

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

march • april
1958

in this issue

**ANNUAL
REPORT
1957**

**WHAT THE
RAILROADS
NEED . . .**
page 15

**The Focus
is on the
Sales Force**
(see inside
cover)



**THE
MILWAUKEE ROAD
MAGAZINE**

Vol. 46 MARCH-APRIL 1958 No. 1

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**for the magazine—
A NEW SCHEDULE
AND A BIG BIRTHDAY**

Beginning with this issue The Milwaukee Road Magazine will be published every other month instead of 11 times a year. This action has been taken in line with the need for cost reduction which has been felt in all departments of the railroad during the present downturn in business.

The Magazine first came off the press in April, 1913. The issue in hand, therefore, marks a 45th birthday—45 years in which The Magazine has been published every month but two. April and May were combined in 1948 as the result of a strike-closed printing plant, and July and August were combined last year for what was expected at that time to be the start of a regular 11-times-a-year schedule.

The Magazine staff asks the cooperation of every officer and employe in keeping the Magazine what it has always attempted to be—a mirror held before a great organization . . . a handshake across 10,600 miles of railroad . . . a letter from home.

• Briefly Noted •

MILWAUKEE DIVISION SAFEST. With only one reportable injury and a casualty rate of 0.39, the Milwaukee Division has been declared winner of the President's Safety Trophy for the year 1957. This was the lowest casualty rate and the least number of reportable injuries for any winning division since the program of awarding the President's Safety Trophy was originated in 1941. This division also won the trophy in 1944 and 1945.

equipped with a 7-foot "plug" door and an 8-foot standard door in order that they may be used for lumber as well as grain and other loadings. The 70-ton covered hoppers will have a capacity of approximately 2900 cubic feet and will be adapted for carrying grain and malt. This order for new equipment reflects the Milwaukee's optimistic outlook regarding its own traffic potential and that of the industry, as expressed by President Quinn in this issue.

NEW FREIGHT CARS COMING! The Milwaukee Road announced late in March that it would receive bids for prompt delivery of a fleet of freight cars estimated to cost approximately \$11,590,000. To be acquired are 1,000 50-ton steel box cars; 100 50-ton airslide covered hopper cars and 50 70-ton covered hopper cars. Delivery of all cars is expected to be completed by early Autumn. The box cars will have 15-foot openings

\$700,000 REFUND. Late in March The Milwaukee Road made forms available to patrons of its Chicago area suburban service who will be making claims for refunds to which they became entitled upon court cancellation of a fare increase which had been in effect between April, 1956 and Feb. 28 of this year. Commenting on this case in an editorial on Jan. 17, the Chicago Tribune said, in part: "The court [United
(Continued on page 20)

The Cover

A SMILE ON HIS FACE AND DETERMINATION IN HIS STRIDE—those are the marks of a traffic salesman for the modern Milwaukee as the traffic department launches its biggest get-the-business campaign. The men pictured on this month's cover were snapped in Los Angeles on Feb. 26 as they headed for the Los Angeles Athletic Club and a traffic department regional staff meeting. Left to right, they are: D. M. Wiseman, DF&PA, Salt Lake City; R. H. Fortney, CF&PA, Los Angeles; D. H. Parker, TF&PA, Sacramento; and H. R. Meck, CFA, San Francisco. (See "The Focus Is on the Sales Force", page 12)



ANNUAL REPORT · 1957

a brief account of the highlights of the Milwaukee Road's operations in 1957 prepared as information of interest to employees.

RESULTS OF OUR OPERATIONS IN 1957

• we took in:

| | | increase + or decrease — |
|----------------------------|----------------------|-----------------------------|
| Railway Operating Revenues | \$254,027,186 | + \$166,620 |
| Other Income—Net | 2,790,440 | + 257,046 |
| TOTAL | \$256,817,626 | + \$423,666 |

• we paid out:

| | | |
|----------------------------|----------------------|--------------------|
| Railway Operating Expenses | \$208,178,811 | — \$2,567,488 |
| Taxes and Rents | 29,429,682 | + 3,660,349 |
| Interest | 11,292,785 | — 99,629 |
| TOTAL | \$248,901,278 | + \$993,232 |

| | | |
|---|----------------------|--------------------|
| Remainder for debt reduction, dividends, improvements to property and other corporate purposes | 7,916,348 | — 569,566 |
| TOTAL | \$256,817,626 | + \$423,666 |

- The return on our investment was 2.13% as compared with 2.19%.
- We carried 7,018,047 passengers an average distance of 98 miles, and received an average revenue of \$2.21 per passenger.
- We carried 42,951,573 tons of freight an average distance of 340 miles, and received an average revenue of \$4.95 for each ton of freight hauled.
- We paid an average of \$5,123 per year to 26,007 employees.

1957 in brief . . .

Our railroad's operating revenues for the year 1957 were \$254,027,186—slightly more than the \$253,860,566 of operating revenues in 1956. Our revenues were favorably affected by the increased movement in the first half of the year of products of agriculture, particularly corn, which the Commodity Credit Corporation, in its reconcentration movement, shipped from Iowa, Illinois, Indiana and Minnesota to the Southwest for storage, to terminal markets, and for export to make room for new loan grain expected from the fall crops. Early snowfall and frost made corn harvesting difficult with the result that there was considerable high moisture corn, providing a heavier than usual movement to markets at the end of the year.

Wage increases, health and welfare programs, payroll taxes on account of wage increases, and the increase in the tax rate for unemployment compensation insurance increased costs in 1957 approximately \$8,809,000.

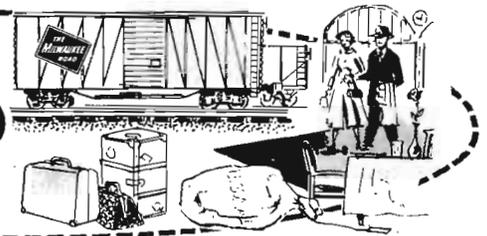
On the average, 26,007 people were employed by the railroad during 1957; their wages and salaries amounted to \$133,357,333, in addition to which the railroad contributed \$8,692,650 for Railroad Retirement taxes and Unemployment Insurance. The cost of Health and Welfare benefits for employes amounted to \$2,106,181. During 1957 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounted to \$772,463,903, representing an investment of \$29,702 in each employe's job. The railroad company's return on its investment in 1957 amounted to 2.13 per cent.

During the year gross capital expenditures of \$22,956,266 were made, of which \$7,057,703 was for road property improvements and \$15,898,563 for new equipment and improvements to existing equipment.

More and more the public, and particularly persons and agencies in government, are becoming aware that the railroads are indispensable to a healthy economy and that a governmental policy which prevents the railroads from doing their job is not in the public interest. There are many signs that opinion is crystallizing along these lines. The report of the President's Cabinet Committee in 1955 spelled out very clearly the need for a new transportation policy. A comprehensive program of regulatory changes was recommended and the necessity for greater competitive freedom was stressed. While the bills introduced in Congress, designed to put the recommendations into effect, have not yet been passed, the report has served a useful purpose in promoting public discussion of the railroads' problems.

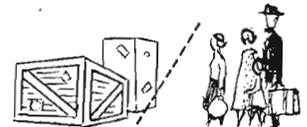
During the first quarter of 1958, traffic volume has declined, but to a lesser extent than is being experienced by all Class I railroads in the United States. The decline in volume has necessitated certain retrenchments which we expect will be of a temporary nature. As general business activity rises, a corresponding increase in traffic volume is to be expected.

**in 1957
our money
came from**



| ITEMS | AMOUNTS |
|--|----------------------|
| Hauling Freight | \$212,469,079 |
| Carrying Passengers | 15,415,391 |
| Other Passenger Train Revenue, including Dining and Buffet Car Service | 2,136,790 |
| Transporting Mail and Express | 12,065,787 |
| Switching | 6,678,131 |
| Other Operating Revenues | 5,262,008 |
| Total Operating Revenues | \$254,027,186 |
| Other Income—Net | 2,790,440 |
| TOTAL | \$256,817,626 |

SOURCES OF REVENUE



| Services and Classes of Traffic | Revenue | % Grand Total |
|---|----------------------|---------------|
| FREIGHT TRAFFIC | | |
| Manufactured articles | \$ 94,412,922 | 37.2% |
| Wheat, grain, products of agriculture | 42,545,729 | 16.7 |
| Coal, ore, products of mines | 23,408,714 | 9.2 |
| Lumber, products of forests | 28,658,656 | 11.3 |
| Livestock, products of animals | 13,268,812 | 5.2 |
| L.C.L. traffic | 4,853,959 | 1.9 |
| Forwarder Traffic | 5,292,976 | 2.1 |
| Total Freight Traffic | 212,441,768 | 83.6 |
| OTHER FREIGHT SERVICE | | |
| Switching | 6,678,131 | 2.7 |
| Joint facility—Net Cr. | 1,836,930 | .7 |
| Demurrage | 1,037,002 | .4 |
| All other | 1,341,104 | .5 |
| Total Other Freight Service | 10,893,167 | 4.3 |
| Total Freight Service | \$223,334,935 | 87.9 |
| PASSENGER TRAFFIC | | |
| Passengers in coaches | \$ 11,024,539 | 4.4 |
| Passengers in parlor and sleeping cars | 4,386,142 | 1.7 |
| Total Passenger Traffic | 15,410,681 | 6.1 |
| OTHER PASSENGER SERVICE | | |
| Mail | 8,654,187 | 3.4 |
| Express | 3,407,299 | 1.3 |
| Dining and buffet | 1,801,013 | .7 |
| All other | 1,419,071 | .6 |
| Total Other Passenger Service | 15,281,570 | 6.0 |
| Total Passenger Service | 30,692,251 | 12.1 |
| FREIGHT PASSENGER & OTHER SERVICES | \$254,027,186 | 100.0 |

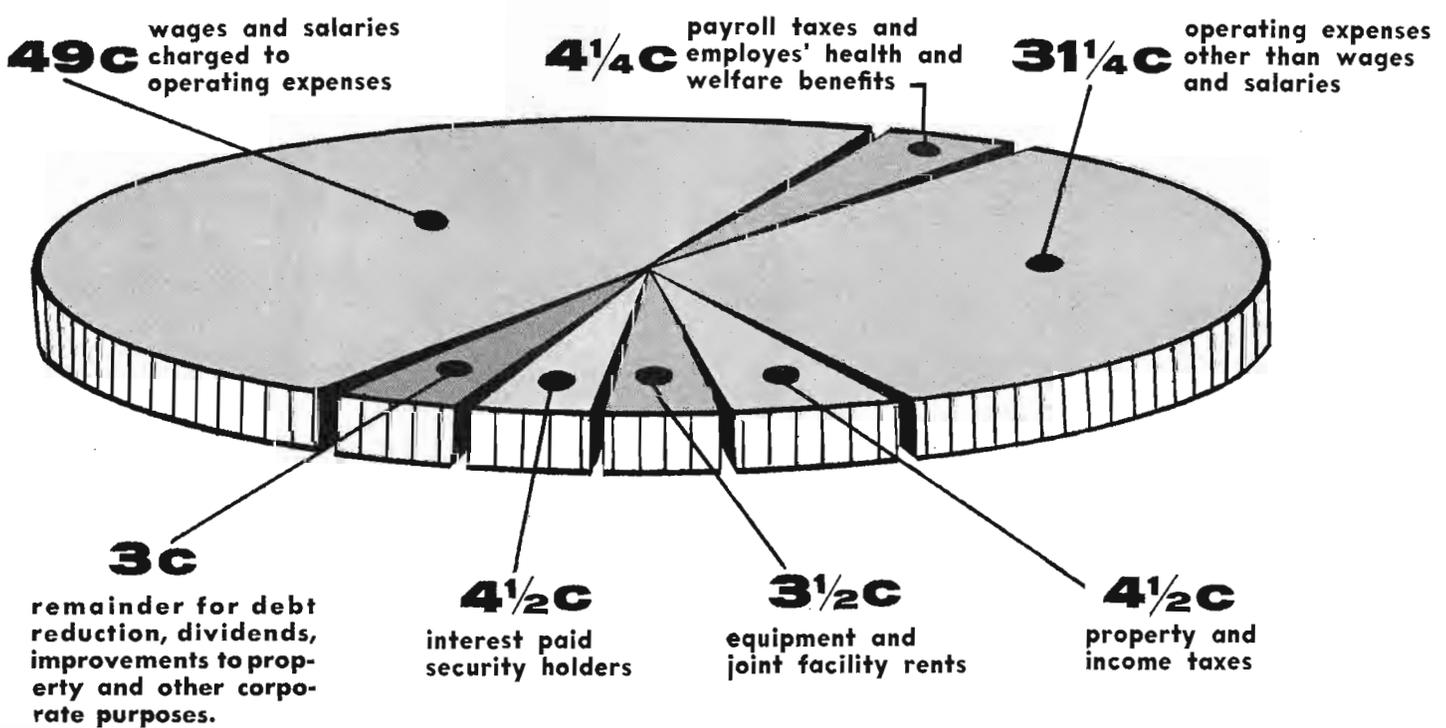
**in 1957
our money
went to**



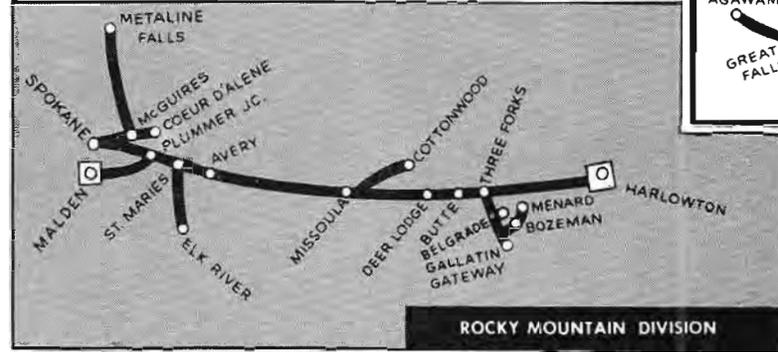
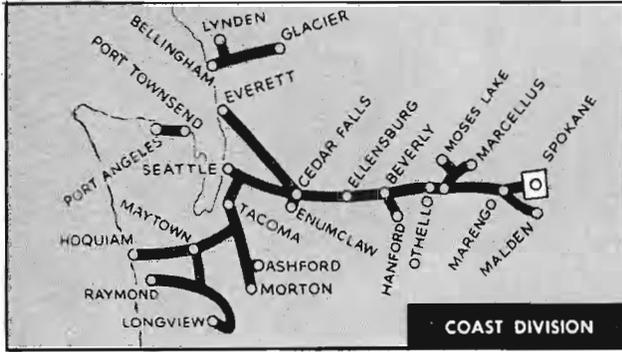
| ITEMS | AMOUNTS |
|---|----------------------|
| Materials, contract work, depreciation, etc..... | \$80,134,253 |
| Property and income taxes..... | 11,372,350 |
| Rental of equipment and joint facilities..... | 9,364,682 |
| TOTAL..... | \$100,871,285 |
| *For wages and salaries of employees charged to operating expenses..... | *125,938,377 |
| Payroll taxes for benefit of employees..... | 8,692,650 |
| Health & welfare benefits for employees..... | 2,106,181 |
| TOTAL for EMPLOYEES..... | \$136,737,208 |
| Interest paid SECURITY HOLDERS..... | 11,292,785 |
| Remainder for debt reduction, dividends, improvements to property and other corporate purposes..... | 7,916,348 |
| TOTAL..... | \$256,817,626 |

*Compensation of all employees totals \$133,357,333 as shown in table on page 6 and includes such items as wages charged to capital improvements, and manufacturing material.

THE MILWAUKEE ROAD DOLLAR in 1957



THE MILWAUKEE ROAD'S OPERATING DIVISIONS

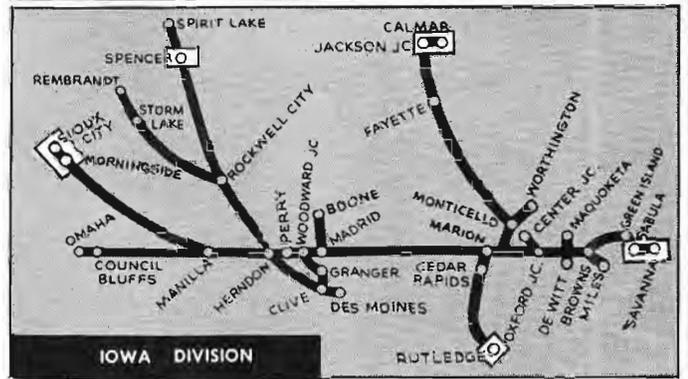


the MILWAUKEE ROAD in the states it served in 1957

| | Average Miles of Road Operated in 1957 | * Average Number of Employees | † Total Compensation All Employees | Property Taxes |
|------------------------|--|-------------------------------|------------------------------------|------------------|
| Idaho | 232.70 | 168 | \$ 782,180 | \$ 233,864 |
| Illinois | 686.21 | 7,053 | 36,735,189 | 1,789,203 |
| Indiana | 193.36 | 358 | 1,966,908 | 169,971 |
| Iowa | 1,788.84 | 2,514 | 12,989,047 | 1,290,078 |
| Michigan | 180.24 | 167 | 904,154 | 83,337 |
| Minnesota | 1,337.13 | 3,217 | 16,302,782 | 1,597,373 |
| Missouri | 154.56 | 414 | 2,129,779 | 132,851 |
| Montana | 1,251.26 | 1,708 | 9,298,953 | 1,381,778 |
| North Dakota | 366.89 | 144 | 608,929 | 217,050 |
| South Dakota | 1,734.60 | 1,170 | 5,789,711 | 923,816 |
| Washington | 1,066.95 | 1,922 | 10,551,380 | 719,998 |
| Wisconsin | 1,605.79 | 7,006 | 34,253,312 | 1,402,652 |
| All Other | 12.67 | 166 | 1,045,009 | 4,788 |
| Total | 10,611.20 | 26,007 | \$133,357,333 | 9,946,759 |

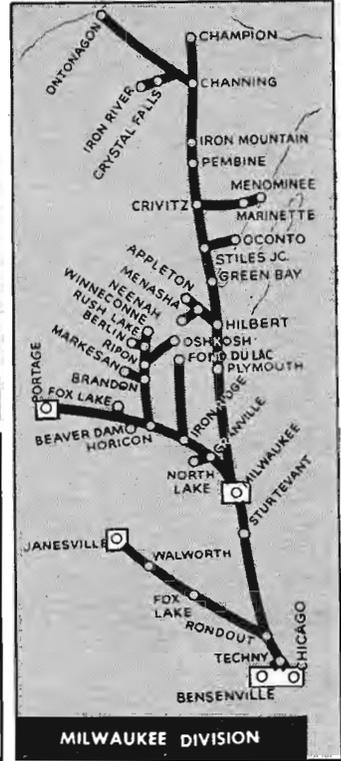
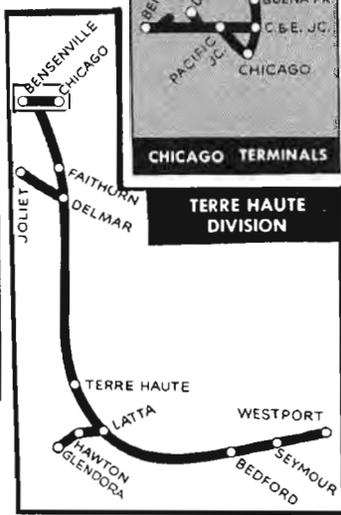
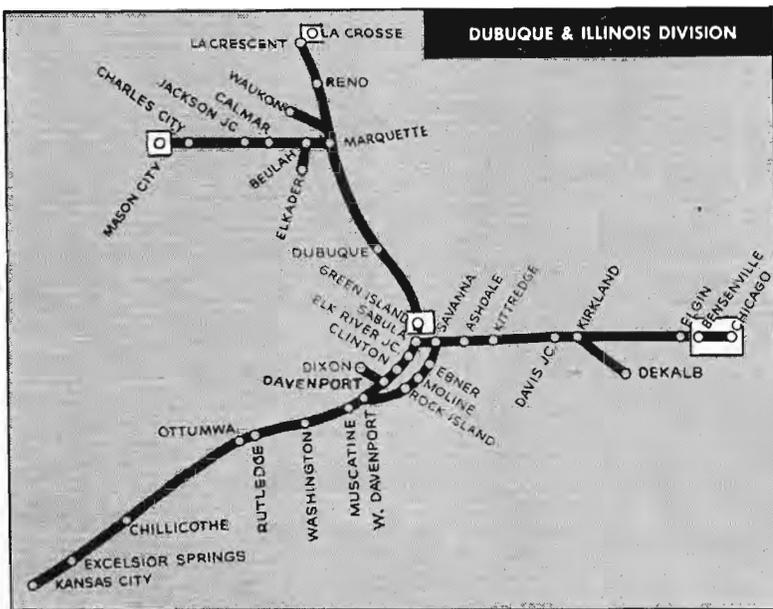
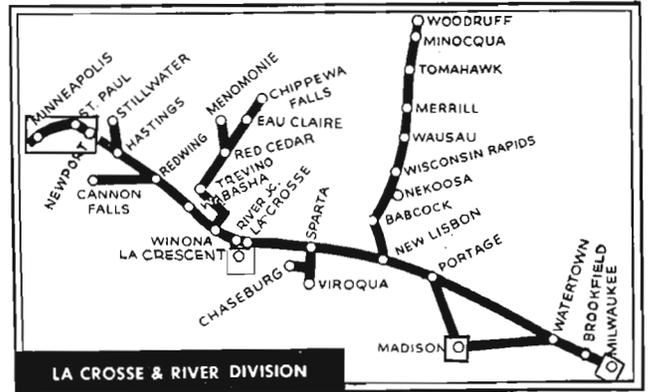
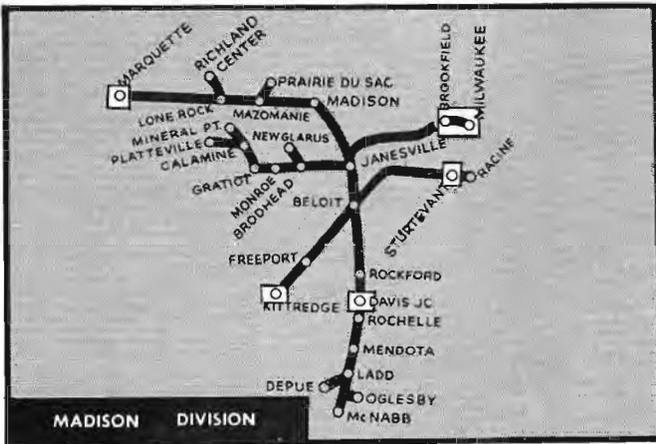
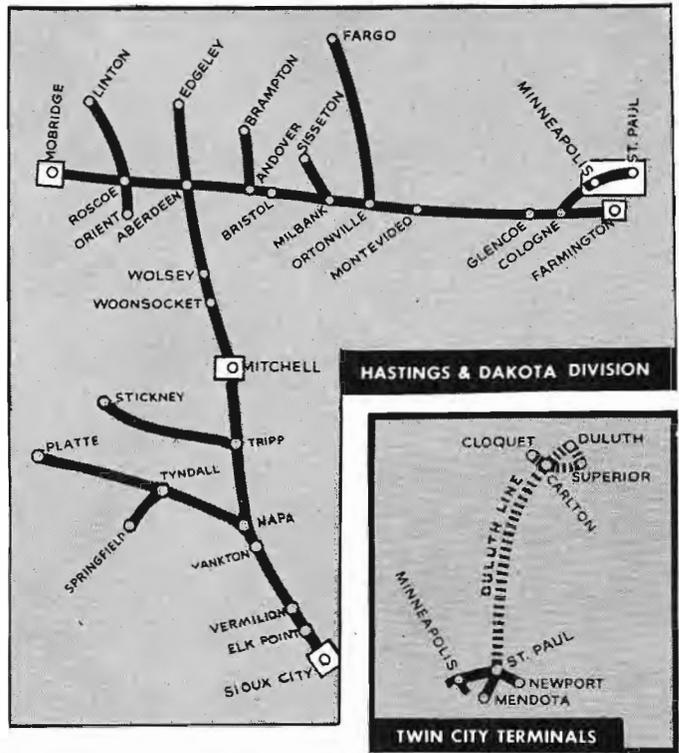
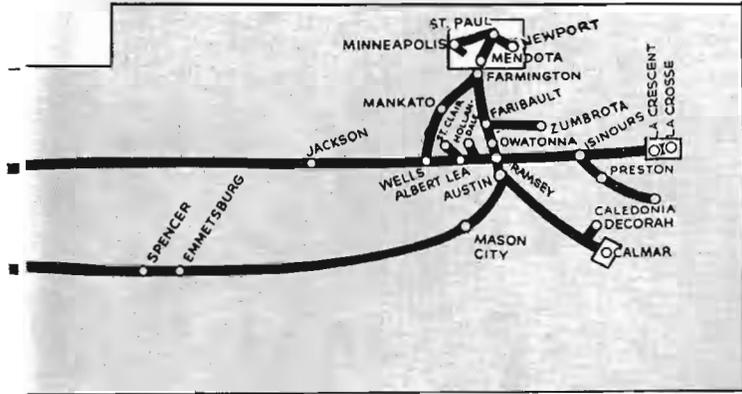
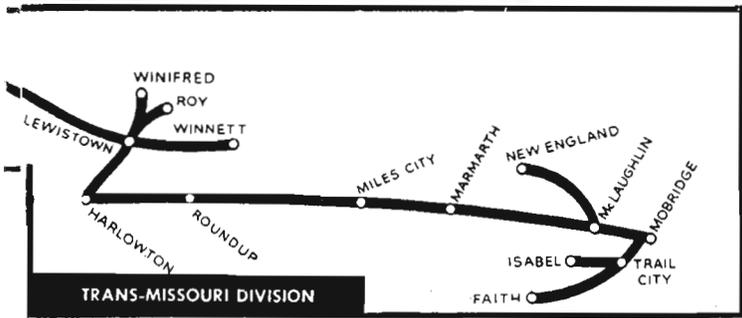
| | |
|---|---------------------|
| System Payroll Taxes | \$ 8,692,650 |
| System Income and Misc. Taxes | 1,425,591 |
| Total System Taxes | \$20,065,000 |

†Includes compensation of part time employees.
*Does not include count of part time employees.



