

THE MILWAUKEE ROAD MAGAZINE

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A Word Of Thanks To The Milwaukee Road Family

IT IS now almost a year since I was first privileged to greet the members of our employe family in what was then my new capacity as president of The Milwaukee Road. During the months which have passed since, I have been pleased to meet a great many of you and have worked closely with enough of you to know that 1958 has been a year of hard work for the great majority of us.

At the time this is written it can be said that our earnings this year will come very close to those for 1957. The year has included a long period of recession, but I feel that we can still count it as one of sound progress.

I hope that our vice presidents, department heads and other key individuals will recognize that statement for what it is—a tribute, first of all, to themselves. I know something of the long hours they have put into their work, the week ends away from home, the intense concentration, the worry and the plain hard work which they have brought to bear on our problems.

That statement is intended also as a tribute to the Milwaukee Road men and women who do the day by day work of running the railroad in such a way as to make lasting friends of our patrons.

For all of this I know no better way to express my personal appreciation and that of the company than to say thank you and to add the hope that you have received the same extra reward I have—a feeling of pride in being a part of The Milwaukee Road.

It is my sincere wish that each of you and all of your loved ones may have a very Merry Christmas and a truly Happy New Year.

The Cover

A 50-FT. BLUE SPRUCE, a specimen growth from Minnesota's famous Arrowhead country bearing the Christmas greetings of the Minnesota Centennial to the city of Tampa, Fla., created quite a stir when it arrived in St. Paul Yard Nov. 15. On hand to facilitate its movement via The Milwaukee Road, and to see incidentally that Centennial Queen Sally Shields did not trip on her train while boarding a gondola car, were General Agent G. F. Quinlan (left) and F. J. Kuklinski, superintendent of the Twin City Terminal. The tree, felled in the vicinity of Fond du Lac, was a gift from the city of Duluth to the Tampa winter carnival. Under Florida skies, it will stand in the center of a five block area frozen solid with a million pounds of ice and made realistic with a precipitation of the traditional holiday white by virtue of snow blowers.

NOTHING BUT PRAISE

(From a letter received by C. F. Rank, manager of the mail, express, baggage and milk department, Chicago.)

"This letter is an attempt to say 'thank you' for the wonderful way your department aided in recovering a dictating machine I left recently on train #220. Mr. La Monica [Clerk Jon La Monica] was most understanding, courteous and diligent in the matter.

"I must confess that I have always been prone to 'gripe' regarding commuter service, but public relations work, as displayed by Mr. La Monica, leaves me with nothing but praise for your fine operation."

Byron A. Dunn

Chicago, Ill.

LOST, BUT FOUND

"While shopping in Milwaukee recently, I lost \$43 in two small envelopes on North Fourth Street, near the Milwaukee Road depot. I reported my loss to the police department and also ran an ad in the 'lost and found' of the Milwaukee Journal.

"Three days later, Mr. Robert H. Noot of Milwaukee, a timekeeper for The Milwaukee Road [track department, Milwaukee Terminals], called me and said he had found the money. He returned it to me on his way through

COMMENTS FROM OUR CUSTOMERS

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



Manitowoc while on vacation, and needless to say, I was very happy."

Milford L. Knutson

Manitowoc, Wis.

BEFORE THEY WERE MISSED

"Recently I had occasion to ride the Olympian Hiawatha from Chicago to Seattle . . . Without knowing it I dropped my travelers cheques on the floor in the dining car. A waiter, Mr. T. E. Harrison, found them and turned them over to the steward, Mr. Nicholas E. Frank. Mr. Frank searched the train to find me, so I had them back before I had missed them.

"I thought you would like to know what a splendid crew you have."

Mrs. Ross R. Matthews

Seattle, Wash.

THEY'RE STILL WRITING

"Now that the Los Angeles conference of the International Association of Fire Chiefs is over . . . my thanks and appreciation, and those of the Great Lakes Division of Fire Chiefs, for a wonderful trip on the 'Nick Palla Special' to the west coast.

"Without hesitation I say that all of the fire chiefs and their families enjoyed a most interesting and scenic trip. The food was excellent, and I heard many, many comments about the trip. I am still receiving letters from fire chiefs expressing their satisfaction and enjoyment of one of the most well organized trips ever . . . I would highly recommend The Milwaukee Road to individuals or groups who are interested in the best of travels."

Nick J. Palla Jr.

Fire Chief

East Chicago, Ind.

