Freight Car Trucks**

**COUPLERS YOKES**

**DRAFT GEARS FREIGHT TRUCKS JOURNAL BOXES**

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 Established 1868  
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**National  
 Railroad  
 Specialties**

*for  
 performance, safety,  
 service*

*(Continued from page 32)*

Engineer Rodger Mackay, who has been ill since 1958, also retired in March.

Mr. and Mrs. Danny Shutter of Ingle-side report the arrival of a son Mar. 14. Pop is a conductor on the "J" line, and Mom is a secretary in the freight department. There also was a new girl arrival at the home of Engineer Earl Stuebner in April.

April 23 marked the wedding date of Operator Earl Eiler, who is now living in Kenosha.

After a two-month siege of illness, Agent J. J. Blauw of Avalon came back on the job Apr. 4.

Matt Grenning, agent at Morton Grove, is home at this writing, recuperating from an operation.

The following section foremen were presented 30-year Superior Service Award Cards by the safety department: A. G. Flom, Iron Mountain, Mich.; L. G. Glasnapp, Oshkosh; F. E. Hafemeister, Granville, and A. R. Otte, Hartford, Wis.

**SOUTH AND WEST**

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

Conductor Harry Volant, Ladd, Ill., passed away at the age of 60 on Mar. 18. He had been an employe of the Milwaukee since July 24, 1920.

**SECOND DISTRICT**

Rita J. Molitor, Correspondent  
 Office of Agent, Green Bay

We were glad to see Laverne Ferron back to work after a recent bout with pneumonia.

We welcomed Alex Miller as the newly appointed storekeeper at Green Bay Shops.

Sympathy was extended to Les Zastrow, whose mother passed away recently. Les is a truck driver for the Milwaukee Motor Transportation.

Assistant Superintendent William Freund and wife recently enjoyed a pleasant vacation trip to Hollywood, Fla.

**Terre Haute Division**

Frances Pettus, Correspondent  
 Asst. Superintendent's Office, Terre Haute

The 50th wedding anniversary of Mr. and Mrs. Clyde Hiddle of St. Bernice was celebrated at their home Apr. 24. Mr. Hiddle is a locomotive engineer who has been with the Road since 1917. The couple have lived in St. Bernice all their lives.

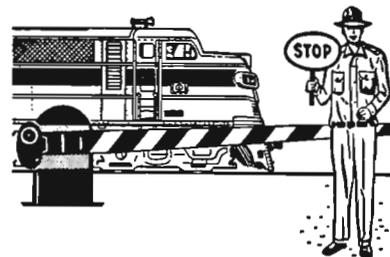
Mr. and Mrs. Floyd Chenault, we recently learned, celebrated their 50th wedding anniversary at their home in Terre Haute last Nov. 27. Mr. Chenault is a retired locomotive engineer who was with the Road 41 years. They have one son, Paul, of Terre Haute, and three daughters, Mrs. Irene Perdieu, Terre Haute, Mrs. Elsie Houston, Gardner, Ill., and Mrs. Marie Benjamin, Indianapolis; also seven grandchildren and two great-grandchildren. A gold-plated coffee maker was presented to the happy couple.

Retired Locomotive Engineer G. E.

*The Milwaukee Road Magazine*

**NEW RAIL-HIGH-WAY INSPECTION CAR NO. 66** which

was put into service recently at Moberge, S. D., is demonstrated by Trainmaster J. F. Elder, who is operating the device for raising and lowering the rail wheels, while Roadmaster L. A. Timberman and Assistant Engineer H. A. Walter look on. The new vehicle has manually operated rail wheels, which are expected to require less maintenance than the hydraulically operated type on its predecessor. (Moberge Tribune photo.)



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Railroad Department  
**THE TRAVELERS**  
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Schumaker passed away Mar. 6, leaving a son and daughter, both of Terre Haute—Dr. A. A. Schumaker and Mrs. Charles Heisser. Mr. Schumaker retired in 1949 after 46 years of service. Interment was in Highland Lawn Cemetery.

O. F. Lawlyes, retired section foreman, died Mar. 2 at Georgetown, Ill. He had 24 years of service. Three sons and four daughters survive him—Ira and Cecil working for the Road at Dana, Robert of Danville, Mrs. Betty Simone, Patterson, N.J., Mrs. Lorraine Dickson, Mrs. Bernice Thornton and Mrs. June Thornton, of Georgetown, Ill. There are also 14 grandchildren. Interment was at Georgetown.

The following section foremen were presented with 30-year Superior Service Award Cards by the safety department: Thomas Hilt, Zeeland; Frank Thares, Java; T. J. Cusick Jr., Britton; H. Gilyard, Groton; T. Bagaus, Summit; Z. O. Hummel, Selfridge; W. L. Bosanco, Mott; Carl W. Johnson, Tusler, and George M. Rankin, Marmarth.

**EAST END**

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

With the installation of Griswold signals at the Main Street crossing in Montevideo, the flagmen and their shanty disappeared from view near the Milwaukee

**Aberdeen Division**

**MIDDLE AND WEST**

R. F. Huger, Correspondent  
Operator, Aberdeen

Since last reporting, three of the Milwaukee family have passed away: Retired Lineman Jack Courtney, Conductor Pete Schweig, and Mrs. Gust A. Carlson, wife of retired roadmaster and mother of Conductor Don.

Agent Lee Hopkins, Ipswich, was recently awarded an all expense paid trip to the American Legion headquarters in Indianapolis because of his Post having exceeded its membership quota. The same award went not long ago to Dispatcher Fred Harvey.

Engineer Fred and Lorraine Blaubaum are issuing invitations to all railroad families to come to their Timberlane Resort on beautiful Lake Ida, eight miles northwest of Alexandria, Minn., to enjoy the fishing, successful results being practically guaranteed.

Former Aberdeen Division Operator Norman Geving, now working in St. Paul and Minneapolis relay offices, was recently married. Details will be given later.

Retired Engineer Chellis Aney writes that he is enjoying retirement days in Sacramento, but would like to hear from his former associates. His address is 4615 Elcamino Avenue, Sacramento, Calif.