THE 1957 DIVISION OPERATING RECORD

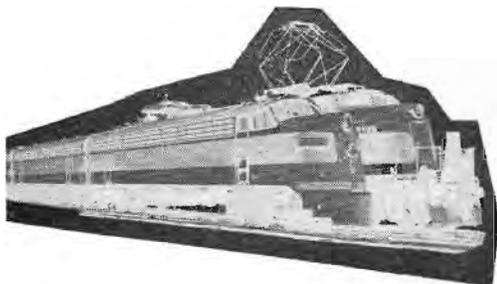
| Operating Divisions | Miles of Road Opr. | Miles of all Tracks Opr. | No. of Open Stations | Average No. of Employees | Loaded Freight Car Miles (1000's) | Passenger Car (Miles) (1000's) | Avg. Gr. Tons Per Frt. Trn. | Avg. Pass. Cars Per Pass. Trn. | Yard Switching Hours | President's Safety Award Standing |
|---------------------------|--------------------|--------------------------|----------------------|--------------------------|-----------------------------------|--------------------------------|-----------------------------|--------------------------------|----------------------|-----------------------------------|
| | 12-31-57 | | | | | | | | | |
| Terre Haute | 393 | 666 | 21 | 518 | 21,233 | 2 | 4,289 | .99 | 26,080 | 6 |
| Chicago Terminals | 38 | 383 | 7 | 3,707 | | | | | 242,552 | 9 |
| Dubuque and Illinois | 908 | 1,610 | 91 | 2,049 | 93,713 | 10,112 | 3,469 | 7.87 | 93,161 | 13 |
| Iowa | 956 | 1,305 | 100 | 1,359 | 57,420 | 16,529 | 3,143 | 11.21 | 58,085 | 8 |
| Milw.-K.C.S. Joint Agency | | | | | | | | | 40,954 | |
| Milwaukee Terminal | 23 | 317 | 3 | 3,700 | | | | | 228,928 | 4 |
| Milwaukee | 808 | 1,137 | 98 | 1,290 | 42,838 | 11,846 | 3,236 | 7.63 | 43,628 | 1 |
| La Crosse and River | 746 | 1,366 | 63 | 1,962 | 71,919 | 19,283 | 3,685 | 12.19 | 60,920 | 14 |
| Madison | 600 | 829 | 50 | 878 | 15,295 | 1,339 | 2,177 | 6.27 | 57,195 | 3 |
| Twin City Terminal | 40 | 253 | 7 | 1,615 | | | | | 161,014 | 5 |
| Duluth | 210 | 424 | 5 | 20 | 5,745 | | 3,840 | | | |
| Iowa, Minnesota-Dakota | 1,649 | 1,939 | 164 | 1,426 | 17,134 | 1,232 | 1,248 | 4.69 | 54,232 | 2 |
| Hastings and Dakota | 1,170 | 1,469 | 109 | 992 | 44,615 | 4,405 | 3,186 | 8.12 | 19,146 | 15 |
| LINE EAST—Total | 7,541 | 11,698 | 718 | 19,516 | 369,912 | 64,748 | 3,078 | 9.36 | 1,085,895 | |
| Trans-Missouri | 831 | 1,007 | 53 | 821 | 45,269 | 4,060 | 4,091 | 10.47 | 8,900 | 10 |
| Rocky Mountain | 943 | 1,175 | 38 | 1,233 | 37,137 | 3,352 | 3,213 | 10.50 | 26,994 | 11 |
| Idaho | 580 | 735 | 17 | 528 | 17,007 | 1,741 | 2,965 | 10.47 | 5,321 | 12 |
| Coast | 695 | 1,087 | 34 | 1,349 | 16,809 | 1,722 | 2,255 | 10.38 | 57,020 | 7 |
| LINE WEST—Total | 3,049 | 4,004 | 142 | 3,931 | 116,222 | 10,875 | 3,204 | 10.47 | 98,235 | |
| GENERAL OFFICES | | | | 2,560 | | | | | | |
| SYSTEMS—Total | 10,590 | 15,702 | 860 | 26,007 | 486,134 | 75,623 | 3,107 | 9.51 | 1,184,130 | |



Note: In the individual divisional maps, lines and towns enclosed in box  are not part of the divisions with which they are shown.

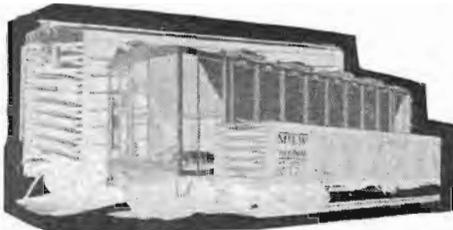
EQUIPMENT STORY

At the close of 1957 our railroad owned a total of 55,382 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars.



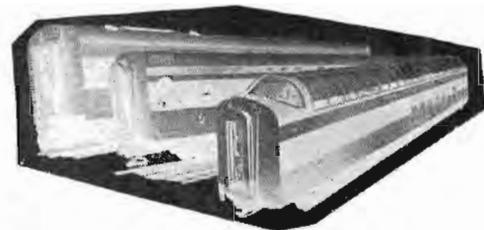
LOCOMOTIVE UNITS

| | |
|-------------------------|------------|
| Diesel—Freight | 213 |
| —Passenger | 87 |
| —Multiple purpose | 221 |
| —Switch | 286 |
| Electric | 98 |
| TOTAL | 905 |



FREIGHT CARS

| | |
|-----------------------|---------------|
| Box and auto | 28,892 |
| Gondola and hopper .. | 14,192 |
| Flat | 4,459 |
| Others | 6,169 |
| TOTAL | 53,712 |



PASSENGER CARS

| | |
|---------------------------------|------------|
| Sleeping | 60 |
| Coaches | 312 |
| Baggage, mail and express | 304 |
| Parlor | 20 |
| Others | 67 |
| TOTAL | 763 |
| Rail Motor Cars | 2 |

The cost of new equipment and the improvements made to existing equipment during 1957 amounted to \$15,898,563.

new equipment

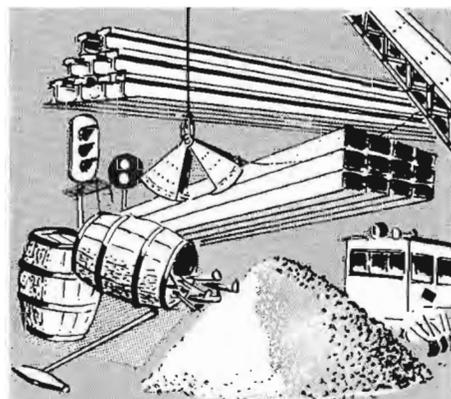
purchased and delivered in 1957 . . .

- 1,000—50-ton steel box cars
- 100—70-ton steel covered hopper cars
- 35—50-ton airslide steel covered hopper cars
- 15—70-ton airslide steel covered hopper cars
- 2—Diesel-electric pile driving locomotive cranes

new equipment

on order for 1958 delivery . . .

- 10—1750 H.P. Diesel-electric road switching units
- 200—70-ton steel covered hopper cars
- 100—50-ton steel box compartmentizer equipped cars
- 50—70-ton flat cars
- 55—70-ton steel gondola cars
- 50—70-ton airslide steel covered hopper cars



1957

Road Property Improvements

The cost of improvements made to road property during 1957 amounted to \$7,057,703

employees



Train and Engine Men, Yard and Station

10,263



Maintenance of Equipment and Stores

5,721



Maintenance of Way and Structures

4,594



Professional, Clerical and General

5,043



Executives, Officials and Staff Assistants

386



each  1,000 employees

TOTAL 26,007 employees

**Job value
per employee
in 1957**

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$772,463,903.

This amount: $\frac{772,463,903}{26,007 \text{ employees}} = \$29,702$ Invested in Each Employee's Job.

10 year payroll summary

| YEAR | *TOTAL PAYROLLS | COMPANY CONTRIBUTIONS | | TOTAL | AVERAGE PER EMPLOYEE | Straight Time Rate | |
|------|-----------------|-----------------------------------|---------------------------|---------------|----------------------|--------------------|------------------|
| | | RETIREMENT AND UNEMPLOYMENT TAXES | HEALTH & WELFARE BENEFITS | | | AVERAGE PER HOUR | % INC. OVER 1939 |
| 1948 | \$138,490,345 | \$7,707,579 | — | \$146,197,924 | \$3,820 | \$1.297 | 78.9 |
| 1949 | 133,117,567 | 7,421,152 | — | 140,538,719 | 4,000 | 1.442 | 98.9 |
| 1950 | 128,201,025 | 7,234,363 | — | 135,435,388 | 4,023 | 1.580 | 117.9 |
| 1951 | 143,260,363 | 7,774,582 | — | 151,034,945 | 4,463 | 1.754 | 141.9 |
| 1952 | 145,397,263 | 7,696,578 | — | 153,093,841 | 4,703 | 1.852 | 155.4 |
| 1953 | 138,117,562 | 7,441,326 | — | 145,558,888 | 4,675 | 1.895 | 161.4 |
| 1954 | 126,272,397 | 7,035,232 | — | 133,307,629 | 4,768 | 1.945 | 168.3 |
| 1955 | 126,447,937 | 7,276,300 | \$ 624,381 | 134,348,618 | 4,809 | 1.959 | 170.2 |
| 1956 | 134,534,522 | 8,581,092 | 1,403,449 | 144,519,063 | 5,273 | 2.130 | 193.8 |
| 1957 | 133,239,878 | 8,692,650 | 2,106,181 | 144,038,709 | 5,538 | 2.290 | 215.9 |

*Does not include compensation of part-time employees

1957 SAFETY STORY



An employe casualty rate of 3.07 was established in the year 1957. This was a 32 per cent decrease compared with the rate for the previous year. The casualty rate is developed by dividing the number of reportable casualties by the number of manhours worked by employes.

During the year 1957, there were 3 employes on duty who lost their lives according to reports made to the Interstate Commerce Commission. This compared with 7 in the previous year. Reportable injuries, those where employes were

disabled beyond 3 days in the first ten days following the date of accident, amounted to a total of 150 compared with 236 for the previous year. This represents a decrease of 36 per cent.

The improvement made in the number of reportable casualties and in the casualty rate for the year 1957 was most gratifying.

The Milwaukee Division won the President's Safety Trophy for 1957 with a casualty rate of 0.39 having only one reportable injury throughout the year.

*President Quinn Asks and
Answers a Question . . .*

IS THE RAILROAD WEATHER CLEARING?

IN his first two formal addresses since assuming the presidency of the railroad—delivered in Minneapolis on Jan. 30 and in Milwaukee on Feb. 6—William J. Quinn sounded a welcome note of optimism regarding the future of the railroad industry.

More than 500 business leaders attending a joint luncheon meeting of the Northwest Shippers Advisory Board and the Traffic Club of Minneapolis heard the first talk, in which Mr. Quinn answered the question asked in the title of his address — “*Is the Railroad Weather Clearing?*”

He expressed the opinion that it is clearing, and added:

“I don’t mean, of course, that the sun is already shining and that all the problems the railroads have been laboring under for years will rapidly melt away. I am not in the least unmindful of the facts of life regarding traffic trends on the railroads.”

He went on, however, to enumerate

the following reasons for feeling hopeful about the future:

1. *The industry has, at long last, managed to focus public attention on the root of the whole problem—antiquated regulations and excessively burdensome taxes compared with their competitors.*

Public discussion of the railroads’ problems has been rising very noticeably, he pointed out. “It took the Russian Sputnik to arouse the people to the dan-

gers of delay in the missiles field. It took the recent downturn in business to draw attention more sharply to the need for giving the railroads equality in the competitive transportation field”, Mr. Quinn said.

The much-publicized hearings before the Senate Surface Transportation Subcommittee [see February issue of this magazine, p. 4] are another indication of interest in the railroad industry. Also encouraging was the letter sent by Guy



President William J. Quinn addressing the Milwaukee Association of Commerce luncheon audience in the Pfister Hotel.



Mr. Quinn is shown here with the hosts of the Minneapolis luncheon meeting, F. L. O'Neill, general traffic manager of the Minnesota Mining & Manufacturing Co., who is president of the Northwest Shippers Advisory Board, and A. J. Dolan, grain agent of the Burlington Railroad, president of the Traffic Club of Minneapolis (left to right).

Another Q. and A.

The following is from a television interview with President Quinn conducted by Station KS-TP-TV, Minneapolis, following his address of Jan. 30 and aired that evening:

Interviewer: Mr. Quinn, what can be done, specifically, to equalize the carrier situation?

Mr. Quinn: Well, I think one of the most important things that can be done immediately and that really will have beneficial results for the railroad industry is the repeal of the excise tax on transportation. Now, that's a 3 per cent tax on freight which is imposed when transportation is effected by common carriers and it is not imposed when transportation is performed by private carriers — that is, by trucks or barges, for example, owned by the shipper himself. The result, of course, is to discriminate against common carriage and we in the railroad business are feeling that. Such a tax, of course, also penalizes the shipper who cannot provide his own private transportation.

We think it is discriminatory, and we think it would be very helpful if the Congress would repeal that tax.

L. Brown, head of the Brotherhood of Locomotive Engineers, to union locals suggesting that some labor agreements are outmoded and that railroad employes should consider changes. Mr. Quinn mentioned, in addition, the request of the Director of the Budget to all government departments regarding programs for the recovery of user charges from carriers using facilities built by the government.

2. *The railroads have demonstrated a capacity to make tremendous improvements to keep up with changing times.*

Since World War II, Mr. Quinn pointed out, the railroads have invested \$13 billion in capital improvements—nearly as much as the government spent on all phases of our atomic energy program during the same period. The railroads have been virtually recreated. He mentioned specifically dieselization; automatic classification yards such as those on The Milwaukee Road in Milwaukee, Bensenville and the Twin Cities; electronics for C.T.C., train radio and the reporting of freight car movements; improved types of freight cars; and scientific testing equipment.

3. *The Milwaukee Road and seven*



President Quinn addressing the Lines East mechanical department supervisors informally in the office of F. W. Bunce, chief mechanical officer, Milwaukee.

"We Are People with a Trust," Mr. Quinn Tells Supervisors

In a friendly, straightforward talk with 25 Lines East mechanical department supervisors following his Association of Commerce address in Milwaukee on Feb. 6, President Quinn reviewed the responsibilities and rewards involved in the railroad's present situation.

"It is our intention to recognize capabilities", he told the group assembled in the office of Chief Mechanical Officer F. W. Bunce. "I realize that we have made serious cuts. Not because we like to do this sort of thing but because we have to survive."

He mentioned briefly that, since railroad people have been criticized for not being progressive and for regarding themselves as a closed fraternity, it is necessary to work in such a way as to dispel that attitude.

"All of us are people with a trust", he reminded his audience. "People have put their money into this property and we are the ones they have hired to run their business for them. The field you fellows are in is one of the most difficult parts of the job . . . We want to keep our equipment up so that our traffic men will not be hampered in going out to get more business."

Answering questions asked by the men present, Mr. Quinn pointed out that the excise taxes on transportation are probably hurting the railroads more than any other single thing.

He concluded a discussion regarding the possibility of relaxed I.C.C. regulations and other factors which may help the railroads in these words:

"We are not going to get rich over night, but things are going to get better."

other western lines have established a Special Committee on Railroad Research which will determine what changes might be effected in order to keep pace with new competitive conditions . . . what rates should be adjusted to meet competition, and what changes can be made to make rail service more economical and more attractive to the shipper.

4. *The opening of the St. Lawrence Seaway should add substantially to the prosperity of the head-of-the-lakes region and to Milwaukee Road freight tonnage.*

5. *The tremendous "war baby" crops of the early and middle forties are rapidly growing up. Two hundred million Americans by 1965 and a gross national*

product of some \$600 billion just naturally mean increased production and consumption of everything, including transportation.

"These are some of my reasons for being hopeful", Mr. Quinn told his audience in conclusion. "I don't think they are unrealistic."

Outlook "Fair and Warmer", Milwaukee Group Told

Mr. Quinn's Milwaukee address was delivered at a luncheon meeting of that city's Association of Commerce, attended by more than 400 industrialists and businessmen, on Feb. 6.

"The railroads will not only survive, but can move triumphantly ahead if they

(Continued on page 14)

THE FOCUS IS ON THE SALES FORCE



Above: The session at Minneapolis—first in a series of traffic department regional staff meetings—gets under way, with "city" and traveling representatives included.



Left: Shown together before the start of the Minneapolis meeting are, left to right: William Wallace, assistant passenger traffic manager; G. E. Benz, general northwestern freight agent; R. E. Hibbard, freight traffic manager, rates and divisions; H. M. Larson, assistant general passenger agent, Minneapolis; and W. D. Sunter, general freight traffic manager, sales and service.

Below—Top Picture: President William J. Quinn and Vice President Paul H. Draver were among the officers attending the regional staff meeting held in New York on Feb. 21. Left to right: R. H. Harding, assistant freight traffic manager, sales and service; Harry Sengstacken, passenger traffic manager; W. D. Sunter, general freight traffic manager, sales and service; Mr. Draver; Mr. Quinn; and F. W. Baker, district freight traffic manager.

Lower Picture: The traffic sales force from eastern cities who attended the New York meeting.



At 9 o'clock on the morning of Jan. 29 thirty-six men with full brief cases filed into a specially prepared meeting room on the third floor of the Radisson Hotel in Minneapolis and closed the door behind them.

It was late in the day when the door opened again and the men came out, smiling and talking enthusiastically.

What had happened in the meantime?

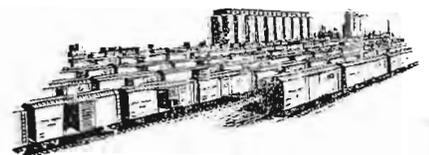
Judged by ordinary standards it was a routine staff meeting, but this one was different for several reasons.

• *It was the first of a new series of nine regional traffic staff meetings to be held throughout the country and which included the so-called "city" and traveling men. It was attended by the entire sales force from the Twin Cities, Aberdeen, S.D., Duluth, Minn., Winnipeg, Man., and Edmonton, Alta.*

• *It was the beginning of the Milwaukee's biggest traffic promotion campaign to date . . . a campaign which is emphasizing true salesmanship and the ultimate in service to the customer.*

During the course of the meeting everyone present was called upon for informal comment on the state of traffic in his territory. He was encouraged to air his problems and to discuss the needs of his customers as they related to rate adjustments, freight schedules, industrial matters, or other problems. These subjects were reviewed at length with a view to ensuring a steady volume of freight.

Following opening remarks by G. E. Benz, general northwestern freight



The Milwaukee Road Magazine



Was everybody happy? They seemed to be as this picture was taken at the regional meeting in Los Angeles on Feb. 26. Shown seated, left to right: P. L. Cowling, district freight and passenger agent, Sacramento; J. M. Fortman, general agent, Los Angeles; W. D. Sunter, general freight traffic manager;

P. H. Draver, then vice president—traffic, now vice president—industrial development; L. P. Freeman, district traffic manager, San Francisco; G. H. Kronberg, general agent, San Francisco; J. G. MacDonald, general agent, Salt Lake City; and R. B. Amis, regional assistant to district traffic manager, Los Angeles.

agent, Minneapolis, the meeting was turned over to W. D. Sunter, newly appointed general freight traffic manager. Brief talks were made by R. E. Hibbard, freight traffic manager, rates and divisions; William Wallace, assistant passenger traffic manager; and H. M. Larson, assistant general passenger agent, Minneapolis.

After reviewing the extent of the carloading decline to date in 1958, Mr. Sunter recalled that Leo T. Crowley, chairman of the board, had told the men attending the general staff meeting in Chicago last spring that "It takes courage and personality to be a good salesman".

"The job of a railroad salesman", Mr. Sunter reminded his listeners, "is one most vital to the very life of your railroad . . ." The operating department, he said, stands ready to supply information and to meet the demands of shippers for service. The rate and industrial development departments are likewise eager to assist shippers with their problems. "Every employe and every department has but one objective—to serve the shipping and traveling public to the best of its ability."