Briefly Noted

LARGESSE. Vouchers in payment of the first installment of the Road's 1958 Montana tax bill, which totals \$1,404,015.84, were sent in November to treasurers of all counties in which the railroad operates. According to M. L. Boydston, tax commissioner, the taxes are \$332,964 more than they were 10 years ago. Mineral County, with a 1950 population of 2,081, or about 500 families, is receiving \$150,289, the largest amount paid to any of the counties. This amounts to more than \$300 for each family.

EVEN WITH FINS. "Come football season," writes Editor David P. Morgan in the December issue of TRAINS, "and passenger service returns to the Milwaukee Road's Milwaukee-Madison branch, normally freight-service only. Whenever the University of Wisconsin has a home game the Milwaukee cranks up a pair of 14 to 16-car specials which offer lounge service and accommodations from coach seats to drawing

rooms. From my apartment I noted one headed by an E7-GP9 tandem, another with three FP7's. Regardless, the big yellow trains packed to the vestibules look good, darn good. For the people aboard, at least, even tail fins aren't enough inducement to drive."

BACK IN R.O.T.C. When President Quinn was in St. Paul recently to address the Rotary Club, columnist OLIVER TOWNE reported it in the St. Paul Dispatch: "Dispatch pictaker Ted Strasser, sent to pic Milwaukee railroad President William Quinn, was dumbfounded when Quinn snapped to attention and saluted smartly: 'Just a reminder, Ted, that back at Cretin High School you were my platoon commander and I was one of the guys in the rear ranks.'"

SCHOLARSHIP DATE MOVED UP. The J. T. Gillick Scholarship Committee has acted to advance the closing date

for applying for the 1959 scholarships to May 15. This is 45 days earlier than the date set in previous years. An announcement regarding the scholarships will be made early in the year. Also, for the first time, sons and daughters of employes applying for the scholarships will have an opportunity to have submitted to the judging committee the scores of any preliminary College Entrance Examination Board tests they may have taken in their junior year, or any Scholastic Aptitude Test they may take in their senior year before May 1.

ALL-TIME PEAK. The upturn in business on the railroad, which has been apparent since August, reached a peak in September when freight revenue was \$20,485,901, the highest for any September in the Road's history. Total operating revenues—\$23,840,946—were the fourth highest of any September. The trend continued through October, in which net income was \$2,534,345, or an increase of more than 71 per cent over net income for the same month last year.

The Store Department's Own "Railroad"

WHEN the mechanic in Minneapolis needed a dozen half-inch bolts to complete his repair work on a diesel, they were ready at hand—as he figured they would be. And the fresh typewriter ribbon was there in the box when the Seattle stenographer went after it.

The smooth-running diesel and the neat letter to the shipper are important to Milwaukee Road service, as is the work of the store department, which

sees to it that the bolts and the ribbons, and thousands of other "tools" are on hand when employes need them. The story of how that job gets done has always been an interesting one, but it became more so this year with the completion of a long conveyor system for material handling in the main store building at Milwaukee, which is unique in the railroad industry.

That portion of the building's own



"railroad" system which went into service a few months ago was the last of a three-stage project begun in 1955 and which now has been coordinated into a system extending 1500 feet throughout the greater part of that huge structure.

Measuring 162 feet at the wider end and 716 feet in length, the main store building serves as a warehouse for practically everything this railroad uses—from paper hand towels to air brake compressed air storage tanks. It is, in addition, the local store for the Milwaukee Terminal Division and part of the Milwaukee Division. Here are housed some 86,000 items of material, representing a complete cross-section of materials in use on the railroad, with the exception of the oil and lumber stores at Milwaukee, the maintenance of way store at Tomah, Wis., and parts of the electrification department store, most of which is at Tacoma and Deer Lodge. For ob-

E. F. Volkman, assistant district storekeeper (left) and W. C. Lummer, district storekeeper, both stationed at Milwaukee Shops, watch the conveyor operation at the north end of the main store building in Milwaukee. Note two lines of gravity rollers feeding onto the belt, which continues out of picture range at right and returns to the starting point. The separate counter service conveyor can be seen at floor level.



vious reasons, the commissary department store is centered in Chicago and Tacoma.

Commenting recently on the new conveyor system, G. V. Ireland, general storekeeper, pointed out that there are impressive savings to be realized by simplifying material handling methods as much as possible.

"Every time we handle an item, it costs money and takes time," he said. "We have to figure our operation about as a manufacturer would. This conveyor not only saves us time and handling expense, but it also speeds up the process of getting material into the store department and out to the 23 store department points on schedule."