A new supply of Milwaukee Road cigarette lighters is being ordered, so we can supply all comers at 75 cents each.

**Youngstown Steel Sides for Freight and Refrigerator Cars**  
**Youngstown Corrugated Steel Freight Car Doors**  
**Camel Roller Lift Fixtures**      **Refrigerator Doors & Fixtures**  
**Youngstown Steel Door Co. and Camel Sales Co.**

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**Two new series of General Motors Locomotives**

A new breed of locomotive is now available from Electro-Motive Division. It is more powerful, for faster scheduling or heavier tonnage hauls. Yet, operating and maintenance costs are down. A new 567D engine actually takes less fuel to produce more power. And more than thirty maintenance-saving items provide a reduction of sixty-percent in scheduled maintenance.

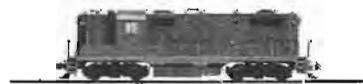
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**SIGNODE**

SECURITY IN SHIPPING

Road depot after being a landmark for many years.

New grandfathers in our midst include Agent Bill Witte of Milbank, Roadmaster LeVere Natzel, and Conductor Warren Harding. Fathers of new babies are Conductor Paul Paulson, Operator Tom Fasching, and Yard Clerk Byron McKeown.

Greg Natzel, son of Les and Phyllis Natzel, recently won the bantamweight championship in the Central School wrestling matches. He is in the seventh grade.

Besides being a new grandfather, Warren Harding recently became the father of a queen when his daughter Jill was crowned National Guard queen at Montevideo. Jill is a high school senior.

Recent deaths on the division included Retired Engineer Fred Burdick, who passed away while attending church services Apr. 3 in National City, Calif., where the Burdicks now live. Retired B&B Foreman Bob Kvidahl, well known up and down the line, died suddenly in March, following surgery. Retired Agent Walt Geiser died after a long illness.

Our retired rails who spent the winter in southern sunshine have been drifting back to take care of lawns, gardens, screens, etc. Among familiar faces popping up are those of John Krum, the Arnold Moes, Ralph Lighters and Guy Millers.

Carman Nels Bjorndahl's heart missed a beat recently when he discovered he'd lost some money while raking leaves off his lawn. Due to having lost his billfold, Nels was carrying some loose "green stuff". Poking into leaf piles, however, he came up with the lost currency, plus an extra dollar he couldn't account for. Suggestions from his friends make him wonder if he might have a "money tree" in his yard.

## Chicago Terminals

UNION STREET

Carolyn DiCicco, Correspondent

Superior Service Award Cards were presented to Michael Stalowy and H. P. Gallagher, foremen House 6; Patrick Debs, foreman, and Frank Lewinski, assistant foreman, House 5, and Anthony DeTuno, foreman House 2.



**FATHER-DAUGHTER NEWS.** Engineer Virgil Kissling of Minneapolis escorting his daughter Lorelei down the church aisle when she recently became Mrs. David Anderson. Lorelei was one of the Snow Queens of the St. Paul Winter Carnival.

Morris Guon of Sam's Clothing, winner of the Railroaders' Benefit League, had a roast beef lunch with all the trimmings delivered to the Division Street office a week after Lent so that all could partake. This treat was certainly enjoyed, and "thanks again" Morrie.

Jose Gonzales, stower, who was on furlough, passed away Mar. 26.

Henry Lorenz, stower, House 5 Kinzie Street, was found dead in his home on May 4. Interment was in St. Adelbert's Cemetery, Niles.

The arrival of Linda Charmaine May 13 made Stanley Rebacz, cashier at Division Street, a grandpa for the first time. The proud father is Stanley Rebacz Jr.

## GALEWOOD

Ray Bishop, Correspondent

New employes welcomed here were Charlene Burkhart, stenographer, and Myling Hanson, carload rate clerk, who formerly worked in the Union Station.

Best wishes were extended to F. R. Lewis, assistant agent (platform), and his bride. Since their honeymoon they are making their home in Wheaton, Ill.

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SAFETY Requirements  
DEMAND the Best  
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FUSEE COMPANY**

Beloit, Wisconsin

The Milwaukee Road Magazine

Michael Sol Collection

Cards have been received from Norma Gunderson, former stenographer and magazine correspondent, and her husband Vic, who are spending the first few months of their retirement in Florida.

A long and happy retirement was our wish for Henry Stephan, rate clerk veteran of 37 years, who was honored at a farewell party held at "The Gay Spot". A handmade billfold containing "folding money" was presented to him by his many friends.

Walter J. Hamann, chief clerk, and family spent Easter week visiting his daughter Luann, former bill clerk at Galewood, her husband, Harold Burkey, and grandsons David and Johnny. Reverend Mr. Burkey recently took over a new congregation in Lakeland, Fla.

Bill Clerk Glanz Dierking has a problem—how to keep his new white Ford 500 sedan white, with four healthy, happy and robust sons around, and with the extra duties of owner and operator of a golf driving range, miniature golf course, archery and baseball batting practice range at South Elgin on Route 25, where he lives. All sport fans will certainly be made welcome at Glanz' fun spot.

Clare Baldwin, IBM clerk, and Frank Dominick, car record supervisor, are both sport and racing car enthusiasts. Frank owns and races a midget racer, and Clare is building a sports car to race.

Sorry to report that Barney Pobloske, retired assistant agent, is in West Suburban Hospital, Oak Park, at this writing.

Sympathy was extended to John Savata, cashier's office, on the loss of his mother. Also to the family of John (Shorty) Smith, retired clerk, who passed away recently at his home in Chamblee, Ga., after a long illness.