William Wallace, in a discussion of the passenger traffic potential, assured the salesmen that the passenger services the Milwaukee has for sale are of top

quality. He reminded them also that courtesy makes friends who can be very important both as passengers and as shippers. "The way a man is treated on the telephone can make all the difference in how he feels about us."

Mr. Sunter concluded the meeting with these words:

"The Milwaukee Road is one of the most modern and most progressive transportation agencies in the country today, and it is worthy of our very best efforts. If every one of us devotes full time to keeping pace with the needs of our customers and the demands of competition, we can ensure a bright future for our railroad and ourselves."



Part of the group of traffic officers who attended the regional meeting in Kansas City on Feb. 7, shown just before the session got under way. Left to right; William Wallace, P. H. Draver and W. D. Sunter (see picture captions above); E. C. Derr, general southwestern agent, Kansas City; H. A. Washburn, commercial agent, Tulsa; H. H. Jacobs, division freight and passenger agent, Mason City; R. J. Casey, division freight and passenger agent, Davenport; and J. G. Hatcher, general agent, Dallas.



March—April, 1958

W. W. Kremer and P. H. Draver Elected To Traffic and Industrial Posts



Walter W. Kremer



Paul H. Draver

WALTER W. KREMER, a traffic officer with a broad background of experience on a number of railroads, and who had been head of the Soo Line traffic department since 1950, was elected vice president-traffic of The Milwaukee Road at the February meeting of the board of directors, effective Mar. 1. He succeeds Paul H. Draver, who was elected to the new position of vice president-industrial development.

The new traffic vice president was only 17 when the Pennsylvania Railroad hired him as a rate clerk in his home town of Kalamazoo, Mich., in 1917. Seven years later he went to Detroit as traveling freight agent for the Minneapolis & St. Louis, and in 1929 joined the Canadian Pacific in the same capacity at Grand Rapids, Mich. Except for a brief period as western traffic manager for the Boston & Maine in Chicago, Mr. Kremer's connection with the Canadian Pacific was to continue until 1948 when he resigned his position as that line's general freight agent in Chicago to become general traffic manager of the Soo Line in Minneapolis. He became traffic vice president of that railroad in 1950.

Mr. Kremer is a friendly man with an easy, gracious manner and an infectious enthusiasm regarding the potential of rail traffic. For him the study of railroad traffic is both occupation and hobby, and it is not surprising that his views on the subject of rates and service are marked by originality and courage. He has a reputation for seeing at a glance both the railroad and the industrial sides of every traffic situation.

Talking with a group of Milwaukee Road officers and supervisors shortly after his election, Mr. Kremer declared

that he sees every reason for great faith in the future of the railroad industry.

"As a matter of fact", he said, "one reason I was interested in becoming one of you was that I had been impressed by the optimistic position which the Milwaukee has taken during the present downturn in business throughout the country. There are lots of opportunities for the railroads to help themselves through research such as is now going on in rates and services, and through further development of automation."

Mr. Kremer also expressed himself as believing that there are opportunities for vigorous promotion of rail traffic. He sees a greater volume of traffic resulting from the accelerated pace of industrial growth in the West.

Mr. and Mrs. Kremer, who will be making their home in Chicago, have one son, Victor Erickson Kremer. He is in the oil business in New York, following completion of his studies at London University in London, England. He is meanwhile preparing a thesis in economics, looking toward a Ph.D. degree from that university.

Mr. Draver Now Vice President—Industrial Development

Paul H. Draver, who has been vice president in charge of traffic since 1949, is a Milwaukee Road veteran of 42 years service who is known for his familiarity with all aspects of railroad traffic. Election to his new position as vice president-industrial development is a direct outgrowth of the fact that, today, much of the new traffic available to railroads is generated by factories and businesses newly located along rail lines.

It is a certainty that Mr. Draver's experience in dealing with both traffic and industrial development matters will widen still further the scope of this railroad's already aggressive and highly successful industrial development program.

In his new position he will have jurisdiction over long-range planning and policy in the development of industrial areas and in locating new industries on Milwaukee Road trackage.

Mr. Draver is a native of Stillwater, Minn., who started with the Milwaukee in the Kansas City local freight office in 1916. He advanced to city freight agent there in 1927, and later to traveling freight agent, becoming general southwestern agent at Kansas City in 1938. He went to Milwaukee in 1942 as assistant general freight agent, and was appointed general freight traffic manager in Chicago on Feb. 1, 1948. He was elected vice president in charge of traffic on Nov. 9, 1949.

An eight-page brochure introducing the Road's new traffic vice president and commenting on the character and significance of the duties now being performed by P. H. Draver and S. J. Cooley was sent to some 3400 industrial executives and traffic managers early in March. (For information regarding the promotion of Mr. Cooley, see appointment section of this issue.)

IS THE RAILROAD WEATHER CLEARING?

(Cont'd from page 11)



Mr. Quinn visits with Ray H. Weisbrod, executive vice president of the Milwaukee Association of Commerce, prior to the luncheon meeting on Feb. 6.

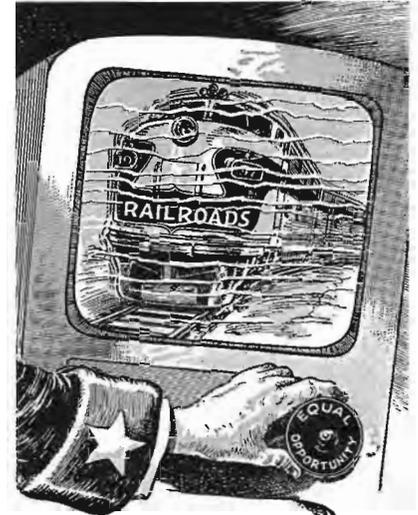
are placed in a framework of equal competition", he said in emphasizing again his reasons for feeling optimistic about the industry's future.

Following a discussion of the many individual improvements which make up the record of progress for this railroad

The Milwaukee Road Magazine

WHAT THE RAILROADS NEED

these are the suggestions which the railroads have asked Congress to act upon



Time to Clear the Picture

1. END THE EXCISE TAXES

Federal excise taxes should be repealed. They add 10 per cent to the cost of passenger tickets and 3 per cent to freight charges. They turn business away from the common carriers.

2. LESS AUTHORITY FOR STATE COMMISSIONS

The Interstate Commerce Commission—not the state commissions—should have final authority to rule on a railroad's need to discontinue poorly patronized passenger trains which are hopeless money-losers. I.C.C.—not the state commissions—should rule on the need to discontinue or consolidate stations and other services.

3. LET RAIL COMPANIES DIVERSIFY

At present railroad companies are not permitted to perform motor or water transportation except of a very special kind. This restriction should be removed. Also, any surface carrier should be allowed to provide air transportation. In that way the carriers could furnish a complete transportation service.

4. ALLOW EACH FORM OF TRANSPORT TO PRICE ITS OWN SERVICE

Each form of transportation should be permitted to price its services in line with its own costs and conditions. In doing this it should not be required to take into account the effect of those rates upon the traffic and revenues of other forms of transportation.

5. DECIDE WHO'S PRIVATE AND WHO'S FOR HIRE

Congress should stop the growing evasion of regulation by motor carriers who pose as private

haulers but actually operate as for-hire carriers.

6. RESTORE PURPOSE OF AGRICULTURAL EXEMPTIONS

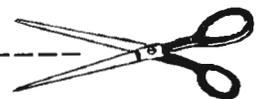
Court interpretation has greatly expanded the list of "agricultural commodities" which trucks can carry without regulation. As a result, this special benefit is extended to products such as processed foods. The provisions should be restored to their original purpose of aiding farmers.

7. ALLOW MORE FOR DEPRECIATION

The needed replacement and modernization of railroad facilities could be brought about more quickly through realistic rules governing allowance for depreciation.

8. COLLECT FOR USE OF PUBLIC FACILITIES

The government should collect proper charges for the commercial use of such publicly-provided facilities as highways, improved waterways, airports and airways.



and the industry as a whole, Mr. Quinn added that some of his listeners were probably wondering why, if the railroads have done so much, they aren't rich.

"It's a good question that unfortunately has a very long answer", he said. "Most of it is an involved story having to do with spiraling wage and material costs . . . inability to get freight and delay . . . failure to get permission for competitive pricing of certain services

. . . competition with carriers who are subsidized in varying degrees by public funds . . . competition with private carriers in which the rails are hampered by the transportation tax."

In discussing the things which he said he felt make the outlook for the railroads "fair and warmer", Mr. Quinn mentioned the several points he had outlined in his earlier address.

"As I see it", he said, "there are only two requisites to achieve most of these aims. First, that the railroads continue

to exercise American ingenuity and willingness to work. That one, I think, is a certainty. Second, that legislation be passed giving the railroads an opportunity for equal competition as a step toward enabling them to earn a fair return on their investment so that they can continue to plow back large sums in research, experiment and improvement.

"In short", he said in conclusion, "you can put me down as optimistic about the future of our industry."

a p p o i n t m e n t s



S. J. Cooley



A. L. Sedgwick



E. J. Stoll



J. F. Grier

Industrial and Real Estate Development Department

Effective Mar. 1, 1958:

S. J. Cooley is promoted to director-industrial and real estate development, with headquarters in Chicago. The position of industrial commissioner is abolished. Mr. Cooley studied engineering at the University of Kansas, following which he entered the service of the Santa Fe in 1917. He later did land valuation work for the I.C.C. and also for the Union Pacific and the Erie before coming to the Milwaukee as a right of way engineer in 1924. He was assistant real estate agent from 1927 until 1945, when he was appointed assistant industrial commissioner. He has been industrial commissioner since 1952.

Effective the same date the following changes in title are made:

A. L. Sedgwick to the position of western director-industrial and real estate development, with headquarters in Seattle.

E. J. Stoll to the position of assistant director-industrial and real estate development, with headquarters in Chicago.

J. F. Grier to the position of assistant western director-industrial and real estate development, with headquarters in Seattle.

The positions of western industrial commissioner and assistant industrial commissioners are abolished.

Mr. Sedgwick has been with the department since 1920, starting as terminal land appraiser on Lines West. He has served as assistant to real estate agent, assistant industrial commissioner, and as western industrial commissioner since 1953.

Mr. Stoll started with the Road's engineering department in 1938, after graduating from the University of Michigan, and was employed in various posi-

tions on Lines East and Lines West until 1945, when he joined the industrial department in Seattle. Transferring to Chicago in 1948, he was appointed industrial engineer there in 1950 and assistant industrial commissioner in 1952.

Mr. Grier has been with the Road since graduating from Iowa State University in 1926, starting in the engineering department and transferring to the real estate department in 1936. He has served as right of way engineer, industrial engineer, and as assistant industrial commissioner since January, 1957.

Finance and Accounting Department

Effective Mar. 1, 1958:

R. F. Kratochwill is appointed assistant comptroller with headquarters in Chicago. Mr. Kratochwill was graduated by the University of Wisconsin school of commerce in 1941 and since being discharged from the Air Force at

the end of World War II with the rank of captain has been associated with the certified public accountant firm of Ernst & Ernst in Chicago as senior accountant, audit supervisor and assistant manager. Since 1951 he has had extensive contact with Milwaukee Road auditing procedures in connection with the annual report.



R. F. Kratochwill



M. E. McCarrell

Traffic Department

Effective Mar. 1, 1958:

M. E. McCarrell is appointed general agent, New Orleans, La., following the death of C. T. Carter. Mr. McCarrell entered the traffic department in Chicago in 1946, transferred to Seattle as city freight agent in 1948, and was appointed traveling freight and passenger agent with headquarters in Atlanta in July, 1951.

W. V. Johnson is appointed city freight and passenger agent at Spokane. Since starting in the reservation bureau at Seattle in 1951, Mr. Johnson has been

J. N. Davis

JESSE N. DAVIS, former assistant to president and retired general attorney for Lines West, died in Seattle on Mar. 1, after a long illness. Burial was in Chicago, where he had been commerce counsel for 17 years. Surviving him are five brothers: J. Ray, Samuel F., Oak E., Everett C. and Elliott R.; and a sister, Mrs. Mae Hewitt.

Mr. Davis, a native of Missouri, was graduated from Grand Island College and the law school of the University of Chicago. Entering the Road's legal department in 1911, he served as assistant general solicitor until 1922 and as com-

merce counsel until 1939, when he was promoted to general attorney with headquarters in Seattle. In 1941 he was appointed assistant to trustee in Seattle, and in 1945 when the Road emerged from trusteeship he became assistant to president, but he relinquished that post in 1946 to resume the title of general attorney. He retired on Feb. 28, 1950, his 70th birthday.

In addition to his law work, Mr. Davis had served for a period of time as president of the Cowlitz, Chehalis and Cascade Railway and as vice president of the Milwaukee Hospital Association. He was a member of the Washington, Illinois and American Bar Associations.

passenger and ticket agent in Butte and for the past three years city ticket agent in Spokane.

Effective Mar. 16, 1958:

A. L. Johnson Jr. is appointed traveling freight and passenger agent, Atlanta, Ga., succeeding M. E. McCarrell. Mr. Johnson, who has been with the traffic department since 1947, was formerly city freight agent in Detroit and most recently city freight and passenger agent in Boston.

Effective Apr. 1, 1958:

P. F. Hellman is appointed city freight and passenger agent in Boston, Mass., succeeding A. L. Johnson Jr. Mr. Hellman started with the Road in the Dubuque traffic office in 1950 and since 1953 has been chief clerk to the division freight and passenger agent there.

Law Department

Effective Mar. 1, 1958:

Rufus C. Dawes is appointed attorney with headquarters at Chicago. Mr. Dawes is a native of Chicago who received his law degree from Northwestern University in 1956. He will be employed in the commerce field.

Operating Department

Effective Apr. 1, 1958:

Captain of Police M. V. Cunningham is transferred to Milwaukee, to succeed W. H. Block, who is retiring after 45 years of service, all in the police department.

Lieutenant of Police T. M. Byrnes, Minneapolis, is promoted to captain of police with headquarters at Minneapolis, succeeding M. V. Cunningham.

Robert T. Brunckhorst

ROBERT T. BRUNCKHORST, of the firm of Brunckhorst & Brunckhorst, local attorneys for The Milwaukee Road at Platteville, Wis., was recently the victim of an automobile accident which also proved fatal to his wife. Funeral services were held at the First English Evangelical Lutheran Church in Platteville. He is survived by his father, a son, a sister and two brothers.

Robert Brunckhorst was an alumnus of the University of Wisconsin and Marquette University law schools, and a veteran of the Marine Corps during World War II, in which he served on

March—April, 1958

Reinier Beeuwkes III Wins Big "Talent Search" Scholarship

by Margaret Hickey
Correspondent, Seattle, Wash.



Reinier Beeuwkes III demonstrates his prize-winning project, a cyclotron. The complex research apparatus cost less than \$150 to build (estimated value \$1,250).

At a banquet in Washington, D. C., on Mar. 3, Reinier Beeuwkes III, a grandson of the Milwaukee Road's retired electrical engineer, was announced as the top award winner of the 17th annual Westinghouse Science Talent Search. The award was a \$7,500 scholarship grant for the pursuit of science study in a school of his choosing.

The search is open to any high school senior in the United States, and each year thousands enter the competition. This year, 40 out of an original 25,039 were sent to Washington for the selec-

the occupation forces' legal staff. After being mustered out of the Marines he was an attorney for the War Crimes Commission in Japan and later assisted in the revision of the Japanese tax system. He had been in partnership with his father, L. A. Brunckhorst, since 1943.

The senior member of the Platteville law firm, Louis Brunckhorst, has been a local attorney for The Milwaukee Road since 1906, one year at Mayville, Wis., and at Platteville since Jan. 15, 1907. He is a brother-in-law of the late Walter J. Thiele, who was the Road's general superintendent of the former Middle District when he died in 1927.

tion of five award winners. In addition to the first award, there were others of lesser value.

The winner of the first award is the son of Reinier Beeuwkes Jr., chief scientist of Ordnance Materials Research at the Watertown, Mass., Arsenal. Since early childhood he has lived in Newton, Mass., with his family. He graduates from Newton High School this year.

His pal and classmate, Dushan Mitrovich, won the second scholarship award of \$6,000.

The project for which Reinier received top honors was a working model of a cyclotron, or a tom smasher. Previ-

ously he had received first prize for it in the state school science fair held last year at the Massachusetts Institute of Technology. He has since continued its development to the point where he entered it in the national talent search.

Reinier Beeuwkes Sr., the young scientist's grandfather, is a fellow of the American Institute of Electrical Engineers with a nationwide reputation in the field of electrical railway operations. He came to the Road in 1914 as engineer in charge of electrification between Harlowton, Mont., and Avery, Ida., and continued with the electrification between Othello, Tacoma and Seattle. Previously he had been connected with the electrification of the New York Central Terminal in New York City and the Great Northern's Cascade Tunnel work. He remained in charge of the electrification department until his retirement on Dec. 31, 1947, meanwhile serving as consultant on electrification studies of other railroads here and abroad.

Another scholarship winner in the family is Betsy Beeuwkes, a sister of Reinier III, who, after completing two years at Wellesley was elected to go to France on a scholarship. At this writing she is attending the College of the Sorbonne in Paris. Their younger brother, John, 15, is also a science student.



Reinier Beeuwkes Sr.

retirements

during January-February, 1958



General Offices—Chicago and Seattle—Including System Employees

Bivens, Porter J. Cook . . . Chicago, Ill.
 Cunningham, John M.
 Genl. Traffic Mgr. " " "
 DeKeukelaere, Martha
 Bureau Head " " "
 DiGregorio, Angela
 Laundry Worker " " "
 Johnson, Clark W. Chief Clerk . . . " " "
 Lutz, Edna M. Clerk . . . " " "
 Morris, Fred E. Waiter . . . " " "
 Olivier, Wallace G. Porter . . . " " "
 O'Toole, John J.
 General Manager " " "
 Prestin, Martha A. Head Typist . . . " " "
 Salle, Charles O.
 Asst. Genl. Acct. " " "

Chicago Terminals

Berlen, Joe Sec. Laborer . . . " " "
 Crawford, Leroy H.
 Ticket Clerk " " "
 Eilert, John L. Stower . . . " " "
 Frantantone, Joe A. Laborer . . . " " "
 Gattie, Alvin W.
 Ex. Gang Laborer " " "
 Giersch, John P. Switchman . . . " " "
 Hannigan, John P.
 Ex. Gang Laborer " " "
 Heard, Thomas Carman . . . " " "
 Karas, Mary Folder . . . " " "
 Kast, Harry C. Car Helper . . . " " "
 Koch, Leo H. Master Mechanic . . . " " "
 Kreckniak, Kate Car Cleaner . . . " " "
 Kucyk, John Car Inspector . . . " " "
 Leaf, Oscar E. Carpenter . . . " " "
 Matovac, Martin Iron Worker . . . " " "
 Milkintas, Joseph
 Ex. Gang Laborer " " "
 Miller, John M. Loco. Engr. " " "
 Nadolski, Teofil Blacksmith . . . " " "
 Rachwal, Frank Carman . . . Bensenville, Ill.
 Starzec, Virginia V. Folder . . . Chicago, Ill.
 Sturm, Paul A. Inspector . . . Bensenville, Ill.
 Szykowski, Frank Cutter . . . " " "

Coast Division

Anderson, John A.
 Loco. Engr. Malden, Wash.
 Ayres, Andrew
 Sig. Maintainer Tacoma, Wash.
 Brentin, Joseph
 Test Rack Oper. " " "
 Chavez, Joe Sec. Laborer . . . Ewan, Wash.
 Clover, Fay F. Chief Clerk . . . Tacoma, Wash.
 Grogan, Neil C.
 Chf. Dispatcher " " "
 Johnson, John B.
 Loco. Engr. " " "
 King, Theresa R. Clerk . . . Seattle, Wash.
 Plantz, Frederick D.
 Carman Bellingham, Wash.
 Strong, Harry G. Machinist . . . Tacoma, Wash.
 Weinhart, Merrill
 Tie Inspector " " "

Dubuque & Illinois Division

Allen, Adam
 Ex. Gang Laborer Chillicothe, Mo.

Birney, Lott M.
 Sec. Laborer Washington, Ia.
 Camper, Harry V.
 Sec. Laborer Ottumwa, Ia.
 Cervantes, Juan N.
 Ex. Gang Laborer Liberty, Mo.
 Demas, Peter J. Yard Foreman . . . Savanna, Ill.
 Duggan, John J. Conductor . . . Dubuque, Ia.
 Giddings, Edward H.
 Telegrapher Lanark, Ill.
 Grayless, Howard A.
 Switchman Savanna, Ill.
 Harper, John W.
 Sec. Laborer Davenport, Ia.
 Helsdon, Thomas F.
 Conductor Bensenville, Ill.
 Horn, Herbert T. Sec. Laborer . . . Liberty, Mo.
 Lillie, Edward Machinist . . . Kansas City, Mo.
 Lowe, Lafayette L. Sec. Foreman . . . Rubio, Ia.
 Osborn, Herman H.
 Sec. Laborer Lucerne, Mo.
 Valley, Bernard A.
 Chf. Sec. Foreman Harpers Ferry, Ia.
 VanFossen, James A.
 Mach. Helper Nahant, Ia.
 Welch, George E., Switchman . . . Davenport, Ia.

Hastings & Dakota Division

Butzow, William E. Carman . . . Aberdeen, S.D.
 Dietel, Lorenz H.
 Sec. Laborer Cologne, Minn.
 Henrikson, Oscar W.
 Car Foreman Aberdeen, S.D.
 Kline, Michael J.
 Loco. Engr. Minneapolis, Minn.
 Lowe, Jean R. Agent . . . Ortonville, Minn.
 Seanor, George R. Conductor . . . Aberdeen, S.D.
 Sproat, George W.
 Loco. Engr. Montevideo, Minn.
 Waligoske, Nick
 Sec. Laborer Webster, S.D.

Iowa Division

Carey, Harry W.
 Loco. Engr. Des Moines, Ia.
 Cottral, Max Brakeman . . . Savanna, Ill.
 Davis, Edward Conductor . . . Perry, Ia.
 Dougherty, Frank T.
 Asst. Foreman Marion, Ia.

Eckert, Max A. Laborer . . . Council Bluffs, Ia.
 Guilfoyle, Thomas M.
 Ex. Gang Laborer Tama, Ia.
 Hollingsworth, Merle E.
 Switchman Co. Bluffs, Ia.
 Makaracus, Charles
 Ex. Gang Laborer Bagley, Ia.
 Moore, John S. Conductor . . . Des Moines, Ia.
 Owen, Orville A. Clerk . . . Storm Lake, Ia.
 Sisson, George E.
 Ex. Gang Laborer Gladstone, Ia.
 Smith, George R.
 Sec. Foreman Monticello, Ia.
 Sorg, Frank E. Agent . . . Sabula, Ia.
 Wiklander, Lars H.
 Ex. Gang Laborer Marion, Ia.
 Wolfe, Grover Sec. Foreman . . . Sac City, Ia.
 Wolfe, Otto Conductor . . . Perry, Ia.

