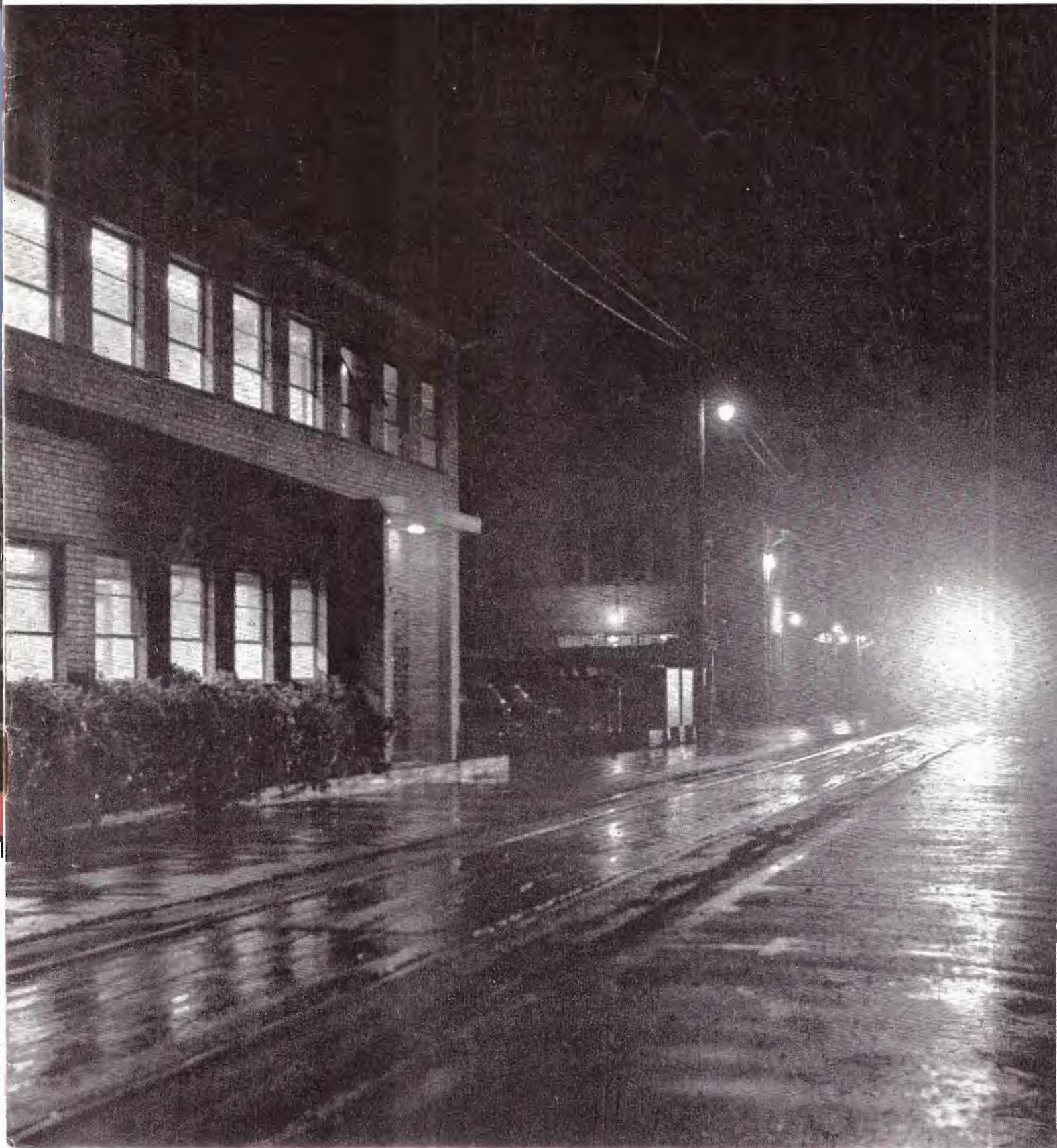


**THE
MILWAUKEE ROAD
MAGAZINE**

**february
1958**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



THE
MILWAUKEE ROAD
MAGAZINE

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• Briefly Noted •

DURING 1957 Milwaukee Road freight loadings declined 5.5 per cent under 1956 to a total of 1,302,439 cars, and revenue passenger-miles declined 13.8 per cent.

Operating revenues amounted to \$254,027,186, of which freight accounted for \$212,469,079, or an increase of \$2,749,384. This freight revenue increase of 1.3 per cent came about largely as a result of rate increases which went into effect during the year. Passenger revenues totaled \$15,415,391, a decline of 10.2 per cent, while revenues for other services amounted to \$26,142,716, a decrease of 3.1 per cent.

Operating expenses amounted to \$208,178,811, which was a decrease of 1.2 per cent under 1956. This resulted in an operating ratio of 82.0 compared with 83.0 in 1956.

Net income after deductions for fixed and contingent charges and miscellaneous items decreased 6.7 per cent. to \$7,916,348.

IT BEETS ALL. A 38-pound sugar beet grown last summer a few miles from Othello, Wash., in the Milwaukee Road's Columbia Basin territory may prove to be the world's largest. Estimates were that, alone, it could be processed into about five pounds of sugar. On the farm which produced the big beet, 48 acres of sugar beets yielded an average of 36 tons per acre, or about 12 tons more than the statewide average. The average yield in the United States last year was 17.4 tons per acre.

NOW . . . PACKAGED GEAR LUBE. The engine house mechanic who used to go to a steel drum and dip out a

pint of lubricating grease to put into the traction motor gear cases on diesels now takes it off a shelf where it is neatly stacked in polyethylene bags, each containing one pound. At least that is the way it is being done at Bensenville, Western Avenue in Chicago, and at Milwaukee Shops, where the new method is under test. The gears chew up the bag and the heat more or less dissolves it. ". . . Sort of like the casing of a capsule," the locomotive experts explain.

AN AAR RESEARCH V. P. The growing importance of railroad research is indicated by the appointment by the Association of American Railroads of a vice president in charge of research, effective Jan. 1. William M. Keller of Chicago, who holds this new position, will direct AAR research activities in the engineering, mechanical and electrical fields, and will have supervision over the research of the engineering and mechanical divisions and other AAR sections.

MINNESOTA CENTENNIAL TRAIN. Biggest project of Minnesota's 1958 centennial celebration will be an eight-car train similar to the 1948 national Freedom Train which will visit 97 communities on a 4,000-mile itinerary during the spring and summer. The rolling museum will house educational and historical exhibits relating to the state's past, present and future. As one of 10 railroads which are providing the equipment, The Milwaukee Road will soon furnish some equipment, as well as train crews and locomotive power, while

The Cover

"RAIN, one degree above sleet, was slashing at the station platform," wrote Henry B. Comstock of Popular Science Monthly in describing the visit which he and Photographer Bob Borst made to Perry, Ia., in connection with the preparation of an article about the Milwaukee Road's Iowa Division centralized traffic control system. Entitled "The Robot that Runs a Railroad," Mr. Comstock's well-written and informative article appears in the February issue of that magazine. The cover picture, taken by Mr. Borst last October, shows the west-bound Streamliner City of San Francisco pulling to a midnight stop at Perry. At left is the attractive new division headquarters building, where the CTC board which controls the division's 330 miles of main-line is located.

the train is on our tracks, and police protection for visitors and spectators at exhibition points. The tour will originate on the Milwaukee, starting Apr. 20 at Winona, which was the first community to receive the news of Minnesota's statehood. It will be operated over Milwaukee Road tracks from time to time for a total of about 34 days before ending its tour at the State Fair in St. Paul on Sept. 1.

IMPROVING THE SAFETY SCORE.

The Milwaukee Road's casualty record improved in 1957, with 3 fatalities and 151 reportable injuries, resulting in an estimated casualty rate of 3.08. Compared with the figures for 1956, which were 7 fatalities, 236 reportable injuries and a rate of 4.50, last year's rate bettered that score by decreases of 57 per cent, 36 per cent and 32 per cent, respectively.

WANTED, YOUR RAILROAD ANTIQUES.

Plans for the new National Railroad Museum to be built at Green Bay, Wis., have passed the blueprint stage, and construction will soon start on a \$360,000 structure. Meanwhile, the museum is interested in negotiating with owners of antique engines, cars and other equipment to exhibit their time-honored railroadians. The idea of the museum was conceived by the late Maj. Gen. Carl R. Gray Jr., a Wisconsin who headed the military railroad service in World War II, and who outlined the plans in his will. Since his death in 1955, the project has been advanced by the Wisconsin Historical Society. Financial support has come from the city of Green Bay, which donated a 22-acre site and about one-third of the cost, and from individuals and groups, including many Wisconsin units of the railroad brotherhoods. The Milwaukee Road donated a steam locomotive. The museum will be maintained by retired railroad people.

A MATTER OF 166.7 PER CENT.

Figures for 1957 were not ready when this was written, but in 1956 the railroads paid an average of \$115.38 a ton for the new rail it laid. In 1941 the new rail they laid cost an average of \$43.26 a ton. In 15 years the cost had increased 166.7 per cent, although the average revenue received by the railroads for carrying a ton of freight one mile increased only 48 per cent between 1941 and 1956.

February, 1958

In an Editor's Backyard THE ROMANCE OF RAILROADING



A recent issue of TRAINS magazine carried an article entitled "Confessions of a Train-Watcher," in which its editor, David P. Morgan, pondered "what there is about a railroad that will make a man forsake the comfort of home, the conventionality of friends." The article spells out a great deal more than one man's interest in the railroads. It is a thoughtful and thought-provoking comment on what makes the railroads so very important to America. With Mr. Morgan's permission, a brief portion of that article is reprinted here.—Ed.

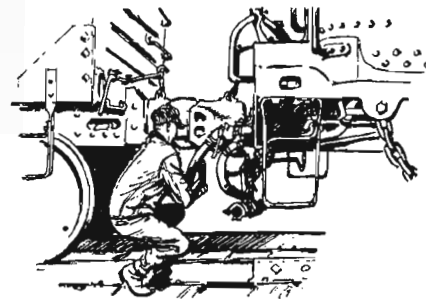
"... So the virtues of the industry, some esthetic and some not, made it seem inviting..."

"Like what? Well, like the inherent nature, flexibility, and productivity of the railroad, particularly on this continent. For example, The Milwaukee Road has a freight house only a few hundred feet from the back door of my apartment. It looks local, suburban, small time; to most people it *is* local. Yet Milwaukee Road could spot virtually any one of the nation's 1,700,000 freight cars at that house; it could be loaded with virtually any material or product known; and that car could move without restriction to virtually any of 56,700 freight stations strung out along 222,000 route-miles of railroad in the U.S. as well as thousands of other sidings in Canada, Mexico and Cuba. The railroads have a very mild word for this transport phenomenon; they call it simply "interchange." It means a common 4-foot 8½-inch gauge and standardized dimensions, air brakes, safety appliances, couplers, etc., not to mention rules and regulations covering all the paperwork involved—the waybill, per diem, switch lists, etc.



"In a sense, all of the physical plant of railroading is connected to and at the disposal of the shipper who uses that freight house behind my apartment. Cascade Tunnel, Conway Yard, Dotsero Cutoff, the energy of 26,000 diesel units, the talents and muscle of more than a million men and women—all right there in my back yard, as near as my phone. And I find this interesting and vital and praiseworthy. The other night as I was driving out to that apartment, I paced a westbound Milwaukee Road time freight—three F7's leading 70 or more cars along at a sprightly 35 miles per hour. Naturally the raw, bold drama was present, the chanting V-16's, the solid roll and sway of train tonnage following obediently along—coupler locked in coupler, flanges held in check by rail width of precise dimension.

"Skip the importance for the moment; what is essential need not be exciting. And yet I *do* find this exciting, far more thrilling in fact than the Braves in the ninth or Mr. Greco's dancers or even—no, no, not music, for it has too much in common with the logic and harmony of railroading to bear comparison."



The Nation Hears



The Railroads

THE Senate Surface Transportation Subcommittee, of which Senator George A. Smathers of Florida is chairman, began hearings in Washington on Jan. 13 to look into the railroad situation and its effect on "the national transportation picture." The president of the Association of American Railroads and more than 20 railroad executives appeared before the subcommittee during the week-long hearings, each presenting his views regarding steps which should be taken to put the industry on a sounder basis.

Addressing the Northwest Shippers Advisory Board and the Traffic Club of Minneapolis a few days later, President William J. Quinn referred to these hearings in calling attention to what he characterized as a growing public awareness of the fact that the railroads are indispensable to a healthy economy.

"There are many signs," he said, "that public opinion is crystallizing along these lines."

Few of those signs have been as evident, and certainly none has commanded

as much attention on the part of the press, as has the testimony given before the Senate subcommittee by the rail executives.

In opening the hearings, Senator Smathers called attention to President Eisenhower's program to up-grade the national defense system.

"He has asked the people of America for a strong military posture and a strong economy," Senator Smathers said. "Both of these goals demand a strong transportation system operating at peak efficiency."

"... The railroads," the senator continued, "still remain as the bedrock of transportation—vital to a vigorous and healthy industrial economy. For as late as 1956 the railroads carried the equivalent of 48 per cent of all American freight, and 35 per cent of the nation's [common carrier] passenger traffic."

A.A.R. President Outlines Congressional Action Desired by Railroads

DANIEL P. LOOMIS, president of the Association of American Railroads, the first witness to address the Senate Subcommittee on Surface Transportation at the hearings in January, urged Congress to take the following action:

1. Remove restrictions that have been imposed upon the entry of railroads into motor and water transportation and upon the entry of any surface carrier into air transportation.
2. Allow increased freedom in the making of competitive rates as between different forms of carriage so each mode will find its proper economic place in the over-all transportation picture.
3. Correct abuses by pseudo-private carriage that is actually for-hire transportation and should be acknowledged and regulated as such.
4. Limit the scope of the agricultural exemption under which motor carriers escape regulation when transporting agricultural commodities, fish and livestock.
5. Give the Interstate Commerce Commission jurisdiction in the field of discontinuance or consolidation of train service and stations.
6. Repeal the wartime-imposed federal excise taxes on for-hire transportation (3 per cent on freight and 10 per cent on passenger fares).
7. Enact legislation that would give equitable and realistic tax treatment to the retirement and replacement of railroad facilities.
8. Impose adequate charges for the use of publicly provided transportation facilities such as highways, improved waterways, airways and airports.

"Many of the most important and most vexing problems confronting the railroads today stem directly from governmental transportation policies and practices", Mr. Loomis declared. These problems require direct Congressional action if they are to be solved. He called on Congress for "prompt curative action".

Hearings Have Acquainted People With Rail Problems, Mr. Quinn States

Continuing his comment before the Minneapolis group regarding the Senate subcommittee hearings, Mr. Quinn remarked that they have brought to the attention of millions of newspaper readers throughout the nation all facets of the railroad problem.

"Just by way of illustration," he said, "let me elaborate a little on three of those facets which were pointed out to the Senate subcommittee by The Milwaukee Road.

"First, the 3 per cent transportation excise tax on freight. We showed the Smathers committee that this tax is a strong deterrent to routing West Coast Canadian traffic via long-haul United States routes, including The Milwaukee Road. We cited the case of forest products originating in British Columbia, and destined for United States points, which are being diverted away from our railroad and move on Canadian lines to various points along the border. In some instances almost the entire trip is over Canadian lines.

"It was shown that an increasing

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amount of import traffic moving through Tacoma-Seattle and Longview, Wash., destined for Chicago and New York, is being diverted to Vancouver, B. C., and moving over Canadian lines to United States entry ports at Fort Francis, Ont., Portal, N. D., Noyes, Minn., and Buffalo, N. Y., in order to escape the tax.

"We pointed out to the committee that in consequence the government not only loses the 3 per cent tax, but that lower revenues for the American carriers mean less income taxes to the government, while the loss of business contributes to unemployment of American railroad personnel. You can't blame the shipper or receiver for making this saving. As traffic men, you would—and very likely some of you do—take advantage of this situation. We only object to a tax which is here discriminatory and effectively prevents us from successfully soliciting traffic that we could otherwise share.

"We also called attention to how trucks have been capitalizing on the exempt commodity provision of the Interstate Commerce Act which has been extended to include such non-farm items as dressed poultry and frozen fruits and vegetables.

"The Milwaukee Road serves more

packing house shippers than any other railroad. Due in part to this agricultural commodity exemption, fresh meat and packing house products traffic from the Midwest to the state of Washington has shrunk 81 per cent in the period 1954 to 1956. Consequently, the rail lines serving the Pacific Coast, including The Milwaukee Road, have suffered heavy losses. In striking contrast, truck shipments from the Midwest to the West Coast have increased several hundred per cent."

Passenger Deficits Discussed

The statement on behalf of The Milwaukee Road before the Senate subcommittee was made by John P. Kiley, recently retired president, and now consultant, who also commented on the relationship between passenger deficits and the practices of state commissions having jurisdiction over railroad operations within the various states.

He cited as an illustration a train which the Milwaukee is obliged to operate a distance of six miles in each direction for a handful of passengers and which shows a loss of \$25,000 annually. The railroad petitioned the state commission involved for relief 26 years ago,

and although the commission conceded that the train operated at an out-of-pocket loss, it directed the railroad to continue the train in service. Relief from this burden has still not been granted.