#### BENSENVILLE

Dorothy Lee Camp, Correspondent

The Milwaukee Road Women's Club held a pot luck supper in Bensenville Apr. 4. Edna Dieckriede, president, Mesdames L. V. Johnson, D. L. Davis, Philip Schneck, Arthur Koch, Clarence Hill, "Tulips" Burnath, and Dorothy Koch were the committee in charge. About 60 members attended this gathering of the clan, among them Retired Boilermaker Ralph Hartman, now living in Ogden, Ia., Retired Yardmaster Jess Kapoot, Retired Stationary Engineer Robert Tonning, and Switchman Ernie Sanders. Mrs. Reinking, membership chairman, was presented with a lovely corsage for her efforts in bringing the membership to 531, the largest ever. Youngest member is five months old Dean Raymond Koch, son of Yard Clerk Walter, grandson of Yardmaster Arthur, and nephew of Dorothy, all Milwaukee employees.

A vote of thanks to Retired Switchman Jim Imbler for his alertness in noticing a grain door between one and two mains at the height of the evening passenger rush hour. Jim called the train director and Trainmaster Guy Chamberlain, and told of the danger so the door could be moved. No doubt his action averted a serious accident. Our hats are off to you, Jim, we

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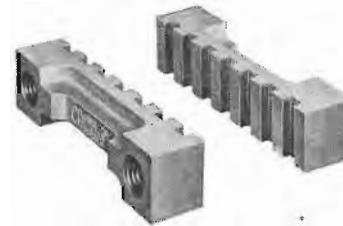
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think you deserve a medal or other award.

The Eugene Youngbergs welcomed a little daughter, Piper Melodie, Apr. 8. Son Dennis is certainly proud of his cute sister.

Yardmaster Kenny Crouse gave his youngest daughter, Carol, in marriage to Marvin Mills of the signal department May 7 in a lovely ceremony. The young couple attended high school together and Marvin only recently returned from Army service. They will live in Bensenville.

Florence Coltrin, IBM and teletype operator, underwent surgery some time ago

and at this writing is still on the sick list though showing signs of improvement.

Robert Helton, retired operator at Sturtevant, Wis., and wife Nellie paid a surprise visit to your correspondent recently. They are now at their lovely cottage on Pickerel Lake, St. Germain, Wis., so "Muskie's, watch out."

News from the Frank Hanes home at Waupaca, Wis., is that Frank, a retired C&M conductor, is in the hospital at this writing.

A 30-year Superior Service Award Card was recently given to J. R. Fielder, section foreman at Cheneyville, Ill., by the safety department.

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## WESTERN AVENUE STORES & LOCOMOTIVE DEPARTMENTS

LaVergne Misiak, Correspondent

Coach yard employes were happy to welcome back E. Saathoff, assistant foreman, after a three-month sick leave. Chicago Terminal Engineers James Lawrence and Dan Harrison, and D&I Division Engineer "Red" Ferris are on the sick list at this writing.

Retired Chief Clerk Rollie M. Blackwell and wife enjoyed a lot of Texas sunshine during the three months they visited relatives in Houston and San Antonio. Invoice Clerk Elmo Flenor took an early vacation so he and his wife could go to San Antonio to be with their son, who became seriously ill while serving with the armed forces. Elmo informed us that everything turned out just fine, and that they enjoyed the warm Texas weather while we were shoveling our way through all that March snow. Remember?

Two of our employes at the Western Avenue diesel house recently entered military service, Electrician Mitchell Stafiej Jr., who was inducted Mar. 25, and Third Shift Pipefitter Lawrence Misiak, who left Apr. 25. Both are stationed at Fort Leonard Wood, Mo.

Sympathy was extended to the family of Chicago Terminal Engineer Paul Becker, who passed away Apr. 2, and to Charles Pollack, former machinist at Western Avenue, on the death of his father. Also

to Machinist Walt Grinnan whose wife passed away Apr. 30. Burial was at Austin, Minn.

Electrician Hartzell Smith and Edna Townsley were married in Oak Park, Apr. 22.

A daughter, Joan Mary, arrived at the home of C&M Division Engineer Earl Stuebner and wife Apr. 15.

Our congratulations (better late than never) go to Mr. and Mrs. H. C. Marxen, who celebrated their 60th wedding anniversary Feb. 8. Mr. Marxen, father of H. R. Marxen, assistant district storekeeper, and C. E. Marxen, chauffeur, has been retired from the Bensenville locomotive department for the past nine years.

Bright sayings of children department: Chuck, three-year-old son of Tom Hall, machinist foreman on the third shift, while playing with a curtain rod, accidentally struck and killed his parakeet. He stared in awe as his father picked up the little bird and held it in his hand. The next day Mrs. Hall bought another parakeet the same color. Chuck, on seeing the new bird on the perch, looked up and exclaimed, "Hey, who fixed it?"

The office of G. W. Hyett, general agent passenger department, recently received a telephone call from a Mr. C. E. Buckley of Elmhurst, Ill., who said that he used the Olympian Hiawatha in both directions between Chicago and Seattle, traveling in Touralux accommodations, and wished to thank Milwaukee Road employes, especially Porter Edward Lowe, for the excellent service he received. He was so delighted with his trip that he plans to take his entire family to the West Coast via Seattle this fall.

Mrs. Josephine Remmers, wife of Store-helper Ray, was recently released from Sherman Hospital after being seriously ill. At this writing she is recuperating at the home of their son.

John W. Bergquist, son of Assistant Coach Yard Foreman A. J. Bergquist, was recently honored as one of seven outstanding Chicago area home delivery newspaper carriers. They were given a luncheon in the Chicago Press Club and also toured the Board of Trade and the Tribune's circulation department and plant.

We were sorry to hear that Retired Yardmaster Michael A. Duffy, 82, passed away in St. Mary of Nazareth Hospital. Mr. Duffy, who retired in 1945, was a Spanish-American War veteran and a member of McKinley Camp of United Spanish War veterans. He is survived

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**45 YEARS OF SERVICE** earn a Silver Pass for E. C. Ploehn, truck repairman at the Galewood freight house in Chicago, who is pictured with well wishers Chief Carpenter W. D. Ostrom (left) and Assistant Chief Carpenter E. G. Tychosan. He started in 1913 as a timekeeper in the track department, transferred to the B&B department in 1920, and served as a carpenter until 1944, when he went on his present position. He plans to retire in the fall.

by three sons, Frank J., the Rev. Robert M., assistant pastor at St. Edward's Church, and the Rev. Donald, assistant pastor of St. Odilo's Church, Berwyn; a daughter, Helen Margaret, and six grandchildren. Mass was said in St. Angela's Church.