Iowa, Minnesota & Dakota Division

Clark, William E.
 Loco. Engr. Mason City, Ia.
 Coleman, Alonzo
 Loco. Engr. Sioux City, Ia.
 Jannsen, Leonard C.
 Sec. Foreman Caledonia, Minn.
 Jensen, Chester I.
 Sec. Foreman Vienna, S.D.
 Jordan, Sidney A.
 Sec. Laborer Rapid City, S.D.
 Kleinsasser, John S.
 Sec. Foreman Freeman, S.D.
 Kutil, Joseph C. Agent . . . Lane, S.D.
 Leih, Geurt Clerk . . . Spencer, Ia.
 Ribaldo, Antonia Carman . . . Sioux City, Ia.
 Stauffer, Raymond W.
 Carman Mason City, Ia.
 Yankton, James Sec. Laborer . . . Interior, S.D.
 Yeswein, August Sec. Laborer . . . Marion, S.D.

La Crosse & River Division

Carroll, Jeremiah H.
 Loco. Engr. Wabasha, Minn.
 Daley, Roland L.
 Operator River Jct., Minn.
 Janus, Casimir H.
 Sec. Laborer Schofield, Wis.
 Johnson, Bert F.
 Sec. Laborer Eau Claire, Wis.
 Johnson, Charlie G.
 Ex. Gang Laborer Ixonia, Wis.
 Kiggins, Martin J.
 Loco. Engr. Portage, Wis.
 Larson, Oscar W. Conductor . . . Wausau, Wis.
 McCarthy, Robert D.
 Conductor " " "
 Petersmeyer, Benjamin
 Conductor Minneapolis, Minn.
 Pidgeon, Joseph A.
 Sec. Laborer New Lisbon, Wis.

ARE YOU RETIRED?

The February issue of the Magazine carried a notice in copies going to retired employes stating that those who would like to continue receiving The Milwaukee Road Magazine should so indicate and provide a correct address.

When the tailgate went in on the present issue several thousand such requests had been received and others were arriving in every mail. However, if you failed to see it, or if you neglected signing the request, as some did,

this will let you know the offer still stands.

Likewise, if you are now working but plan to retire, please bear in mind that the Magazine will gladly be sent your way at no charge if you request it and give your address.

Requests should be directed to:

The Milwaukee Road Magazine
 Circulation Department
 Room 356 Union Station Building
 Chicago 6, Ill.

The Milwaukee Road Magazine

Robertson, Wayne E.
Agent-Teleg. Westby, Wis.
Sarazin, Archie J.
Conductor Minneapolis, Minn.
Sura, Thomas B.
Bridge Tender Hastings, Minn.
Witt, George A. Loco. Engr. . . Portage, Wis.

Madison Division

Appleman, Howard W.
Engine Watchman . . . Richland Center, Wis.
Dawes, Lloyd J. Loco. Engr. Beloit, Wis.
Garner, Irvin C. Conductor Madison, Wis.
Gunderson, George A.
Agent Lone Rock, Wis.
King, Frank R.
Instrumentman Madison, Wis.
Laufenberg, Robert A.
Mach. Helper " " "
Rusch, Otto C. Crossingman . . . Racine, Wis.
Smith, Ernest P. Brakeman Ladd, Ill.

Milwaukee Division

Baitinger, Glenn W.
Sec. Foreman Berlin, Wis.
Frabel, Emil O., Sec. Laborer Pembine, Wis.
Glish, Michael Sec. Laborer . . . Crivitz, Wis.
Johnson, Ebbe A.
Loco. Engr. Milwaukee, Wis.
Kenney, Anthony V. Agent . . . Iron Mtn., Mich.
Krause, Otto A. Agent Sobieski, Wis.
Laingren, Hjalmer J.
Sec. Laborer Ontonagon, Mich.
Lindeman, Elmer O.
Conductor Channing, Mich.
Lorang, Robert J.
Conductor Green Bay, Wis.
McLean, William H.
W. H. Foreman " " "
Nigl, Frank Loco. Engr. Oshkosh, Wis.
Reynolds, Carrol S.
Telegrapher Wadsworth, Ill.
Rohde, Herman Conductor . . . Milwaukee, Wis.
Stronks, Clarence H.
Brakeman " " "
Vannes, Lena C. Janitress . . . Green Bay, Wis.

Milwaukee Terminals & Shops

Berndt, Edward W.
Car Foreman Milwaukee, Wis.
Brinkman, William
BM Helper " " "
Bruss, Paul W., Yardmaster " " "
Cavaletto, John J. Helper " " "
Foster, Edwin J.
Chf. Yard Clerk " " "
Hayes, Marion F.
Wheel Press Oper. " " "
Ibach, George F. Helper " " "
Kannenberg, Charles F.
Switchtender " " "
Lochner, Ernest C.
Crossingman " " "
Luedcke, Viola F.
Seamstress " " "
Mortl, Frank Upholsterer " " "
Brand, Arthur F.
Trucksmith " " "
Peterson, Oscar C.
Spl. Design Engr. " " "
Pietruszka, John S. Millman " " "
Pruszyński, Edward
Painter " " "
Rewolinski, John J.
Inspector " " "
Rohleder, Walter A.
Carpenter " " "
Schoenberg, Hugo O.
Boiler Foreman " " "
Simpson, Willie
Sec. Laborer " " "
Stringham, William H.
Loco. Engr. " " "
Thomas, J. Van Laborer " " "
Wessner, Edward P.
Cabinet Helper " " "

J. M. Cunningham Retires, Returns to Winnipeg

J. M. CUNNINGHAM, general freight traffic manager — sales and service, retired at the end of January, completing a long period of railroad service which began on the Canadian Pacific in his native city of Winnipeg in 1906. He said before leaving that he and Mrs. Cunningham were planning to return there to make their home, after a month or so visiting around Florida with friends.



J. M. Cunningham

In addition to the Canadian Pacific, Mr. Cunningham also worked for the Grand Trunk, the Winnipeg Union Station Company and the Great Western before leaving Winnipeg in 1917 to enter railroad work at other points. He joined the Milwaukee as city freight and passenger agent in Vancouver in 1920, later serving as general agent there and in Winnipeg, Duluth, Pittsburgh and Chicago before going to New York as district freight traffic manager. He returned to Chicago in 1954 as freight traffic manager—sales and service, and on Jan. 1, 1956 was advanced to general freight traffic manager.

Mr. Cunningham was honored at a retirement dinner attended by some 300

of his associates in railroading and industry. On the day he left his office he counted no less than 400 letters from friends, wishing him well on the occasion of his retirement.

J. G. Cain to Europe Following Retirement

J. G. CAIN, well known as the Road's district freight and passenger agent in Spokane, retired Feb. 28 after a railroad career of almost 48 years which began as a yard clerk at Elroy, Wis., on the C&NW.

Mr. Cain transferred to the Milwaukee as yard clerk at Miles City in 1914 when his family bought a ranch near there, and later that year became ticket agent there. He was advanced to city passenger agent in Butte in 1922, and four years later moved on to Spokane in the same capacity. Promotion to district passenger agent at Spokane came in 1938, and on Mar. 1, 1957 he was made district freight and passenger agent there.

The Cains have two children, a son located in Seattle, and a daughter in Holy Cross Novitiate at Notre Dame, Ind.

Heading the list of retirement plans for Mr. and Mrs. Cain was a trip to Florida, followed by a voyage to Europe aboard the Queen Elizabeth. They expected to arrive in London on Mar. 25 and to spend about two months in England and on the Continent.

Wilkommen, Edward E.
Helper " " "
Zieloski, Stanley J.
Carman Helper " " "

Rocky Mountain Division

Banda, Jesus Sec. Laborer . . . Huson, Mont.
Brand, Samuel F.
Conductor Deer Lodge, Mont.
Cain, Joseph G.
Dist. Pass Agent Spokane, Wash.
Compton, Charles O.
Ex. Gang Laborer Alberton, Mont.
Curry, Garfield G. Mach. Helper . . . Avery, Ida.
Duran, Manuel
Ex. Gang Laborer Butte, Mont.
Gruenhagen, Arthur E.
Sec. Laborer Fairfield, Mont.
Jacobson, Henry B.
Sec. Foreman Waltham, Mont.
LeFever, Thomas H.
Loco. Engr. Three Forks, Mont.
Leveque, Lorenzo J.
Loco. Engr. Lewistown, Mont.
Merrill, William H.
Boardman Three Forks, Mont.
Saiki, Naoto Laborer . . . Avery, Ida.
Smith, Mary K. Steno. Spokane, Wash.

Terre Haute Division

Cox, Fred Sec. Laborer . . . Linton, Ind.

Mitchell, Morton C.
Sec. Laborer Bedford, Ind.
Nichols, Clifford J.
Sec. Laborer Seymour, Ind.
Petroski, Adam M.
Conductor Bensenville, Ill.
Shoultz, Lloyd W.
Switchman Terre Haute, Ind.
Tindall, Alfred E.
Conductor " " "

Trans-Missouri Division

Davidson, Sr. James L.
Sec. Laborer Eagle Butte, S.D.
Ferguson, Raymond M.
Crane Operator Miles City, Mont.
Kanta, Frank, Sec. Laborer . . . Sumatra, Mont.
Kundson, Edward H.
Operator Hettinger, N.D.
Langbein, George E.
Agent-Operator New Leipzig, N.D.
Magnesen, Anders
Brakeman Miles City, Mont.
McCarney, John A.
Custodian White Butte, S.D.
Sherman, Adam E.
Sec. Foreman Forsyth, Mont.
Suter, Paul Loco. Engr. Miles City, Mont.
Wands, William F.
Loco. Engr. Mobridge, S.D.

• Briefly Noted

(Continued from inside front cover)

States Supreme Court] in effect rules that a state regulatory body may decide that commuter operations should be subsidized by intrastate freight revenues. With this authority, the Illinois Commerce Commission can deny any increase in commuter fares unless a railroad can show that it is losing money on its freight as well as its passenger business . . . We do not believe it is reasonable to expect freight shippers to pay for losses suffered by this service. Fares ought to be high enough at least to meet a railroad's out-of-pocket expense. If subsidies are necessary, they ought to be paid by the communities served." The Road has more than \$700,000 in escrow for refund payments to patrons holding ticket stubs and receipts.

FREIGHT RATES UP . . . COSTS UP TOO. The Interstate Commerce Commission on Feb. 12 authorized (with certain exceptions) increased rail freight rates of approximately 2 per cent on a selective commodity basis, which became effective on Feb. 15. The increase was granted subject to refund later if investigation should show any of the new charges to be unreasonable. Among the items bearing increases are grains and livestock, 3 per cent; lumber, 2 per cent; and 1 cent per 100 pounds for meats and packing house products.

On a basis of 1957 carloadings on The Milwaukee Road (which have not been reached thus far this year) the increase in freight rates and other freight service charges would produce additional freight revenues for this railroad of about \$4,600,000 annually. This will be helpful in meeting increased costs as represented by basic wage and cost-of-living boosts (effective Nov. 1, 1957), by larger payments into the unemployment insurance fund (effective Jan. 1, 1958) and higher material prices.

WHY THEY SCREAM. "Loosen the bonds of regulation and shave subsidies to the competition and the railroads will hike their share of the traffic from today's 49 per cent to 70 or 75 per cent", says *Trains* magazine in an April editorial. "And just-like-that, simply because it costs less to haul it in a freight train than in any other conveyance. The barge boys know that; so do the truckers. That is pre-

cisely why they scream to high heaven whenever Washington even scratches the surface of these truths."

FASTER FREIGHT TO FRISCO and Los Angeles, as well as to Denver and other intermediate points, went into effect for Milwaukee Road shippers Feb. 20 when the Road announced a new four-day schedule out of Chicago on train No. 61 via Council Bluffs with fifth morning delivery on the West Coast. A similar, but even faster, schedule was set up for train No. 63-75 on Mar. 12. These schedules, approximately 24 hours shorter than formerly for No. 61, and 36 hours shorter for No. 63-75, are the result of a coordinated effort on the part of this railroad and its connections at Council Bluffs and Kansas City, involving the revision and shaving of schedules by all lines concerned. No. 61 leaving Chicago at 1 A.M. on Thursday, for example, arrives in Los Angeles at 7 P.M. Sunday. Similarly, No. 63-75, leaving Chicago at 11 A.M. Thursday, arrives in Los Angeles at approximately the same time. Cars from both trains are delivered to consignees on Monday morning.

The Milwaukee Road cut to a four-day running time and fifth morning delivery on its own line to Seattle-Tacoma about two years ago.

DECLARE DIVIDENDS. On Feb. 20 Milwaukee Road directors declared a dividend of \$5.00 per share on the Series A preferred stock of the company out of 1957 earnings. On Mar. 20 the board also declared a dividend of \$1.50 per share on the common stock.

IOWA TAXES. The railroad paid in March the first installment of its \$1,315,798.20 Iowa tax bill for 1957. This was almost \$56,000 more than in 1956, and almost double what it was 10 years ago. Schools receive over half of the Road's property tax payments in Iowa. The balance helps maintain state and local governments and various public services, as well as being allocated to public highways, bridges and airports in the state. Of the 56 counties receiving Milwaukee Road tax money, Clayton County receives the largest sum—\$72,686. Payment is in proportion to the Road's mileage in the county.

\$20 MILLION in unemployment benefits were paid in January to 160,000 unemployed railroad workers, according to the Railroad Retirement Board. This was an all-time high for any month, reflecting the nationwide business recession and the damaging effect of over-regulation of the rail industry. Authorities differ in their opinions, but it is generally agreed that an improvement in the level of business should develop somewhere around mid-year.

"PAY IN THE SKY". This was the title of a recent Wall Street Journal editorial from which the following statement was taken: "The scheduled airlines are having trouble making money despite heavy traffic. So they are seeking a fare increase, but the Civil Aeronautics Board is balking [an interim increase of about 6.6 per cent has since been granted.] . . . If there were no regulation of these matters the problem would be settled rather quickly by the airlines charging what the traffic would bear and not what the board thought proper. If the airlines charged too much, the public would use some other form of transportation or stay home. Certainly were government not mixed up in this there would be no suggestion that anyone but the air traveler pay his fare."

Why 11 and 22?

READING in this magazine an account of how "The Sioux" got its name (October, 1957) reminded J. L. Brown, retired general superintendent of transportation, of another anecdote concerning this popular Milwaukee Road train.

Before a name was selected, the train was identified by the numbers 11 and 22. "This is how it got them," wrote Mr. Brown:

"The late Jim Gillick was largely responsible for the new service and called me for train numbers. I checked the time cards and submitted 11 and 22, which he approved. The numbers appealed to me also, so much that I adopted them as a hobby. This has been the result:

"My residence, 1122 North Euclid Avenue, Oak Park, Ill.; my telephone, Euclid 6-1122; dog license and Oak Park auto license, both 1122; state auto license, 2211; and finally my membership card in our Veteran Employees Association—1122—I was the youngest member when I joined."

The Milwaukee Road Magazine

QUIZ



(Answers on page 33)

1. What is a "locomotive-day" in railway accounting—8 hours, 24 hours, or the time required to make an assigned run?
2. About what percentage of the world's railway mileage is in the United States—20, 25, or 30 per cent?
3. How are locomotive-miles computed in yard switching service—by measured distances run, or at a predetermined rate of so many miles per hour?
4. In what department of the railroad is the chief draftsman usually employed—traffic, accounting, or engineering?
5. On what weight-unit is a freight rate usually based—pounds, hundred weight, short ton, or long ton?
6. Is a class rate applicable to freight, passengers, express or mail?
7. In railway statistical reports, is the Pocahontas Region east or west of the Mississippi River?
8. In computing overtime pay for the conductor of a through passenger train, what factor or factors must be considered—hours worked, miles run, or both?
9. Which is the Nickel Plate Road—the Chicago, Indianapolis & Louisville; the New York, Susquehanna & Western; or the New York, Chicago & St. Louis?
10. How late can a regularly scheduled passenger train be before it loses its right and schedule and must therefore proceed only as authorized by train order?

only the best, for "Plantation Shortcake"

WHEN you're wondering what to fix for a company luncheon, a good menu suggestion is welcome, isn't it? How about "Broiled ham slice on corn bread, topped with white and dark meat of chicken and covered with rich Supreme Sauce with mushrooms. Served with snowflake potatoes, lima beans and celery, a choice of orange sherbet, ice cream and cookies or chocolate pudding with whipped cream, and a beverage". Will you buy it?

The above is an apt description of the luncheon featuring "Plantation Shortcake", an exciting addition to the Milwaukee Road's Olympian Hiawatha dining car cuisine. It's no accident that the name implies a hint of home cooking, for that was its origin—a recipe taste tested by M. P. Ayars, superintendent of the sleeping and dining car department, at home, and perfected for quantity cooking in the Milwaukee Road's kitchens.

The preparation of this tasty luncheon dish is typical of the care which goes into all of the food which our Road is proud to serve. Only the best ingredients are used. In this case, they include a flavorful combination of plump chicken, the center cuts of ham, corn bread hot from the oven, fresh mushrooms, and extra-nourishing fresh country butter and golden egg yolks. But it's not too complicated to make at home, and here's how you go about it:

Cook a stewing hen weighing between five and six pounds slowly, until tender. Remove the skin and bones, allowing the pieces of meat to remain as whole as possible, and separate white from dark meat. Skim the broth and strain it through a cloth. Put the broth on a range and bring to a boil. Make a roux of butter or clarified chicken fat, and flour, and cook for several minutes. Add the boiling chicken stock a little at a time, in the proportion of a medium thick cream sauce, whipping well as you add. Season with salt and white pepper. Re-



Tucked between Baked Fresh Fish Portugaïse and Hot Beef Sandwich on the Olympian Hiawatha luncheon menu, "Plantation Shortcake" is this traveler's selection; served by Waiter Edgar R. Spell, Chicago.

move from the fire and add a well beaten egg yolk, and a cup of sliced fresh (or canned) mushrooms which have been braised until tender. This is your Sauce Supreme.

Now fry or broil a horseshoe cut of smoked ham. Split a piece of corn bread that has been baked about 1 inch thick and cut into a three-inch square (prepared corn bread mix is good and saves the cook's time). Place the ham on the split piece of corn bread and arrange on top of it equal parts of white and dark meat of chicken. Follow with a generous ladle-full of rich Supreme Sauce, top with the other piece of bread shortcake fashion, and finish with another ample ladling of the golden sauce.

NOTICE TO MEMBERS

Veteran Employes' Association

THE VETERAN EMPLOYES' ASSOCIATION of The Milwaukee Road will hold its 23rd reunion at the Hotel Schroeder in Milwaukee on Wednesday and Thursday, July 16 and 17.

Members who have not paid their dues for 1958 should remit them promptly, sending checks or money orders to the secretary, Florence M. Walsh, Room 383 Union Station, Chicago 6, Ill.

March—April, 1958



"The Bureau of Internal Revenue frowns on this sort of frivolity, Hawkins!"

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Fay F. Clover, chief clerk in the Tacoma freight office, retired on Feb. 7 after 47 years of service. Fellow employes honored him at a dinner party. The cook book is going to be his favorite reading, and we are all looking forward to samples. Gardening is also one of his hobbies. We of the freight office are happy to have genial Ray Fink of Seattle as his successor.



Fay F. Clover

Tacoma is optimistic about its future, with the industrial area program continuing in high gear. Among industries served by the Milwaukee Road, hopeful signs are on the horizon for the new year, with new major projects, plant expansions or just important face-lifting.

One of the largest manufacturing expansions in recent years involves the decision of Educators Mfg. Co. to maintain Tacoma as the location for its expanded program. The story of Educators' growth is phenomenal. Since 1951 when the company was founded, distribution of Educators' school classroom cabinets and furniture has become nation-wide and the company is a primary source of supply.

Carman Mfg. Co. will step up its production of mattresses, springs and dual sleeping equipment, when they will move into the building presently occupied by Educators. The company's products are distributed over a five-state area.

The West Coast Grocery Co., established in 1891, has recently started a \$400,000 addition to present facilities.

Another industrial plant was recently opened by Steel Container Corporation, producers of steel drums for Pacific Northwest petroleum and chemical industries.

S. H. Kress & Company's store at 934 Broadway has remodeling under way.

Other important projects involve Bal-four Guthrie, Rheem Mfg. Co., Armeo and U. S. Oil & Refining Co.

What better advertisement is there for a community than satisfied industries which have found a congenial climate for location and growth?

Many Milwaukee employes and friends participated in a joint farewell dinner

Jan. 11 at the New Yorker Cafe honoring Trainmaster R. C. Schwichtenberg, promoted to assistant superintendent of the Rocky Mountain Division with headquarters at Spokane, and A. E. Hansen, chief carpenter, transferred to LaCrosse as chief carpenter.

J. A. Montgomery, assistant chief carpenter, Tacoma, has been transferred to Austin, Minn.

Retired Chief Demurrage Inspector A. Woodward, is entranced with his blooming camelias and poinsettias and February suntans in Coronada, Calif.

Natty, debonair Retired Freight Agent Ray Grummel says he travels in the winter and hunts and fishes in summer. He and Mrs. Grummel will soon be off on another dog show circuit in California, entering their two valuable cocker spaniels, who have won many trophies.

Other than sputnik, the most heralded event was the passenger gang's annual dinner party at the Top-of-the-Ocean, Tacoma, on Feb. 28. They came from Seattle, Olympia, Puyallup, Sumner, Auburn, Kent, Centralia, Chehalis, Portland and Bremerton.

Neil C. Grogan, chief dispatcher, retired Feb. 8 after 41 years of service. His position is being filled temporarily by William H. Smith, second trick dispatcher, Tacoma, pending appointment of a new chief dispatcher. At this writing Mr. Grogan is in the hospital.

Yard Clerk Jim Jacka is now on the outbound revising desk; James O. Irvin, former dispatcher, is agent at Cedar Falls; and Ralph Jense, former dispatcher, is at Miles City as dispatcher.

New in the dispatcher's office, Tacoma, are Anthony D. Bruneau, former chief dispatcher, Green Bay, and L. H. Billy, former dispatcher at Spokane.

Tommy J. Rogers, telegraph operator, Tacoma, was married on Feb. 1 to Elaine Bangs of Ellensburg. After honeymooning in Oregon and California, they drove to his home town of Goodman, Mo.

E. M. Hoyt and L. C. Cantor, of the engineering department, were recently transferred to Tacoma from Spokane.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Past presidents of Seattle Chapter of the Women's Club who were honored at a recent meeting included Mrs. Clyde Medley as senior past president (1932-1933) and Mmes. S. Demars Brillhart, R. W. Janes, R. W. Hawkins, Hugo Engel, and Harry Fordyce. The current president is Mrs. Dale Cannedy.

R. C. Sanders, retired general freight agent, and wife have returned from a trip to California during which they stopped in Pacific Palisades to see a new grandson.

Frank D. Reynolds, retired Seattle relay office telegrapher, won first prize in the Retired Employes Club for securing the most business for the Road during 1957. The prize money is a gift to the club each year from Joshua Green, company director.

Ira G. LaFave is the new general clerk in the general agent's office, on the position vacated by Jim Jones.