At the conclusion of the hearings on Jan. 17, Senator Smathers paid sincere tribute to the railroad executives who had testified before the subcommittee.

"It is obvious," he said, "that they know what they are talking about.

". . . The railroads, once the dominant, overpowering segment of our nation's transportation, no longer occupy that position . . . They are no longer an awesome monopoly, but they are still essential to this nation's economy in peace as well as in war.

"A new attitude is essential if we are to solve this problem of the railroads. This is necessary, for more—much more—than just the railroads is involved. Our nation's economy, our nation's welfare and future are, and must be, our final consideration."

It was planned that the second phase of the hearings would be held in February, at which time representatives of the motor carrier industry were to testify. Other segments of the transportation industry will be heard later in the congressional session.

" . . . The need is great—the cry is urgent—and the time for constructive action is now."—Senator George Smathers.



the value of HUMAN RELATIONS

IN the work of the Milwaukee Road purchases and stores department it is necessary that we satisfy our top management, all of our various using departments, our accounting department, and our traffic department. And we must try to satisfy our suppliers as to our fairness in the allocation of business. Incidentally, we have our own personnel problems also, inasmuch as we have a fairly large number of employees.

If anyone were to ask me what our principle problem is, I believe there would be no disagreement if I said that it is people. For dealing with people is our biggest job, and the diversity of viewpoints expressed by all the ones we come in contact with is amazing.

When you deal with the hopes and ambitions of so many human beings you certainly can run into a lot of emotional reactions.

Have you ever considered the basis used by most of us for making decisions?

Consider this from the standpoint of pure reason versus pure emotion. What percentage of our decisions would you say are based on emotion as compared to reason? You may be surprised to know that the best estimate of qualified specialists in this field is that not less

The accompanying article is taken from an address delivered recently by V. E. McCoy, chief purchasing officer of The Milwaukee Road, before the Railway Supply Group, meeting in Chicago. Although the title of the original presentation was "The Value of Human Relations in Purchasing and Stores Operations," the principles discussed by Mr. McCoy are sufficiently universal as to apply to virtually everyone on the railroad.

than 75 per cent of our decisions are made on the basis of emotion and only 25 per cent on the basis of pure reason.

Certainly this puts a new light on the importance of controlling our own emotions and learning as much as we can about how to control emotion in others so that we can reason with them and rationalize our actions.

What, then, do we do about it? How do we handle our human relations?

Our department's approach to the problem was through a training course in human relations which teaches how



V. E. McCoy, chief purchasing officer

to handle contacts with others so as to be acceptable to them.

In our work we try always to look at things and to present ideas from the other fellow's viewpoint. It is hard work at first, but once you learn, it is fun and it certainly is effective in saving time and money. We spent three hours a night each week for a year and got some of the rudiments. And, since we never become perfect, we continue to try to improve our application of the principles involved. We still have a long way to go. What we learn in this course is that words are *tools*. Put together in certain combinations you get certain results. Put them together another way and the result may be the exact opposite. We learn the right order in which to present ideas and the right combination for presentation that many years of experience has shown will be most effective for our purpose.

Getting words in proper order is like the fellow who went to a minister and asked, "would it be all right for me to smoke while I pray?" The minister was horrified at his temerity, and told him in no uncertain terms how he felt about such sacrilege.

But the man wasn't satisfied so he went to another minister and asked, "would it be all right for me to pray while I am smoking?"

The minister said, "certainly, it's a good idea to offer a little prayer occasionally no matter what you are doing."

You see it was just a matter of the order in which the words were arranged that made the difference.

The first thing we learn is that everyone feels he is important and that he should be recognized as an individual. If we are going to get along, we must find ways of letting the other fellow know that we recognize his importance.



This picture, which appeared in the Magazine in July, 1952, in connection with an article regarding the course Mr. McCoy discusses in the accompanying article, shows some of the purchasing department personnel during one of the course sessions. Standing are Mr. McCoy (left) and R. D. Hayes, instructor. The chart bears an outline for a discussion of the "Listener's Viewpoint."

So, putting first things first we learn to try consciously to let the other fellow know right at the start of any contact with him that we do sincerely respect his importance and we do this in a number of ways. The expression on our face is important. The amount of attention we pay him is a factor. We must give him undivided attention if we are sincere in the matter.

The second thing that matters to our listener is whether or not we will consider his viewpoint. He needs some assurance on our part that we will give some earnest attention to his thoughts and to his views. We do this in various ways—for instance, a few interested questions may be very effective.

Then we are ready to give and to receive benefits and to consider the things that produce these benefits or which guarantee that benefits will be realized. We develop special ways of presenting these benefit ideas and we prove by demonstrating the soundness of our idea that these benefits will be received.

This may sound like an act of some kind, but it really isn't. Think about the men you have known. I am sure that you can think of one outstanding man who is very well thought of by everyone and who has made an outstanding success of his life. Probably he is the "one in a million" person who does things right through natural ability. In this training course we have simply studied these fellows' methods and charted their operations in such a way that we can understand how and why they are effective and by working a bit at it we can improve our own batting average a great deal.

We have found out that these things work out in our contacts with our own people and also with everyone else. We feel that we have made money for our company through application of these principles and we have made friends while doing it.

It is not possible for me to condense a year's training into a five-minute talk, so I will give you one of the basic principles. It is over-simplified so much that it is dangerous; it is almost too pat to be understood. However, if you think deeply about it . . . live it . . . believe in it . . . act on it every waking moment, I am sure you will agree that it can be of immeasurable value to you and make you even more successful.

It is the Golden Rule—*Do Unto Others As You Would Have Others Do Unto You.*

February, 1958

COMMENTS FROM OUR CUSTOMERS



"The most agreeable recompense which we can receive for things which we have done is to see them known, to have them applauded with praises which honor us."
—Moliere

AN EXCELLENT HOST

"Recently Mrs. Graham and I had the pleasure of a trip to Seattle on the Olympian Hiawatha. Going and returning, it was delightful in all respects.

" . . . K. T. Wilmot, steward on the diner out of Seattle . . . is a very fine public relations man and did an outstanding job of making passengers feel at home. His comments on spots along the route were most interesting. The food was fine, the service excellent, and even if they had not been, Wilmot would have made you enjoy it."

C. W. Graham
Tax Agent

The Pennsylvania Railroad Co.
Chicago, Ill.

WITH EVERY COURTESY

"Recently I was on the City of Denver going to Chicago, and while dining with Mrs. Sorensen I saw an elderly gentleman, almost blind . . . who had lost his speaking ability. He came into the dining car with a sack lunch and all he desired was a cup of coffee.

"This was an unusual thing in a dining car, yet I am happy to say that he was treated with every courtesy, and I am sure that none of us enjoying our dinners were treated more graciously. He had to be led to his table.

"I think I saw the notation that the steward on that trip was a Mr. Barger [M. W. Barger, Fox Lake, Ill.]. The waiter was also most considerate."

Carl W. Sorensen
President

Citizens Savings Bank
Denver, Colo.

AN ESCORT FOR JUDY

"Recently I sent my nine-year-old daughter Judith alone to visit her married sister in Madison, and she also returned alone. She boarded and left the train at Glenview.

"When I inquired about reservations, the clerk, upon learning Judith's age, switched me to a special department* where the operator asked many questions about my little one's trip . . . When I put Judith on the train, the trainman

knew all about her, and placed her safely in the hands of her sister in Madison.

"The following day when my older daughter took Judith to the train in Madison . . . to the amusement of all, the conductor turned to Judith and said, "Is your name Judy?" She was thrilled. She also said that about every 20 or 30 minutes a member of the crew would come by and smile or talk to her.

"In summing this up, allow me to say that I was very pleased with your service. I could send Judith anywhere on your line without any fears."

Morse P. Hershfield
Highland Park, Ill.

*The general passenger agent in Chicago, upon being notified of the travel itineraries of unescorted children under 12, alerts railroad personnel en route to watch for them and supervise their safe conduct.

CATTLE COUNTRY COMMENT

"It affords me real pleasure to commend your personnel hereabouts and in Butte for the excellent cooperation and service on the occasion of our recent auction sale, where we sold 3,840 head.

"In August we ordered 40 cattle cars from you, 40 from another railroad, and contacted several truck lines. On the day of the sale, the other railroad failed to produce any cars. There were about six or eight trucks, but all 40 Milwaukee cars were there, and Mr. Noonan showed up before noon with Mr. Straus [T. H. Noonan, traveling freight and passenger agent, and V. E. Straus, assistant general freight and passenger agent, both of Butte] and got 24 more cars that night. Mr. Ullery, the chief dispatcher, tried to get 100 cars (all of which would have been loaded) but through no fault of his, the number fell short. A special train of 40 cars pulled out that night for Illinois, and the other cars were scheduled out on a fast freight the next day.

"Our whole organization—manager, loading manager and loading crew—have asked me to express their appreciation for exceptionally good service under difficult conditions."

D. D. Francis
Bozeman, Mont.



City officials were among the guests who came early and stayed late. Pictured here is Mayor Otto H. Rachals of Green Bay (center) visiting with a Milwaukee Road group consisting of, from left: W. P. Freund, assistant superintendent of the Milwaukee Division with headquarters at Green Bay; Mrs. Peter Larscheid, president of Green Bay chapter of the Women's Club, who organized the party; C. W. Dwyer, Milwaukee Division third district conductor; and Traveling Engineer W. A. Hisman. All employees and retired Milwaukee Road people in the Green Bay area were invited.

"Operation Farewell" at Green Bay

Familiar Landmark Presented to the City



On the evening of Jan. 11 "business as usual" at the Milwaukee Road depot in Green Bay, Wis., differed radically from the ordinary Saturday night routine in that it was conducted in the midst of what looked like a family reunion.

In a way, that's what it was. Responding to an invitation from the local chapter of the Women's Club, 200 active

At the formal transfer of the station to the city on Dec. 17, J. D. Shea, special assistant to vice president-operation, Chicago, turns over a symbolic key to Mayor Otto H. Rachals. The official group pictured here consists of, from left: G. P. Slagle, chief carpenter, Milwaukee; H. C. Minter, division engineer, Milwaukee; Clarence Nier, attorney for the city of Green Bay; Assistant Superintendent W. P. Freund; Mayor Rachals; Mr. Shea; J. A. Jakubec, general superintendent, Milwaukee; K. E. Hornung, architect, Chicago; W. F. Weiland, roadmaster, Green Bay; and M. Garelick, superintendent of the Milwaukee Division, Milwaukee.

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The party was like a large family reunion. Hot plates, coffee pots, tables, coat racks and food were moved into the station. In the main waiting room, the benches were ranged against the wall to make way for dancing to music furnished by an orchestra from the Bay School of Music.



and retired Milwaukee Road people filled the Washington Street depot for a nostalgic get-together which the Women's Club had appropriately designated as "Operation Farewell". It was the last opportunity they would have for such a gathering in the depot, which the railroad was officially presenting to the city as a gift.

In the light of somewhat diminished passenger traffic and a trend toward more efficient and more compact railroad structures, the 60-year-old depot, while in excellent condition, was better suited to uses the City of Green Bay could make of it than it was to the railroad. The tract of land conveyed to the city with the building is bounded on the north by Brooks Street, on the east

by South Washington Street, on the south by a line five feet from the depot wall, and on the west by the station platform.

Beginning Jan. 15, all passenger operations were transferred to the Oakland Avenue station, a newer structure. Likewise, the offices formerly in the Washington Street depot were moved to Oakland Avenue.

"Operation Farewell" was a thumping success. Up and down the line, from Channing to Thiensville, employes came early and stayed late. The benches in the main waiting room had been moved against the wall, and an orchestra from the Bay School of Music gave the crowd what it asked for in the way of dance music. In the baggage room, gallons

of hot coffee and "help yourself" refreshments were available.

Mrs. Peter Larscheid, president of the Women's Club at Green Bay, organized the affair. Others who helped included W. M. Freund, assistant superintendent of the Milwaukee Division, and Mrs. Freund, Traveling Engineer W. A. Hisman, Division Storekeeper J. M. Brennan, Car Foreman J. F. Palmer, Conductor Harry Helgerson and Mrs. Helgerson, and Chief Clerk J. T. Phillips.

President W. J. Quinn took the opportunity to greet the many Milwaukee Road people present in a letter which was read at the party. In it he expressed the opinion that the donation of the depot to the city is another evidence of the changing character of the railroad industry. "As we look toward the future of railroading", he wrote, "we find its needs changing constantly, and it is encouraging to see that this fact is understood and accepted in an optimistic spirit.

"I recall Mr. Kiley writing something about this not long ago when the Boilermakers' lodge in Green Bay, which had disbanded early in 1957, observed its golden anniversary in June with a banquet which was in the nature of a memorial ceremony marking the vanishing age of steam. He referred to the 'progressive attitude' which he had observed among Green Bay people with respect to changes as they come about on the railroad. I am happy to learn that this attitude still prevails."

The deed to the station property was officially conveyed to the city authorities on Dec. 17. Plans call for it to be used by the municipal recreation department and the Little Theater group.



A buffet lunch set up in the baggage room hit the spot as the evening went on. Refreshments were of the "just help yourself" type. Steaming coffee—gallons of it—sandwiches with all the trimmings they could take, and a choice of cakes.

appointments

Division Consolidations Announced

AN operating department announcement dated Jan. 6 stated:

Effective Jan. 16, that part of the Idaho Division, Othello to and including Malden, will be merged with and become part of the Coast Division. This includes Moses Lake and Marcellus Lines. That part of the Idaho Division, Malden to Avery, including Spokane; Manito to Plummer Jct.; Dishman to Met- aline Falls; McGuires to Coeur D'Alene; St. Maries to Elk River, will be merged with and become part of the Rocky Mountain Division.

The Coast Division will have supervision of our trains operated on the Union Pacific tracks Spokane to Marengo, and the Rocky Mountain Division will have supervision of our trains operated on the Union Pacific tracks Spokane to Manito.

That part of the Rocky Mountain Division, Harlowton to Agawam, to Winnett, Roy and Winifred, including Harlowton yard, will be merged with and become part of the Trans-Missouri Division.

Also on Jan. 6, an announcement from the operating department stated:

Effective Jan. 16, the office of superintendent at Terre Haute, Ind., will be abolished. The Terre Haute Division will be under the supervision of the superintendent of Chicago Terminals with headquarters at Bensenville, Ill. The chief dispatcher's office at Terre Haute, Ind., will be continued.

Traffic Department

Effective Feb. 1, 1958:

W. D. Sunter is appointed general freight traffic manager, sales and service, with office at Chicago, following the retirement of J. M. Cunningham. Mr. Sunter, a native of Chicago, entered Milwaukee Road service in 1919, starting in the Chicago freight traffic department in which he was later promoted to chief clerk. In 1944 he was appointed assistant to general freight agent, rates and divisions, and in January, 1955 assistant freight traffic manager sales and service.

He became freight traffic manager on Jan. 1, 1956.

E. W. Chesterman is appointed freight traffic manager, sales and service, with office at Chicago, succeeding W. D. Sunter. Mr. Chesterman has been with the Road in Chicago since 1924, starting in the freight rate department. Starting



W. D. Sunter



E. W. Chesterman



G. L. Wood



R. G. Scott

in 1948 he served as assistant general freight agent, rates and divisions until 1955 when he was appointed assistant to vice president-traffic. Since last July he has been assistant freight traffic manager, sales and service.

Effective Jan. 1, 1958:

L. J. Barbeau is appointed city freight agent at Philadelphia, Pa., following the retirement of S. C. Webster. Mr. Barbeau has been with the Road since 1950, serving as traffic representative in Washington, D. C., since Mar. 1, 1953.

R. L. Ashe is appointed traffic representative at Washington, D. C., succeeding L. J. Barbeau. Mr. Ashe has been a member of the Washington traffic office staff since March, 1948.

Mechanical Department

Effective Jan. 16, 1958:

G. L. Wood is appointed superintendent, car department, following the death of C. E. Barrett. Mr. Wood started his service in 1936 at Milwaukee Shops where he served an apprenticeship. Subsequently he was car foreman at Mitchell, S. D., assistant car shop and wrecking foreman at Minneapolis, also general car foreman there, assistant district general car foreman at Savanna, and assistant shop superintendent in Milwaukee. For the past year he has been district general car foreman at Minneapolis.

Operating Department

Effective Jan. 16, 1958:

R. G. Scott is appointed assistant to general manager with headquarters at Seattle. Mr. Scott started with the Road in Ottumwa in 1928 and subsequently was roadmaster at various points, trainmaster in Milwaukee, Spokane, Aberdeen and Marion, and assistant superintendent in Green Bay. Since June 1, 1956 he has

been superintendent of the Idaho Division.

W. F. Bannon is appointed assistant superintendent of the Coast Division with headquarters at Tacoma. Mr. Bannon has been with the Road since 1941 and has served as trainmaster at various locations, and as special assistant to vice president-operation. Since Nov. 1, 1956 he has been assistant to general manager Lines West.

R. C. Schwichtenberg is appointed assistant superintendent of the Rocky Mountain Division with headquarters at Spokane. Mr. Schwichtenberg, an employe of the Road for 32 years, has been trainmaster with headquarters in Tacoma since 1950.