For many years studies designed to improve material handling centered largely on such concepts as unit loading and machine handling, as illustrated by the familiar pallet and forklift truck. The new development at Milwaukee has combined those principles with a fixed conveyor system which not only has resulted in much faster and more efficient handling, but has also made possible centralized packing and forwarding of orders.

The system employed is not new, having been in use for several years in many industries, but ordinarily on a much smaller scale. The new system in Mil-

View of the north end ▲ of the building, showing the counter service conveyor on the ground floor and the outbound and inbound conveyors on the balcony.

Storehelper Raymond ► Krol adds destination tags and cards indicating manner of shipment to tote boxes of material which he has just placed on the conveyor.



waukee is unique in that it is the first large scale facility of its kind installed in any railroad store operation.

The store department's "railroad" consists of a combination of rubberized belts for the level and uphill powered stretches, and smooth-running rollers for the gravity sections. Its operation includes switches for diverting traffic into various sections of the storeroom, electric eye signals for automatically starting and stopping the belts, and power-driven portable and reversible

conveyors on the trackside platform for transporting material between freight cars and the main conveyors inside the building. The latter feature is used for both the rapid unloading of incoming material and the loading of orders going out to store department points throughout the railroad. With this platform facility, the conveyor makes a complete loop from the car unloading dock, through the entire storeroom, and back to the car unloading dock, passing en route the packing and forwarding area

where orders of small items are consolidated for easier handling.

As material arrives at the store building, employes load it onto the portable conveyors at the freight car door. As they do so, they call over the building's loudspeaker system, alerting employes stationed in the building's various sections that certain materials are headed their way for storage. The same system works in reverse as cars are being loaded.

In order to help employes identify shipments quickly, according to destination, a system of destination cards and color tags to indicate manner of shipment has been devised. Material bearing a red tag, for example, goes via express; a green tag denotes baggage; and a white tag calls for l.c.l. shipment. Such shipments are prepared, weighed and waybilled in the centralized packing area.

For the most part, the conveyor is

used for the handling of lighter materials, such as small locomotive parts, nuts, bolts, stationery, passenger car trimmings and electrical materials, much of which moves either in its original carton or (as in the case of small items) in so-called tote boxes. For items in sacks a plywood sled has been developed.

Triggered by Electric Eye

The powered sections of belt operate off several separate electric power units. They do not all operate simultaneously, however, unless the flow of material is continuous. In the normal course of operation, a parcel traveling along the conveyor trips an electric eye which sets in motion the next power section down the line, which in turn does the same with the next one, provided the carton or tote box has not been removed from the conveyor before it reaches the next electric eye. If the belt runs for three minutes without a signal from the eye, it automatically shuts itself off, thereby saving electric current and wear on the conveyor.

Several parts of the system, such as the brackets for mounting the conveyor, were designed and fabricated by Milwaukee Road forces in the shops at Milwaukee. The entire system was set up by mechanical department forces.

One of the principal merits of the unique system is the inventory control and reduction which it makes possible, V. E. McCoy, chief purchasing officer, recently observed.

"The rapid filling of orders allows the outside store points to reduce their inventory safely with the assurance that they can get prompt shipment out of the general store in Milwaukee," he said.

"This becomes an increasingly important consideration as material prices rise. Anything we can do that will enable us to keep smaller stocks on hand without damaging the efficiency of the railroad's operation must be done."

The innovation in the store department's Milwaukee operation is an outstanding example of the progress being made on American railroads today in an effort to maintain their position as the nation's basic agency of transportation.



Storehelper Kenneth Matous talks with unloading platform personnel over the intercom system as he removes inbound material from the conveyor.

In the centralized packaging area Storehelpers Celia Roszko and Vivian Amick package material orders for shipment to store points on the railroad.



Great events happen seldom, and affect few; trifles happen every moment to everybody; and though one occurrence of them adds little to the happiness or misery of life, yet the sum total of their continual repetition is of the highest consequence.
—Daniel Webster

FLEXI-VAN PROGRAM MOVES FORWARD;

E. W. Chesterman and J. D. Phillips Head New Service



E. W. Chesterman



J. D. Phillips

PLANS for launching the first rail-highway service of The Milwaukee Road took shape rapidly in November with the appointment of the two men who will oversee the new Flexi-Van service, and the starting of a demonstration program along the route where it will be initially introduced. E. W. Chesterman, formerly freight traffic manager, sales and service, was named to the position of director of Flexi-Van sales, and J. D. Phillips, former vice president of the New York Central Transport Company, was appointed to head the operational aspect as executive vice president of The Milwaukee Motor Transportation Company. The headquarters of the service will be in Chicago.