Phil Malo, city ticket agent, has announced the birth of a daughter, "Beverly Kay." She joins a brother and a sister.

V. E. Chapin, retired chief operator now living in Los Angeles, sends greetings to his old friends. He celebrated his 86th birthday Jan. 31.

I M & D Division

EAST END

Erle Jorgensen, Correspondent
Office of Dispatcher, Austin

Conductor W. J. Delhanty reported on his arrival at Austin one afternoon how Herman Rosenthal, barber at Calmar, noted a broken rail on the house track at Calmar and reported it to Agent E. J. Hackett. It is commendable that our friends along the railroad are as concerned about the safety of our trains and switch movements as we are.

Retired Agent D. E. Walker passed away recently at Mankato, at the age of 91. He had worked for the Road 53 years, starting as operator at Spring Valley, and serving as agent at Alden, at Albert Lea, and for many years at Mankato. He was a top rate man for flour rates. After his retirement he served many years as secretary of the Mankato Masonic Lodge. He is survived by his wife. Burial was at Alden, Minn.

Maurice Henefin, retired engineer, passed away at the home of his sister, Mrs. Martin A. Nelson, in St. Paul, after suffering a heart attack. Surviving are his wife, a daughter, two sisters and a brother.

Andrew Berkelo, retired engineer on disability pension, passed away recently after suffering a heart attack at his home in Madison, S. D. Burial was at Madison. He is survived by his mother and several brothers and sisters.

Ken. C. Sexter writes that he and Mrs. Sexter are the proud grandparents of another girl, "Ann Marie". The baby is the daughter of Mrs. Robert Trench, of Faribault, Minn.

The Milwaukee Road Magazine



RETIRING AFTER 52 YEARS of uninterrupted service in the headquarters of the engineering department in Minneapolis, C. F. Prescott was honored recently by a get-together of some 50 Twin Cities area

associates in the office of the assistant division engineer. Since starting on Apr. 25, 1906 he had been employed continuously as rodman, chief clerk and instrument man, and had done extensive engineering work on the Northern District.



NINETY-EIGHT YEARS OF SERVICE. When Conductors Oscar Larson (left) and Robert D. McCarthy, both of Wausau, Wis., retired recently the former had 51 years of service and the latter 47. During part of those years they were in the same train crew. Mr. Larson, a conductor since 1910, has been active in brotherhood work. Mr. McCarthy, son of an old time crossing flagman, is one of four brothers who became conductors. (Wausau Record-Herald photo)



AT IRON MOUNTAIN. A. V. Kenney, agent at Iron Mountain, Mich., and a veteran of 45 years of service as agent and operator on the Milwaukee Second District, smiles in anticipation as he accepts a set of fishing gear at a retirement dinner in his honor in the home of Operator J. W. Ewig (left). An additional gift of cash was presented by him to the ORT flower fund.

March—April, 1958



TO THE VICTORS. As captain of the volleyball team which recently won the St. Paul Athletic Club league tournament, G. F. Quinlan, general agent in St. Paul, is pictured (seated) accepting the victory trophy from E. M. Smith, chairman of the volleyball committee. At his left is C. M. Tobin, chairman of the athletic committee, and standing are John Burg, Lambert Defiel, H. E. Schell and Herbert Mischke, who played on the championship team. The Quinlan aces were on top by a comfortable margin.

LES GIRLS. This pretty quintet is the Milwaukee Road's entry in the Women's Transportation Bowling League of Seattle. From left: Mildred Ramberg, Madge Dougherty, Shirley Audett, Betty Prell and Lauretta Dertert. Mildred, Madge and Lauretta are employed in the Road's industrial department, Shirley and Betty by Boeing Aircraft.



HONORED AT ELGIN, ILL., Ticket Agent Walter C. Head is pictured being presented with his Gold Pass by S. E. Pilson, general agent passenger department, Chicago. Mr. Head began his service as a telegrapher 50 years ago Mar. 8, and became a ticket agent in 1925. (Elgin Daily Courier-News photo)

MILWAUKEE TERMINAL NUPTIALS. Switchman Don Christian and Virginia McCarthy, caller at Muskego Yard, pictured after exchanging marriage vows recently at the Church of the Resurrection in Milwaukee. They have since returned from a honeymoon trip through Mexico.



GOLD AND SILVER PASSES AWARDED

Gold - 50-Year - Passes

Baumgart, Walter, loco. engineer-----Wauwatosa, Wis.
 Boziel, A., loco. engineer---Janesville, Wis.
 Grivetti, J. A., conductor-----Ladd, Ill.
 Head, W. C., ticket agent-----Elgin, Ill.
 Henrikson, O. W., foreman----Aberdeen, S. D.
 Holmes, F. H., agent-----Milton, Wis.
 Kreps, A. F., sec. foreman----Brandon, Wis.
 Markowski, Peter, tinsmith--Milwaukee, Wis.

McLean, W. H., whse. foreman-Green Bay, Wis.
 Parker, J. E., loco. engineer----Horicon, Wis.
 Rampson, R. H., conductor--Wauwatosa, Wis.
 Reppine, A. W., sec. foreman---Mendota, Ill.
 Rifenbark, J. I., conductor-----Sioux City, Ia.
 Sarazin, A. J., conductor--Minneapolis, Minn.
 Vogt, Albert, loco. engineer-----Ladd, Ill.
 Whaley, J. E., agent-----Port Edwards, Wis.
 Wolf, Carl, loco. engineer-----Ladd, Ill.

Silver - 45-Year - Passes

Bailey, E. F., conductor-----Milwaukee, Wis.
 Belknap, C. M., brakeman-----Sioux City, Ia.
 Birchler, G. J., brakeman----Waterford, Wis.
 Brandt, Justin, counterman----Savanna, Ill.
 Burton, Elmer, loco. engineer--Ontarioville, Ill.
 Cain, W. L., loco. engineer--Miles City, Mont.
 Casselberry, H. L., loco. engineer-Savanna, Ill.
 Dillon, Mary H., comp. operator--Chicago, Ill.
 Dwyer, William, electrician---Milwaukee, Wis.
 Erickson, A. J., conductor-----Dubuque, Ia.
 Farnham, L. E., loco. engineer-----Franklin Park, Ill.
 Fink, F. J., loco. engineer---Cedar Rapids, Ia.
 Gillick, W. E., conductor--Minneapolis, Minn.
 Green, J. D., conductor-----Ottumwa, Ia.
 Heather, G. E., loco. engineer---Ottumwa, Ia.

Hetzel, W. F., electrician----Milwaukee, Wis.
 Mitchell, L. J., conductor----Aberdeen, S. D.
 Opsahl, Carl, elec. foreman----Chicago, Ill.
 Phillips, Floyd, loco. engineer--Clear Lake, Ia.
 Rundgren, I. E., carman helper-----Minneapolis, Minn.
 Schank, Mary A., clerk-----Chicago, Ill.
 Sickmiller, F. T., loco. engineer-----Harlowton, Mont.
 Steier, A. J., sec. foreman-----Madrid, Ia.
 Tangen, A. B., carman---Minneapolis, Minn.
 VandeSande, A. J., loco. engineer-----Green Bay, Wis.
 Welch, E. C., conductor-----Ottumwa, Ia.
 Welch, J. C., conductor-----Ottumwa, Ia.
 Wooden, O. M., loco. engineer-Kansas City, Mo.

Recent appointments are: R. Beach, agent at Peterson; G. R. Stevens, temporary agent at Rushford during the leave of absence of L. V. Olson, who is at his citrus farms in Florida; Robert J. Wenel, agent at Rose Creek; R. D. Boyd, operator at Farmington; and G. R. Stevens, permanent agent at Egan, S. D. Operator R. D. Oshiem is on leave of absence at this writing.

Jayne Gannon, 18-year-old daughter of Engineer Howard Gannon, was named "Miss Austin of 1958" at the Austin Junior Chamber of Commerce pageant. She was chosen from five finalists for charm, and for talent as presented in an interpretation of modern ballet.

MASON CITY AREA

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

L. B. Cain has been appointed clerk at Spencer, Ia., filling the position occupied by Guert Leih, who retired on account of disability. Mr. Leih will make his home in Sioux Falls.

Enoch South, formerly of Austin, has been appointed assistant roundhouse foreman at Mason City, succeeding Al Zack. William P. Hadorff of St. Paul is the new roundhouse foreman at Mason City, filling the position vacated by John Glynn.

Chris Serakos, perishable inspector at Mason City, and Mrs. Serakos included in their vacation in the East a stay in Hartford, Conn., to get acquainted with

their new granddaughter who was born recently to their daughter, Mrs. William Stapakis.

John W. Huffman, retired conductor, has announced the birth of a granddaughter, Nancy Eileen, to his daughter-in-law, Mrs. Jack Huffman, at Nora Springs on Feb. 8.

Peter Tondas, section laborer, who also took care of switch lights at Mason City, has retired after 43 years of service. Pete is quite a gardener, being particularly successful with his tomatoes.

The Women's Club held a potluck supper Mar. 1 for members and their families at the YWCA. Mr. and Mrs. Albert Zack showed pictures of the Pasadena Parade of Roses.

SANBORN-RAPID CITY

Florence Paullin, Correspondent
 Roundhouse Clerk, Mitchell

James Dixon, 19-year-old son of Night Roundhouse Foreman Elmer Dixon of Mitchell, died suddenly in Chicago on Mar. 17 after being released from the University of Illinois Research Hospital where he had undergone rare heart surgery on Feb. 7. The operation, which was televised for the medical profession, was performed by 13 doctors, including four operating surgeons, with the use of a new type of heart-lung machine to short circuit the flow of blood. Blood donors were 15 Milwaukee Road employees from the Western Avenue diesel

shop in Chicago. James was a graduate of the Mitchell High School. In addition to his parents, survivors include a brother, Richard, of Carpentersville, Ill., and a sister, Shirley.

The sympathy of the railroad force at Mitchell was extended to Storekeeper Harry Binderup, whose oldest son, Richard, 20, was electrocuted while helping to move a house from Mitchell to Tyn-dall. Richard had worked in the store room and on the section during summer vacations and was known to all of us. He was a star athlete in both basketball and football, and was a well known baseball player in these parts. He is survived, in addition to his father, by his mother, a sister, Sandra, and a brother, Charles, at home, and brother Donald at the Reese Air Force Base, Lubbock, Tex. Burial was in Calvary Cemetery, Mitchell.

Retired Machinist R. A. Woodman passed away recently in a Mitchell hospital. Burial was at Chamberlain, S.D. Mr. Woodman retired in July, 1948 after 48 years of service. He is survived by two sisters, one in Los Angeles and one in New York City, and a cousin, Leonard Woodman of Mitchell.

Sympathy was extended to Machinist James Schlinggen and wife in the death of Mrs. Schlinggen's father, J. P. Harding.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp Correspondent

L. H. Koch, master mechanic of the Chicago Terminals and a Milwaukee Road employe for 40 years, retired recently on account of disability. Railroad and business associates honored him at a retirement party held in Elmwood Park. Mr. Koch started as a machinist helper at Mitchell, S. D., in 1918 and finished his apprenticeship at Milwaukee Shops in 1925. He was promoted to supervisor in 1936 and has served as roundhouse foreman at Galewood, Western Avenue and Bensenville, and as assistant master mechanic on the Iowa Division. He was appointed master mechanic in 1949. Since retiring he has undergone successful surgery at Wesley Memorial Hospital.

Roundhouse Foreman E. E. Pursel is a grandpa for the second time.

Evelyn Dillow is back on the job after two months' illness.

F. Villarreal, roundhouse laborer, passed away recently after an illness of several months.

Florence Coltrin, IBM clerk nights, underwent surgery in Sherman Hospital, Elgin.

Lowell Pugeseck, son of Ted Pugeseck, bill and rate clerk, recently underwent knee surgery at Great Lakes. But he still thinks Navy life is the greatest.

The Milwaukee Road Magazine

Konrad N. Hagen

KONRAD N. HAGEN, traffic manager of the Mason City & Clear Lake Railway, who acquired his early railroad experience on The Milwaukee Road, died in a Mason City hospital Feb. 19. He was 56 years of age.

"Kon" Hagen was a native Iowan, educated at St. Olaf College and the Cedar Rapids Business College, and employed briefly by the Rock Island Lines before starting his service with the Milwaukee at Minneapolis in 1924. Two years later he transferred to Chicago, where he became secretary to the general superintendent of transportation and was for a number of years secretary to the general manager of Lines East. When he left the Road in 1943 he was chief clerk to the superintendent of the former Superior Division at Green Bay.

Returning to Mason City, Mr. Hagen served as traffic manager of the Chamber of Commerce from 1945 until he accepted the manager's post with the MC&CL in 1951. He was active in the Mason City Rotary and the North Iowa Traffic Club, and was a member of the Chamber of Commerce Chorus and the Civic Choral Society. Surviving are his wife and three daughters.



"I'D DO IT ALL OVER AGAIN", remarked IM&D Engineer Fred A. Bauer (center) to this group of co-workers who sought him out recently when he received his Gold Pass. The well-wishers are, front, from left: Traveling Engineer J. T. Phleger, Trainmaster J. F. Elder and Conductor H. J. Heslip. On the diesel platform, Fireman T. E. Driscoll, Agent T. W. Burke of Albert Lea, and Brakemen W. J. Biewen and G. J. Gahagen, Mr. Bauer has been an engineer for 45 of his 50 years of service.

Bensenville Chapter of the Women's Club will hold its annual dinner for voting and contributing members during May. Watch the bulletin boards for the date and time.

UNION STREET

Carolyn DiCicco, Correspondent

Rudolph Gonzalez, stower in House 2, and his wife Catherine and two children were recently involved in an automobile accident about 300 miles north of Mexico City in which Mrs. Gonzalez was killed instantly. Rudy sustained serious injuries which confined him to a hospital in Mexico City, but reports are that the children escaped injury. They were en route to Mexico City to visit Rudy's parents whom he hadn't seen in eight years.

Retiring recently was John Eilert, stower in House 2. Union Street employes who worked with him during the past 12 years wished him health and happiness. He plans to live in Savanna.

Construction of the Northwest Highway made it necessary to move House 1 operations to the new facilities at Galewood. Foreman J. J. Devlin and House 1 employes followed to the new location.

Bob Pace, yard clerk at Healy, now is general clerk at Division Street.

Anna Brogan, wife of Patrick Brogan, retired stower, and mother of Edward Brogan, forklift operator at House 2, passed away recently.

March—April, 1958



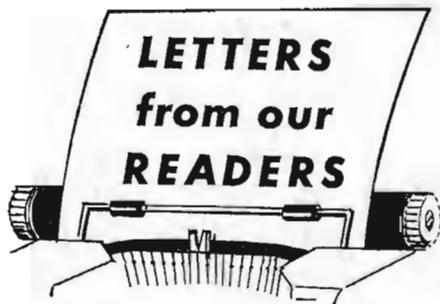
RETIRING WITH 41 YEARS OF SERVICE on Feb. 23, Martha Prestin, head typist in the office of W. E. Broberg, auditor of capital expenditures, in Chicago, is pictured with Mr. Broberg (right) and L. S. Rice, assistant auditor of capital expenditures. The occasion was commemorated by her co-workers with gifts, and by the Railway Business Woman's Association with a dinner. Miss Prestin's most recent RBWA post was that of chairman of press and publicity for the Chicago chapter.

GOLDEN WEDDING ANNIVERSARY was observed recently by Mr. and Mrs. Thamas Johnson of Perry, Ia., with an open house. Mr. Johnson, a retired employe of the Iowa Division water service department, has a small farm on the outskirts of Perry. (Perry Chief photo)



ALWAY A RAILROAD MAN. Ben C. Johnson of Richfield, Minn., a Hiawatha trainman who retired in 1950, got a kick out of building this model railroad for his grandchildren, Ruth Ann and Skipper Johnson. The youngsters are the children of his son Cyril, Richfield's chief of police.





East, West?

"I just read your explanation of the cover picture on the February issue of our magazine and note you state that 'the westbound Streamliner City of San Francisco' is pulling to a midnight stop at Perry.

"The picture actually shows an eastbound Streamliner, although I do not remember just which one Mr. Borst took the picture of."

*R. R. McConahay
Supervisor Signals & Communications
Perry, Ia.*

[Come to think of it, it was the eastbound City of San Francisco, and the time was 5:06 A.M., not midnight.—Ed.]

Submarine Vets

"In the May, 1945 issue of the Magazine you will find my photo, taken while I was in the submarine service of the Navy.

[Mr. Rosing was formerly employed in the freight auditor's office in Chicago.]

"We now have a submarine veterans of World War II organization, chartered in the state of New Jersey in 1955, and are planning our fourth annual reunion, to be held in St. Louis in August. There is a good possibility that other submarine veterans are now employed by The Milwaukee Road in various states, and we would like to advise them that

the organization has been formed.

"Further information may be obtained by contacting

*Ernst T. Rosing
Illinois District Commander
U. S. Submarine Veterans of
World War II
1409 S. East Ave.*

Berwyn, Ill.

Highlight of Each Month

"The receipt of The Milwaukee Road Magazine is one of the highlights of each month. It is not easy to divorce oneself from old friends, especially when one has known some of them for 40 years, and the Magazine has been the principal connection since my retirement . . .

"The Pirates are in training here and it has been my pleasure to watch them go through their routine. Just visualize me sitting in the stands in a summer sport shirt. It's great!

*Neal F. Snellgrove
Retired Assistant Chief Statistician
North Fort Myers, Fla.*

June 1913, p. 49

"I am sending a Milwaukee Magazine which is 45 years old (June, 1913). There is a write up about me on page 49 . . . I'll never forget that day.

"I would always like to receive the Magazine, as my life was with The Milwaukee Road . . ."

*Matthew E. Truchetti
Retired Conductor
Ladd, Ill.*

[The item referred to was a commendation from Superintendent W. E. Tyler to brakeman Truchetti for finding a broken flange on a train just ready to leave the station at Mendota, Ill., on May 6, 1913. The regular inspection had taken place at the terminal before departure, the superintendent explained, but "instead of remaining idle, this brakeman walked back and inspected the cars again, with the result as stated."—Ed.]

The family of LeRoy Klein, stower in House 8, lost most of their furnishings when the building in which they lived was set afire during the severe winter weather. At this writing they are in temporary quarters and looking for another flat or apartment. Has anyone a lead?

GALEWOOD

Norma Gunderson, Correspondent

Ed Koehn, route clerk in the freight house, passed away Feb. 5.

Wedding bells rang recently for Joe Rizzo, auto mail clerk.

Tillie Bloom of the switching abstract department returned to work Feb. 17 after a long illness. Pauline Wamsley re-

turned Feb. 24 after a year's absence due to injuries sustained in an accident. Chief Clerk Walter J. Hamann, who was confined to Wesley Memorial Hospital several weeks for surgery, returned to work Mar. 5. Hazel Petersen, clerk, is on an extended leave of absence, due to the illness of her husband, "Vic", retired chief clerk, Union Street.

Vito Rizzo, auto mail clerk, and wife are the parents of "Michael", born Feb. 23.

Sympathy was extended to Check Clerk Sam Bitakis, whose mother passed away Mar. 1.

Emily Young, car notice clerk, is in California at this writing, on a leave of absence.

Off Line Offices

NEW ORLEANS, LA.

Charles T. Carter, general agent in New Orleans, passed away Jan. 18 after a short illness. Funeral services were held in New Orleans, where he is survived by his wife, Henrietta. Mr. Carter had been in railroad service in New Orleans since 1913, starting with the Atlanta & West Point. He was also employed by the Big Four, the New Orleans Joint Traffic Bureau and the IC, and saw a year of service with the Army Engineers before coming to the Milwaukee in 1920. Starting as chief clerk in the traffic office, he was promoted to traveling freight and passenger agent in 1925 and to general agent in 1938.

J. H. Mitcham, TF&PA with headquarters in New Orleans, who is resident representative at Birmingham, Ala., has been elected to the board of governors of the Birmingham Traffic and Transportation Club. He received the largest number of votes in the transportation classification.

NEW YORK, N. Y.

At the annual banquet of the New York City Association of Passenger and Ticket Agents in the Hotel New Yorker Feb. 12, Passenger Agent Martin H. Wetzel was installed as treasurer for 1958. He is also chairman of the bowling league for the 1957-58 season. The association has between five and six hundred members.

H & D Division

EAST END

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

Operator Dick Stolen recently put a diamond on the third finger left hand of Virginia Beltz of Montevideo.

Louis Ochs, retired B&B employe, Aberdeen, died recently; also retired Engineer Gilbert Johnson of Hopkins, father of Passenger Brakeman Harold A. Johnson. A heart attack took the life of Retired Pumper Harry Hesse of Bird Island. Pete Bagauss, retired agent of Watson, also passed away recently.

After seeing some of the miniature hand carved and painted birds that Brakeman "Spike" Bjordahl turns out in his spare time, we are convinced that we have an artist on the division. Another hobbyist we recently discovered is Operator Dick Mohagen who is fiddling around with a knitting machine. He turns out socks and mittens for his two youngsters.

Retired Conductor C. C. Bingham and his wife held open house recently on their 60th wedding anniversary.

Engineer Barney Leadon, who worked

The Milwaukee Road Magazine



WHO'S SCARED? On a sightseeing tour of Mexico City by night, vacationing Sandra Dunn of the traffic department force in Milwaukee, improved south of the border relations by getting into the spirit of an act at El Patio Club. She was one of a party of nine Milwaukee area employees who toured Mexico in February with Agent M. A. Grenning of Rondout, Ill., as guide.

RETIREES FROM POLICE DEPARTMENT.

Clark W. Johnson, chief clerk to the superintendent of police, retired effective Apr. 1. He started with the Burlington as an extra gang timekeeper in 1911 and became a clerk in the Milwaukee Road superintendent's office in La Crosse in 1913. Following a year at Portage, he was promoted to the Chicago police department post in 1919. He and Mrs.



Johnson are returning to La Crosse, which is home for both of them and where Mrs. Johnson's mother still lives. The picture on the table is that of their granddaughter Valerie Duszak, daughter of the former Beverly Johnson and of Trainmaster E. A. Duszak of the Chicago Terminals. Mr. Johnson was succeeded by John F. Altenbern, who came to the Road in 1911 and has been captain of police at La Crosse since 1949.

50-YEAR GOLD PASS is presented to John F. Bohan, machinist at the Mitchell, S. D., roundhouse, by Assistant Master Mechanic J. A. Thompson. Mr. Bohan started in 1907 as an engine wiper at Montevideo and completed his apprenticeship in Minneapolis in 1914.



HAS PASS, WILL TRAVEL, headlined a Chicago newspaper story recently reporting the presentation of a Silver Pass to Hazel Dillon, comptometer operator in the Fullerton Avenue accounting department. Hazel is shown here in the center of a group of congratulating co-workers in the office of the auditor of passenger accounts.