Correction

An error was made in the January issue with respect to the assignment of W. W. Henderson, and that of W. N. Bittner was omitted. The announcement should have read as follows:

W. W. Henderson, master mechanic at Savanna, Ill., will, in addition to his present duties, have supervision over locomotive department matters on the Madison Division, except Madison, Wis.

W. N. Bittner, shop engineer at Milwaukee shops, will in addition to his present duties, have supervision over the Milwaukee wheel and forge shops and Tomah shop.

R. L. Martin is appointed trainmaster of the Coast Division with headquarters at Othello, Wash. Mr. Martin, who has been with the Road for 15 years, was most recently trainmaster of the Idaho Division with headquarters at St. Maries.

N. H. McKegney is appointed superintendent of Chicago Terminals with headquarters at Bensenville, Ill., succeeding F. J. Kuklinski, transferred. Since starting with the Road in 1938, Mr. McKegney has been a yardmaster and trainmaster, and assistant superintendent of the D&I and Trans-Missouri Divisions. He was promoted to superintendent at Miles City in July, 1956 and to superintendent at St. Paul in January, 1957.

F. J. Kuklinski is appointed superintendent of Twin City Terminals with headquarters at St. Paul, following the transfer of N. H. McKegney. Mr. Kuklinski, who has been with the Road since 1929, has been a yardmaster, trainmaster of the Milwaukee Terminals, and assistant superintendent of the Twin City and Chicago Terminals. He was appointed superintendent of the Chicago Terminals in February, 1957.

R. F. Fairfield is appointed assistant superintendent of the IM&D Division with headquarters at Austin. Starting in 1936, Mr. Fairfield has been yardmaster, trainmaster at various points, assistant superintendent in Sioux City and Bensenville, and superintendent of the Twin City Terminals. For the past year he has been superintendent of the Terre Haute Division.

J. J. Nentl is appointed assistant superintendent of the Terre Haute Division with headquarters at Terre Haute. Since coming to the Road in 1935, Mr. Nentl has been trainmaster, assistant superintendent at Aberdeen, Miles City and Dubuque, and most recently on the D&I first district at Savanna.

P. Bridenstine is promoted to assistant superintendent of the D&I Division first district with headquarters at Savanna, Ill., succeeding J. J. Nentl. Starting in 1938 as an agent-telegrapher, Mr. Bridenstine has served as dispatcher, assistant trainmaster and trainmaster at various locations. Most recently he has been trainmaster of the Terre Haute Division at Terre Haute.

E. A. Duszak is appointed trainmaster of the Chicago Terminals with headquarters at Bensenville, Ill., succeeding R. C. Lewin. Mr. Duszak has served as trainmaster for the past two years on the IM&D Division at Austin.

J. E. Ryan is appointed trainmaster of Milwaukee Terminals with head-

Clarence E. Barrett

C. E. BARRETT, superintendent of the car department at Milwaukee Shops, passed away suddenly on Jan. 5. Funeral services were held in St. Paul's Church in Davenport, Ia.

Clarence Barrett was born in Manson, Ia., on Nov. 4, 1893 and started his Milwaukee Road service in 1912 as a clerk at Manilla, Ia. For about five years he was a carman and inspector before being promoted to car foreman at Manilla in 1918. In the latter capacity he also served at Savanna, Nahant and Davenport. In 1942 he was appointed general car foreman at Minneapolis, and in 1945 district general car foreman there. He also served in the latter position at Tacoma (1947-1953). His appointment as assistant superintendent of the car department in Milwaukee on Jan. 1, 1954 was followed by his promotion to department head in October of that year.

Mr. Barrett was vice president of the Car Department Officers Association, a member of the Northwest Carmen's Association, and of the Loading Rules Committee of the Association of American Railroads. He is survived by his wife, Lillian; three daughters, Mrs. Leone Murphy of Racine, Wis., Mrs. Lois Carron of Davenport and Mrs. Betty Wilder of Hopkins, Minn.; a son, Dr. C. F. Barrett of Davenport; four

quarters at Milwaukee, succeeding H. J. Mahoney, transferred. Mr. Ryan was most recently trainmaster on the Terre Haute division at Faithorn.

H. J. Mahoney is appointed trainmaster of the H&D Division with headquarters at Aberdeen, S. D., succeeding E. J. Lynam. Mr. Mahoney has served for the past year as trainmaster of the Milwaukee Terminals.

Engineering Department

Effective Feb. 1, 1958:

K. L. Clark is appointed division engineer of the D&I Division with headquarters at Savanna, following the transfer of E. C. Jordan to Minneapolis as assistant division engineer, IM&D Division. Mr. Clark has served since June 1951 as principal assistant engineer. Mr. Jordan was formerly at Minneapolis as division engineer.

W. C. Whitham is appointed division engineer of the H&D Division with

brothers, three sisters and 10 grandchildren.

Michael J. O'Brien

MICHAEL J. O'BRIEN, assistant to the chairman of the board, died on Jan. 1 as he was en route to church services in his home town of Libertyville, Ill. He was 68 years of age.

"Mike" O'Brien was a native of Dublin, Ireland, who had been connected with the railroad industry for most of his working career in this country. He started in the East with the Delaware, Lackawanna and Western, and was also with a line in Minneapolis before coming to our company. Beginning in the accounting department in 1919, he advanced through various positions, including that of assistant auditor of joint facility accounts in 1923, to assistant chief statistician in 1946. He had been assistant to chairman of the board since June 1, 1947.

Funeral Mass was offered at St. Joseph's Catholic Church in Libertyville, and burial was in Ascension Cemetery. Surviving Mr. O'Brien are his widow, Jane; a son, Kevin, of Libertyville; three daughters, Maureen of Minneapolis, Rita of Xavier, Kans., and Mrs. Kathleen Casey, Libertyville; seven grandchildren and two great-grandchildren.

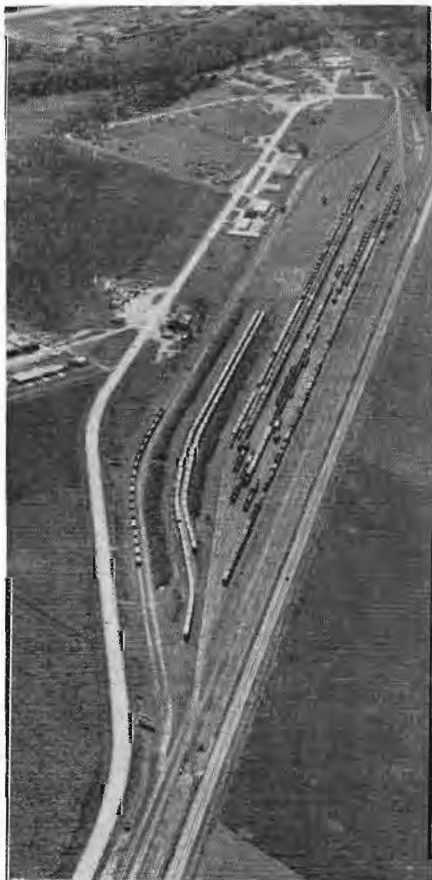
headquarters at Aberdeen, succeeding J. W. McGlothlin who will remain there as assistant division engineer. Mr. Whitham has served as division engineer at Ottumwa, Terre Haute, and since 1950 at Spokane.

R. D. Claborn is appointed division engineer of the Trans-Missouri Division with headquarters at Miles City, succeeding P. H. Geelhart who will remain at Miles City as assistant division engineer. Mr. Claborn has served most recently as assistant engineer in the Chicago engineering department.

Law Department

Effective Dec. 1, 1957:

W. H. Ploeger is appointed assistant general attorney at Seattle, following the retirement of C. F. Hanson. Mr. Ploeger received his law degree from the University of Washington in 1938. He was formerly with the Northern Pacific as commerce counsel.



ABERDEEN, S. D. This long-range view of Aberdeen, S. D., taken in an easterly direction, has been marked to show at a glance both the direction of view and the yards, tracks and other principal facilities. Many of the aerial views now in the industrial department files are being similarly identified as a means of improving their usefulness to that department and others. The large white building in the center is the Cargill elevator, and the winding stream in the foreground is Foote Creek.

Looking at the Railroad

views of the railroad taken from the aerial photo files of the industrial department

WEST YARD, SIOUX CITY, IA. The glistening tops of box or refrigerator cars, loaded gondolas, and other sharply defined equipment make an unusually interesting picture of West Yard in the outskirts of Sioux City, Ia. The view is southeasterly toward the city. In the extreme upper left corner can be seen ground markings of the old roundhouse which has now been taken down.

EDGERTON, WIS.

A beautiful reminder of bright summer weather in Wisconsin is this view of Edgerton, taken in an easterly direction with the track curving toward the south and Janesville. The depot appears in the center, with tobacco warehouses flanking the track on either side. Edgerton lies in Wisconsin's largest tobacco producing area.



ELGIN, ILL. (left) *Flying straight up the Fox River at this point, the photographer caught a detailed view of the city through which the main line west runs due north. The Milwaukee Road line follows the left bank of the river, with the C&NW a little farther up the hill. In the foreground is the National Street bridge with the Chicago and Kimball Street bridges at the top.*

RACINE, WIS. (below). *A view to the south showing the main business district of Racine, with the Milwaukee Road yard and freight house near the center, in the curve of the Root River. The line follows the river and extends easterly at the right side of the picture.*



retirements

during December 1957



General Offices—Chicago and Seattle—Including System Employees

BAUER, MARY A.
Asst. Bureau Head Chicago, Ill.
BAUER, PAUL G.
Bureau Head Chicago, Ill.
DEENY, JOSEPH D.
Janitor Chicago, Ill.
HARPER, SECTION
Porter Chicago, Ill.
JAMES, CHARLOTTE W.
Stenog. Seattle, Wash.
LODGE, OSCAR L.
Clerk Chicago, Ill.
McCORMICK, MARY I.
Clerk Chicago, Ill.
McDANIELS, GRIFFIN
Waiter Chicago, Ill.
RATHVON, HALDEN E.
Draftsman Seattle, Wash.

Chicago Terminals

BRIZZOLARI, JOHN R.
Helper Chicago, Ill.
GREGORY, SHELTON C.
Ex. Gang Laborer Chicago, Ill.
GRUCHALA, JOHN
Carman Bensenville, Ill.
HOLMES, JIMMIE L.
Boilermaker Bensenville, Ill.
MIHU, JOHN
Sec. Laborer Manheim, Ill.
OSWEILER, EDWARD J.
Machinist Bensenville, Ill.
SANDERS, JOHN A.
Carman Chicago, Ill.
SCHLIEP, OTTO J.
Electrician Bensenville, Ill.
WEIPERT, HERMAN J.
Switchman Bensenville, Ill.

Coast Division

FORREST, EDWARD A.
B&B Painter Seattle, Wash.
HJELLE, ROBERT D.
Carman Tacoma, Wash.
KING, FRED M.
Sec. Laborer Hyak, Wash.
LARSON, GLEN R.
Switchman Everett, Wash.
THOMAS, LEWIS A.
Sec. Foreman Mineral, Wash.
THOMPSON, EVERETT C.
Laborer Tacoma, Wash.
WALLITNER, LEO A.
Conductor Port Angeles, Wash.

Dubuque & Illinois Division

HOWARD, MICHAEL E.
Conductor Savanna, Ill.
KAUTMAN, JAMES A.
Boilermaker Helper Marquette, Iowa
NAGEL, JULIUS C.
Loco. Engr. Savanna, Ill.
NORMAN, DON R.
Loco. Eng. Ottumwa, Ia.
OSBORN, MELVIN A.
Mach. Helper Savanna, Ill.

PETERIE, DAVID N.
Bricklayer & Carpt. Chillicothe, Mo.
PILLARD, GEORGE E.
Sec. Foreman Marquette, Ia.
WELLS, EDWARD L.
Switchman Clinton, Ia.
YURCEK, FRANK J.
Cutter Savanna, Ill.

Hastings & Dakota Division

BROPHY, STEPHEN A.
Loco. Engr. Minneapolis, Minn.
FANDREY, HERMAN G.
Loco. Engr. Montevideo, Minn.
GROGAN, BERNARD R.
Ex. Gang Laborer Summit, S. D.
PIATZ, JOSEPH
Laborer Aberdeen, S. D.
SORBY, OSCAR
Loco. Engr. Montevideo, Minn.

Idaho Division

FALCK, RAY C.
Conductor Spokane, Wash.
NASH, ALFRED S.
Loco. Engr. Spokane, Wash.
OSMUNDSON, JOHN
Brakeman Malden, Wash.
WASHBURN, CHARLES R.
Laborer Spokane, Wash.

Iowa Division

HOLLENBECK, WALTER E.
Loco. Engr. Cedar Rapids, Ia.
NIHLEN, NILS E.
Yard Clerk Perry, Ia.
WOLFE, WILLIAM J.
Trainman Des Moines, Ia.

Iowa, Minnesota & Dakota Division

CALKINS, LLOYD P.
Sec. Laborer Spring Valley, Minn.
CARROLL, HARRY L.
Switchman Sioux City, Ia.
COLLTON, WILLIAM H.
Conductor Mason City, Ia.
DOPITA, HENRY
Carman Austin, Minn.
JONES, RALPH P.
Loco. Engr. Austin, Minn.
KIRSCHBAUM, MATTHEW B.
Roadmaster Canton, S. D.
KVIDAHL, CHRISTOFFER
B&B Carpenter Sioux City, Ia.
PAULEY, PETER
Loco. Engr. Austin, Minn.
SCHIRMER, HENRY W.
Switchman Mitchell, S. D.
SPEULDA, HENRY L.
Loco. Engr. Sioux City, Ia.

HOW IT WAS IN INDIANA



a horse he called Jumbo. Later I watched the men who laid the ties and tracks, as the material was delivered by a train which followed closely.

"This road, the Evansville & Richmond, was built by a Mr. Mackey of Evansville and was known as the Mackey System. It was first completed between Westport and Elnora. Westport had the first telegraph office and agent; the second was at Alert. A box car was set out for a depot, and . . . there is where I first got interested in telegraphy.

"When the first regular trains began to run—there were two each way every day—every man, woman and child in these little towns took a beeline down to see them come in. My father wanted to take a ride and bought a round trip ticket, went to Elnora, ate dinner with some friends, and came home the same evening. Someone dubbed the road the 'Eat & Run', and that's about the way it was."

EDGAR TALKINGTON, a long-time Terre Haute Division employe who has turned genealogist since retiring as agent at Westport, Ind., in 1953, is the narrator of the following sidelight on the history of a Milwaukee Road predecessor line in the Hoosier state:

"The railroad was surveyed through my home town, Alert, when I was 12 years old. I still live there in the house where I was born. The grading was done mostly in 1889 and 1890. A large camp of men was located in a forest about a half mile west. I watched them as they made the cuts and grades with hand graders pulled by horses. I can see some of these men now—one had

SWANSON, ELMER S.
Pipefitter Mason City, Ia.
WATERS, JEROME H.
Machinist Austin, Minn.
WHEELER, ALVIN S.
Conductor Sioux City, Ia.
YOUNG, MARK C.
Train Baggage man Sanborn, Iowa

La Crosse & River Division

BUEHLER, MAX
Loco. Fireman Minneapolis, Minn.
FIDLIN, GEORGE H.
Train Baggage man Milwaukee, Wis.
FREDRICKS, FRANK P.
Section Foreman Tomahawk, Wis.
GUIBORD, ERVIN
Brakeman St. Paul, Minn.
JANDA, EUGENE J.
Conductor Portage, Wis.
PERRY, ELMER L.
Loco. Engr. Minneapolis, Minn.
RICHARDS, FRANK
Carman La Crosse, Wis.
RICHARDSON, CLYDE A.
Telegrapher River Jct., Minn.
SCHROEDER, CARL S.
Car Distributor La Crosse, Wis.
THOMAS, WILLIAM V.
Sec. Laborer New Lisbon, Wis.

Madison Division

AMATO, JOSEPH
Laborer Madison, Wis.
HUNTER, ALBERT J.
Carman Janesville, Wis.
TRITTON, WALTER L.
Sec. Foreman Delavan, Wis.

Milwaukee Division

CATLIN, GEORGE F.
Bridge Tender Appleton, Wis.
KINSELLA, CHRISTOPHER T.
Trn. Baggage man Milwaukee, Wis.
OLSEN, CHARLES E.
Agent Operator Hilbert, Wis.
RAEDER, ARTHUR J.
Crossingman Plymouth, Wis.
SCHMIDT, ARTHUR A.
Sec. Foreman Hilbert, Wis.