## Off Line Offices

### PORTLAND, OREGON

H. J. Pessein, city freight and passenger agent in Portland, was recently elected secretary-treasurer of the Portland Passenger Association. Mr. Pessein joined the traffic department in Portland Dec. 16, 1955 as ticket clerk, was appointed chief clerk Oct. 1, 1959, and on Feb. 1 this year assumed his present duties.

## La Crosse Division

### THIRD DISTRICT

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

Alex J. Miller, storekeeper at Wausau since 1948, has been transferred to a similar position at Green Bay. The good wishes of many railroad friends, together with a farewell gift, were extended to Mr. and Mrs. Miller at a party held in their honor. Dancing was enjoyed, followed by a buffet supper.

Archie Schmieder has been awarded the position of storekeeper at Wausau.

Train Baggage man Earl E. Karner, with 46 years of service to his credit, chose May 1 as the date to retire. Best wishes were extended for a long and pleasant retirement.

Jerome Kolberg, in military service since 1957, has returned to work as fireman.

May-June, 1960

Fireman and Mrs. Kenneth Conklin were among the honor guests attending the Neuman High School Junior Prom. Their daughter Mary, escorted by Ken Davis, was a member of the prom court.

Agent W. A. (Bill) Adamscheck, 69, died recently in his home at Wausau. He had been in ill health the past two years. He retired in April, 1955, following 40 years of service. Immediate survivors are the widow, four sons, and a daughter.

The recent death of Retired Conductor Hjalmar "Roy" Johnson followed a long illness. A veteran of more than forty years service, he retired in 1957. Immediate survivor is his widow.

Mrs. Roy Minton, 72, wife of retired section foreman, passed away at Minocqua Apr. 19. She is survived by her husband and a daughter.

Mrs. Gus Johnson, wife of Conductor Johnson, passed away Apr. 27 following a brief illness. Funeral services were held in the Helke Funeral Home, Wausau, with the Rev. John Freed of Merrill Bethlehem Lutheran Church officiating. Burial was in Restlawn Memorial Park at Wausau. Pallbearers were retired and active railroad employes O. W. Larson, D. E. Callahan, W. J. Hayes, Ted Shrake, E. T. Smith, and Bert Leney.

W. Rush, section foreman at Tomahawk, was recently presented with a 30-year Superior Service Award Card by the safety department.

### FIRST DISTRICT

K. D. Smith, Correspondent  
Operator, Portage

At this writing Otto Grothman, round-house employe at Portage, is recuperating in the hospital after surgery.

Spring in our area was evidenced by the fishermen and the general repair programs being carried out. At Tunnel City the track in the tunnel was having a face lifting, or lowering rather, to permit our new equipment of greater height to pass through. Depots at Portage, La Crosse and Watertown are being equipped with hot box detectors, directional radio, teletypes, IBM machines, and so on. The new four panel switchboard at Portage is the "mostest", so Elmer Rodekamp and his efficient helpers, Frank Malecha and Walt Shamley, inform us.



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Leona Dittberner, historian of Portage Chapter of the Women's Club, reports a good attendance at the regular monthly meetings. Forty-one members were present in February, and 35 in March. Similarly, the board of directors meeting for February was attended by 12 members, and the March meeting by 15. At the latter, the members inspected the new refrigerator recently purchased by the chapter. Refreshments are served at the meetings, which feature games and a social hour.

The following section foremen were presented with 30-year Superior Service Award Cards by the safety department: R. Leistikio, Doylestown; H. C. Sackmaster, Camp Douglas; G. Udell, West Salem; J. F. Salava, Richland Center, and H. E. Moran, car foreman, New Lisbon.

Well, after some 42 years with this railroad I decided to "pull the pin", and retired May 1. I have a lot of things to do and places to visit, so I plan to take it easy from now on and think of all you folks who are still governed by the call boy and the alarm clock. Good-bye and "30".

**Milwaukee Shops**

**LOCOMOTIVE DEPARTMENT**

George H. Jung, Correspondent

Charles Mayer, machinist in the locomotive shops, retired in February after 52 years of service.

A. F. Ludington, Milwaukee Division locomotive engineer, completed 48 years of service in April and retired.

Elmer Scherbarth, hostler foreman, Milwaukee diesel house, passed away Apr. 19.

**OFFICE OF MECHANICAL ENGINEER  
AND TEST DEPARTMENT**

H. J. Montgomery, Correspondent

Walter Rietz, "Farmer" to the old timers who knew him around the equipment shop (diesels), stopped in to say hello while visiting here from his home at 12562 Hazel Avenue, Garden Grove, Calif. Wallie has been retired since 1947. His two daughters have presented him with nine grandchildren.

Jack Armstrong had a 181 triplicate in April. This is about as tough as shooting 300.

John Schnell reports that his daughter's broken arm is responding well to treatment and will soon be as good as new.

Ed McKelvie, tinsmith apprentice, is now training on the drawing board and will be through in three months. Bob Hohl, blacksmith apprentice, has five months of his four year contract still to go.

Clarence Giencke has returned to the car department after a brief leave of absence due to ill health.

The best efforts in the American Railway Tourney resulted in a 622 scratch in singles by Hugo Gurrath and a 615 scratch in doubles by H. J. Montgomery, coupled with 553 by John Rogutich, to give them a total of 1168 scratch.

*What a lot of women would like to do with last year's dress is get into it.*

*The Milwaukee Road Magazine*

## '73's" to "Scoop"



K. D. Smith

IN the future, where the fishing is good, there you'll find K. D. Smith, veteran La Crosse Division operator, correspondent for this Magazine, Izaak Walton Leaguer, and all-around good fellow. "Scoop", to give him the name by which he is known best, closed down his key for the last time at Portage, Wis., May 1. At a real "gang's all here" party held in the Elks Club at Portage the following night, about 125 colleagues, both active and retired and from all points of the division, extended their "73's" (brass pounder translation, "best regards"), and wished him fishermen's luck.