RETIREMENT FANFARE. Paul P. Gehrig, general agent at Duluth since 1945 (left), admires his Silver Pass with G. E. Benz, general northwestern freight agent, Minneapolis, at a retirement get-together in his honor Mar. 6, one of several given for the 46-year service veteran by fellow employees, shippers and joint facility people in the Duluth area. His retirement was also noted by local TV station KDAL on a newscast. He and Mrs. Gehrig are planning a trip to Europe. (Duluth News-Tribune photo)



LAST RUN. Edward E. Christian, Milwaukee Second District conductor, pictured (right) recently upon arrival at Iron Mountain, Mich., on No. 14, for the last time before retiring. With him are Trainman James T. Whitman and Baggage man Clyde P. Tobin.



GREEN BAY RETIREMENT SENDOFF shows Warehouse Foreman William H. McLean at a dinner in his honor being presented with a remembrance from his co-workers by Rita Molitor, general clerk in the freight office, as Mrs. McLean and Agent Carl P. Devereux look on. During his 50 years with the Road he had been relief clerk and agent at almost every station on the Milwaukee Second District, and warehouse foreman in Green Bay since 1933. He and Mrs. McLean will move to Milwaukee to be near their married daughter and three grandchildren.



here's how we're doing



| | JANUARY | |
|---|--------------|--------------|
| | 1958 | 1957 |
| RECEIVED FROM CUSTOMERS | | |
| for hauling freight, passengers, mail, etc..... | \$19,729,162 | \$19,955,613 |
| PAID OUT IN WAGES | 10,313,026 | 10,557,762 |
| PER DOLLAR RECEIVED (cents)..... | 52.3 | 52.9 |
| Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..... | 701,179 | 709,458 |
| PER DOLLAR RECEIVED (cents)..... | 3.6 | 3.6 |
| ALL OTHER PAYMENTS | | |
| for operating expenses, taxes, rents and interest..... | 9,356,507 | 9,400,243 |
| PER DOLLAR RECEIVED (cents)..... | 47.4 | 47.1 |
| NET LOSS | \$641,550 | \$711,850 |
| REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS: | | |
| Number of cars | 102,657 | 108,074 |
| Decrease 1958 under 1957..... | | -5,417 |

in the Minneapolis Yards the past few years, has retired; also Jess Lowe, agent at Ortonville for many years.

Agent Jerry Beck of Montevideo bid in the Ortonville agency and has left to take over on Big Stone Lake. Agent Virgil Parker of Bristol is now at Montevideo. Ardner Fasching of Graceville has bid in the Hopkins agency.

M. J. Wiltse, retired H&D conductor who made his home in Bensenville, Ill., passed away Feb. 2.

Mrs. C. L. Charter, wife of retired engineer, passed away at Deaconess Hospital in Minneapolis Feb. 19 after a long illness.

Conductor George Solberg is now a grandfather. George Jr., who is an announcer at radio station KWAT, Watertown, S. D., is the father of George III.

Retired Engineer S. A. Brophy and his wife enjoyed a vacation in Phoenix, and Section Foreman Ralph Taylor of Appleton and wife spent about a month in Florida, part of the time with their son Merlin in Panama City. Retired Conductor F. R. Nichols and Mrs. Nichols are spending some time in Sacramento, where they went for the wedding of Ray's granddaughter.

Retired Conductor C. C. Bingham and his wife celebrated their 60th wedding anniversary recently with a family dinner and open house. Among out of town

visitors were the Ed Hardings of Buhl, Ida. Mrs. Bingham and Mrs. Harding celebrated their birthdays during the visit, the two being twins. Ed, formerly an H&D employe in train service, is the brother of H&D Conductors Bill and Joe Harding.

At a recent get-together in the new home of Retired Engineer Herman Fandry and his wife in Youngtown, Ariz., H&D people present included the Olaf Tweters, the W. H. McGuires, and (retired) Jim Murphy and Steve Brophy and their wives. Engineer Chris Standal has also bought a lot at Youngtown, a suburb of Phoenix, and he and Mrs. Standal plan to retire there.

Mike Scholl, hostler at South Minneapolis for some time, has retired. Other recent retirements include Section Foreman John Daniels of Hopkins and Agent Jack Hubin of Milbank.

You could smell diesel fumes for blocks in St. Petersburg when a group of H&D people (retired and active) congregated recently at the Ben Bishop home. Grayce Adamson was hostess with Ben and Gussie Bishop at a delicious buffet supper after an afternoon of visiting. Present were the Guy Millers, Happy Johnsons, Anton Ores, Frank Fredericksons, Matt Grosses, Lawrence Reeves, Roy Copelands, Fred Ehres and John Krum.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

We recently welcomed back W. C. "Chick" Whitham as division engineer at Aberdeen, after a long absence.

At this writing, Elmer Armantrout, former boilermaker helper, is confined to the Vets hospital in Sioux Falls. Demurrage Clerk Harry Breurs is convalescing at home from an operation, and Charles Wells, machinist helper, is confined to St. Luke's hospital.

Dick Ryan, who recently returned from a trip to the west coast, reports that he had a talk with Retired Roundhouse Foreman Dick Jones, who is confined to a Portland hospital with a heart condition.

"Barbara Jo," eight pounds six ounces, has arrived at the home of Dispatcher Fred Harvey; "John D." at the home of Roundhouse Laborer John Atarasu.

R. E. Wills has been appointed car foreman to succeed Oscar Henrickson, who retired recently after 50 years of service.

Sympathy was extended to Norman Geving, former operator at Aberdeen, and now at St. Paul Yard, in the sudden death of his wife; also to the family of Retired Engineer C. N. Davis who

died recently after a siege of illness.

Freight Agent W. K. Peterson won the speech contest held by the Aberdeen Toastmasters in February and at this writing is to represent the Aberdeen area in a similar contest in Huron.

Baggage man Clarence Grieben of Aberdeen is a father-in-law since his son Jerry returned on furlough to be married. The bride is from Wichita, Kans.

C. N. Oberle is now agent at Bristol; A. C. Lahren agent at Graceville in place of V. L. Parker, who went to Montevideo; A. F. Fashing is at Hopkins; Jerry Beck went from Montevideo to Ortonville when Jesse Lowe retired; and W. F. Unker resumed on the extra board, from Hopkins.

Milwaukee Terminals

FWLER STREET STATION

Pearl Freund, Correspondent

Catherine Consolazione, extension clerk, became the bride of Donald James Werle Feb. 8. A reception was held at the Underwood Court in Wauwatosa. Cathy was feted by the Fowler Street girls at a shower at which Mrs. Olga Mohr was hostess.

Charles Roessger, son of Chief Clerk George Roessger, has accepted a position at the Whitefish Bay High School. He will teach biology.

Friends of Ed Sullivan, waybill sorter, learned recently that he was recuperating at home when they heard radio disc

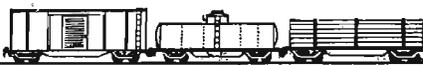
jockey Charles Hansen play a number for Ed. He was in Columbia Hospital for several months.

Mrs. Geraldine Neuman, auto messenger, is ill and on leave at this writing. Clem Vail is in Muirdale Sanitorium, 10437 Watertown Plank Road.

Mrs. George Roessger, wife of our chief clerk, has joined the corps of Women in White and is receiving training at County, Waukesha Memorial and other Milwaukee hospitals. She was capped on Feb. 21 and will graduate this summer.

E. J. Foster, chief yard clerk, Stowell District, retired Feb. 20 after 41 years of service. Forty-five years of service was claimed by Hugo Gastel, yard clerk in the Chestnut Street district, whose retirement began Feb. 15.

Milwaukee Road Carloadings



FEBRUARY 1958 compared with FEBRUARY 1957

| % of total revenue obtained from commodities shown | loading of these commodities INCREASED in February 1958 over February 1957 | NUMBER OF CARLOADS | | | |
|--|--|--------------------|---------------|-----------------|----------------|
| | | FEBRUARY | | INCREASE | |
| | | 1958 | 1957 | 1958 over 1957 | % of increase |
| 3.0% | Agri. Impl., Machinery and Parts | 3,051 | 2,423 | + 628 | + 25.9% |
| 2.0 | Grain Products | 4,139 | 3,986 | + 153 | + 3.8 |
| 1.7 | Fruits & Vegetables (Fresh) | 2,052 | 1,977 | + 75 | + 3.8 |
| 1.5 | Logs and Pulpwood | 4,294 | 3,865 | + 429 | + 11.1 |
| .6 | Cement, Lime, Plaster & Stucco | 897 | 841 | + 56 | + 6.7 |
| 8.8% | | 14,433 | 13,092 | + 1,341 | + 10.2% |
| | loading of these commodities DECREASED in February 1958 under February 1957 | FEBRUARY | | DECREASE | |
| | | 1958 | 1957 | 1958 under 1957 | % of decrease |
| 13.2% | Grain and Soy Beans | 6,289 | 7,840 | - 1,551 | - 19.8% |
| 10.2 | Forest Prod. (Excl. Logs & Pulpwood) | 6,678 | 7,269 | - 591 | - 8.1 |
| 8.4 | Iron and Steel | 3,878 | 6,908 | - 3,030 | - 43.9 |
| 7.7 | Coal and Coke | 11,599 | 11,892 | - 293 | - 2.5 |
| 3.8 | Oil and Gasoline | 4,575 | 4,840 | - 265 | - 5.5 |
| 3.8 | Automobiles and Parts | 2,353 | 3,075 | - 722 | - 23.5 |
| 3.4 | Meat and Packing House Prod. | 3,143 | 3,488 | - 345 | - 9.9 |
| 2.7 | Forwarder Traffic | 2,423 | 2,608 | - 185 | - 7.1 |
| 2.1 | All Other Prod. of Mines | 825 | 1,115 | - 290 | - 26.0 |
| 2.1 | Merchandise | 5,374 | 5,713 | - 339 | - 5.9 |
| 1.8 | Liquors, Malt | 1,685 | 1,938 | - 253 | - 13.1 |
| 1.6 | All Other Prod. of Agri. | 1,212 | 1,730 | - 518 | - 29.9 |
| 1.6 | All Other Animals & Prod. | 888 | 962 | - 74 | - 7.7 |
| 1.6 | Gravel, Sand and Stone | 2,294 | 2,530 | - 236 | - 9.3 |
| 1.0 | Livestock | 1,079 | 1,171 | - 92 | - 7.9 |
| 26.2 | All Other Mfgs. & Miscellaneous | 20,633 | 22,826 | - 2,193 | - 9.6 |
| 91.2% | | 74,928 | 85,905 | - 10,977 | - 12.8% |
| 100.0% | Total | 89,361 | 98,997 | - 9,636 | - 9.7% |

Ed Hardina, chief yard clerk at Reed Street, on a vacation planned for Florida and with his daughter in Newark, N. J., became seriously ill en route. Particulars were not available at this writing.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MUSKEGO YARD

Switchman Jon Petrie is on the sick list at this writing, after hospitalization.

Joe Alberts and family vacationed in Florida.

Sympathy was extended to Yardmaster Dick Fisher in the recent loss of his wife.

Mr. and Mrs. Frank Bieniewski are the proud parents of twins, a boy and a girl.

Bob and Mrs. Gutzmer have brought their baby boy, Robert Edwin, home from the hospital. The little three-pounder born Dec. 30 weighed five pounds at this writing. Switchman John Novak and Mrs. Novak welcomed a boy, Jerry Joseph, on Feb. 20 and the Robert McLaughlins a boy, Glen, on Feb. 8. The George Johnson family also has a new baby boy.

Switchmen Wallace Bigelow and Jack Carr have retired.

Retired Yard Conductor Fred E. Grieb has received his 50-year button from the Veterans Association and his 50-year pin from the B.R.T.

Switchman Walter Deuel and Frances Paulson were married recently at Pilgrim Lutheran Church.

Hugo Blanck is still confined to St. Luke's Hospital at this writing. Switchman Emil Wifler is at Milwaukee Hospital to undergo surgery.

Ed Beal, C&M conductor, passed away Feb. 23.

Veteran Switchman Clem Cardinal passed away at Wood, Wis., Feb. 27. Services were held in the chapel at Wood.

Harry Runge, janitor at Muskego, died Feb. 25.

Retired Switchman Harry Turner passed away Feb. 14. He had lived in Royal Oak for some years. Services were held at St. Sebastian's Church in Milwaukee.

UNION STATION

Donald Dietrich, train clerk, whose hobby is delving into the history of the Milwaukee Division Third District, or so-called "Northern Division", is interested in contacting people who have old timetables, photographs and other railroaders of the "Northern". His address is 3427 North 24th Place, Milwaukee 6; phone, UP-1-8003.

Mrs. Griepentrog, the former Colleen Colgan, is the mother of a baby girl. The Griepentrogs are now at their new

Starts His 67th Year



Mr. and Mrs. J. A. Ziebarth

TIME appears to be sidestepping Agent J. A. Ziebarth of Waterloo, Wis. In January he observed his 85th birthday, and next month, on May 21st to be exact, he starts his 67th year in railroad service. All but six months have been with The Milwaukee Road.

Joe Ziebarth, senior agent on the La Crosse & River Division, learned telegraphy at the station in his home town of Columbus, Wis., in 1892, and became a relief agent-operator on the line between La Crosse and Milwaukee. Since 1898 he has had only two permanent assignments—32 years at Morrisonville, Wis., and since then at Waterloo. He has never slipped up on a train order or missed a day on the job because of illness.

It was at Morrisonville that Mr. Ziebarth married his helpmate of 57 years, Miss Laura Brabant of Madison, Wis., who had gone there to teach school. They raised three daughters (a son died in 1931) and now have 10 grandchildren and seven great-grandchildren. Retirement? It's only a word to Agent Ziebarth, one of his community's more active citizens. A staunch civic booster, he has served at various times as president of the Lions Club, president of the local Red Cross, and as secretary and treasurer of the Waterloo Water and Light Commission.

home in Thiensville.

Sympathy was extended to Irma Knoll, steno-clerk in the assistant superintendent's office, in the loss of her mother on Feb. 17. Services were held at the Froemming Funeral Chapel. Mrs. Knoll had been hospitalized for some months.

Charlie Marquardt is back in the police department after an illness of several months.

Retired Yardmaster Peter E. Schroeder passed away recently at the Wood, Wis., Veterans Hospital at the age of 67. Services were held from the Harder Funeral Home and interment was in Holy Cross Cemetery.

Retired Train Baggageman George

Washburn, who lives at the Carolyne Nursing Home in Milwaukee and was 91 on Feb. 22, was honored on his birthday with a cake presented by the Women's Club (baked by Mrs. Milton Weidig) and with greetings from the Railway Business Woman's Association and many individual friends. Arrangements were also made to congratulate him over radio station WTMJ and to have the Hoosier Hot Shots play a birthday tune for him. George retired about 20 years ago, after long service on the Pioneer between Milwaukee and Minneapolis. He would be glad to have callers. Incidentally, Retired Switchman John McDermott is also at the Carolyne Nursing Home.

In the recent election of officers by the Milwaukee Traffic Club, Ray Birchard, our general agent, was named third vice president.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

M. J. Law, who is a candidate for the country's long distance commuting record in that he makes his home in Savanna and conducts his daily business in Chicago, has provided us with an example of the railroad's ability to carry on when other forms of transportation fail. Mr. Law, an insurance broker, makes the 276-mile round trip between home and office on the City of Denver. He leaves at 6:24 A.M. and returns in time for dinner. The incident he cites occurred the morning of one of the winter's big snowstorms when the Chicago transit system bogged down under rush hour traffic. But not Mr. Law's train. The first to arrive at his office, he opened the place. He has cited the incident, he says, in advising his friends to "move to Savanna and ride the 'City' trains".

The superintendent's office force recently enjoyed candy and cigars passed around by Clerk M. Podolski upon the arrival of the Podolskis' first baby, "Tamera Kay". Steve Brkjack, chief carpenter's clerk, also reports the arrival of the first baby, "Lu Ann", and Dispatcher Westmark of Savanna the arrival of "Barbara Lynn" as a sister for little David Lee.

Iowa Division Engineer Lumar Vacek of Savanna has a new grandson, "Clark Allen," born recently to his daughter Sharon.

Rudolph Hoffman, retired check clerk, Davenport, passed away recently in St. Luke's Hospital in that city following a long illness. Funeral services and burial were in Savanna. Mr. Hoffman started railroading as a bill clerk at the Savanna freight house in 1917, transferred to the Davenport freight house in 1931, and retired in August, 1957. Surviving are his wife and two sisters.

Sam Leonardo, turntable operator at the Savanna roundhouse for 55 years, passed away recently at home, following a heart attack. Funeral services were held in St. John's Catholic Church with burial in the Catholic cemetery. He had retired just a year ago. Surviving are his wife, a son and two daughters.

Melvin Johnson, son of Agent R. M. Johnson of Blakesburg, Ia., and himself a relief agent-operator on the third district during summer vacations, has been named for recognition in "Who's Who in American Universities and Colleges". Melvin is a senior at Northeast Missouri State Teachers College at Kirksville, where he is president of the band, plays second violin in the orchestra and is active in a singing group and the drama club. He will be graduated in May with a major in music education.



Melvin Johnson

Mrs. John Standish, mother of Signal Maintainer Fred Standish, Lanark, passed away recently at her son's home. Funeral services were held in Marion, Ia., with burial in Cedar Memorial Park, Cedar Rapids. Surviving besides her son are two daughters, a sister and a brother.

Marshall Ritchie of Lanark, Ill., retired maintenance of way employe, passed away recently in Rockford Memorial Hospital following injuries received in an auto crash near Genoa, Ill., in which his wife was instantly killed. Surviving are two daughters, two brothers and two sisters. Funeral services were held in Lanark with burial in the Chadwick cemetery.

The Women's Club at Savanna held a potluck dinner in the Lydia T. Byram Community House recently, with 65 present. At the business meeting after the dinner a letter was read from Mrs. Jack Flickinger, the president, announcing her resignation on account of ill health. Mrs. Lane O'Rourke, first vice president, presided.

L & R Division

THIRD DISTRICT

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

Ralph L. Hintze, son of Engineer Ralph Hintze, was recently initiated into the Wisconsin chapter of Kappa Eta Kappa, electrical engineering fraternity, on the university campus.

Mrs. Helen Knauf, 76, who made her home with her son, Oliver, a track department employe, died recently in her sleep. Funeral services were held at St. Mary's Catholic Church in Marathon.

Funeral services for Joseph P. Vesloske, 74, were held recently in St. Michael's Catholic Church, Wausau. Before retiring, Joe was a machinist helper in the Wausau roundhouse for many years. Immediate survivors are his widow and three daughters.

Virgil B. Dvorak has been appointed chief clerk to assistant superintendent at Wausau, transferring from Terre Haute.

Trainman E. Jonas and wife have returned from a vacation which took them to San Diego, where their son is stationed at the Naval base.

John L. Brown, 66, who retired last Apr. 12 as chief clerk in the agent's office at Wausau, died Feb. 21. His death occurred while he and Mrs. Brown were en route home from wintering in Florida. Taken ill near Decatur, Ill., he underwent surgery at St. Mary's Hospital, from which he was apparently recovering when he suffered a heart attack. He was a member of the board of directors of the Wisconsin Valley Traffic Club, of the Brotherhood of Railway Clerks, and the Veterans of Foreign Wars. He is survived by his widow, two sons, a daughter and several grandchildren. Funeral services were held in St. Mary's Catholic Church at Wausau.

Edward Beuparlant, 62, who was in Valley train service for 36 years, passed away at Wausau on Feb. 25. Due to ill health, "Joeko" left the railroad in 1946 to take lighter work. Since then he had worked for the Lund Floral Co. in Wausau. Funeral services were held in the

Catholic church at Merrill. Survivors include his brother Joe, yard conductor at Merrill.

Recently Retired Conductors W. J. Hayes, Oscar Larson, R. A. Loper, Archie McDonald and Henry Schaupp and wives were honored at a St. Patrick's party given by the Ladies Auxiliary of the B. of R.T. at Wausau. A potluck supper was served to 75.

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Retired Passenger Trainman George McCaigue, 73, passed away in Milwaukee Feb. 1 after a long illness. He was a veteran of 48 years' service. Surviving are two daughters and two sons, all of Milwaukee.

Retired Engineer Thomas Clarey, 98, passed away at his home in Portage; a veteran of 57 years' service, retiring 20 years ago. Tom kept his memory and enjoyed nothing better than visiting with his friends and a game of cards. Surviving are two daughters, Mabel of Portage and Mrs. Lawrence (Elizabeth) Allen, Janesville, four grandchildren and 13 great-grandchildren. Tom was a member of the Knights of Columbus and the B. of L.E. His death severs another link among the old timers who helped to build our railroad. Burial was in Portage.

Mrs. Florence Alexander, 42, clerk to our assistant superintendent in Portage,

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FIFTY GOLDEN YEARS of marriage were observed Feb. 2 by Mr. and Mrs. Frank Chapman of Perry, Ia., at a reception attended by some 175 relatives and friends. Among those present were five who had been at their wedding in 1908, including the Magazine's correspondent at Perry, Miss Ruby Eckman. Mr. Chapman, a veteran Iowa Division conductor, has been retired since 1939. (Perry Chief photo)

died of injuries received in an automobile accident which occurred while she was returning from Fond du Lac where she had attended a meeting of the Society of Sweet Adeline Singers. She was a regent of the society.

Iowa Division

COUNCIL BLUFFS TERMINAL

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

Max Lake, air brake man, passed away recently. He had been with the Road since Nov. 12, 1913. He is survived by

his wife, four sons and two grandchildren. Burial was in Marion. He was a veteran of World War I. Ed Kinder has taken over his job.

Mrs. Ray Larsen is home at this writing, recovering from an operation.

Mrs. Calvin Bolton, daughter of Retired Trainmaster Earl Smith, recently announced the arrival of twin daughters.

Howard Loper, retired yardmaster, is in the Veterans Hospital in Omaha at this writing.

B. F. Powers, communication department, has completed installing a new carrier system between Perry, Council Bluffs and Omaha.

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

John Dedecker, Cedar Rapids roundhouse laborer, was in Cedar Rapids Hospital recently. At this writing M. J. Marchant, retired telegrapher, is in the VA hospital in Iowa City. Retired Engineer William E. Smith has undergone treatment at St. Luke's Hospital. Mrs. Glen Hempy has returned from the University Hospital. Mrs. Ernest Wink, wife of pump repairman, is in St. Luke's Hospital as the result of a fall which caused a back injury.

A daughter, Vera Ellen, was born to the Robert Postels on Feb. 11. Grandpa is retired roadmaster's clerk and grandma is a stenographer in the general agent's office in Cedar Rapids.

Mr. and Mrs. Vic Zobel have a new granddaughter, Eileen Mary, born Mar. 2 to Mrs. Patrick F. McDermott. Mrs. Martha Metela has a new grandson, David Alan, born recently to Mrs. Jerald Michalicek.

James T. Jensen, 68, retired since 1955

after 38 years as an engineer, passed away recently. He was a member of the Brotherhood of Railway Engineers No. 538 of Ottumwa. Surviving are his wife Sena; a son, William; and five daughters, Della, Mrs. Harvey Goodenough, Mrs. Carl Berry and Mrs. Rebecca Johnson, all of Cedar Rapids, and Mrs. R. M. Schow of Salt Lake City. Burial was in Cedar Memorial.