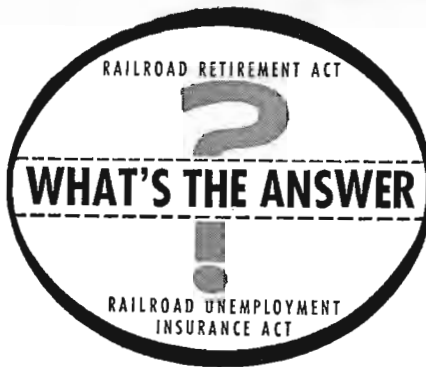
Milwaukee Terminals & Shops

BIGELOW, WALLACE W.
Switchman Milwaukee, Wis.
DAVES, WALTER C.
Sec. Laborer Milwaukee, Wis.
DAVIS, JOHN R.
Machinist Milwaukee, Wis.
GRAHAM, WALTER C.
Switchman Milwaukee, Wis.
JACKSON, ALBERT N.
Trucksmith Milwaukee, Wis.
KRAUSE, JOHN A.
Welder Milwaukee, Wis.
LENCHEK, FRANK
Laborer Milwaukee, Wis.
MORIARTY, MICHAEL W.
Inspector Milwaukee, Wis.
RISCH, FREDERICK W.
Pattern Maker Milwaukee, Wis.
SANIK, MAT
Ex. Gang Laborer Milwaukee, Wis.
SCHEUNEMAN, WILLIAM R.
Painter Milwaukee, Wis.
TELLEFSEN, ALBERT E.
Foreman Milwaukee, Wis.
THIELE, HARRY A.
Carman Milwaukee, Wis.

Off Line

WEBSTER, STEPHEN C.
Frt. Agent Philadelphia, Pa.

February, 1958



Q. How soon after a railroad man stops working and files an application for a retirement annuity will he get his first benefit check?

A. Usually, he can expect to receive his first check within three months for an annuity based on age retirement. Annuities based on total disability take somewhat longer to process. However, when the annuity is awarded, the first check covers the entire period since the

effective date.

Q. Why is the annuity of a male railroad employee who retired before age 65 with 30 years of service reduced?

A. Age 65 is considered the normal retirement age, and the annuities of employees retiring before that age are reduced so that total benefits paid to such employees as a group over their lifetimes are approximately the same as for employees who retire at age 65 on full annuities.

Q. May a railroad retirement annuitant go back to work and still receive his monthly annuity?

A. No retirement annuity is payable for months in which an employee works for a railroad or for his last nonrailroad employer. *There is normally no restriction on other employment.* Also, there is no restriction on the amount of the earnings from such employment, except in the case of an employee who retires on a disability annuity.

Rocky Mountain Division

ADELMANN, WILLIAM A.
Sub. Sta. Opr. East Portal, Mont.
CHRYSTAL, DANIEL M.
Ex. Gang Laborer. Lewiston, Mont.
GOUDGE, HARRY H.
Train Baggage man Deer Lodge, Mont.
HARNACK, WALTER A.
Train Baggage man Deer Lodge, Mont.
PRATT, JOHN O.
Signal Helper Willow Creek, Mont.

Terre Haute Division

ADAMS, ROY C.
Loco. Engr. Terre Haute, Ind.
GRIMES, JOHN R.
Loco. Engr. Terre Haute, Ind.
HARRIS, JOHN E.
Conductor Terre Haute, Ind.
SWAYZE, TALMAGE
B&B Carpenter Terre Haute, Ind.

Trans-Missouri Division

JUBIN, RAYMOND G.
Conductor Miles City, Mont.
STEIN, ERNEST G.
Loco. Engr. Harlowton, Mont.
WELLEMS, PETER N.
Loco. Engr. Miles City, Mont.

Twin City Terminals

BOUGETZ, ANDREW
Switchman Minneapolis, Minn.
BUNDY, JALMER
Carman Minneapolis, Minn.
DONAHUE, JOHN F.
Switchman Minneapolis, Minn.
GREGOIRE, GEORGE C.
Operator Teleg. St. Paul, Minn.

HOLTE, ELMER W.
Carman Helper Minneapolis, Minn.
NOVAK, JOHN
Ex. Gang Laborer Minneapolis, Minn.
RODIN, CARL W.
Carman Minneapolis, Minn.
ROY, LOUIS E.
Mach. Helper Minneapolis, Minn.
SCHECH, FRED P.
Machinist Minneapolis, Minn.
TANGEN, ANDERS B.
Carman Minneapolis, Minn.
ZUBICK, TONY
Sec. Laborer Minneapolis, Minn.



WOOD MILL FOREMAN RETIRES. Retiring at the beginning of the year with 46 years of service, all at Milwaukee Shops, Wood Mill Foreman A. E. "Al" Tellefsen is pictured leaving with the good wishes of J. J. Drinka, shop superintendent of the car department. Mr. Tellefsen started in the locomotive department and was later employed in the drafting room before he was promoted to foreman of the foundry in 1928. Since then he has served in various supervisory capacities in the foundry, pattern shop and mill.

How to Manage Your Money



WHEN Mr. Cashencary wants a new car, some furniture or an appliance, he saves until he has the price, then trots to the store and buys. Sometimes he has to wait months—even years—but he doesn't owe a cent. His neighbor, Mr. Cuff, virtually lives on credit. He is paying off his 1956 car, a washing machine bought last year, a new TV set and a package cruise he and Mrs. Cuff took for their 1957 vacation. His paycheck is tied up for months in advance.

Who's the wiser buyer? They're *both* wasting money! Cashencary, a salesman, could add substantially to his income if he had a car. Cuff's cruise was a luxury he couldn't afford. If you're going to use credit instead of letting it use you, you have to know what you really want and need.

Businessmen, who have to plan the future on the basis of the past, keep records to pin down the pennies that roll so quickly into dollars. You can plan your own spending better, and save on your income tax in the bargain, if you take a tip from businessmen and *pay as little as possible by cash*.

1. **Pay by check.** The small charge is worth the bookkeeping and gives you a receipt you can use to prove a tax deduc-

tion. And it's safer than carrying money in your wallet.

2. **Use credit cards.** A gasoline credit card, for instance, automatically totes up what you spend for operating your car, besides helping you decide whether the amount is in line.

Sound Credit Uses

There are six acceptable reasons for using credit, say experts.

1. **Emergencies.** An accident, illness or disability may necessitate borrowing money to pay a medical bill. Ditto for big unexpected repair jobs.

2. **Necessities.** It is reasonable to assume a debt for a necessity, say a new refrigerator, or a semi-necessity (a sewing machine).

3. **Forced Savings.** If you have to meet payment deadlines, you're apt to do it. But if you take from your savings to buy a car, for instance, you're less likely to rebuild your bank account. Credit obligations can be good discipline.

4. **Convenience.** Charge accounts offer the ease of making one payment for various items, besides giving you a built-in record of expenses and receipts in the form of cancelled checks.

5. **Durable Goods.** If the money is spent on something lasting (a car, or

Many people forget that spending on credit costs money and that eventually they must repay what they owe. In planning a credit program, use charge accounts as a convenient way to shop without carrying cash. Don't use them to spend next month's pay.



another room for the house), it's okay. Durable goods can be resold, traded in. But if it's marked for something fleeting like a wardrobe for a week end, watch out. Credit for such buying is often a cover-up for impulse buying and bad budgeting.

6. **Capital Goods.** If you're going into debt for something that will add to your income, it's worth it. A car, a sewing machine or a freezer can sometimes pay their own way.

Set a Limit

Credit costs money, so don't over-extend yourself. A good rule of thumb is, keep the amount you owe not much beyond 20 per cent of your income. Go much above that ceiling and you're heading for trouble. One way of keeping the lid on is to set a minimum down payment in your mind. Say to yourself, "I'm not buying this or that until I can plunk 20 per cent—or 25 or 30 per cent—of the cost on the counter". It's best to make the down payment as large and the repayment period as short as possible. And don't assume any debt that will run longer than the time for which you can safely forecast your income.

Shopping for Credit

Credit, like any other commodity, is for sale. In general, the better the security, the lower the cost. If you can borrow on your savings, you probably won't



Children respond quickly to being included in family planning, and even Johnny can grasp the advantage of forced saving. For instance, if you take a large sum from your savings to buy, say, a car, you may not replace it. In such cases credit obligation can be good discipline.

In many homes, the major household appliances are bought on credit. When you sign any contract, don't use your maximum credit capacity. Leave yourself an emergency margin to call on, just in case.

have to pay more than 4 to 6 per cent. On your insurance policy, a common charge is 5 per cent. Borrowers who can meet strict bank requirements are usually charged lower rates than most borrowers can get elsewhere. And many department stores charge nothing, if you pay for a large purchase in three months.

It's important before you sign a credit contract to read it thoroughly, and see that it contains at least these essentials: the cash price of the merchandise; the amount of your down payment; the unpaid balance; financing charges; how many installments are to be paid; how much; and when. Except for cases where the information isn't known—a serial number, for instance—make sure there are no blanks that haven't been filled in.

Read it again before you sign. Does the contract include waivers of your legal rights? These may include a promise not to contest repossession, advance consent to judgments, a promise to pay legal fees, permission to enter your home, and so on.

Credit is partly responsible for the standard of living you enjoy. It helps to keep factories humming, stores jammed, counters full of things you want and need. Used intelligently it can be a faithful servant; abused, it becomes a severe taskmaster.

Lenten Dinners with a Flair



Party Casserole

It's a good idea to have a file of meatless dishes to carry you through Lent. These are simple recipes, but with a fresh approach to the problem of tickling the appetites of families accustomed to a regular repertoire of meat dinners.

The nutritive value of the following casserole is high. It can be prepared early in the day and served piping hot from the dish in which it is baked.

Party Casserole

- 3 hard cooked eggs, sliced
- 2 cups medium cream sauce (omit salt)
- 1 5-oz. can shrimp, cut in halves
- 1 7-oz. can tuna, drained
- 1 2-oz. can mushrooms, stems and pieces
- 1 6½-oz. can crabmeat
- ¼ lb. cheddar cheese, grated
- 1 cup bread crumbs mixed with
- ¼ lb. melted butter

Place in a buttered 8-inch baking dish layers of sliced eggs, shrimp, tuna, mushrooms and crabmeat, pouring part of the cream sauce over each layer. Sprinkle with grated cheese. Cover with buttered crumbs. Bake in a 325 F. oven 45 minutes. Serves 6-8.

*

This is an old recipe now enjoying renewed popularity. Serve it with a green salad, dessert and a beverage.

Savory Fish Pie

- 4 cups soft bread crumbs
- 2 tbsps. minced onion
- 1 tsp. salt
- ½ tsp. celery salt
- ¼ tsp. sage
- ¼ tsp. pepper

¼ cup butter, melted

- ⅓ cup butter
- ⅓ cup flour
- ½ tsp. salt
- ⅛ tsp. pepper
- ¼ tsp. celery salt
- 2 cups milk
- 2 cups flaked, cooked fish
- 2 tbsps. chopped pimiento
- 1 cup crisp rice cereal
- 1 tbsp. butter, melted

Combine first seven ingredients, mix lightly and spread in bottom and on sides of a greased 10x6-inch pan. Bake in a 375°F. oven until brown, about 15 minutes.

Next melt butter, stir in flour and seasonings, add milk gradually, stirring constantly. Cook until thickened. Stir in fish and pimiento. Pour into crumb crust. Crush rice cereal into crumbs, mix with melted butter and sprinkle over mixture. Bake in a 425°F. oven about 15 minutes. Serves 6.

*

The following recipe uses the packaged club fish fillets now on the market. They come in convenient two-ounce portions and require no defrosting.

Cod Fillets Amandine

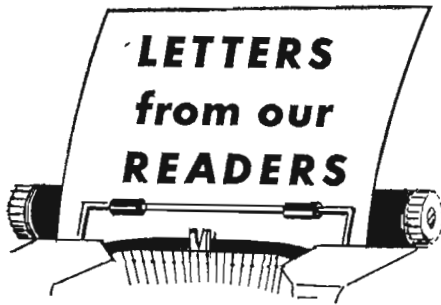
Dip cod fillets on all sides in a mixture of ½ tsp. salt, ⅓ tsp. pepper and 2 tbsps. flour. In a 9-inch frying pan saute the fillets in ¼ cup butter about 5 minutes on each side. Add 2 tbsps. water mixed with a dash of lemon (or 2 tbsps. white wine) and cook 2 minutes longer. Saute ½ cup sliced blanched almonds in ¼ cup butter until brown. Stir in 1 tbsp. minced parsley. Place fillets on a serving dish and pour almond sauce over them. Serve with each fillet topped by a thin slice of lemon.



Savory Fish Pie

Cod Fillets Amandine





as referred to on page 14 of the January issue. I would also appreciate a copy of 'Outrage'."

Glenn L. Sticken

De Pue, Ill.

[At the time this issue was being prepared, the Magazine office had received 130 requests for the 'Outrage' report referred to on page 12 of the January issue, and 160 pads of "By Train" mail stickers had been sent out to employes and other readers.—Ed.]

Wanted—a 2nd District Reporter

"I enjoy the Magazine very much, as does my whole family. My only suggestion for a better one would be a correspondent, or at least more news coverage, on the L&R Second District."

A. W. Hellenberg

L&R Division Fireman

St. Paul, Minn.

Gandy Dancers and Kingsnipes

"A friend gave me the January issue of your magazine, which I have read with a great deal of interest and pleasure. I am enclosing payment for a year's subscription.

"... Regarding the etymology of the term 'gandy dancer'... the addenda section of the Merriam-Webster Unabridged Dictionary says in part: 'Perhaps from the now defunct Gandy Mfg. Co., Chicago, Ill., which made tools used by railroad laborers; slang.'

"Another term that has been the subject of much discussion is the nickname 'kingsnipe' applied to section foremen. The aforementioned dictionary lists 'snipe' as a slang expression for section hand. Those who are familiar with the habits of the birds properly named snipe say that when a number of them are gathered together one of them is always the boss and therefore the king snipe. It follows that the boss of a number of 'snipes' in a 'gandy' crew would be the 'kingsnipe'."

Leon M. Larson

Ass't. Supervisor B&B
Great Northern Ry. Co.

Superior, Wis.

"Ghost Town Trails"

"I had a copy of The Milwaukee Magazine of January, 1934 loaned to me.

"In it I found an article, 'Ghost Towns Trails' by 'Ted', dealing with early Montana camps which were abandoned and became ghost towns. The author stated that in the next issue he would have a story about the place where gold was first discovered, and I know that would be Gold Creek.

"My husband owned a mine at Gold Creek and had a ranch in that vicinity. If there is any possibility of my getting the February, 1934 issue, I would appreciate it greatly.

"I am a daughter of the pioneer, John F. Wegner, whose story also appears in the issue of January, 1934."

Lena Bissonette

Anaconda, Mont.

[The sequel by "Ted", entitled "Bear Town, the Fightingest Mining Camp in Montana," appeared in the March, rather than the February, issue of 1934.—Ed.]

Something to Look at

"... I also wish to add that the picture on the front cover of the Magazine for January (the Little Joes on 202-foot-high Clear Creek Bridge) is really something to look at, and, of course, all pictures in the Magazine are always so clear and interesting."

H. B. Olsen

Milwaukee Road Agent, Retired
Clarksville, Ark.

"By Train" and "Outrage"

"While I am not a Milwaukee Road employe, I am a subscriber to the fine Milwaukee Road Magazine. Over the years I have had a great interest in our American railroads and plug for them when I can. We all know that the railroads' competitors, the airlines, trucks and barge operators, have a way made for them.

"I am writing to see if I may have a pad of the 'By Train' stickers that I have seen come in on some of my mail, and



(Answers on page 27)

1. Are there more or less than 100 Class I railroads in the United States?
2. Of four freight cars bearing the following reporting marks — ARLX, MGA, DUPX and QAP — which are owned by common-carrier railroads?
3. Is the Long-and-Short-Haul Clause found in the Sherman Anti-Trust Act, the Bankruptcy Act, or the Act to Regulate Commerce?
4. In railroad man's vernacular, is a cinder cruncher a fireman, a switchman, or a shop man?
5. If a passenger left San Francisco by train at noon Sunday (Pacific Standard Time), and reached Chicago at 8 a.m. Tuesday (Central Standard Time), how many hours were consumed in the journey?
6. Does a shipment moving over more than one railroad require a different kind of waybill than is required for a shipment moving over only one railroad line?
7. What is known as a relay train — a local freight train, a freight train switching from one yard to another in the same terminal area, or a mainline freight train passing through one or more freight terminals en route?
8. Are the holes in a tie plate round, hexagonal or square?
9. Is Railway Age a monthly, semi-monthly, weekly, or bi-weekly periodical?

RAIL PROGRESS . . . WHAT IT MEANS TO YOU AND YOUR NEIGHBOR

Going into the new year, the pursuit of progress on the rails had meaning for every man, woman and child in America. It meant that the railroads in 1958 would be able to haul a barrel of flour 196 miles for the price of a loaf of bread . . . a bushel of wheat 263 miles for the price of a bar of soap . . . a ton of coal 183 miles for the price of a pound of coffee.

It meant that America's railroads in 1958 would still be able to carry anything, anywhere, any time, for anybody — and at no cost to the taxpayers.

No other carrier could say that.

—Railway Progress Magazine

The Milwaukee Road Magazine

YOU[★] are eligible

★(as a Milwaukee Road employee)

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

\$1,000.00 insurance policy

(payable in case of death from any cause.)

for only \$1.00 per month

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

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

MAIL THIS APPLICATION TODAY!

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

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

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

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

Date of Birth.....

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

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

Home Address.....

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

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

★ ★ ★ ★ ★

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

Her Name..... Date of Birth.....
(Add \$1.00 a month for each year she is over 60)

★ ★ ★ ★ ★

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

First Name Age Date of Birth

.....

.....

.....