Keith Dagget Smith was born in Kilbourn (now Wisconsin Dells), Wis., and started his service as a telegrapher on the La Crosse Division in 1913. As an operator at Portage for many years, he and the late Mrs. Smith were identified closely with the affairs of that community. Since 1935, he had served as this Magazine's correspondent for the First District of the La Crosse Division.

Now, about fishing: "Scoop" is a rod and reel addict from way back, a fact which was reflected in his Magazine column over the years by numerous accounts of the exploits of local anglers. "I found out long ago", he says, "that after a hard day, fishing seems to untangle your nerves. It lets you see the beauty of nature at first hand. Some of my happiest hours have been spent just walking along a river or lake. I plan to do a lot of it in the future, that and some traveling. I have a lot of things to do and places to visit."

## CAR DEPARTMENT

Erwin C. Weber, Correspondent

Raymond E. Baum was promoted to general foreman forge shop Mar. 1. Ray started his railroad career as a blacksmith helper in August, 1936, was promoted to blacksmith in February, 1943, leadman in July, 1944, assistant foreman in April, 1945, assistant blacksmith foreman in March, 1951.

At this writing the Shops are rebuilding 150 hopper type ballast cars in the 340000 series, and have recalled 80 men to rebuild 125 gondolas in the 80000 series by making them all-steel with fixed ends and steel floor plates.

In order to handle palletized loading in our DSDX cars in the 4000-4599 series, the present 4-foot door and interior dimensions must be widened. For this program it will be necessary to recall 66 men from our furloughed list. In addition, the Shops will fit up 115 flat cars with special equipment for horizontal auto frame loading—45 cars for Pontiac, 50 for Oldsmobile, and 20 for International Harvester.

William F. Dwyer, electrician in the passenger car shop, became ill at work on Mar. 31 and was rushed to the hospital, where he died that night. Mr. Dwyer started with the Road in 1922 as an electrician helper, was promoted later to electrician, and to assistant electrical foreman in October, 1949. Sympathy was extended to his wife and family.

Roman Blasica, retired cabinetmaker in the passenger car shop, died Apr. 18. Mr. Blasica started with the Road as a cabinetmaker in August, 1936 and retired in August, 1949.

Harvey J. Klind, upholsterer and painter foreman, attended the class meeting on Industrial Defense and Mobilization sponsored by the O.C.D.M. Staff College at Battle Creek, Mich., Mar. 21 to 26.

Arthur Leppert, helper in the forge shop, who has been off since last October, has applied for a disability pension.

Joseph L. Strain, carman in the freight car shops, retired Mar. 31. Mr. Strain started to work for the Road at Dubuque as a carman in August, 1914, and transferred to Milwaukee Shops as a carman in April, 1936.

John Owley, blacksmith in the forge shop, retired Apr. 1. Mr. Owley started as a blacksmith at Milwaukee Shops in August, 1907 and held this position until his retirement.

Leo Basely, carman helper in the

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freight car shop, retired May 1. Mr. Basely started with the Road in 1926 and worked in the foundry for 26 years; then transferred to Davies Yard in 1952, and to the freight car shop in 1954.

Frank B. Koepp, a cabinetmaker with 55 years service, has been off sick since Apr. 20, 1959, and now has decided to retire. Frank started to work for the Road in August, 1905 as a helper in the locomotive department, and transferred to the car department in December, 1918 as a cabinetmaker.

John P. Ostermick, a machinist with 47 years' service, retired Feb. 23. John started in the locomotive department in December, 1912 as a machinist, and transferred to the car department in October, 1952.

Louis O. Reimer Jr., who has been with the Road 42 years as a painter, is now pensioned under disability. Louis started to work as a helper in the locomotive department in November, 1917, and had been employed in his present capacity since August, 1934.

Paul G. Duchrow, carpenter in the



**50-YEAR EMPLOYEE**, Engineer George Kramer of the Milwaukee Division is presented with his Gold Pass and the congratulations of Paul Lucas, assistant superintendent of motive power. Engineer Kramer has been on the Milwaukee-Chicago runs of the Olympian Hiawatha and the Copper Country Limited for many years.

passenger car shops, retired Mar. 28, at the age of 68. Mr. Duchrow started with the Road as a carpenter on Oct. 19, 1922.

Carpenter Adolph H. Rogahn, passenger car shops, retired Mar. 31. He had been with the Road as a carpenter since July 31, 1917.

### Iowa Division

MIDDLE AND WEST

G. A. Guinn, Correspondent  
c/o Agent, Perry

Mr. and Mrs. Wally Faller have announced the arrival of "Bruce Wallace", born at the Dallas County Hospital in Perry Mar. 20. Wally, second trick dispatcher at Perry, has two other children, Debbie and Susan.

Yard Clerk Ray Murphy returned to work Mar. 22 after a trip to Everett, Wash., to bring his mother, Mrs. S. W. Murphy, back to Perry, where she will make her home with Ray and his family.

Engineer Gus Koch retired recently after having been off a short time on account of sickness. Gus started railroading in 1906 as a laborer in the roundhouse in Council Bluffs, and in June of that year made his first trip as a fireman. He was promoted to engineer in May, 1910. Gus can now devote more time to his hobby of raising African violets, of which he has a number of varieties.

Mrs. Homer Dunlap, wife of switchman, passed away Mar. 23 in the Dallas County Hospital in Perry, after several years of failing health.

Harry Laborde, 72, died Mar. 22 at his home in Perry from a heart attack. He retired as an engineer in 1953, and since then had operated an electrical motor repair shop in his home.

Friends of Miss Ruby Eckman, general clerk in the superintendent's office, who attended the open house held in honor of her retirement at the Railroad Veterans Clubhouse in Perry Mar. 25 (see story elsewhere in this issue) included Agent J. I. McGuire and wife, Car Foreman Paul Salzer and wife, and Retired Car Foreman Ted Schmidt and wife, all of Council Bluffs.