Mr. Chesterman brings to his new position 34 years of experience in the Road's traffic department, having started in the rate office in his native Chicago in 1924. Following a series of promotions through the ranks, he was appointed assistant general freight agent, rates and divisions in 1948, advanced to assistant to vice president-traffic in 1955, and appointed assistant freight traffic manager, sales and service in 1957. He was promoted to freight traffic manager, sales and service, in February of this year.

Mr. Phillips is also a veteran in the transportation industry, beginning 25 years ago as a founder of the Rocky Mountain Truckline in Lincoln, Neb. During World War II he was released from active Army duty to serve as a civilian chief of the Automotive Division of the Army Exchange, European Command. After the war he returned to the transportation field. As executive vice president of Buckingham Transportation

Inc. of Rapid City, S. D., he was on the board of governors of the American Trucking Association's Common Carriers Conference when he accepted the New York Central transport post in March, 1957 to direct that company's Flexi-Van

Some 350 shippers and receivers of freight in the Omaha-Council Bluffs area were invited to the preview. The equipment then moved on to Kansas City for showings on Nov. 19 and 20 and in Milwaukee Nov. 24 and 25. Further demonstrations were scheduled for St. Paul and Minneapolis on Dec. 1 and 2, respectively. Mr. Chesterman and Mr. Phillips will accompany the exhibit throughout the tour.

Complete Flexi-Van service will be exclusive with The Milwaukee Road in the Midwest. The initial equipment order represents an investment of more than a million dollars. In addition to the convenience of pick-up and delivery from door to door, it provides the advantages of fast rail schedules and all-weather dependability. Literature describing it is being made available at all of the demonstrations.

The actual inauguration of service,



Despite cold, rainy weather, the driver put the first Milwaukee Road Flexi-Van on the flat car with the greatest of ease during the opening demonstration in Omaha on Nov. 17. With the van transferred from the "bogie" to the flat car, the driver uses one hand to swing it into position, as manufacturer's representatives look on. (Omaha Evening World-Herald photo)

operations. In addition to serving as executive vice president of The Milwaukee Motor Transportation Company, he will be in charge of any expanded operations of the railroad's motor carrier subsidiary.

As the opening play in the Flexi-Van program, Mr. Chesterman and Mr. Phillips introduced the new equipment at a public showing in Omaha on Nov. 17.

which will originate between Chicago and the Twin Cities, is planned for Chicago on Dec. 17, with the first eastbound movement from Minneapolis and St. Paul scheduled for Dec. 19. Later it will be expanded to include Milwaukee, Omaha and Kansas City. Spokane, Seattle and Tacoma are next on the list of Milwaukee Road cities in which it will soon be available.

The Case for Agreed Charges

President Quinn Cites Traffic Potential of Proposed Rate-Making Practice

THE case for Agreed Charges, the rate-making principle which is now of paramount interest to this country's railroads, was presented by President William J. Quinn in an address on Oct. 21 to the St. Paul Rotary Club, one of four addresses he made during the course of the month before business and civic groups. While commenting on one of the helpful provisions of the Interstate Commerce Act of 1958—the new rule governing procedures for adjusting rates—he told the Rotarians that Agreed Charges offer one possible way for the railroads to meet competition on equal terms and recoup the losses of recent years.

Pointing out that this rate-making practice is in effect on the Canadian railroads, he outlined its structure. "In reality," he said, "Agreed Charges are simply another form of freight rate, except that they apply only to the goods of shippers who agree under contract to forward a specified portion of their goods over the lines of the carriers which are parties to that contract. They may apply on the goods of one shipper from one origin to one destination, or they may apply on the goods of several shippers from several origin points to several destinations. Any shipper may enter into an Agreed Charge contract, regardless of the amount of traffic he may have for shipment. He is not required to forward a specified number of cars or tons, but rather a specified percentage of his traffic. This prevents discrimination between large and small shippers. Furthermore, any shipper may join in a contract which is already in force, so long as he is willing to accept the terms and conditions of that contract."

Mr. Quinn allowed that he feels reasonably certain the railroads' competitors will not be wholeheartedly in favor of the proposed rate adjustment, since it would give the industry an opportunity to utilize more fully its inherent advantage of volume transportation and would also open the way to better service through longer range planning of equipment availability.