(If additional children add attachment)

Signature

Date

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

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

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

Trans-Missouri Division

WEST

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

G. E. Langbein, veteran East Trans-Missouri agent, retired Dec. 13 after approximately 40 years of service. He started in 1918 by opening the agency at Selfridge, and through the years had worked at various stations in North and South Dakota. When he retired he had been agent at New Leipzig since 1941. He and Mrs. Langbein will move to Hebron, N.D., where they have built a new home.



G. E. Langbein

Ralph H. Fraher, retired conductor, passed away Nov. 15 in a Miles City hospital after a long illness. Mr. Fraher was born in Spencer, Ia., Mar. 31, 1887, and entered the service of the railroad as a conductor in 1905. He was employed on the TM until he retired in 1956. He is survived by his wife, three daughters and four grandchildren. Funeral services were held at the Graves Funeral Home, and graveside services were in Sunset Memorial Gardens.

Word has been received of the death of Mrs. Chauncy Tarbox, 77, widow of retired conductor, in Seattle on Nov. 8. She is survived by two sons, a daughter, 11 grandchildren and 12 great-grandchildren.

December 14 was a gala day for the children and grandchildren of Miles City employes when they gathered for the annual Christmas party at the Eagle's ballroom at 2 P.M. The Women's Club and the Service Club were joint sponsors. After a series of musical and dancing numbers, a Christmas play was presented by the dramatic club of Custer County High School. Mrs. E. L. Hubbs, chairman of the event, introduced Santa Claus who made a great hit with the youngsters and provided a well filled stocking for each of them.

Pearl Harbor Day was observed in Miles City by ceremonies dedicating the new Ground Observer post on top of the new hangar at the city airport. Mrs. Esther Iholts, supervisor of the GOC, was presented with a Distinguished Achievement Award for the progress of the Miles City post. This is the highest award in GOC.

Engineer H. D. Patten of Mobridge received his Gold Pass in December.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Conductor Art Bentz of Fox Lake reports the birth of another son on Dec. 18; name, "Clayton Girard".

We are sorry to report the death of Brakeman Phil Gerhardt who was killed in an automobile accident near Mundelein, Ill., on Dec. 22.

Stevie Stuebner, son of J Line Engineer Leonard J. Stuebner, had a good year as a member of the Fox Lake Lagoon Marine Baseball Team. He played in 14 games, pitching 10 of which he won 9. On July 26 he came in as relief pitcher in the last inning with one out, three men on bases with the winning run, and struck out the last two batters to save the game. He had the most strikeouts and lowest earned run average in the league. His two cousins played on the Big Hollow Cubs team in the same league. They are the sons of J Line Engineer William Stuebner Jr.

Milwaukee Shops

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

H. J. Montgomery, Correspondent

Charlie Veit, draftsman in the M.E. department, announced the arrival of "Charles Gene" on Dec. 27. Mother June is doing fine, and brother Jerald now has a playmate.

Hand shaking and best wishes were in order for Oscar Peterson, engineer of special design who, after 35 years of Milwaukee Road-ing, retired at the end of 1957. Oscar came to the M.E. office in 1922 from the Santa Fe. One of his achievements in locomotive design was the simplification of the mallet locomotive, and since the arrival of the diesel age he has solved many problems relating to their research and development. Oscar lives with his wife and son Elmer in West Allis. He contemplates studying astronomy, "to keep up with what's going on with the sputniks", and on making trips to California, Florida and his home town of Topeka.

The Schnells—John, his wife and the two youngsters—have returned from a two-week visit with the Schnell relatives in California.

Al Tellefsen, Lou Klubertanz, John Pluck and Hugo Schoenberg were the guests of honor at a banquet given recently at Pythian Hall for retired supervisors. F. W. Bunce was master of cere-

monies. Pluck and Schoenberg are former locomotive department supervisors, and Tellefsen and Klubertanz were in the car department.

Jerry Bartelt has said "good-by" to M.E. friends made during his short apprenticeship on the drafting board, and moved on to the air brake shop. He is a machinist apprentice, with only a few more months to go.

Either my writing is "written bad", or it's hard to read. Anyhow, some names were misspelled in this column recently. Very sorry, folks. For instance, it's J. A. Rosar, not "Rosan"; B. Davely, not "Danely", and R. Haslam, not "Haslan".

A Silver Pass has been presented to Machinist John P. Ostermick, a Gold one to Car Department Employee Arthur Brand.

Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MUSKEGO YARD

Wedding bells were to ring Jan. 18 for Caller Virginia McCarthy and Switchman Donald Christian at the Church of the Resurrection in Milwaukee. They planned to spend their honeymoon in Mexico.

Congratulations to the following on the birth of children: to Mr. and Mrs. Wally Braatz, parents of a girl, "Joan Ann", who arrived on Dec. 12; to Mr. and Mrs. Gordon Watts, proud parents of "Sheri Lee", born Nov. 19; and to the Gilbert Blinkewitz family, who welcomed baby "Debra Lee" on Dec. 10, on Mrs. Blinkewitz's birthday; also to Clerk Roy Brandenburg and wife on the recent arrival of "Barry Carl".

UNION STATION

Sympathy was extended to I. C. Brewer, assistant in the terminals engineering department, on the death of Mrs. Brewer, at Oconomowoc, where they made their home. Funeral services were held Dec. 31 at the Lyke Funeral Chapel in Oconomowoc.

Mr. and Mrs. Jack (Foster) Phillips announce the birth of a fine boy on Jan. 3. Jack is a member of the engineering department in the terminals. This makes Mrs. Lois Phillips in our chief carpenter's office a very proud grandmamma.

Henry F. Hempel, an employe of the superintendent's office, and Switchtender Jacob O. Phillips have been presented with Gold Passes.

The Women's Club held its annual

The Milwaukee Road Magazine

F. S. Patterson

FRANK S. PATTERSON, retired special accountant of the assistant comptroller's department in Chicago and known in the Chicago area as the president for many years of The Milwaukee Road Booster Club, died in the Swedish Covenant Hospital in Chicago on Dec. 27. He was 76 years of age.

Mr. Patterson was a native of Perrysville, Ind., who began his railroad career in 1906 with the operating department of the C&EI. In his early years he was also for a brief period a statistician for the Chicago, Terre Haute & Southeastern. Starting with The Milwaukee Road in 1919 as a traveling auditor for the auditor of expenditure, he worked on a succession of accounting positions in other departments before being made special accountant.

When Mr. Patterson retired, on June 30, 1950, he had been president of the Booster Club, an outgrowth of the old Ship By Rail Club, since its organization in 1935. He was also active in the study which led Chicago area employes to adopt what is now the Blue Cross Plan for Hospital Care. He is survived by his wife, Stella, a daughter, Elizabeth, and a son, Paul, the latter assistant chief statistician in the vice president and comptroller's office in Chicago.

Christmas dinner on Dec. 19 at the Y.M.C.A., with approximately 125 members present, at which the installation of the following officers was conducted: president, Mrs. James Kiltie; first vice president, Mrs. F. Wilke; second vice president, Mrs. Frank Matthis; recording secretary, Mrs. H. J. Siehr; first assistant recording secretary, Mrs. Ed Berndt; second assistant recording secretary, Mrs. Harry Kerkow; corresponding secretary, Mrs. Stanley Butler; treasurer, Mrs. Alice Walton; and historian, Mrs. Katherin Hardenbrook. Regular meetings are held on the second floor of the Y.M.C.A. on 4th Street the third Monday of each month at 8 P.M.

FWLER STREET STATION

Pearl Freund, Correspondent

Fowler Street employes were saddened by the death of Mrs. Lucille Brower on Dec. 17. Having retired only about a year ago, and being in apparent good health, her passing came as a shock to her former co-workers. She was employed in the cashier department. A son, John, reconsigning clerk, survives with daughter-in-law Patricia. Grandchildren are Michael, Mary, Joanne and Carol Brower. Also surviving are a sister, Mercelene Hawthorne of Powell, Wyo., and brother, C. R. Dummier, retired

Fowler Street agent.

Henry C. Hasselreiter, night bill and expense clerk, passed away suddenly Dec. 12. He was with the Road at Fowler Street 37 years. Surviving are two sisters, Mrs. Anna Hammes and Mrs. Caroline Olsen, a brother, George, and a sister-in-law, Mrs. Frances Elkert.

Mr. and Mrs. Mel Bartelt are the proud parents of a girl. Mother, Mary, is an IBM clerk on leave.

A late December vacation was enjoyed by Mr. and Mrs. Max Woelfl at Columbus, Ohio, where they visited daughter Dorothy Ann Villmow, her husband, and the newest member of the family, Keith Elliott, born in December.

Among 34 University of Wisconsin students who were initiated into Phi Eta Sigma, national scholastic honor society for freshmen, in the University YMCA at Madison on Dec. 5 was William H. Keller, son of Elmer Keller, inbound head rate clerk.

Esther Millard, House 7, and Mr. Millard are vacationing in Pittsburgh with their two sons and their families at this writing.

Clem Vail is still confined to Misericordia Hospital at this writing. Son Thomas, a student at Eau Claire State College, was home for the holidays.

Walter Geisinger, assistant chief clerk, underwent an emergency appendectomy at Misericordia, but was released in time to recuperate at home for Christmas.

Your correspondent, too, had the pleasure of son Richard being home for Christmas on a 20-day leave from Fort Bliss, Tex., where he is stationed with the Army's guided missile battalion.

Sympathy was extended to Mr. and Mrs. Enrico Franco on the death of Mrs. Franco's father on Dec. 20.

Sandra Dunn has accepted a position in the traffic department as mail clerk. She was previously an extension and expense clerk, and assisted on the mail desk.

Many thanks to Josephine Fillier and her committee for the pleasant holiday party held in the lcl billing department on Dec. 30.

H & D Division

EAST END

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

John Larson, relief clerk at Montevideo, has been inducted into the Army. He has been replaced by Clayton Severson.

Engineers George Sproat and Steve Brophy have retired. George will now have more time to devote to watching the progress of the Milwaukee Braves, his favorite ball team. Steve and his wife are planning to do some traveling and just enjoy life generally.



AFTER 61 YEARS OF RAILROADING, 29 years with the Wisconsin Central and Soo Line railroads and the last 32 years with the Milwaukee, 78-year-old Ellsworth Gehrke has retired to take life easy at his home in Menasha, Wis. He started at 17 and at 19 became a section foreman, a job he held for the next 49 years. For the past 10 years he has been crossing guard at Menasha. He and Mrs. Gehrke, who have been married 57 years, have three children, a married daughter in Cincinnati and sons in Kohler, Wis., and Chicago. (Appleton, Wis. Post-Crescent photo)

In the hospital during the Christmas season were Engineer Harry Elrod and Section Laborer Mike Kiroff.

Jack Holm, relief signal maintainer, and his wife are happy over the arrival of their first child, whom they have named "Gregory Scott".

Latest recipients of Gold Passes are Engineers Fred Happy and Frank Warner. Engineer Fred Redel and Conductor J. B. Harding now have Silver Passes.

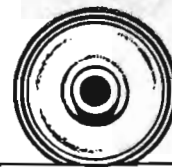
We extended sympathy to Engineer Ashville Austin and Retired Passenger Conductor F. E. Wilcox who both lost their wives recently.

Brakeman Dennis Johnson and his wife and the two youngsters spent their vacation in Augusta, Ga., in November. However, they were happy to get back to Montevideo and our calm, pleasant weather. While they were gone, they experienced a tornado, floods, heavy rains with much electrical display and then, coming through the Smokies, they had to turn back because of a blizzard making visibility too hazardous to go on.

Retired Conductor Jack Lally passed away at his Minneapolis home on Dec. 12.

A basic fact to be considered is that only the railroads provide a general common carrier transportation service which undertakes to haul anything, for anybody, in any quantity, in any season of the year, to and from any part of the nation.

here's how we're doing



	DECEMBER		TWELVE MONTHS	
	1957	1956	1957	1956
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$21,386,647	\$21,517,587	\$256,817,626	\$256,393,960
PAID OUT IN WAGES	10,156,766	10,526,645	124,513,250	125,639,866
PER DOLLAR RECEIVED (cents).....	47.5	48.9	48.5	49.0
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	676,228	674,474	8,692,650	8,581,092
PER DOLLAR RECEIVED (cents).....	3.2	3.1	3.4	3.3
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	9,200,775	7,847,407	115,695,378	113,687,088
PER DOLLAR RECEIVED (cents).....	43.0	36.5	45.0	44.3
NET INCOME	\$1,352,878	\$2,469,061	\$7,916,348	\$8,485,914
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	96,587	104,335	1,302,439	1,377,794
Decrease 1957 under 1956.....		-7,748		-75,355

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Marvin Buechler, extra agent-operator, is taking up a four-year course with the Navy.

Agent Jesse R. Lowe, Conductor George R. Seanor and Car Foreman Oscar W. Hendrickson retired Jan. 1.

Sympathy was extended to Ticket Clerk Bill Geer in the recent death of his brother Andy.

Statistician John Faeth and family were called to California on account of the serious illness of Frank Faeth, former clerk at Aberdeen.

Dispatcher Warren Mayer and wife bought a new home recently and are all moved in.

Engineer John Samuelson of Aberdeen has received his Gold Pass.

Madison Division

FIRST DISTRICT

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

E. W. Voss, retired Mazomanie station agent, passed away recently at the age of 88. He had been retired since 1937, after 50 years of service. His son, Forest E., is a Madison Division engineer.

Francis McKune, yard clerk, has been

confined to St. Mary's Hospital in Madison. Also Hugh Bostick, retired janitor, Madison depot, who suffered a stroke some months ago. He will appreciate receiving cards.

C. E. Mahaffey, freight service inspector at Madison, and Mrs. Mahaffey, steno-clerk in the Madison freight office, are receiving congratulations on the birth of their first granddaughter, born to their daughter, Mrs. Robert D. King, Dec. 15 at the Madison General Hospital; name, "Judith Ann."

J. A. Gregg, roundhouse foreman at Janesville, has been confined to Mercy Hospital in Janesville for several weeks at this writing.

Engineer Lloyd Dawes announced at the end of the year that he planned to retire, after 47 years of service. He was born in Adel, Ia., and during his long railroad career has made his home in Milwaukee, Janesville, Rockford, and since 1953 in Beloit. Starting in 1910 as a fireman, he was promoted in 1918 to engineer, and had served in that capacity ever since. His future plans include a fishing trip to Brownsville, Tex., to be followed by a permanent move to St. Petersburg, Fla., with his wife, Aizel.

W. M. Cameron, chief carpenter, was transferred to the Milwaukee Terminals effective Jan. 16. Approximately 60 of his long time friends and co-workers at-

tended a party in his honor in Madison Jan. 14, and presented him with a gift.

F. O. McGrew of the L&R Division succeeds Mr. Cameron on this division.

SECOND DISTRICT

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

Retired Roundhouse Foreman John W. Egan, 65, of Ladd, Ill., passed away Nov. 30. Services were held in the Mahan Home for Funerals in Spring Valley and in St. Benedict's Catholic Church in Ladd. Mr. Egan's retirement was reported in the June issue of the Magazine. He was a member of Calvert Council, Knights of Columbus, at La Salle. He is survived by his widow, a daughter and a son, nine grandchildren, and three sisters.

The father of Agent R. D. McLean of Freeport passed away recently.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

We extended sympathy to Ruth Phelps, whose sister, Mrs. C. T. Kipp, passed away Dec. 7; also to Locomotive Engineer Harry Gunther, whose mother, Mrs. William Gunther, passed away Dec. 1. The Gunthers had celebrated their

The Milwaukee Road Magazine

50th wedding anniversary last July.

Retired Traveling Engineer E. G. Tallmade presented a lifetime Silver Pass Dec. 2 to Locomotive Fireman J. A. Johnson in recognition of 45 years of service with the Road.

R. P. (Dick) Rozelle, who retired as agent in 1948 after 48 years of service, writes from Oceanside, Calif., to thank his friends for their letters and Christmas cards. He says that Oceanside is an ideal place for retirement.

Anne and Roy Beaumont, with George Gerard and wife, went to Kamloops, B. C., for a Christmas visit with their son Melvin.

More than 100 retired employes of the Road, with their families gathered in the Polish Hall Dec. 12 for a Christmas

reunion. They came from as far away as Montana. Among those attending were James S. Eccles, chief clerk for many years in Tacoma, now of Seattle; Arthur deGarmo, who served in many capacities for 57 years; and Joe F. Pinson, civil engineer, who served 46 years before retiring in 1948.

Chicago General Offices

OFFICE OF THE FREIGHT AUDITOR

Submitted by Cornell Cotosman

At this writing, Norman Hendrickson, our regular Magazine correspondent, is convalescing from an appendectomy.

Dora Lumpp, previously of the statistical bureau, and her husband Frank were visited by the stork on Dec. 1. The

proud parents have named their son "Michael Francis". Sophie Walldren, of the same bureau, gave birth to a girl on Dec. 4. The baby bears the name of "Lois Ann".

Yuletide engagements included Agnes Mulhern, of the keypunch bureau, to Dennis Leonard. Agnes and Dennis have not yet set the big date. Ed Gerling of the interline bureau presented Jo Ann Polo of the keypunch bureau with an engagement ring and has set a date in July for their wedding. Diane Ptack, of waybill filing, has accepted an engagement ring from Frank Nega, who works in the office of overcharge claims.