Dickie Bailey, 13, son of Engineer Lloyd and Mrs. Bailey, passed away Mar. 27 in Blank Memorial Hospital, Des Moines, after a life-long illness from a rare disease. A memorial fund is being established for him, and those wishing to contribute can send their contributions to Robert L. Nichols, 2001 West 4th Street, Perry, Ia., who is in charge of the collection.

Superintendent A. C. Novak and family are now settled in their home at Third and Otley Streets in Perrv. J. T. Hayes, whom Mr. Novak succeeded as superin-

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*The Milwaukee Road Magazine*

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## 757th Railway Shops News



Lt. Col. H. C. Minter (left) and Maj. H. E. Kiljanczyk (right) discuss with Col. J. B. Albin, commanding officer of the 774th Transportation Railway Group, U. S. Army Transportation Training Command, plans for the annual active duty training of the 757th Railway Shop Battalion at Fort Eustis, Va., this summer.

A RECENT announcement from Fort Eustis, Va. ("The Home of the Transportation Corps") which concerns Milwaukee Road men who are in the Reserves stated that the U. S. Army Transportation Training Command will utilize the "host" system for supporting reserve components unit training—each reserve unit will be attached to a similar active Army unit.

Up-to-date information on the Milwaukee Road's "own" unit, the 757th Transportation Railway Shops Battalion, is that Headquarters "A" and "D" Companies are now located in Milwaukee, meeting at the South Side Training Center, 2372 S. Logan Ave. H. C. Minter, division engineer of the Milwaukee Division, serves as commanding officer, and H. E. Kiljanczyk, chemist in the test department at Milwaukee Shops, as executive officer.

Company "B" is now located at Fort Snelling, Minn., under the command of Lt. R. M. Flowers, yardmaster in the Twin Cities. Company "C" at La Crosse, Wis., of which Capt. R. C. Coster is commanding officer, meets at the U.S.A.R. Training Center, 47 Copeland Ave. All of the units are on record as welcoming new affiliates. At each location, meetings are held on Thursday nights.

tendent and who was transferred to Chicago, is working on the study of the possible merger between the Milwaukee and the Rock Island lines.

Mrs. Bernie Olson, wife of engineer, recently spent a few weeks with her son LaVerne and his wife in Alaska. She joined them in Seattle, where LaVerne had his fishing boat in dry dock for the winter, and went along when they started out for their season's work of commercial

fishing in Alaskan waters, going direct to Ketchikan.

George B. DeDual, retired Perry machinist, spent the winter in Portland, and plans to spend the summer in Milwaukee, in the home of his grand-daughter. His Milwaukee address will be 2427 W. Michigan.

Miss Mary Middleton, daughter of Assistant Superintendent R. Middleton, and Larry Giroy, son of Brakeman W. G. Giroy, have been accepted for admission to the freshman class at Buena Vista College in Storm Lake, Ia., in September.

Railroaders were prominent in the Apr. 4 election of officers of the Perry Toastmasters. Ernie Failor, chief clerk to superintendent, was elected president; Jack Snyder, day yardmaster, education vice president; Bob Grandquist, lieutenant of police, treasurer; and Clint Froke, lineman, sergeant-at-arms. However, May 1 saw the loss of Bob Grandquist to the Toastmasters and to the Perry area, when he was transferred to Sioux City to take over the duties of lieutenant of police there.

M. E. Jensen, agent at Neola, Ia., who was in the Jennie Edmundson Hospital in Council Bluffs in April for treatment of a heart condition, has returned home for recuperation before returning to work.

E. C. Hullerman, retired engineer, has returned to his home in Perry after spending two months with his daughters in California, one in San Diego and the other in Alhambra, and with other relatives.

Robert Moore, Council Bluffs engineer, has filed his notice of retirement. He started working with the Milwaukee in 1910 at Marion, and after returning from World War I worked for a while at Perry before going to Council Bluffs, where he has been in switch engine service for many years.

Sam Anderson, retired engineer, who had been in a Des Moines hospital for several weeks to undergo surgery, has returned to his home in Perry.

J. J. Lewis has been appointed operator at Atkins yard, the position which was bulletined when Bob Johnson transferred to the relay office.

Mrs. Homer Johnson, 67, wife of retired conductor, passed away Apr. 7 after a



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**THE COUNTRY LIFE** is the life for E. W. Wifler, retired Milwaukee Terminals switchman, who now lives at Sagola, Mich. When “Dutch” is not hunting, he spends his time tending his flock of White Rocks and keeping up an active correspondence with his former co-workers; address, Box 3, Sagola.

month's confinement in the Dallas County Hospital in Perry. She had been in failing health the past year.

Our older readers who formerly worked on the west end of the division will regret to learn of the sudden death of Mrs. Phoebe Waldemer-Van Ness, who was a station helper at Panama before her marriage. Mr. and Mrs. Van Ness, who lived in Dunlap, Ia., were in Florida on a vacation trip when Mrs. Van Ness passed away. Burial was at Dunlap.

Ella Marie Reel, 77, widow of conductor D. T. Reel and mother of conductor Ray Reel, passed away Apr. 12 at her home in Perry, after being in poor health for the past two years.

Howard M. Finley, who had worked for the Road as a fireman and engineer since 1926, is one of the latest Milwaukee employes to retire. He started in the Perry roundhouse in 1925, and in 1926 made his student trips as a fireman. He closed his service with a clean record, never having had an accident with any train he was handling, nor personal injuries. A son, Stanley, is following in his footsteps, at present as an extra engineer.

An announcement was made of the engagement and August wedding plans of Joyce Johnson of Esterville, Ia., and Arthur S. Kibby, son of Mr. and Mrs. Elvin L. Kibby of Perry. The couple attend the State University of Iowa at Iowa City. Arthur's father, Elvin, is a clerk in the stores department at Savanna, Ill.

James Gates, who had been in train service on the middle division since 1953, has resigned and is moving to California to take a new position.