Miss Virginia Van Camp of Phoenix, Ariz., a stepdaughter of the late G. L. Tucker who was at one time a locomotive engineer with headquarters in Ottumwa, passed away recently. She had been a patient in the Veterans Hospital in Phoenix since last June. Mrs. Jane Kinder, widow of the former assistant agent in Cedar Rapids, makes her home in Phoenix with Mrs. Tucker.

Engineer Joe E. Reilly spent his vacation with his daughter and son-in-law in Hawaii.

MIDDLE AND WEST

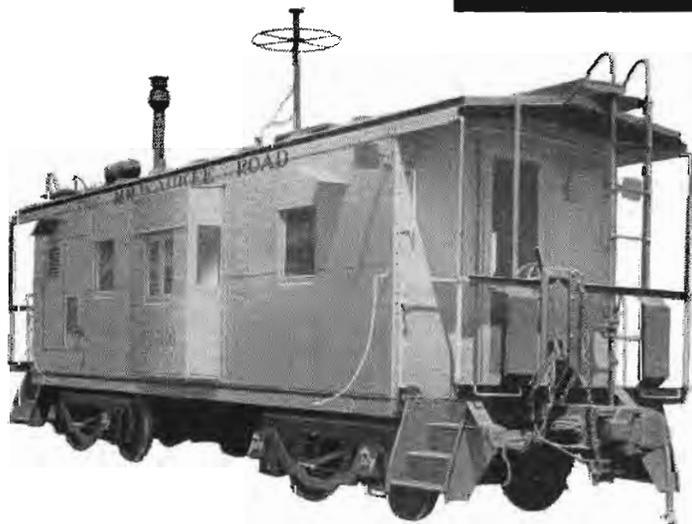
Ruby Eckman, Correspondent
Dispatcher's Office, Perry



Rev. R. T. Cassidy

Rev. Robert T. Cassidy, son of C. P. Cassidy, DF&PA in Des Moines, celebrated his first mass at St. Thomas the Apostle Church in Minneapolis Mar. 1. A reception was held later in the St. Thomas club rooms. Father Cassidy was ordained in St. Paul on Feb. 23. Before entering the seminary for the priesthood, he attended the University of Minnesota and St. Thomas College.

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The Milwaukee Road Magazine

Ted Schmidt Jr. and Jack Bell, who are third and fourth generation car department employes, were promoted recently. Schmidt, foreman at Ottumwa, was advanced to the same position in Savanna, and Bell, who was derrick foreman at Perry, went to Ottumwa as foreman. Schmidt started in the car department at Council Bluffs where his father and grandfather were foremen before him, and Bell is the fourth generation of his family to work in the Perry car department.

Starting next fall, the people of Romania will be eating corn products from corn raised in Iowa. During January, the Pioneer Highbred Corn plant, which is located on our line at Coon Rapids, shipped 30 carloads of seed corn in one consignment to Norfolk, Va., for export. It was all raised on farms around Coon Rapids.

Miss Rose Rittgers, daughter of Engineer and Mrs. Virgil Olson of Perry, was married recently to Richard James, who farms near Perry.

Mrs. John Orman of Perry passed away recently at the family home following a 10-day illness. She was the mother of Conductor Jean Orman, brakeman James Orman, and Mrs. Winston Hayward, wife of a signalman.

Capt. Mike O'Rourke, who has been a top contestant on the Tic Tac Dough TV program, is a nephew of Division Engineer R. A. Whiteford of Perry.

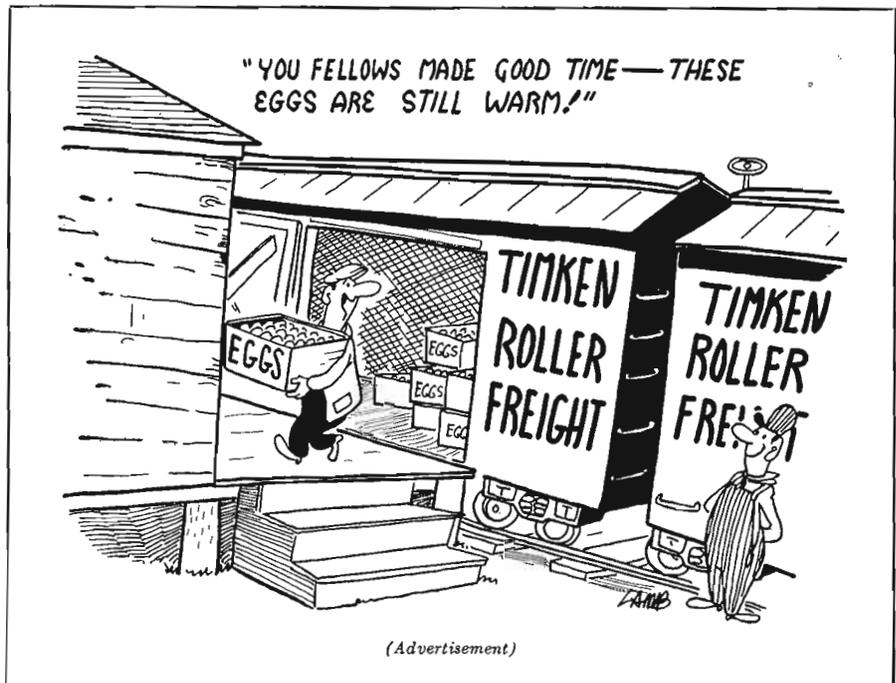
Engineer Clarence Huffman, who had been ill for some time, died recently at the Dallas County Hospital following surgery. He was the father of Engineer LaVerne Huffman, who was at the National Guard training school when his father passed away. LaVerne holds the rank of lieutenant in the Guard.

A. C. Jacobs, 93, agent at Waukegan when he retired several years ago, died recently at a nursing home in Des Moines where he had lived the past two years. He had 50 years of service.

Miss Nancy Rondestvedt, daughter of Conductor Norman Rondestvedt of Perry, was married recently to Don Teitjen of Perry. A few days afterward, her cousin, Mary Jane Palmquist, was married to Lennert Carlson in Pewaukee, Wis.

Clarence Dettman Jr., son of the night foreman at the Perry roundhouse, was married recently to Charlene Kime of Maryville, Mo., at the M. E. church in Maryville.

Following the retirement of A. O. Owens as clerk at Storm Lake, Norman Fethkenher of the freight platform force in Perry assumed Owens' position. L. M. Peterson, night baggageman at Perry, changed to the day job as checker on the platform. Incidentally, Peterson recently announced his marriage to Miss Smotherman of Perry. Other changes in



(Advertisement)

the depot force included the transfer of Larry Welchel to yard clerk following the retirement of Nils Nihlen, and the promotion of Francis Cannon from night baggageman to ticket clerk.

Mrs. Stanley Thomas, wife of assistant division engineer at Perry, died recently after a week's illness resulting from a stroke. A memorial service was held in Perry, with final rites in Marion, the Thomases' home for many years, and burial was in Iowa City. Besides her husband, Mrs. Thomas is survived by three sisters.

Willard Jennett, a bus driver for 22 years before his retirement, died recently at his home in Storm Lake following a four-year illness. His wife, three sons and three daughters survive.

Frank Munko, a fireman and engineer before ill health obliged him to retire in 1915, died recently in the hospital at Clarinda, Ia., where he had been a patient for many years. His wife and a son survive.

Mrs. H. O. Whitlock, widow of a veteran Iowa Division conductor, died recently at the home of her son Carl in Long Beach, Calif. Burial was in the family plot in the Perry cemetery.

Retired Engineer Fred Peterson passed away recently in the Perry hospital following a long illness. He was born in Sweden in 1880 and came to the United States when a small boy. He had been with the Road more than 50 years when he retired. He was deacon in the Christian Church for many years and also held a long-time membership in the Masonic Lodge and the B. of L.E. His survivors include his wife and his son Robert, who is a conductor on the

middle division.

W. J. Barth, boilermaker and foreman at the Perry roundhouse from 1916 until illness obliged him to retire in 1949, passed away Feb. 14 in Grand Island, Neb., where he had made his home since 1951. He started with the Road at Savanna in 1903 and after learning his trade worked in Dubuque, Miles City and Chicago before coming to Perry. His wife and son George of Grand Island and a daughter, Mrs. Marian Morman of Mt. Vernon, Wash., survive. His father and a brother, John, also were boilermakers for the Road before they passed away.

The closing of several stations on Feb. 20 resulted in changes among the agents. Harold Hedlund of Bouton displaced at Haverhill, F. E. Sorg of Sabula at Hawkeye, and L. W. McClintock of Rembrandt at Adaza. Lester Losey of Delhi bid in a bulletined job at Eldridge.

Bert Klumph, a B&B employe for many years before he retired, recently had a serious fall. He has been living

QUIZ answers

1. Twenty-four hours.
2. About 30 per cent.
3. At a predetermined rate of so many miles per hour.
4. Engineering department.
5. Hundred weight (cwt.).
6. Freight.
7. East of the Mississippi River.
8. Both.
9. New York, Chicago & St. Louis.
10. Usually 12 hours.

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with his daughter in Santa Barbara, Calif., since Mrs. Klumph passed away.

The Women's Club held its first family potluck party of the year Feb. 6. Afterwards Mrs. Norman Kistler conducted a business meeting and pictures were shown of Mr. and Mrs. Jack Snyder's trip to Europe last year.

Mrs. Alice Moore, 83, widow of Engineer Moore, died at the Dallas County Hospital in Perry Feb. 4. She was a sister of the late Mmes. F. L. Hanner, Frank Morgan and E. A. Needler, also the wives of Milwaukee Road men.

Dexter Gibson, an agent and operator on this division for 10 years, has resigned to take a position in the postal department.

A. O. Groves, a long time employe on the Tama section, passed away in February. He had been ill about a month.

Train Dispatcher W. E. Kelley, whose picture appeared recently with the featured story of the Perry CTC board in Popular Science, had a request from a young lad in Texas for copies of Milwaukee Road train order forms to add to his collection of railroad data.

Agent G. W. Munns of Gillett Grove was off during February on account of the illness and death of his mother.

Carlos Schenken, remembered as an operator on this division starting in 1912, is now retired and living in Keystone, Ia. On a recent Sunday he discovered a broken rail near a highway crossing, took action with the section foreman, and probably saved a derailment.

Mrs. W. J. Overton, widow of an engineer, passed away at the Lutheran Home in Perry Feb. 6 after a long illness. She was active in the G.I.A. and the Veterans' organization.

Retired Boilermaker Charles Bradley was hospitalized during February with appendicitis.

Retired Conductor H. W. Lee, 87, was recently honored by the Racoon Valley Shrine Club of Perry for his membership of 62 years as a Mason and 39 years as a Shriner. Homer is still active in both organizations.

F. E. Sorg, agent at Sabula before it was closed in February, has retired. He started on the Iowa Division in 1922.

George McCutcheon, for many years a passenger trainman on the Des Moines division, died at his home in Des Moines in February. His wife, a son, and his mother, widow of a Des Moines division conductor, survive.

Mrs. Ward Locke, wife of the agent at Nemaha, is recovering from successful eye surgery performed in November at Rochester, Minn. Her sight had failed when she suffered a blow on the head in an auto accident.

Train Dispatcher D. W. Petersen of Perry recently became the father of a girl, "Martha Jean". Tom Patten, assistant division engineer at Perry, and his wife welcomed a baby girl also. A son born to Mrs. Jerry Kinney of Wall Lake was the first grandchild of Machinist Thomas Connell and of Mrs. Ben Stitzel, widow of a Perry engineer. "Randolph Keith" born to Mrs. Keith Hull in Glendale, Calif., is another grandson for Harry Hull, retired shopman, and a daughter born to Mrs. Hugh Pickford in Houston, Tex., is a new granddaughter for Engineer Oliver Jensen of Perry. A. W. Nicholson, lieutenant of police in Perry, has another grandson, born Feb. 18 to his son Clarence and wife at Emmetsburg. Yardmaster Charles Prowse has a grandson also, the baby born to Mr. and Mrs. Robert Chappaugh on Feb. 9. Cashier Glenn Guinn and his wife, relief clerk at Perry, welcomed a son, "James Walter", on Feb. 11. He has a six-year-old sister. A daughter born to the wife of the Rev. Mr. Hawbecker of Webster City is a granddaughter of Conductor Francis Cox. The Hawbeckers also have three sons.

Glenn Cowan, chief clerk in the office of DF&PA in Des Moines, was elected chief of the 13-state north central region of the Y.M.C.A. Indian Guides at the National Longhouse held recently in Des Moines. He will head some 13,500 fathers and sons in the program, which lists more than 100,000 members nationally.

The Treasury Department's lowest balance for a single day was \$28,239.61, on Dec. 31, 1929.

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(2) Authorize our Association
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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.....

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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

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FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Lucille Williams is wearing a lovely diamond, presented to her by Otto Hartung of the freight auditor's office-inter line bureau, on Valentine's Day.

Hattie Kozen celebrated 40 years with the Road Mar. 1. She started as a clerk and was promoted to her present position of operator and mileage clerk in 1945. Co-workers presented her with gifts, flowers, candy, and cake. The cake was enjoyed by all.

New members of our force are John Spencer, James Matson and Jerome Watson.

Ed and Lottie Knapp report the birth of a daughter, Linda, on Feb. 9; from Germany, Don and Sally Devitt the birth of Catherine Marie on Feb. 23. Don will soon be returning to the U. S. with his family.

Recent promotions included Palmer Lykken to traveling freight claim agent, and Bob Schlueter and Ed Karp to higher adjuster positions.

Mrs. Jay Goodenough, wife of our retired chief clerk who passed away in 1953, is nursing a broken leg in Illinois Masonic Hospital at this writing, as the result of falling on a slippery walk in Mt. Prospect, Ill., where she makes her home.

**AUDITOR OF STATION ACCOUNTS
AND OVERCHARGE CLAIMS**

Lucille Forster, Correspondent

W. G. Winzen has been added to our staff of traveling auditors. He was formerly agent at Truesdell, Wis.

Stanley W. Stee has returned to our employ after serving 15 months in the Army.

George D. Tovey, retired head of the rate bureau, passed away recently. Mr. Tovey retired May 20, 1957. He had a service date with our company of Oct. 25, 1916.

A. M. Gumler, assistant bureau head of the record room, also passed away re-

cently. He had a service date with our company of Sept. 14, 1936.

Frank J. Nega Jr. recently presented Diane Ptack of the freight auditor's office with a ring for that certain finger.

Susan, daughter of Traveling Auditor G. P. Thibodeau of Elgin, won a child's Thunderbird recently when open house was held at the Building and Loan Association in Elgin.

Clarence G. Heuel has been appointed bureau head of the record room.

**OFFICE OF AUDITOR OF CAPITAL
EXPENDITURES**

L. J. Hogan, Correspondent

Joint Facility Examiner Geoffrey Stickler and his missus celebrated their 25th wedding anniversary in February with a dinner party at the ice show in the Conrad Hilton Hotel.

Marion Frank, office girl, who had been on a leave of absence because of illness, has recovered and is back with us.

Carlene Soderberg, secretary to the auditor of capital expenditures, is wearing a diamond presented by Steve Krumpack of the bill and voucher bureau. They plan to wed in the fall.

PURCHASING DEPARTMENT

Bertha Sexton, Correspondent

Buyer C. W. Anderson's son Douglas, who is in the Navy, is currently serving on the new U. S. carrier, the Ranger. The Ranger was commissioned last August, and in a matter of weeks had registered her 1000th landing. She travels from Norfolk, Va., to Jacksonville, Fla., along the Bahama Islands to Guantanamo Bay, Cuba, then to Ciudad Trujillo, Dominican Republic, and returns to Norfolk by way of San Salvador.

Clarence Deffley, secretary to assistant chief purchasing officer, became the father of his third son, Steven, on Feb. 13.

Joseph Gajewski, price clerk, was recently united in marriage with Kathleen M. Bober. Five hundred friends had a grand time celebrating the occasion.

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ACCOUNTING DEPARTMENT ROMANCE
of Ed Gerling of the freight auditor's force in Chicago, and Jo Ann Polo of the machine accounting department there, culminated in their marriage at St. Hedwig's Church on Feb. 15. The couple honeymooned at Wisconsin Dells.

OPERATING DEPARTMENT

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

Esther Mercurio, formerly of the office of assistant to vice president-personnel, is the mother of a girl, Kimberly Ann, born Feb. 20.

A newcomer in the office of assistant to vice president-personnel is Dorothy Wagner, who transferred from the general manager's office. Florence Klemmer and Shirley Harder left recently to prepare for the newcomers in their homes.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Clem Barber retired recently due to ill health, after 41 years of service in this office. Her friends presented her with a cash gift.

Agnes McGrath has been made general bureau head of the central typing bureau. Kitty McCants has replaced her as assistant general bureau head.

Kay Brown and Elsa Walton are on furlough awaiting the stork.

Pat and Ed Krywka recently held open house in their new home.

Jo Bird and Dorothy Schirmer are on furloughs, due to ill health.

William Koretke, son of Henry Koretke, was married to Bernadette Rakus Feb. 15 at Immaculate Conception Church; reception was held at the Austin Fine Arts Club.

Frank and Rita Lynch are the parents of a son, "Fahyn Anthony".

Frank Bednarek is back on the job after surgery.

Sympathy was extended to Gertrude Walsh, Bill Butler and Gus Rohde on the deaths, respectively, of their mother, father and sister.

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

C. E. Morgan, superintendent-track welding, is a grandpa again, a boy having been born recently to his daughter, Maurita Sandvig, at Missoula, Mont.; baby's name, Paul Edward. Frank Sandvig, the father, is in his senior year at the University of Montana, majoring in business, with a minor in forestry.

Charlie Belter recently became a grandfather for the first time, when his daughter-in-law gave birth to a baby girl. Father is William Belter, formerly employed in our office as draftsman under Architect K. E. Hornung.

Also making an appearance on this planet was Deborah Lynn Berman. Father is Nathan Berman, draftsman under E. E. Burch, bridge engineer.

Who says girls are not important? Catherine Lyn Ornburn, who arrived in this world Mar. 6, was welcomed most heartily by grandfather B. J. Ornburn. She is the daughter of B. J. Ornburn Jr. and wife Deborah, who have a son Stephen, and has the distinction of being the first girl born in the Ornburn family in about 110 years.

AUDITOR OF EQUIPMENT ACCOUNTS

Martha Courtwright, Correspondent

Rose Erwin of the statistical bureau recently underwent a shoulder operation and at this writing is recuperating at home. Theresa Dosch of the reclaim bureau is also convalescing at home from illness which had her hospitalized briefly. Others on the sick list are Eleanor Marshall of the reclaim department, who is convalescing at Mercy Hospital, and Julia Feindt, who is recuperating from her recent illness in California.

Baby showers were given for Diane Kaehn and Marge Russin of Keypunch when they left to await the blessed event.

Deloria Wanat of Keypunch became engaged recently. The wedding is planned for April.

Sympathy was extended to Marion

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Pionke and to Veronica Wray on the deaths of their mothers.

St. Viator's was the church in which Kitty O'Malley of the keypunch room and Patrick O'Hara exchanged vows on Feb. 15.

Mary Schank, who observed her 45th year with the Road on Feb. 28, was presented with many lovely gifts by her co-workers.

OFFICE OF FREIGHT AUDITOR

Norman R. Hendrickson, Correspondent

Bob Zeravich of the interline bureau and Dolores Kurtz of keypunch and coding recently became Mr. and Mrs. They honeymooned in Las Vegas. Alice Kwiatkowski of waybill filing and Alan Jacob were married recently at St. Wenceslaus Church. Theresa Butler of the same bureau and Ambrose Kelly planned to marry Apr. 19. Agnes Mulhern of keypunch and coding lost her spinster status on Feb. 15 when she was married to Dennis Leonard at St. Andrew's Church.

Irene Kearney, Maureen Rotondo and Helen Barth, all of keypunch and coding, left recently to await the arrival of their babies.

Lucille Carson of the interline bureau is a grandmother for the second time—her son, Norton, and his wife, Ann, now have a girl and a boy. The new arrival is "Michael Roger".

Nellie Zeman of the tracing bureau, an employe since 1927, passed away recently.

Walter Stark, of the review bureau, and his wife, Anna, made their TV debut recently on the Alstate Polka Party. Many of their friends saw them on the program.

Ann Anderson of the switching bureau has joined the choral club. Anyone who is interested in singing can join by contacting Harry Wallace in the review bureau.

From the revising bureau I learned that Pete Lencioni's daughter Cathy has started working in our office, in the waybill filing bureau.

Bill Falkowski of the machine bureau has left for a two-year hitch in the Army.

Otto Hartung of the interline bureau has become engaged to Lucille Williams, a secretary in the freight claim department.

*A lot of good could be done
in this world if one were not
too particular as to who gets
the credit.*

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

We recently received news that Connie Wortsman, formerly of the accounts receivable bureau, gave birth to a baby girl last Nov. 17. Bernard and Joyce Gregg enlarged their family by one with the birth of Steven Michael. Bernard is employed in the dining car accountant's office at Western Avenue and Joyce was a member of the chief disbursement accountant's force before assuming the duties of housewife and mother.

Gail Wilson of the typing bureau has entered Morningside College in Sioux City to pursue a liberal arts course.

Sympathy was extended to Viola Schmidt and Pearl Kinney on the deaths, respectively, of their father and sister.

Ella Uggla, of the dining car accountant's office, has been installed as president of Fullerton Avenue Chapter of the Women's Club for 1958. Chief disbursement accountant's employe Wanda Szyplski became second vice president, Ruth Brauneis recording secretary, and Grace Grall historian.

Traveling Accountant Donald Carlson and his family became suburbanites recently by moving into a brand new home at Grays Lake.

Amanda Klank, who has been on sick leave to recuperate from surgery, paid us a surprise visit Feb. 25. Her appearance would indicate that she is on the road to recovery.

Supervisor of Machine Accounting Stanley H. Johnson took our best wishes with him when he left to become a member of the Committee on Methods and Research. Theodore S. Gajewski has been appointed supervisor of machine accounting, and William M. Bert assistant supervisor of machine accounting.

Carlene Soderberg, secretary to the

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MATRIMONIAL NEWS. Milwaukee Road co-workers of the bride's father were among the many friends who congratulated Mr. and Mrs. Gay Micech following their marriage on Feb. 8 at St. Ann's Church in Milwaukee. The bride was Frances Jeanette Skola, daughter of Frank Skola of the car department office force at Milwaukee Shops.

auditor of capital expenditures, and Stephen Krumpack, of the chief disbursement accountant's force became engaged Mar. 1. They plan a September wedding. Also recently engaged are Arvilla Johnson, secretary in Miscellaneous Accounts Receivable, and John McGinley, formerly of the dining car accountant's office. They will say "I do" June 14. The girl from Elgin, Betty Ostidick, has promised to middle aisle it with Edward Vilella of the miscellaneous accounts receivable bureau on June 14.

GENERAL

Miss Dorothy Brandt, who is well known among employes as chief clerk of the pass bureau in Chicago, successfully underwent spinal surgery in February, and at this writing is convalescing at her home in suburban Bartlett. She will be on a leave of absence for several months.