Charlene Priebes of the keypunch bureau and Kenneth Bata exchanged wedding vows on Nov. 30.

Milwaukee Road Carloadings



JANUARY 1958 compared with JANUARY 1957

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in January 1958 over January 1957	NUMBER OF CARLOADS			
		JANUARY		INCREASE	
		1958	1957	1958 over 1957	% of increase
12.7%	Grain and Soy Beans	10,251	8,470	+ 1,781	+21.0%
2.1	Fruits and Vegetables (Fresh)	2,133	1,894	+ 239	+12.6
1.9	Forwarder Traffic	2,399	2,396	+ 3	+ .1
1.8	All Other Animals & Prod.	1,296	1,116	+ 180	+16.1
1.7	Logs and Pulpwood	4,987	4,482	+ 505	+11.3
1.6	Gravel, Sand and Stone	2,893	2,763	+ 130	+ 4.7
.6	Cement, Lime, Plaster & Stucco	960	715	+ 245	+34.3
22.4%		24,919	21,836	+ 3,083	+14.1%
	loading of these commodities DECREASED in January 1958 under January 1957	JANUARY		DECREASE	
		1958	1957	1958 under 1957	% of decrease
10.0%	Forest Prod. (Excl. Logs & Pulpwood) ...	6,972	7,090	— 118	— 1.7%
8.2	Coal and Coke	13,154	14,458	— 1,304	— 9.0
7.7	Iron and Steel	5,072	7,300	— 2,228	—30.5
4.2	Meat & Packing House Prod.	4,037	4,232	— 195	— 4.6
4.1	Oil and Gasoline	4,811	6,167	— 1,356	—22.0
3.9	Automobiles and Parts	2,898	3,361	— 463	—13.8
2.9	Agri. Impl., Machinery & Parts	1,945	2,053	— 108	— 5.3
2.3	All Other Prod. of Mines	1,026	1,152	— 126	—10.9
2.2	Grain Products	4,538	4,633	— 95	— 2.1
2.0	All Other Prod. of Agri.	1,538	1,925	— 387	—20.1
1.9	Merchandise	5,249	6,019	— 770	—12.8
1.8	Liquors, Malt	1,860	2,083	— 223	—10.7
1.2	Livestock	1,502	1,694	— 192	—11.3
25.2	All Other Mfgs. & Miscellaneous	23,136	24,071	— 935	— 3.9
77.6%		77,738	86,238	— 8,500	— 9.9%
100.0%	Total	102,657	108,074	— 5,417	— 5.0%

At this writing, Robert West of the review bureau and his wife Dorothy are spending a vacation in Miami, Fla.

Two new employes in the waybill filing bureau are Carol Modena, who recently started, and Kenneth Gand, who came to our office after completing high school and a year of college. The tall young fellow in the revising bureau is Robert Carlson who came to us several months ago after being discharged from the Air Force. Two of his four years of service were spent in Osaka, Japan.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Jack and Grace Brandenburger are the proud parents of another son, Steven Carl, born Dec. 10.

Naomi Johnson, June Mathisen and Gertrude Walsh spent a week in Florida. Bessie Gryzbeck visited New York, and Bessie White spent Christmas in Pennsylvania.

Elsa Walton is on furlough, expecting the stork, as is Rita Lynch.

Marion Rieter became engaged to Dr. Kemp Wooton of Michigan City, Ind.

Christine Steggers, general bureau head of the central typing bureau, passed away in St. Francis Hospital Jan. 6. Burial was from St. Hilary's Church to St. Joseph's Cemetery. Christine worked for the Road 40 years, starting in the office of the auditor of equipment accounts. She is survived by her sister Marie and brothers Henry and Joseph.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Marie Horatt celebrated 40 years of service with the freight claim department on Dec. 28. Since starting in 1917 Marie has held various positions up to her present one as head clerk of the typing bureau. She has made many friends over the years, and was remembered with a



THE BRIDE WORE WHITE at the recent wedding of Mr. and Mrs. Richard A. Henikman, who are pictured at the reception after their marriage in Bethlehem Evangelical and Reformed Church in Chicago. Mrs. Henikman was Juul Rae Schmidt of the chief disbursement accountant's force. Her mother is also employed in the Chicago accounting department—Viola Schmidt of the auditor of expenditure's office.

money tree and a plant.

Hattie Kosen recently visited her brother in Portland. Ralph Burton and family spent the holidays in Alabama.

Jerry Heffron has been improving rapidly and expected to return to work the first of the year.

It is with a deep sense of sorrow that we report the death of our dear friend and co-worker, Mal Spurling, D.F.C.A. in Minneapolis. Mal leaves his wife Fran.

Bessie Governale became engaged to Richard Pokorney at Christmas time. She is wearing a very attractive diamond.

Louise Erkenwick has been hospitalized with pneumonia.

June Liga and Grace Ferguson did the honors for Christmas Eve by decorating the adjusters' desks with small Christmas trees, horns and bags of

candy.

Recent promotions included Bob Schlueter, Ed Knapp and Lloyd Rugen.

Harry Capella is a member of the Sports Car Club, now that he has acquired a new English M. G.

Josephine Nicoli and Marilyn (Vance) Monaghan and her infant daughter dropped in for a visit Christmas Eve.

AUDITOR OF EQUIPMENT ACCOUNTS

Martha Courtwright, Correspondent

Season's Greetings cards were received at our office from John Bove, Bill Roloff, Margaret Gallagher, Martin Murphy, Carl Denz, John A. Meyer and Pearl Sacks.

"In person" Christmas visitors were Margaret Gallagher, Ann Berg, Elsie Graening, Hattie MacMurray from Los Angeles, and Jean Fuchs, who was married Nov. 16 and is now living in Detroit.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Sympathy was extended to Time-keeper Ann Kennedy and to Chief Traveling Time Inspector George Berg-hauser on the deaths of their respective mothers.

Mary Bubalo of the bill & voucher bureau received a diamond engagement ring from Michael Slepceovich for Christmas.

Claire Hansen of the bill & voucher bureau has won an "Oscar" for volunteer work in her community, in connection with the Joint Appeal fund raising campaign.

Amanda Klank of the paymaster's office is recuperating at home at this writing after a serious operation. Ann Bert of the same office, who has been on the sick list, is now mending.

Assistant Auditor of Expenditure U. F. Budzien and Mrs. Budzien enjoyed a motor trip to Florida.

Victoria Mackreth of the bookkeeping bureau is sporting an enviable suntan after her vacation in Miami.

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OPERATING DEPARTMENT

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



J. W. Brown

At the recent election of officers of the North Iowa Traffic Club, F. J. Galvin, TF&PA in Mason City and the retiring president, was succeeded by James W. Brown.

The latter is well known to Milwaukee Road traffic people as the oldest son of J. L. Brown, retired general superintendent of transportation, and as general agent of the Union Refrigerator Transit Lines at Mason City. Named a director of the traffic club was K. N. Hagen, traffic manager of the Mason City & Clear Lake Railroad and head of the traffic committee of the local Chamber of Commerce. Mr. Hagen is remembered on our road as having been at one time a secretary to the senior Mr. Brown and to the late O. N. Harstad, and as chief clerk at Green Bay. The North Iowa Traffic Club, although only a little more than a year old, is already credited with being a big factor in developing cooperation among shipping and traffic groups in the Iowa territory.

Robert W. Weber, formerly chief clerk of claim prevention, refrigerator and merchandise service, passed away Jan. 6 in a hospital in Phoenix, Ariz., where he had moved upon retiring in December, 1954 to be near his daughter. Bob Weber was born in Chicago on Nov. 29, 1892 and started railroading in 1910 as a clerk with the CGW. He was with that company until 1919, with 15 months on leave for Army duty. After a short period in private industry he entered Milwaukee Road service in 1920 as a claim investigator. Three years later he transferred to the supervisor of refrigerator service department and in 1926 to the superintendent of transportation department. Returning to the refrigerator service department in 1929, he became chief clerk in 1947. He is well remembered in the Chicago area as the baritone soloist of the Milwaukee Road Choral Club for many years, having joined shortly after it was organized in 1937. Funeral services were held in Chicago, with burial in Des Plaines, Ill. In addition to his daughter, he is survived by a son in New York City and three grandchildren.

We have a newcomer in the office of assistant to vice president-personnel to replace Esther Mercurie, who left recently to prepare for the newcomer in her home. She is Doris Ahlstrom, who transferred from the reservation bureau.

February, 1958

He's Safe, and Sorry

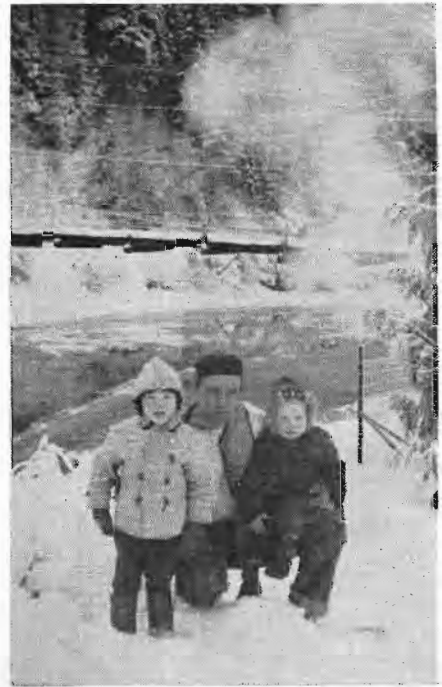
ONE small boy with a big curiosity about the world on the other side of the fence recently had an adventure that he and his family won't soon forget. The story is told by C. V. Peterson, district safety engineer at Deer Lodge, Mont.

A short while back John "Jackie" Shields, three years old, and his brother Charles—"Chuckie"—not quite two, set out one morning to explore the yard of their home in Avery, Ida., having moved there just a few days before when their father, Kenneth E. Shields, was appointed day foreman of the Avery roundhouse. The new home, surrounded by trees and within a stone's throw of the St. Joe River, was enclosed by a picket fence, and in the back yard, screened by shrubbery, stood a fireplace that invited investigation.

It was Chuckie who spotted the small hole in the fence behind the shrubbery and heeded the siren call of adventure. In a moment he had wriggled through—and a moment later, tumbling and rolling down the river bank, he had gone into the St. Joe's icy and swift moving current.

The only witness of the accident was Jackie, and for a three-year-old he displayed surprising presence of mind. "Mommie, Mommie, Chuckie's in the water", he shouted as he ran for the house. Luckily, the cry was also heard by Mr. Shields, who at that moment was leaving the roundhouse. Running to the river bank, he was horrified to see his son floating down stream, buoyed up only by his kapok-lined cap and jacket. Some very anxious minutes passed while he raced along the shore and then waded out and retrieved the tiny bobbing figure.

Purple with cold and unable to speak,



Revisiting the scene of the misadventure, Roundhouse Foreman Kenneth E. Shields cautions Chuckie (on his knee) and Jackie about the perils of playing near water.

Chuckie spent the next two days in the hospital at Wallace, 32 miles away. Home again, though, and none the worse for his misadventure, he was ready to continue his exploration, but with a better idea of how to "play safe".

GENERAL

E. J. Stoll, assistant industrial commissioner, saw the Apollo Musical Club, of which he has been president since May, 1956, score an artistic victory in Orchestra Hall on the night of Dec. 26. The occasion was the singing of Part I and the "Hallelujah Chorus" from "The Messiah" with the Chicago Symphony Orchestra, with Fritz Reiner conducting. Mr. Stoll completed the arrangements for the program, which was acclaimed by newspaper critics as a musical treat. Writing in the Chicago Tribune, Claudia Cassidy described the performance as having "a fragility of texture and a strength of style that flooded the hall and the heart with the compassionate radiance that makes 'Messiah' a timeless glory of music." On the preceding Sunday the club also gave its second annual performance of "The Messiah" in the studio of station WGN-TV.

The Apollo singers regularly present

two concerts a year in Orchestra Hall, and last summer sang on a program in connection with one of the city's public concerts, in Grant Park, under the direction of Guest Conductor Joseph Rosenstock. Mr. Stoll, who was president of The Milwaukee Road Choral Club for several years, sings in the Apollo's bass section and Mrs. Stoll with the second soprano group.

D. A. "Doug" Keller, city passenger agent, has been elected first vice president of the Chicago Passenger Club. Mr. Keller has been with the Road since 1937, serving as city passenger agent since 1947, after returning from Air Force service in World War II. He is a former president of the City Passenger Agent's Association.

There are three kinds of people: those who make things happen, those who watch things happen, and those who have no idea what has happened.

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Employees at the Local Freight held their annual Christmas smorgasbord Dec. 19. Among retired and former employes who attended were Jim Martin, Fred Dafoe, Florence McCauley, Mr. Truax, A. J. Benolkin and Mr. Bowker. Lola Kane, expense clerk, roasted the turkey, which was carved by Les Nyberg, revising clerk.

Darrell Egertson, recently discharged from the Army, was an office visitor. He intends to return to work shortly. Also Greg Williams, home for Christmas from the Marine Corps.

O. F. Fleasness, check clerk in the freight office, has been presented with his Silver 45-year Pass.

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

Orlando (Ole) Martin, retired yardmaster now living in San Gabriel, Calif., recalled past experiences with old friends in St. Paul Yards while here on a visit recently.

Larry Paulson, St. Paul yardmaster, is out of St. Luke's Hospital, where he underwent observation.

Ray Sheehan, yard clerk in the Macalester district, is recovering in the hospital from surgery at this writing.

ST. PAUL FREIGHT HOUSE

Gene Voje, Correspondent

Since my last column appeared in the Magazine we welcomed four new employes to the local freight office.

Mrs. Edith "Babe" Jahnke is not really a new employe, having worked here about four years before 1946. She is on the car record job.

Leonard Czikalla is a new employe, presently working on the expense desk. Len's home is in Newport, Minn. Before starting here he put in some time with the C&EI in Chicago.

Mary Lou Cummings is handling the lumber reconsigning job, a new position. Mary Lou worked for both the N.P. and the Omaha railroads prior to coming here. She is a native of St. Paul Park, a nice little town about 12 miles south of here, but is now living in St. Paul with her husband and two children.

Last on the welcome list is Daryl "Rocky" Mountain. Daryl hails from Ellsworth, Wis., and was with Proctor and Gamble before coming here.

Dick Thelen, chief bill clerk, was to report for military induction on Jan. 6. He had a desire to join the Marine Corps.

Bob Bruch has graduated from the demurrage desk to the OS&D job. Darlene Airhart is our new demurrage clerk.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Best wishes for a happy retirement were extended recently to: Elmer Holte, helper (who has had a tussle with illness but is now home and somewhat improved) . . . Anders B. Tangen, carman, following 45 years of service . . . Edward J. Doane, laborer . . . Carman John G. Carlson, with 45 years of service . . . Carl E. Johnson, cutter, with 42 years of service . . . and Theo G. Carlson, airman, also after 42 years. All were employes of the light repair and air brake shop. Also to Carl Rodin, carman in the coach yard, with 39 years of service.

Chief Clerk Charles Laird, Mrs. Laird and Mary Jane entertained friends

from the car and store departments at their home with a delightful Christmas party on Dec. 27. A wonderful time was enjoyed by all.

Cathy Boline of the store department office in St. Paul (recently transferred from Minneapolis) was married at Holy Rosary Church in Minneapolis on Dec. 28 to Gary Munson. Breakfast was served at Curtis Hotel. At this writing the couple are on a trip to Las Vegas.

Superintendent E. P. Snee recently presented 45-year Silver Passes to Yard Conductors Fred Thompson and Frank Verhota. They are employed at the Southtown Yard office. A Silver Pass was also presented to John G. Carlson of the car department.

Rocky Mountain Division

EAST END

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

After 47 years of service with the Road, L. B. Kay retired recently. Mr. Kay began his service as agent in March, 1910 at Wheaton, Minn. In 1911 he came west to work as relief agent on the Rocky Mountain Division at Willow Creek, Mont. Later he bid in an agency at Highwood on the Northern Montana. In 1917 he moved to Fairfield, Mont., where he worked until his recent retirement. He and Mrs. Kay are making their home in Fairfield. They figure on doing a lot of sightseeing. Mr. Kay holds a Silver Pass and a lifetime membership in the Order of Railway Telegraphers.

Roberta Ann Smith, daughter of Engineer and Mrs. Walter B. Smith, was married Nov. 26 to LaGrand Cazier of Toston, Mont.

Engineer and Mrs. Rexroat and boys David and Roger spent their vacation in Miami, Fla.

A/2c Glenn A. McKinnon, son of Engineer and Mrs. L. C. McKinnon, arrived home from England Dec. 22 to spend the holidays with his parents. He spent two years and nine months overseas.

Larry Adams, son of Conductor and Mrs. Charles Adams, returned home from the Army Dec. 14. He was stationed at Fort Lewis, Wash., where he

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QUIZ answers

1. More than 100 (113 in 1956).
2. MGA and QAP — Monongahela Ry. Co.; and Quana Acme & Pacific Ry.
3. Act to Regulate Commerce (commonly called the Interstate Commerce Act.) See the December, 1957 issue of this Magazine, page 6.
4. A switchman.
5. Forty-two hours. (The City of San Francisco makes it in 41 hours and 15 minutes).
6. No. (An interline waybill may be used for both.)
7. A freight train switching from one yard to another in the same terminal area.
8. Square.
9. Weekly.

served as a dental technician before his discharge.