Aubrey C. VanSickle, traveling freight and passenger agent from the Des Moines office, retired May 1. “Van” is well known to most of the Milwaukee Road employes and patrons in this area. All wish him an enjoyable retirement after his many years of service, which started with the Chicago Great Western in Des Moines

*The Milwaukee Road Magazine*

# GOLD AND SILVER PASSES AWARDED

## Gold-50-Year-Passes

Berg, Fred, loco. engr. .... Austin, Minn.	Kramer, G., loco. engr. .... Milwaukee, Wis.
Bye, Henry, loco. engr. .... Milwaukee, Wis.	Millonzi, F. F., gang foreman
Craig, W. J., loco. engr. .... Deer Lodge, Mont.	loco. dept. .... Milwaukee, Wis.
Foley, Michael, crane operator .... Tomah, Wis.	Pfeil, O. A., loco. engr. .... Portage, Wis.
Gilker, W. S., loco. engr. .... Wauwatosa, Wis.	Quade, W. H., brakeman .... Spokane, Wash.
Grothman, Otto, laborer, loco. dept. .... Portage, Wis.	Seymour, J. L., loco. engr. .... Minneapolis, Minn.
Hughes, Irene C., asst. bureau head. .... Chicago, Ill.	Turtenwald, Anton, pipefitter .... Wauwatosa, Wis.
Kientzle, Gus, loco. engr. .... Chicago, Ill.	

## Silver-45-Year-Passes

Almen, Florence O., clerk .... Chicago, Ill.	Martwick, Elmer G., loco. engr. .... Chicago, Ill.
Carey, C. L., livestock agent. .... Independence, Mo.	Mueller, Albert, carman .... Milwaukee, Wis.
Cole, C. J., asst. warehouse	Placha, Frank, machinist helper .... Milwaukee, Wis.
foreman .... Kansas City, Kans.	Ploehn, E. C., frt. hse. truck repairer. .... Chicago, Ill.
Haas, Rudolph, blacksmith .... Milwaukee, Wis.	Sullivan, Clarence M., car
Hegudus, John, car inspector. .... Milwaukee, Wis.	inspector .... Milwaukee, Wis.
Keenan, W. J., chief clerk .... Spokane, Wash.	Tucker, G. L., signal
Lynn, Leo H., loco. engr. .... Green Bay, Wis.	maintainer .... Farmington, Minn.
Marg, A. O., roadmaster .... Marion, Ia.	

before going to work for the Milwaukee's freight and passenger department there.

Doug Workman, another traveling representative from the Des Moines office, was promoted, effective May 1, to chief clerk to freight traffic manager, sales and service, in Chicago.

Mrs. Earl Townley, wife of retired engineer, visited recently in the Perry area before returning to her home in Altadena, Calif. She had come east with the remains of her mother, Mrs. Titus, who was buried in the family plot at Marion. The Townleys lived in Perry until Earl's retirement. Their present address is 175 West Terrace Street, Altadena.

Attorney Edward Failor of Dubuque, son of chief clerk and Mrs. W. E. Failor of Perry, will attend the Republican national convention opening in Chicago July 25. He is state chairman for the Young Republicans, and at a meeting in Des Moines in April was selected as a delegate at large.

Paul Robertson of the Manilla car and engine department force has been released from the Carroll, Ia., hospital, and has returned to his home in Manilla.

Herman C. Krasche, retired agent, and Mrs. Krasche are moving from Perry to Montezuma, Ia., to be closer to their daughter, Mrs. Kercheval, who now lives there.

Ward Locke, agent at Sac City, who has been ill for some time, has been hospitalized at the Buena Vista Hospital in Storm Lake.

Mrs. Bill Sheets, widow of retired boilermaker, has returned to Perry for the summer, after spending the winter in Sacramento, Calif., with her son Frank and daughter-in-law.

Changes in the clerical force at Perry resulting from Ruby Eckman's retirement as general clerk in the superintendent's office include: Don Dollarhide, awarded the position of general clerk; Harlan Johnson, now time reviser; John R. Harris, statistician; and Larry Whelchel, abstract and ticket clerk in the freight office. Ralph Jackovitch, whose job at Coon Rapids was abolished, took over the switchboard position in the superintendent's office. Robert Kinross, former switchman, who had been off due to a heart attack, was assigned as regular yard clerk on the afternoon shift at Perry. The position is the one vacated by Ray Murphy, who took over the third trick yard clerk's job.

Mrs. A. A. Brown, widow of round-house foreman, has been named editor of the "Mathematics News Letter," a publication circulated among mathematics instructors. Mrs. Brown is on the Perry High School teaching staff.



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**GREAT LAKES WORLD MARKET.** The international trade fair sponsored last year by the Chicago Association of Commerce and Industry to herald the opening of the enlarged St. Lawrence Seaway will be repeated this year on an even more comprehensive scale June 20-July 5. This is an artist's rendering of the mile-long promenade leading to the exhibit halls on Navy Pier where visitors will see pavilions representing 25 nations, import goods from all over the world, and an international festival of free entertainment. Five days—June 20-24—have been reserved for buyers and exhibitors, after which it will be open to the public. The enlargement of the Seaway opened an entire new growth future for the deepwater ports of the Great Lakes served by The Milwaukee Road.

Retired Conductor H. W. Lee is now a resident of the Rowley Memorial Masonic Home in Perry. He had been living alone in his home since the death of Mrs. Lee a few years ago.

Carol Ann Jones, daughter of Conductor and Mrs. Amos Graham, was married Mar. 5 to James A. Canavan of the Air Force in St. Patrick's Church in Perry.

Stacy Van Laningham, who will be remembered by older Iowa Division employes as having been in engine service for a number of years, passed away in Perry Mar. 10. Burial was in Bruce, S.D.

Jack Allavia, day foreman at Council Bluffs, and Arthur Kottwitz, night foreman, both of whom retired recently, were guests of honor at a party arranged by Paul Salzer, general car foreman in Council Bluffs. One-hundred and five friends attended.