"A red-headed Irishman" is the description which S. E. Pilson, general agent passenger department in Chicago, gives of his new son, Jeffrey Steven. He was born on Jan. 19. Mr. and Mrs. Pilson, who make their home in Libertyville, also have a daughter, Nancy, who is 11.

James R. Scoggin, assistant general solicitor in Chicago, has left the company to accept the appointment as transportation director of the Minneapolis Grain Exchange, effective Apr. 1. Mr. Scoggin is a native of Minneapolis and a graduate of the University of Minnesota.

More people might live to a ripe old age if they weren't so busy providing for it.

Milwaukee Shops

DAVIES YARD

A. M. Russert, Correspondent

Harry Gehrke, storekeeper, reported the birth of his first grandchild on Feb. 27.

Carman John Dunn is convalescing in the hospital at this writing.

Inspector Henry Landmann Jr. vacationed in southern California; also Carman Joseph Kolupar and family, in the Los Angeles area. George Allie planned a trip to Florida with his family, to visit his sister and brother-in-law, who live near Venice. Ignatius Zielinski vacationed in New Orleans, where he took in the Mardi Gras and visited the French quarter.

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

H. J. Montgomery, Correspondent

Hugo Schoenberg, general boiler foreman, retired recently after serving the Road since 1913, when he started as a laborer. He became a boiler maker in 1919, boiler foreman in 1941, and general foreman in 1950. He was one of four supervisors who retired recently who were honored at a banquet, the others being John Pluck, Al Tellefsen and Louis Klubertanz. Two years ago he started building a home on highway U.S. 2 near Rapid City, Mich., on the north end of Little Bay De-Mac; great hunting and fishing territory. He completed it about nine months ago and it has been occupied recently by his family.

Another O'Brien is stepping into the railroad picture. Richard, son of Harold O'Brien of the roundhouse caller's office and nephew of Ray O'Brien of the locomotive department office, is putting in some time on the drafting board as part of his machinist apprenticeship. He has already served two years.

Your correspondent, with partner Armand Bartman, recently went to the top of the doubles in the state bowling

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Beloit, Wisconsin

tourney in Milwaukee. We were the first regulars to go over 1,200 in four weeks, with a 1,212. Also, Al Roesler of the freight shop went beyond his usual weekly average recently by shooting a 300 game in the West End League.

Madison Division

SECOND DISTRICT

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

The New York Central station at Ladd, Ill., joint with the Milwaukee and the North Western, was closed Jan. 1. Agent S. M. Kern went to first trick at the yard office, which was made an agent-operator job handling carloads only. Less than carload business was discontinued by all three roads.

E. J. Morton, first trick operator at the Ladd yard office, retired at the beginning of the year after 47 years of service. Brakeman Ernest P. Smith of Ladd also retired in January. He had been with the Road since 1908.

Beloit Chapter of the Women's Club met in January at the Al Klein home to install the following officers: president, Mrs. Eugene Wobig; first vice president, Mrs. William Steuck; second vice president, Mrs. Roy Cuyler; treasurer, Mrs. Al Klein; recording secretary, Mrs. John Enking; and corresponding secretary, Mrs. Nick Munoz.

Retired Engineer Heinie Raach is recuperating at home from an operation, at this writing.

Your correspondent returned to work Mar. 3 from a two-month absence involving a back operation.

Cashier Ray Siebel acquired a son, Marty, the early part of February. He was still passing out cigars in March.

Mrs. Nathaniel Thurber died recently in Beloit hospital. She was 87 years of age, and a member of the railroad Women's Club. Mr. Thurber passed away in 1950.

Robert Ayers, retired Beloit conductor,



WHO'S WHO IN MILTON. Frank Holmes, veteran agent at Milton, Wis., pictured receiving his 50-year Gold Pass from Superintendent K. R. Schwartz while Assistant Superintendent S. F. Philpot looks on. Mr. Holmes started railroading as a crew caller at 15 and has been agent at Milton since 1918. Active in civic affairs, he served on the Milton College board of trustees for 25 years, was president of the village board for 10 years, a director of the Bank of Milton for 22 years, and is currently serving his second term as bank president. In 1949 he was listed in "Who's Who In the Middle West".

71, died Feb. 1. He had been with the Road 40 years. Survivors include his wife and sister.

Brakeman Roy Cuyler of Beloit reports the birth of a son, "Mark Alan".

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

Congratulations are in order for Special Officer Tom Neihart of the Milwaukee Road police department in Minneapolis. Last Jan. 31, at the age of 34, he received his bachelor of arts degree in social science from St. Thomas College in St. Paul, specializing in criminology and juvenile delinquency.

Tom has been attending St. Thomas

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College during his off-work hours since the fall of 1955, having previously attended the University of Minnesota.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Ingvald Hogenson, general foreman of the freight house, retired Mar. 1 after 42 years of service. At a "coffee and cake" gathering, freight office employees presented him with a token of their best wishes for a happy retirement.



Ingvald Hogenson

Louie Cohen, check clerk in the freight house, retired recently after 53 years of service.

We are sorry to report the deaths of Harold Fahey, retired grain clerk, Carl Ness, retired delivery clerk, and Oscar Carling, retired check clerk.

Rider Hansen of the commercial office recently enjoyed a skiing outing at Trollhaugen, Dresser, Wis. He is vice president of Travel & Recreation, Inc., the organization which sponsored the trip.

Condolences were extended to Elizabeth Hessburg on the recent death of her brother, George.

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

Raymond Sheehan, Macalester District yard clerk, passed away recently in Miller Hospital in St. Paul, after an illness of several months. He had been with the Road since September, 1914. He is survived by his wife Gladys and

son Thomas R. Services were at St. Luke's Church.

Norman Geving, Minneapolis telegrapher, has asked me to extend his thanks to all who sent cards, flowers and memorials to him following the death of his wife. Besides her husband, Mrs. Geving is survived by two small children.

Your correspondent was recently installed as vice president of the Garden Club of Ramsey County. The club, which has both men and women members, is the oldest garden group in the state, being in its 46th year.

The car department has moved to St. Paul with its force of four, W. C. Mower, district general car foreman; Charlie Laird, chief clerk; Leroy Samuelson and L. Huber. Mrs. Harold Anderson, wife of the car foreman, gave birth to a girl, "Julianne," on Feb. 26.

CAR DEPT. AND COACH YARD

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

W. C. Mauer, ADGCF in St. Paul, now has his headquarters at Minneapolis Shops.

Mrs. Frank Washburn, widow of former district safety engineer in Minneapolis, passed away recently; also the 10-year old son of Orville Granaas; and Mike Newberger, 92, carman on the Minneapolis light repair, who retired in 1937.

Einar Hauger, clerk, is in Veteran's Hospital at this writing, and Stenographer Ella Siegler is in Fairview Hospital.

Many friends and fellow employees, retired and active, with their wives attended a dinner at the Minnesotan Hotel to honor Jean Brossard who retired recently as master mechanic, having completed 46 years of service. General Superintendent L. W. Palmquist was



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emcee, and guest speakers included J. E. Bjorkholm, retired superintendent motive power; W. W. Bates, retired assistant superintendent motive power; R. C. Hempstead, retired master mechanic, LaCrosse; Assistant Superintendent Motive Power P. J. Lucas, Milwaukee; W. B. Gage, who succeeded Mr. Brossard as master mechanic at St. Paul; and O. D. Wolke, retired St. Paul roundhouse foreman, now of Seattle, who traveled the longest distance.

Carmen Iver Rundgren, Jalmer Bundy and Ludwig Deml, and Machine Operator A. E. Wetterberg retired at the beginning of the year, following many years of service at Minneapolis Shops.

Oscar W. Henrikson, car foreman at Aberdeen, retired recently; also Fred Peterson, foreman at St. Paul with 48 years' service; Lead Man John Jurdyga with 40 years' service at the Minneapolis coach yard; Anton Johnson, machine operator at Minneapolis Shops; Welder John M. Allmon, Carman Fred S. Smith, Carman A. W. Dahlin, and Helper W. B. Olson, formerly employed at Minneapolis Shops; and Raymond Stauffer, carman at Minneapolis.

Stenographer Ella L. Siegler is recuperating at this writing, following surgery.

Carman Carl M. Borg passed away Feb. 5, Retired Helper George Beblar on Feb. 9, and Carman George Johnson earlier this year.

Note: This correspondent can be contacted in the future at St. Paul, the car department office having moved there on Feb. 25.

Car Foreman H. R. Anderson, St. Paul, is the father of a girl born Feb. 19.

The longing for certainty and repose is in every human mind, but certainty is generally an illusion and repose is not the destiny of man.

—Justice Oliver Wendell Holmes

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Clark F. Allen

CLARK F. ALLEN, retired roadmaster, 74, died recently at his home in Spokane. He was a veteran of the construction of the line west of Mobridge, and well known among older employes as an organizer of the Milwaukee Road Puget Sound Pioneers Club and its president at his death.

Mr. Allen, who was more generally known as "Cap", began his career as an engineer for the city of Boone, Ia., in 1899, but entered railroad service shortly afterward as a tapeman for the C&NW. In 1907 he transferred to the Milwaukee as resident engineer in western Montana and in that capacity worked on the construction of the Blackfoot branch out of Bonner and the Gallatin Valley line between Bozeman and Menard. Afterward he served in the engineering department and maintenance of way on various divisions between Chicago and the coast until he retired in 1950.

Mr. Allen was a student of the genealogy of the New England families and after he retired published a booklet entitled "The Allens of Ticonderoga Fame". He was a member of the Board of Assistants of the Society of Mayflower Descendants in the state of Washington. Survivors include his wife Blanche, a son, three daughters, 12 grandchildren and one great-grandchild.

Rocky Mountain Division

EAST END

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

Section Foreman Joseph Peccia of Two Dot, Mont., passed away recently. He was 65 years old and had planned to retire soon.

Fireman Dean Lemon is home after recent surgery at the Bozeman Deaconess Hospital.

Engineer and Mrs. D. A. Robinson

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have moved to Orange, Calif., since Engineer Robinson retired.

After 45 years of service, Boardman William Merrill has retired to make his home in Seattle. The Merrills have purchased a fine place.

Stanley Collum Jr., son of Conductor Stanley Collum, has accepted a position with the Northern Pacific in St. Paul, as special accountant to the assistant comptroller. He had received his master's degree in business administration from the University of Washington in December.

SPOKANE

Melvin F. Bell, Correspondent
Assistant Superintendent's Office, Spokane



C. R. Washburn

Boilermaker
Charles R. Washburn retired recently after 40 years of railroading, 15 with the Milwaukee and 25 with the G.N. and U.P. Before coming to Spokane he worked in Deer Lodge and Othello.

His plans are to stay in Spokane. A son, Harry, is serving in the Marines.

Engineer Alfred S. Nash retired recently after 48 and a half years of service, mostly on the POR line and in Spokane Yard.

After an illness of several weeks, Kenneth O'Hara, retired Union Station baggageman, passed away recently in the Veterans Hospital in Spokane. He is survived by his wife Stella, a PBX operator in the station. Interment was in Holy Cross Cemetery.

With the consolidation of the Idaho with the Coast and Rocky Mountain Divisions, Adolph Carufel, chief clerk to superintendent, is now working the OS&D and steno position in Agent L. J. Setchell's office. H. G. Fuller, formerly time revisor, has the swing job at the new Spokane Yard, and Wayne L. Rentel, formerly time revisor in the superintendent's office, is now clerk in the assistant superintendent's office.

On Mar. 3, Earl E. White, DF&PA, moved his office from uptown to the lower concourse of the Union Station, in the office where Traveling Freight and Passenger Agents Harry Elmer, Henry Harris and D. J. Sullivan, along with City Freight and Passenger Agent Gordon Davis, are busily reorganizing. Also in this office is Chief Clerk Bruce Hubbard. G. A. Dyke, agricultural agent, will make his headquarters in Mr. White's office.

W. V. Johnson, formerly city passenger agent, was appointed city freight and passenger agent Mar. 1, succeeding Joe Cain, who retired.

Adolph Carufel and Mrs. Florence McCartney were married here Mar. 2. L. M. Sieler, lineman in K. S. Youngbar's crew, was also married here recently.

Cora Guthridge, former cashier in the Spokane freight office, bid in the balance sheet position in the Seattle freight office. Before taking over on Mar. 10, she attended the IBM school.

W. F. Johns, retired conductor, died Jan. 25 in a Spokane hospital. He is survived by a daughter and a son. He had lived in Spokane for the past 40 years. He was a life member of the Spokane Moose and belonged to the B of RC and B of RT.

The Women's Club has elected Mrs. James Cantrell as president for this year.

Mrs. Clark F. Allen, widow of retired roadmaster, has been honored by the Spokane Exchange Club as the recipient of its second annual Golden Deeds Award. She was recommended by the Manito Lions Club, of which she is an honorary member, and which for the past several years has been her sponsor in presenting programs to entertain underprivileged and crippled children. She spends about 30 hours a week on the work, being active in the Spokane Mental Health Association, the Cerebral Palsy Care Center, the Retarded Children's Council, and on the Spastic Children's Committee. In addition to her own talents as "story lady", the programs feature entertainers from local dancing and dramatic schools.

We regret loss of our able Magazine correspondent, Mrs. Ruth White. However, I will endeavor to fill her shoes. Please send any news you have to me in care of the assistant superintendent's office, Union Station, Spokane.

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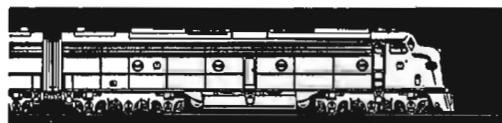
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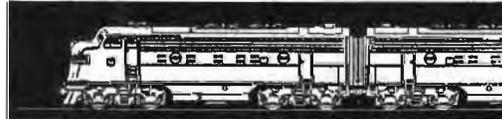
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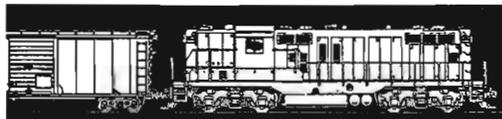
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FIRST DISTRICT AND SUPERINTENDENT'S
 OFFICE

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

The 24th annual meeting of The Milwaukee Road Credit Union was held recently at Stanton's Hall in Milwaukee, presided over by Trainman Harold C. Birge, president. Each year we find the union in a stronger financial condition and serving an ever increasing number of employees. John Aberling, claim agent, who was obliged to retire as a director because of being out of town in connection with his new duties, was honored for his services to the union over the years. New directors elected were H. C. Birge, trainman; H. C. Deneuseus, baggage checker; Robert Noot, clerk; Ross Ketchpaw, time inspector; and Leonard Wachniak, mail sorter, who was elected to fill the unexpired term of Thomas Wade, now in Chicago as general chairman of the B. of LF&E. Baggage man Roland L. Heuer was reelected to the credit committee.

Conductor Bob Lazenby of the Pioneer Limited was stricken recently with a fatal heart seizure. He is survived by his wife and children.

Train dispatching for the former Superior Division was transferred recently to Milwaukee, resulting in shifts in the dispatching personnel. Dispatchers J. C. Zorn and R. J. Tobin of Green Bay are now working in Milwaukee.

Conductor Edward Beal, a freight and passenger trainman since 1916, passed away Feb. 22 after a short illness.

Conductor H. J. Mulligan, who started as a trainman in 1905 after working at various jobs in the Milwaukee Terminal and Shops, retired Mar. 1. In recent years he had been on the patrol job between Milwaukee and Rondout, the route for handling dimensional loads in this territory. He plans to continue on at his home on Michigan Street in Milwaukee.



WEILAND WEDDING. Mr. and Mrs. Paul I. Weiland adhere to tradition in cutting the wedding cake at the reception which followed their recent marriage in St. Agnes Church, Green Bay, Wis. The groom, a fireman on the Milwaukee Second District, is the son of Roadmaster Wilber F. Weiland, Green Bay, and nephew of P. J. Weiland, assistant general manager Lines West.

SECOND DISTRICT

Florence F. Gotto, Correspondent
 Office of Ass't. Superintendent, Green Bay

The marriage of Robert Plog, roundhouse employe, to Patricia Hendricks was solemnized recently at St. Peter and Paul's Church in Green Bay.

Gail Meintzer, traveling freight agent, Green Bay, was recently elected secretary of the Green Bay Traffic Club. Martin A. Jansen, interchange clerk in the Green Bay freight office, was elected to the board of directors.

We are sorry to report the death of Switchman Gust Bonde, formerly employed at Menominee, Mich., who retired last October. He underwent surgery at Woods Hospital in Milwaukee and did not survive.

Remodeling operations recently completed at the Oakland Avenue passenger station included redecorating the walls, and installing tile flooring and fluorescent light fixtures. The general appearance is very attractive.

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WEST

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

The Women's Club at Miles City climaxed its first meeting this year with the installation of new officers. Installed were: Mrs. Gladys Brundage, president; Mrs. E. L. Hubbs, junior past president; Mrs. Catherine Leo, first vice president; Mrs. Jean Sweeney, second vice president; Mrs. Thelma Smeed, recording secretary; Mrs. Ellen Roberts, corresponding secretary; Mrs. Kate Hatzenbuhler, treasurer; and Mrs. Grace Moss, historian.

The following committee chairmen were appointed: constitution, Mrs. A. W. Wickersham; telephone, Mrs. M. McPherson, Margaret Bosanco and Mary Zuelke; publicity, Clara Spear; membership, Margaret Meier; ways and means, Katherine Price; refreshments, Mmes. D. Finlayson and Ray Zuelke; safety, Mary Ellen Geelhart; social, Francis Pessein; program, Evelyn Hubbs; welfare, Margaret Jones and Seralda Certain; good cheer, Ethel Rae Sandaman and Alice Hinricks; housing, Opal Shine; building committee, Mrs. A. Hinricks, Catherine Leo and Mrs. E. Hubbs; and auditing, Mrs. Winnie Walters and Mrs. E. R. Martin.

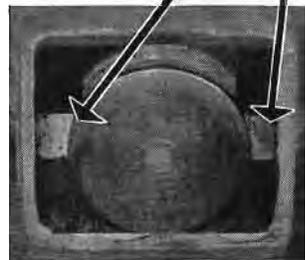
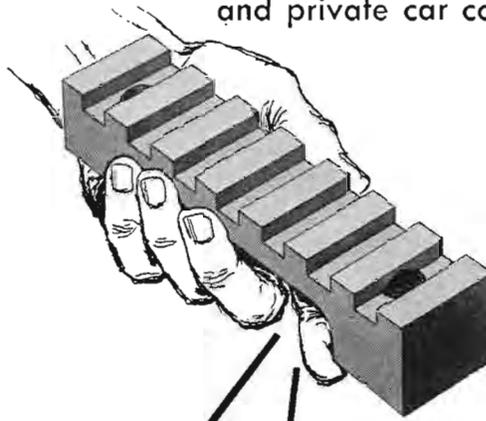
During the past year the club helped 68 families in time of sickness or death, and during the holiday season presented 21 families with food baskets or toys.

Oscar Nelson, retired boilermaker, passed away recently in a local hospital after a brief illness. Mr. Nelson was born June 7, 1897 in Osseo, Wis., and was married there to Mattie Olson in 1906. They homesteaded near Cohagen, Mont., in 1913 and later moved to Miles City where Mr. Nelson entered the employ of the Road in 1920. He retired in 1947. Surviving him are a son, two sisters and six grandchildren. Funeral services were held here at the Graves Funeral Home and burial was in Osseo.

Miss Rosalie Hashisaki, daughter of Mr. and Mrs. Cassio Hashisaki, has been named Betty Crocker Homemaker of Tomorrow at Custer County High School in Miles City. Her winning paper will be entered in state competition.

The Miles City Milwaukee Employees Federal Credit Union held its annual meeting Jan. 12 in the Eagle's dining room. Membership is now approximately 300 and a very satisfactory volume of business was handled during the past year. A 4 percent dividend was authorized on all shares and a 10 percent interest refund on loans. New officers are Pete Leo, president; Mrs. H. A. Dahl, vice president; Cassio Hashisaki, secretary and treasurer; and Matt Hilt and

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Charles Strom, board members. Credit committee members are Herb Lathrop, Al Kelm and Don Campbell; the supervisory committee, Virgil Rask, Dan Gilmer and Walter Herndon.

Conductor Thomas C. Corkins passed away Feb. 2 in a Miles City hospital. He was born Apr. 1, 1897 and came to Miles City from Redfield, S. D., in 1942. He is survived by his wife, four children, a sister and two brothers. Funeral services were held in the Graves Funeral Home. Pallbearers were M. E. Haura-

han, Knute Peterson, H. R. Glover, A. S. Caudel, J. L. Loughlin and H. A. Dahl. Burial was in Custer County Cemetery.

C. E. Welch, engineer on No. 263, has been commended for making a running inspection from the head end east of Ahles Feb. 6, in which he detected a broken flange on a car wheel and prevented a possible derailment. Sharing the commendation were Conductor W. J. DeLange, Fireman W. D. Bartsch and Brakemen M. O. Fought and G. A. Powers.



HEADED FOR THE LAST ROUNDHOUSE, the S3 which The Milwaukee Road presented more than a year ago to the National Railroad Museum in Green Bay, Wis., is pictured being moved into the museum grounds over specially laid tracks and switches. It will be the first historical exhibit. Too large for any turntable at Green Bay—110 feet long and weighing more than 480 tons—it was hauled from the Green Bay & Western yards to the display tracks in the position in which it will appear in the museum. Most of the movement over The Milwaukee Road and the North Western was made at night. In the inset at the right, Clyde F. Meidl, president of the National Railroad Museum, is shown supervising the last turn into the grounds.



SPEAKING OF BASEBALL, what do you think of this shot? It was taken by a Chicago Sun-Times photographer during a tense moment in one of the World Series games between the Milwaukee Braves and the New York Yankees at County Stadium in Milwaukee last fall. The Magazine brought it out of the files because one of the chief rooters (arrow) is R. J. Casey, Milwaukee Road DFGPA at Davenport, Ia. Said he, when informed that the Magazine proposed using it: "Hope it may be an incentive for other Braves fans to exercise their vocal chords during the coming season."



INTERSTATE'S PROGRESS. Modernized facilities of the Interstate Restaurant in Milwaukee's Union Station as they appeared before opening for business recently. Moving from the east end of the station, the restaurant is now located off the main waiting room in the space formerly occupied by the soda fountain and gift shop, and round-the-clock service has been stepped up with the newest types of refrigeration and cooking equipment. In addition to seating 32, the restaurant fills carry-out orders. Expansion of the gift shop included stocking it with a line of novel imported items.

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PROMOTE **PERFECT SHIPPING** EVERY DAY

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MAGAZINE

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INSIDE LOOKING OUT. Stacks of lumber and a freight car inside the warehouse combine with the cars waiting outside to create an interesting winter picture at the Joseph Lumber Company on Narragansett Avenue in Chicago. The building in the background is the Burbank School. When this company's original yard was taken by the City of Chicago in connec-

tion with construction of the Northwest Superhighway, the Road's industrial department assisted in the purchase and zoning of the Narragansett Avenue property. Much of the lumber received by the Joseph Lumber Company over The Milwaukee Road originates on the West Coast.