Mrs. Vivien Larrick, operator at Missoula, has received her Silver Pass.

Spokane

Mrs. Ruth White, Correspondent
Office of Asst. Superintendent, Spokane

Retired Brakeman Sam Bradley passed away suddenly at his Spokane home in December. His wife survives.

Locomotive Engineer Murray A. Wilson, 42, died following an illness of several weeks. Mr. Wilson had been employed by the Road about 15 years, was a veteran of World War II, and a member of Oriental Masonic Lodge 74, Scottish Rite. He is survived by his wife and children, George and Barbara, his mother, Mrs. Robert A. Wilson, and two brothers.

P. S. Dorsey, passenger conductor, passed away unexpectedly in his hotel room. He was due out on No. 15 from Spokane the same night. His remains were sent to Tacoma where he made his home.

Retired Engineer James H. McBride, who had been ailing for some time, passed away in the Veteran's hospital. He had retired in the summer of 1957. He is survived by his wife, six daughters, two sons and 20 grandchildren.

Word has been received that Retired Agent Charles Coburn of Rockford, Wash., passed away. Before retiring several years ago he worked at Manito, now a non-agency station.

Passenger Conductor R. C. Falck worked his last trip on Dec. 17. His railroading started back in 1906 at Austin, Minn., as a brakeman.

The Dick Libertys of Malden are the

parents of a boy, Jeffry Lee, born Dec. 1. That makes two girls and two boys in the Liberty home.

Carman C. E. Hinshaw passed away recently following an illness of several weeks.

Retirements around the Union Station in Spokane included Kenneth O'Hara and Eugene Parsons. Mr. O'Hara has been in poor health for some time and had been off several months, last working as baggage room attendant. Mr. Parsons worked in the mail room.

Many changes took place at mid-January when the Idaho Division was consolidated with the Coast and Rocky Mountain Divisions. The train dispatchers are now located in Tacoma, Deer Lodge and Miles City, with L. H. Bailly and D. E. Goodspeed going west, and R. C. Gaynor and W. H. McQuade to Deer Lodge. Chief Dispatcher W. A. Smith, who came west a little over a year ago from Montevideo, will be moving from Spokane, although it was not definite at this writing where he would be stationed. We hope the moves work out well for everyone.

A Christmas luncheon was held for Spokane office employes in the Union Station club rooms on Dec. 24. It was well attended. The girls who planned it did a good job. Estelle Nolting, Katherine Stinebaugh, Adah Whittaker and Kathryn Saunders, take a bow.

It recently came to our attention that C. D. Kunerth, retired Spokane roundhouse machinist, died last Aug. 1. He was 81 years of age. Mr. Kunerth had more than 30 years of service. Before coming to Spokane he was employed at Deer Lodge and for a short time at Avery. He retired in 1949. Mrs. Kunerth survives him at the home in Spokane where they had lived since 1944.

Scott A. Lamb of Avery passed away

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| <input type="checkbox"/> Machinist and Toolmaker | <input type="checkbox"/> Section Foreman |
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Name _____ Age _____
Home Address _____ Occupation _____

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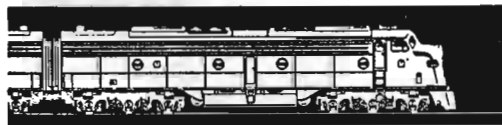
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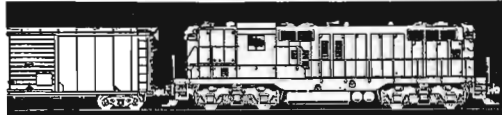
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Beloit, Wisconsin

in a hospital on Jan. 17. He is survived by his wife, Maude, a sister, Mrs. Reubic Gresham of St. Louis, and a brother, Ralph, of Detroit. Mr. Lamb was a member of the Veteran Employees Association and of the brotherhood of electrical workers; also of Lind Lodge 145 F&AM, Spokane consistory of the Scottish Rite, and a veteran of World War I.

Chicago Terminals

UNION STREET

Carolyn DiCicco, Correspondent

We had a pleasant visit with R. G. Larson, retired agent, who came in from California with Mrs. Larson to spend the holidays with his children and grandchildren. The Larsons make their home in Hollydale, Calif.

Herman Hoeter, trucker in house 2, and Emilio Romanelli, forklift operator in house 6, were hospitalized during the holidays. Herman entered Illinois Masonic and Emilio underwent surgery at Wesley Memorial. Reports are that both are coming along nicely.

"Have pass will travel". That's for George Searles, retired cashier. George tells us that he recently spent a couple of weeks in Phoenix, Ariz., and visited with Madeline and Bill Geldart, who formerly worked at Union Street. George never fails to look them up.

At a recent meeting of Galewood Lodge 549 B of RC, H. V. Gilligan, general chairman, presented the following employes with 25-year pins as tokens of membership: Tom Heafey, checker in house 4; Stanley Rebacz, cashier; Frank Lewinski, assistant foreman at Kinzie St.; Fred Multaler, yard clerk at Kinzie St.; I. R. Norcross, retired checker; and Gus Johnson, chief yard clerk, Division Street.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Pete Petroski, southeast division conductor, retired the last of December. He and his wife will enjoy their retirement in Pomona, Calif.

Charlie Blackmore, train clerk, passed away just before Christmas and was laid to rest Dec. 26. Tom Collins, retired train clerk, also passed away the latter part of December.

For those who remember Harry Block, C&M brakeman, this correspondent had a card and note with a picture of him and his wife and three children. They are fine and living in San Bruno, Calif.

The holidays were busy for your correspondent and hubby Joe Camp, with our usual tearing around being Santa on Christmas Eve. For one special family with eight little ones, we extend a special "thank you" to all the fellows in the terminals — Division Street, Union



"SURPRISE!", shouted in unison by relatives and friends, was the cry which greeted Dominick Boyle, payroll clerk at the Galewood freight station in Chicago, and his wife as they arrived recently for a party at the Belvedere Club. Unknown to them, the affair had been arranged by their three children to celebrate the Boyles' 50th wedding anniversary. Mr. Boyle has been with the Road at Galewood since 1912.

Street, Kinzie Street, Western Avenue, Galewood, Bensenville—not only for Christmas, but for Thanksgiving as well. Santa surely found out what a great bunch of fellows we all work with.

On Dec. 18 Train Director Charlie Neumann's daughter, Virginia Heatley, and her husband Bob became the parents of a new little daughter. The Heatleys now have a boy and two girls.

H. "Butch" Crouse, PFI man and son of Yardmaster Kenny Crouse, who is now in the Navy, spent Christmas and New Year's at home. Jim Kaminski, yard clerk, now an airman second class, breezed into town bearing gifts for your correspondent's family. Jim is stationed in Indiana.

Larry Connery is back at Bensenville as chief clerk, days, with Tony Martinek back as chief clerk afternoons. Larry returned from Western Avenue and Tony had been chief clerk days at Bensenville.

Clerk Jim Whittemore left Jan. 4 for our favorite vacation spot—wonderful Arizona.

GALEWOOD

Norma Gunderson, Correspondent

Hattie Blackman, bill clerk, returned to work Dec. 16 from a leave of absence for illness.

Adrienne Chalifoux, daughter of Assistant Agent R. E. Chalifoux, received a beautiful diamond engagement ring Christmas Eve from Joseph Crudele. Adrienne is secretary to the general agent of the Alton & Southern

The Milwaukee Road Magazine

Railway in Chicago. The couple will be married June 28.

The Galewood office and freight house forces were served a treat of coffee and doughnuts by the Women's Club, Fullerton Avenue Chapter, on Dec. 19.

Sympathy was extended to Bernice Stoneberg, file clerk, whose husband passed away Jan. 4.

I M & D Division

EAST END

Erle Jorgensen, Correspondent
Office of Dispatcher, Austin

Mathew D. Darr, general yardmaster at Austin, died there in St. Olaf Hospital on Dec. 5 after a short illness. He was well known on the division having spent his entire 41 years, 4 months and 14 days of service at Austin. Mr. Darr was born in Huron, Minn., in 1899, and entered railroad service at Austin as a brakeman in 1916, before enlisting in the Army for World War I. After the war, during which he served in France, he returned and was promoted to conductor in 1923. He had been general yardmaster since November, 1934. He was a member of the American Legion, Fidelity Lodge 39 AF & AM, and the Railroad Yardmasters of America. Funeral services were held in St. Olaf's Lutheran Church and interment was at Oakwood Cemetery with military rites by Austin Post of the Legion. He is survived by his wife, Charlotte; two daughters, Vera Mae Darr and Mrs. Carmen Judge, both of Rochester; three granddaughters and a sister.

Henry Dopita, the last of whose many paint jobs at Austin was the Milwaukee 1004 before it was presented to the city for historical display purposes, concluded 47 years of railroading with his retirement on Dec. 1. Starting with the North Western in Chicago in 1910, he worked two years, then came to the Milwaukee. In 1923 he transferred to the locomotive department in Austin, from which he went to the car repair shop in 1954. His job on the 1004 is one of his best—black body, silver wheels and careful lettering. Mr. Dopita came to this country in 1910 from Czechoslovakia,

and his first job here was reporting for a Bohemian newspaper, working a 12-hour shift. He switched to railroading because it offered saner working hours. He plans to take it easy now, doing a little painting only now and then.

SANBORN-RAPID CITY

Florence Paullin, Correspondent
Roundhouse Clerk, Mitchell

News has reached us that Frank Earle, retired engineer from Sioux City, passed away Dec. 7. Burial was at Sioux City.

H. G. (Heinie) Schirmer, switch foreman in Mitchell with 45 years of service, who retired Dec. 1, was presented with his Silver Pass on Dec. 26.

Well, at last Louis Saarosy, retired Sioux City engineer, has returned home. First he toured the west coast, visiting all the retired men who live there, next stopped off in Miles City to renew his friendship with Eddie and Kate Hatzenbuhler, then went on to Minneapolis, Chicago and Milwaukee before returning finally to Sioux City.

Engineer W. Lynberg and wife of Sioux City spent the holidays with their daughter in Los Angeles. Engineer O. Hagen and wife of Sioux City spent Christmas in Atlanta, Ga., with their son who is stationed there with the Air Force.

Engineer A. R. Robinson has been in St. Vincent's Hospital in Sioux City.

James Moreland, retired Mitchell red cap, is in the M. E. Hospital at this writing, after a leg amputation.

Employees at Sheldon, Ia., decorated the station beautifully for the holidays. At Mitchell, the arrival of Santa Claus on a diesel Dec. 21 was almost more than the children of Milwaukee Road employees could believe. With whistle blowing, horns sounding and decorated with a huge lighted cross, the diesel was a lovely sight as it arrived at the station from the "east". Carols were sung, led by Susan Dimmitt and Florence Paullin, and then Santa distributed a big sack of treats, through the courtesy of Mitchell Chapter of the Women's Club. It was fun for all.

Sympathy was extended to Engineer



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Republic Creosoting Co.
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Les Everton of Yankton in the recent death of his mother.

On Dec. 7 Conductor George Soper's mother (Mitchell) celebrated her 97th birthday. What a wonderful age and what a wonderful old lady. She has been my neighbor since my arrival in the world.

Mrs. LuVerne Hanson, wife of Mitchell electrician, is recuperating at home at this writing, following surgery.

MASON CITY AREA

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

Leo B. Cain, Sioux City, has been appointed warehouse foreman at Spencer, Ia.

Guert Leih, clerk at Spencer, became ill while vacationing in the New England states, but has returned and is resting before resuming his job. R. L. Saeugling is relieving.

S. M. Ontjes, swing operator at Sheldon, Ia., has been appointed agent at Bridgewater, S. D., following the retirement of Agent M. L. Marshall.

D. P. Mohr, third operator at Sheldon, has been appointed swing operator at Sheldon. Gerrit Van Den was appointed third operator there.

Mr. and Mrs. Bob Young announced the arrival of a baby girl on Dec. 24. Bob is relief operator in Mason City.

Officers were elected by the Women's Club at a meeting held Dec. 8 at the YWCA. Mrs. A. L. Kirby was re-elected president; Mrs. C. E. Kemp is first vice president; Mrs. H. B. Larson, second vice president; Mrs. Otto Werner, recording secretary; Mrs. Herman Frazee, treasurer; Mrs. Herman Quandahl, corresponding secretary; and Mrs. C. S.

Paek, historian. The program included readings by St. Joseph High School students Mary Kay Dunn and Dennis Moorehead. There were 46 present.

William J. Hart, 70, retired trainman, died Dec. 26. Mr. Hart was born in Marquette and came to Mason City in 1910. He had spent more than 50 years in railroad service.

Engineers Harry A. Walter and William E. Clark of Mason City are the owners of new Silver Passes.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Tom Hastings, 83, who retired in 1940, passed away Nov. 1 at Marion.

Leonard J. Burrows, retired locomotive engineer, 75, passed away at his home in Marion on Nov. 25 after a long illness. He began working for the Road at the age of 14 and retired in 1947 after 51 years of service. He is survived by two daughters and a son, all of Marion.

Mrs. John J. Troy, wife of a retired employe, passed away at her home in Marion on Dec. 2, following a long illness.

Floyd C. Ozburn, 67, retired engineer, passed away at his home in Marion on Dec. 3. He retired Nov. 1, 1955 after 48 years with the Road. At the time of his death he had just been elected vice president of the National Association of Retired and Veteran Railway Employes. He is survived by his wife and two daughters.

Sympathy was extended to Joe Green, messenger at the Cedar Rapids freight house, whose father passed away Dec. 13 after suffering a stroke at his home in Grand Mound, Ia.

Mrs. Susan Sanborn, widow of a former railroad employe, left with her daughter, Mrs. Clifford Shearer, on Nov. 23 for an extended visit in the Shearer home in Roseville, Calif.

Conductor F. U. Marsh of Marion has received his Silver Pass.

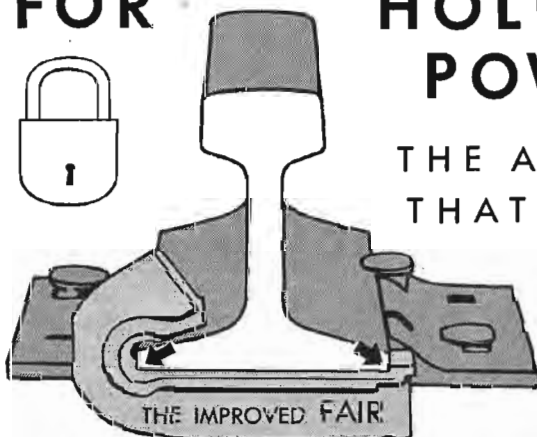
This column was submitted by Carmen Jones in the absence of Magazine Correspondent, Leola Gonsales, who visited her parents in California. —Editor

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Nils Nihlen, who held seniority on the division clerk's list, retired recently after 39 years of service as clerk and perishable freight inspector. He will now have plenty of opportunity to attend meetings of the Masonic Lodge, of which he is a Past Master, and of the American Legion, of which he is a Past Commander, such attendance having been interrupted at times due to his

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GOLDEN ANNIVERSARY PAIR, Mr. and Mrs. Owen Fox of Perry, Ia., pictured as they held an open house on Dec. 29. They were married 50 years on Jan. 1. Mr. Fox is a passenger engineer running between Perry and Savanna, Ill. (Perry Chief photo)

working nights. His hobby is oil painting and charcoal work, which he started in his native Sweden before coming to the United States in 1915.

Brakeman Paul Hildestad was killed instantly when his auto struck a culvert on the highway south of Perry on Dec. 13. Funeral services and burial were at Lanesboro, Minn.

Retired Conductor Edward Green died at the Dallas County Hospital Dec. 12 following a long illness. Edward had served for years as secretary and cook at a gun club made up of railroad employes who have a cabin at High Lake, Ia., where he spent many hours during the fishing and hunting seasons. His son Earl is an Iowa Division engineer.

Brakeman Edwin D. Draisey resumed work in December, after having been in the Army Air Force for four years. Much of that time was spent in Germany. He was married last June 15 to Miss Christine Brown of London. His brother Dick, who is overseas with the Army, was best man at the wedding.

Antonie Klein, father of Engineer Dave Klein, died in the Perry hospital Dec. 8 after a long illness. He was 80, and had made his home with his son for some time.

Mrs. Milton Bower, mother of Brake-man Ivyle Bower, passed away at the family home in Perry Dec. 12. She was 77 years of age and had been ill for several months. Burial was at Bayard where she spent most of her life before coming to Perry to live with her son.

Train Dispatcher W. W. Faller of the Perry dispatcher's force and his family were nicely settled in a new home for Christmas in 1957. Wallie built the garage and did much of the other work himself.

A son born recently to Mr. and Mrs. Gene Maher of Des Moines makes another grandchild in the family of Retired Engineer P. J. Ryan of Perry. The boy was named "Thomas Gerard".