Mrs. Joe Ovington, whose late husband was for many years a clerk in Marion, died in Rock Creek Mills, Md., in March.

The birth of a son to Mr. and Mrs. Joe Caraher on Apr. 7 gave Retired Engineer Arthur Cortner the title of "great-grandpa." The baby's mother is the daughter of Mr. and Mrs. Judson Reimer.

Rev. W. M. Hile, son-in-law of Retired Train Dispatcher J. M. Losey, was selected to preach the sermon at the sunrise service on Easter Sunday in the Garden of the Gods, a service which attracts many thousands of worshippers.

Carl J. Anderson, former telegraph lineman, passed away in Gladstone, Mich., Easter Sunday. He was 69 years of age, and had retired in January after serving

the Milwaukee for 40 years.

Julie Novak, daughter of the Iowa Division superintendent, took part in the National Federation of Music Clubs Festival held in Great Falls, Mont., just before the family moved to Iowa, and was awarded a "superior" rating in piano. Julie, who is in the sixth grade, had previously won honors in Miles City and elsewhere.

Dennis Gardner, son of Engineer W. D. Gardner, recently won a Certificate of Merit in a national art contest. In addition, he can have a complete home study course in advertising and cartooning from the Art Instruction Corporation of Minneapolis. He is a high school freshman.

Mary Jane Wall, daughter of Train Dispatcher E. C. Wall of Perry, has been awarded membership in the National Fraternity of Student Musicians, for piano students.

John P. Matanovich of Norwalk, Ohio, a grandson of the late Engineer Edward Mullen, was one of the winners in the National Merit Scholarship contest, in which more than 26,000 Ohio students competed. He will be taking his undergraduate work as a scientist at Ohio State University, and will complete his education at the California Institute of Technology.

The following section foremen were presented with 30-year Superior Service Award Cards by the safety department: D. Evanoff, Templeton; C. Galiher, Portsmouth; G. M. Kostis, Morningside; J. G. McClatchey, Manilla; William Myers, Rockwell City; V. F. Reed, Milford, and A. G. Stangl, Neola.



**MAKING HISTORY.** At Green Bay, Wis., home of the new National Railroad Museum, the last thaw of spring was the signal to install this Milwaukee Road flagman's shanty on the museum grounds. The shanty, which had seen service for upwards of 40 years at an Appleton, Wis., crossing, is one of the few remaining, now that most urban crossings are signalized. Its counterpart already in place was also a Milwaukee Road donation to the museum. (Green Bay Press-Gazette photo)



**A STOCKHOLDER STUDIES HIS PROPERTY.** As an investor in two shares of Milwaukee Road stock (bought with money saved from his allowance), eight-year-old David A. Hachmeister of Chicago received a copy of the company's annual report to stockholders, whereupon he set out to see some of the property in which he has an interest. A highlight of the tour, on which he was accompanied by his father, State Representative Albert W. Hachmeister, was an inspection of an Olympian Hiawatha train, in which they are pictured consulting Waiter James Tate about a selection from the diner menu. The stockholder's report, which David used for reference, is on the table. The Hachmeisters, father and son, are model train fans.





**GEARING FOR THE CHALLENGE OF THE '60S**, The Milwaukee Road accepts a delivery of the first unit of an order for 100 flat cars placed this year with the United States Railway Equipment Co. Pictured at that company's Blue Island, Ill., plant are, from left: J. E. Goodwin, vice president of United States Railway Equipment; the Milwaukee Road's Vice President-Traffic W. W. Kremer and Chief Purchasing Officer V. E. McCoy; Harvey Kaplan, secretary of the equipment company; President William J. Quinn of The Milwaukee Road; Stanley Kaplan, vice

president, United States Railway Equipment; Milwaukee Road Vice President-Operation F. G. McGinn and General Superintendent Transportation V. P. Sohn; E. J. England, executive vice president, United States Railway Equipment; G. A. Wendt, material inspector for the Road's test department; and S. Fesus, assistant vice president, J. Smoter, shop superintendent, and Sheldon Kaplan, vice president, of the building company. The flatcars, to cost \$1,150,000, are of the 60-foot 70-ton capacity type for which there is a heavy demand by shippers.

**OUR NORTH WEST SALES FORCE**

at a regional staff meeting conducted by the traffic department in Seattle this spring. W. D. Sunter, general freight traffic manager, sales and service, is presiding. At the speakers' table are, from left: R. T. McSweeney, foreign freight traffic manager; T. H. Desnoyers, director of traffic research; D. O. Burke, superintendent of the central freight service department; H. J. McKenna, freight traffic manager, rates and divisions; E. W. Chesterman, manager rail-highway sales; William Wallace, general passenger traffic manager; P. J. Cullen, assistant general traffic manager, sales and service; W. W. Kremer, vice president-traffic; F. G. McGinn, vice president-operation; V. P. Sohn, general superintendent transportation; G. H. Kronberg, traffic manager, and L. J. Kidd, assistant traffic manager, Seattle; and George Neu, assistant traffic manager, San Francisco.



**WORLD'S LARGEST "LUMBER JACK"**. For contrast in size, S. J. Cloke, traveling freight and passenger agent at Missoula, Mont., posed with the world's largest log handling machine when it moved recently over The Milwaukee Road from the factory in Portland, Ore., to the Anaconda lumber department plant at Bonner,

Mont. The 300 horsepower loader, weighing 115,000 pounds and with "high and wide" dimensions, was handled on two flatcars. Its steel jaws open to 9 feet and are capable of grasping an entire 80,000-pound carload of logs in one swoop. (Russell photos)





# MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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**1935-1960.** On May 29, The Milwaukee Road celebrated a proud achievement—the silver anniversary of its Hiawatha streamlined passenger train service between Chicago and the Twin Cities. At all key cities along the 421-mile route, the event was observed with a dash reminiscent of the fanfare which accompanied its inauguration on May 29, 1935, including the presentation of appropriate mementos to the traveling public. Symbolic of the past and the future are these pictures of an original Hiawatha, the country's first steam powered streamlined passenger train, and the Super Dome train of the present.