Foreman Clair Galiher of the Portsmouth section had his vacation in December and with Mrs. Galiher went to California, planning to spend the holidays with his daughter. They were called home later in the month by the death of Mr. Galiher's father who died after a short illness. Clair's sons, Train Dispatchers John and Everett Galiher of Perry, attended the last rites.

Engineer Charles Stromquist attained the title of "grandfather" recently when a son was born to A2/c and Mrs. Beryl Campbell at the Medical Center at Roswell, N. Mex., where Cadet Campbell is stationed. Mrs. Dora Stromquist, retiring president of the Milwaukee Road Women's Club in Perry, is the great-grandmother.

Engineer and Mrs. Paul Slater won the sweepstakes in the Christmas decorating contest sponsored by the Perry Junior Chamber of Commerce. The Slaters also received first prize in the decorated window or door category.

Mrs. George Moore, wife of a retired conductor, died in a Des Moines hospital Dec. 24 following a short illness. She was born and raised in Perry but had lived for the last 27 years in Des Moines where she was active in the Milwaukee Road Women's Club and the Order of Eastern Star. Funeral services were in Des Moines with interment in the family plot in Perry. She was the daughter of the late Mr. and Mrs. Dave Willis who were among Perry's pioneers.

Mrs. P. J. Rodgers, whose husband was for many years agent at Earling, passed away Dec. 23 following a long illness. She was the mother of Mrs. Irene Kohles, who has been agent at Earling since the death of her father.

Darrel Failor, son of Chief Clerk and Mrs. W. E. Failor of Perry, was married Dec. 20 to Miss Patricia Mentzer of Marion. Darrel worked in the engineering department during the summer, resigning to resume his college work at the university in Dubuque. The young couple will live in Marion.

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Three Perry conductors were hospitalized during December. Lloyd Santee was in the Perry hospital, and Raymond Reel was a surgical patient in Des Moines, as was Retired Conductor John Evans. Conductor Reel's mother was hospitalized in Perry during the month.

A son was born to Mr. and Mrs. Bill Willis on Dec. 18. If he follows in his father's footsteps, he will eventually be a switchman in Perry yard.

John Wasson, a son of Retired Engineer Halsey Wasson, who is employed by Douglas Aircraft in Santa Monica, Calif., was one of 10 technicians sent to Portugal, to recondition a Swiss Air HB-IBL which had crash landed at the Lisbon International Airport. The men took special equipment and repair parts and by working long hours, completed the job in 60 days. It was the first time a repair job of that magnitude had been accomplished in that area.

Des Moines Division Engineer T. J. Ridpath, who suffered a heart attack some weeks ago, is still hospitalized at this writing.

Engineer and Mrs. A. D. Wilson of Perry became the parents of a girl on Dec. 26.

Retired Machinist Frank Fulhart and wife went to Dallas, Tex., the latter part of December on account of the death of their son-in-law, Charles Clayton. Mrs. Clayton was formerly Joan Fulhart.

Mrs. John Fister, mother of Section Foreman Elmer Fister and grandmother of Operator Larry Fister who is now on leave in the Army, passed away at the family home in Herndon in December. Section Foreman Roy Wade's wife, of Panama, is a daughter.

Patricia Ann Ling, a granddaughter of Retired Engineer Halsey Wasson, was married Dec. 1 to Merle K. Shawd of Bayard, Ia.

Agent and Mrs. R. R. Oglesby became the parents of a boy in December. They named him "Steven Ross". Another son was added to the family of Agent Harold Beddow and wife of Herndon on Dec. 16.

Mrs. Frank McMahon, mother of Switchman Thomas McMahon, passed away in Perry during December. She had come from her home in Green Bay, Wis. to spend Thanksgiving with her son and daughter-in-law, and became ill. Burial was at Hickory, Wis.

Mr. and Mrs. Vic Hansen, who moved to Lakeland, Fla., when Vic retired from the safety department some years ago, celebrated their 50th wedding anniversary recently.

Mrs. Joe Frundell, widow of an agent who was located at Lemmon, S. D., at the time of his death, passed away in Pasadena, Calif., during December. Burial was at Slater, Ia. where she had lived before her marriage. Mr. Frundell worked at various Iowa Division stations before going to Lines West.

Mrs. Harry Kreiger, daughter of Retired Conductor Dan Searles, passed away at a hospital in December following a long illness.

Mrs. Leo Frost, wife of a former Milwaukee Road machinist, died recently in Galena, Ill., after a long illness. Leo worked in the shops at Perry before a force reduction.

Miss Joy Ellen Picken, granddaughter of Retired Engineer F. W. Peterson, was married in December to William Stanley Erickson of Omaha. The young people are both music students at Drake University in Des Moines.

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D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

James R. Miller, Sabula, Ia., and his son Ben, 16, went through the ice covering a slough near Hubbel's Island south of Sabula while trapping on Dec. 15. The bodies were found late that day. Double funeral services were held in the Allen Funeral Home in Sabula with burial in Evergreen Cemetery. Surviving are the widow, parents, a daughter, a son and a sister of Mr. Miller. Mr. Miller had been with the railroad for 22 years and was night car foreman at Savanna. Ben's maternal

The Milwaukee Road Magazine

grandparents were Retired Engineer and Mrs. Ben Reibel, now of Sabula.

Sid Brennaman, wire chief in the Savanna relay office, passed away in Jane Lamb Hospital, Clinton, Ia, on Dec. 10. He had undergone surgery Dec. 1. Funeral services were held in the York Baptist Church in Thomson, Ill., with burial in Lower York Cemetery. Sid started his railroad service as a telegrapher in 1941 and worked at various points until he was assigned first trick operator in 1948 at East Moline, where he remained until 1955 when he was assigned to third trick at Savanna. He was appointed wire chief in the office at Savanna on Oct. 11, 1956. Surviving are his widow and parents, all of Thomson, Ill.

Mrs. Merle Frederick, wife of Iowa Division trainman living in Savanna, passed away in the city hospital Dec. 16. Mrs. Frederick had undergone surgery on Nov. 1 in the University of Iowa Hospital in Iowa City. Funeral services were held in the Lutheran Church. Surviving are her husband, two sons, her mother, Mrs. Alice Russell, and five sisters. She was the daughter of the late Engineer William G. Russell.

Mrs. J. C. Clifford, mother of Mrs. Marie (Clifford) Fitz, formerly secretary to chief clerk at Savanna for many years; passed away Dec. 21 in the city hospital, where she had been a patient since Oct. 8. She had made her home with her daughter since 1951. Funeral services were held in St. John's Catholic Church, with burial in St. Mary's Cemetery in Rockford. Surviving besides her daughter is a son.

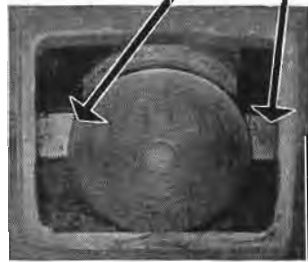
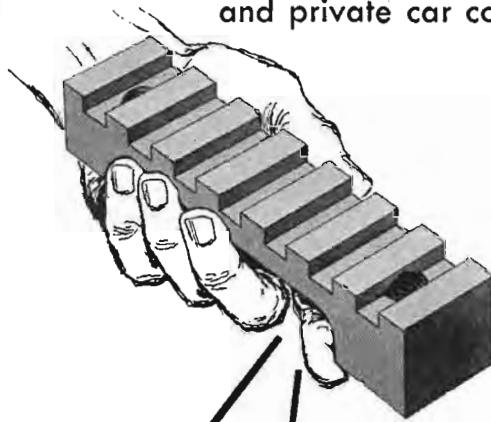
Mrs. Addie Beck, sister of Mrs. Henry Winkler, wife of machinist in the Savanna roundhouse, passed away Dec. 21 in the city hospital. Funeral services were held in the Hunter-Fuller Memorial Chapel, with burial in the Savanna Cemetery. Surviving, among other relatives, are Fireman Earl Winkler, a nephew, and Mary Engleking of the car department office in Savanna, a niece.

In a setting of white poinsettias and glittered pine trees, Miss Joan Schmidel, only daughter of George Schmidel, chief clerk to agent at the Savanna freight station, was married to Donald L. Bixby in the First Presbyterian Church on Dec. 14.

Engineer and Mrs. Doty McGrath of Savanna vacationed for two and a half weeks in Miami, Fla., with their son Wilbur and family during December.

Nancy Wires, daughter of William Wires of the accounting department at Fullerton Avenue in Chicago (residing in Bartlett, Ill.), was married recently to Donald Thompson of Meadowdale, Ill., in the home of her parents. Nancy is a niece of Mrs. Clara Westfall of the division engineer's office in Savan-

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na and of Chief Clerk C. H. Plattenberger, Aberdeen, S. D.

Chief Yard Clerk Michael Cravatta, Savanna, and wife welcomed a new daughter on Dec. 4; named "Christine Ann". Marilyn Cravatta, Christine's mother, is chief clerk in the car foreman's office at Savanna.

Savanna Yard Clerk J. Limoges passed away suddenly in his home in Fulton on Dec. 19, following a heart seizure. Funeral services were held in the Snell Funeral Home in Clinton, Ia., with burial in Clinton Memorial Cemetery. Surviving are his widow, parents,

and two sisters. Mr. Limoges started his railroad service in 1952.

Many thanks again to the "Boys in Blue" for the candy left at the superintendent's office in Savanna at Christmas time. We truly enjoyed it.

Conductor A. H. Masters of Dubuque passed away at his home Dec. 9 after a brief illness. He entered train service in 1912 as a brakeman and was promoted to a conductor in 1918. He had been local chairman for the trainmen for many years. Surviving are his widow, a daughter and a sister. Funeral services were held at the Haudenshield Funeral

Home with burial in Linwood Cemetery. William Henry Hagensiek, station baggageman at Marquette for many years who retired in 1938, passed away recently at the home of his daughter in Fairhope, Ala.

Mrs. Emil Dally, wife of engineer on the Preston line, passed away in her home at Preston on Dec. 19 after a brief illness. Funeral services were held at the Haudenshield Funeral Home in Dubuque with burial in Linwood Cemetery. Surviving are her husband, a son, John Karsch of Elgin, two stepsons and a brother.

Silver Passes have been presented to Engineers John Fuerst and Elden Kline of Dubuque, and to Conductor J. C. VanPelt of Marquette.

The parents of First District Fireman Roger Scannel, his 15-year-old brother Jack, and his grandmother, Mrs. Dan Scannel, perished in a fire which consumed the Scannel family home at Fox Lake in the early morning of Dec. 30. Roger Scannel Sr., who was diesel foreman at the Western Avenue roundhouse, was rescued by Elgin firemen but died later in a hospital. Mrs. Dan Scannel, 80, was the widow of the late D&I Division engineer.

We have just learned that M. E. "Mike" Howard, veteran conductor on our suburban line west of Chicago, recently made his last run on the 9:05 east-bound from Elgin. His retirement ended 53 years of continuous service. Starting in 1904 as a machinist helper, he transferred to train service in 1906 and was promoted to conductor in 1912. He had been on passenger since 1937. During his working years he and Mrs. Howard lived in Chicago and Elgin, but since he retired they have moved to Savanna.

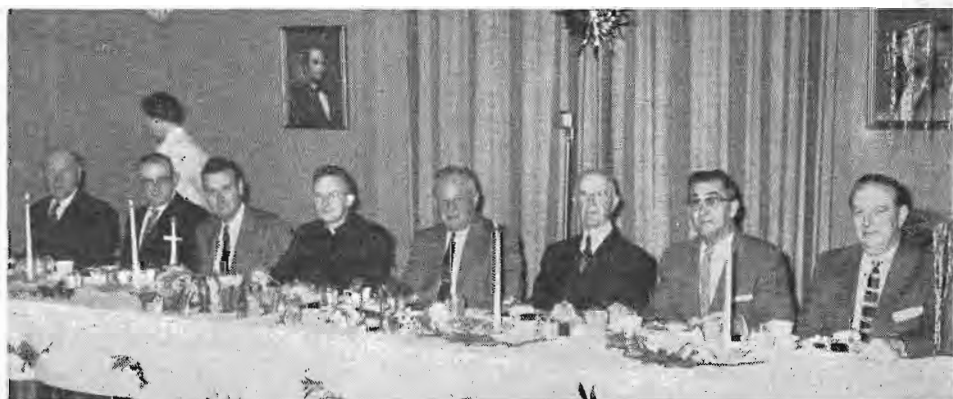
Off Line Offices

SAN FRANCISCO, CALIF.

Mrs. Frances A. Croy, city ticket agent, who takes an interest in educational matters which concern our industry, recently addressed an Oakland Junior College business school class taking a course in transportation rates, law and economics. The talk was a repeat on one which she made before a similar group in 1956. In a letter of thanks, Dr. W. J. Lafferty Jr., dean of evening classes at the college, said, "our experience indicates that students who are privileged to have one directly engaged in the work . . . explain the details find it much more effective than when the same information is presented through textbooks. . . Your continued interest in our work is highly esteemed." Mrs. Croy is president of the Travelarians of California, Inc., an organization of women in the travel business, and active in the Women's Traffic Club of San Francisco.



THE GOVERNOR AND HIS LADY. The Honorable William G. Stratton, governor of Illinois, and Mrs. Stratton checking their reservations on the City of Portland in the Chicago Union Station Jan. 6, en route to Shoshone, Ida., for a winter sports vacation. They returned on the same train. On duty at the check-in desk is Milwaukee Road Conductor William H. Maze of Elgin, Ill., with Pullman Conductor Adolph Theiss looking on.

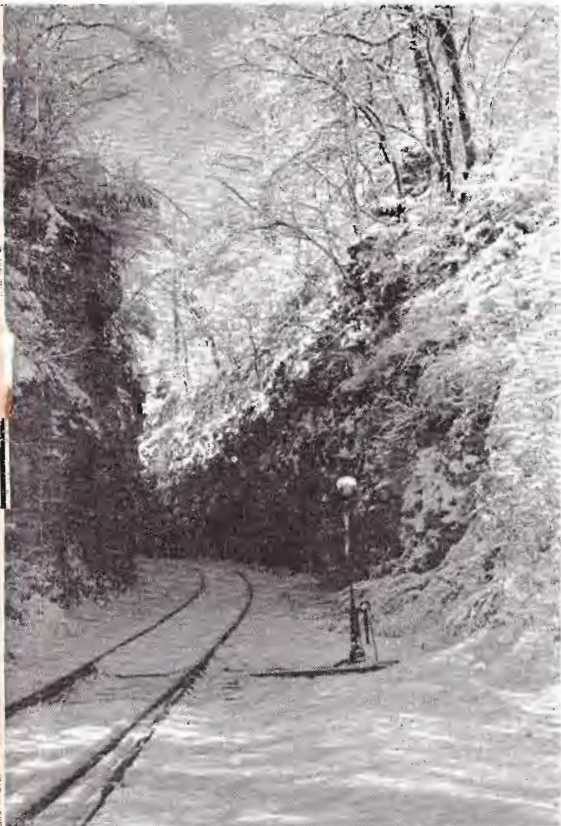


IN SEATTLE. The Seattle Service Club's annual Christmas luncheon, held at the Transportation Club and attended by about 170 employes and their guests, included this head table group. From left: L. K. Sorensen, retired general manager Lines West; J. H. Andrews, general freight claim agent, Chicago; L. H. Dugan, vice president and western counsel; Rev. Gerald Moffat, who gave the Christmas message; B. E. Lutterman, general attorney; Joshua Green, company director; P. J. Weiland, general manager Lines West; and P. J. Cullen, western traffic manager. The get-together featured a musical program and carol singing, highlighted by the presentation of Mr. Green's annual \$100 gift to the Milwaukee Retired Employees Club.



NOW IT'S PERE MARQUETTE PARK. In Milwaukee, the city square north of the Milwaukee Road station which was formerly Fourth Ward Park but which now bears the name of Father Marquette, believed to have been the first white man to explore the Milwaukee area, recently witnessed the unveiling of a marble statue of the missionary-explorer. The statue, which was carved in Italy, was donated by the

students of Marquette University High School in honor of the school's year-long centennial celebration just then ending. Plans call for installing a reflecting pool in front of it. For the dedication, which was attended by Mayor Zeidler and city and school officials, the 961 students were released from classes for the day.



February, 1958



THE BIGGER THEY COME, the harder it is to stump the railroads, which continue to be the only type of transportation equipped to handle dimension loads. One which moved over The Milwaukee Road recently was this set of sheave wheels for a mine hoist, shipped by the Nordberg Mfg Co. of Milwaukee to Anaconda at Rocker, Mont. Maximum height of the shipment was 19 feet 4 inches, maximum width 10 feet. Note how the Nordberg shop man is dwarfed by its proportions.

"THE ROCK CUT". Even in its winter camouflege, many Milwaukee Road people will recognize this scene photographed at Fayette, Ia., by Agent James Houston. The Cedar Rapids-Colmar line, one of our company's oldest routes in Iowa, is picturesque at many points. Here its pioneer builders cut their way through solid rock. Agent Houston says he used a Nikon camera and Tri-X film.



MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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WAY FREIGHT. A typical winter working scene on the H&D Division shows way freight No. 91, pulled up at Cologne, Minn., one of the first stops west of Minneapolis on its regular 133-mile haul to Montevideo.