"Be that as it may", he said, "I would like to point out that for certain trucking and barge line operations in this country, Agreed Charges are, in effect, already an established fact. Contract motor carriers and more than 80 per cent of the barge line operators can set sliding scales of rates at any level they choose. Also, Congress, in the last session, approved a dual system of rates for conference steamship lines. It will be interesting to see whether the railroads will be accorded the same competitive privilege."



President William J. Quinn

In adding that the whole matter of Agreed Charges is part of the western railroads' intensive traffic research program, he mentioned that the Milwaukee Road's own research program was just recently broadened, and that W. W. Kremer, vice president-traffic, has been in the forefront of rate experimentation, including the Agreed Charges principle.

Mr. Quinn stressed the need for some new concepts regarding the railroad industry. Many people, he said, feel that because the railroads have been in business for so many years they are impervious to the economic maladies of other business organizations.

It is true to only a limited degree, he stated, that the passage of the Transportation Act of 1958 changed the serious effect which competitive inequalities have on the railroad industry. The repeal of the 3 per cent excise tax on

freight charges was of real importance, he said, because the tax did not apply on charges of private carriers. The northern transcontinental railroads had been at a further disadvantage in competing for long haul traffic to and from the Pacific Northwest because freight charges on the Canadian lines are also tax-free. He mentioned the following situations as still working to the disadvantage of the railroads:

- (1) The Federal excise tax of 10 per cent on passenger fares;
- (2) Inadequate and unrealistic depreciation allowances for tax purposes on railroad plant and equipment;
- (3) Continued exemption from regulation of numerous "agricultural commodities," including many processed or manufactured en route to primary market or storage;
- (4) The absence or inadequacy of user charges on railroad competitors to compensate for their use of publicly provided facilities;
- (5) Denial to the railroads of equal opportunity to provide service by other modes of transportation; and
- (6) Exorbitant state and local taxes in contrast with tax-free highways, waterways, airports and airways provided for railroad competitors.

"I feel confident," he said, "that future legislation will tend to equalize competitive conditions . . . I think, too, that we are going to see real progress in the diversification of service offered by the railroads, and in greater standardization of their various types of equipment. For the long term, I feel that the railroads, if given full competitive equality, will demonstrate beyond any question that they are the most efficient and most economical form of volume transportation."

The favorable signs on which this thinking was based were discussed by Mr. Quinn in addresses he made in Chicago before the Business Conditions Clinic of the Illinois Chamber of Commerce, and to the New York Society of Security Analysts. Speaking before the latter group in New York on Oct. 10, he characterized the 1958 Transportation Act as "a start in the right direction", but stated that the Milwaukee Road's plans for the future were not based solely on the prospect of legislative relief.

For an indication of our company's

attitude, he cited the expenditure the past year of nearly \$20 million on new equipment as part of a broad program to increase revenues and improve earnings. The principal features of the program, he told his audience, are the reorganization of the traffic department, greater activity in industrial development, and improved operating and accounting methods.

Related to traffic department activities, he mentioned the additional industrial property which our company has been acquiring and the 261 new industries which located on our line during 1957 and 1958. On the operational side, attention was called to the inauguration of Flexi-Van service to tie in with rail-highway transportation on the New York Central. "We are anticipating that this service will be attractive to shippers", he stated, "and we know it will fit well into our over-all operation. We will be prepared to step out in any direction that promises attractive business."

The Road's modernization program was also discussed by Mr. Quinn in a talk before the Railway Supply Group of the Union League Club in Chicago Oct. 24. Beginning with the mechanical department at Milwaukee Shops, he cited some of the new machines which were developed by the company's own mechanics and engineers.

"I think the amount of ingenuity we have on call," Mr. Quinn said, "and the very evident interest of your people and our people in developing new and better ways of doing things, provide the best possible assurance that the railroad industry will continue to increase its operating efficiency and to maintain its position as a technological leader in this age of fast-moving scientific discoveries . . . So far as The Milwaukee Road is concerned, it is our intention to deliver exactly the kinds of service our customers want, and to do it consistently."

CORRECTION: The article in the September-October issue of the Magazine concerning the Veterans' reunion in Milwaukee at which Mr. Quinn made an address, quoted him erroneously as saying that the Road owns some 5,700 pieces of freight equipment. The figure should have been 53,700.

Notice—Annual Passes Extended

THE pass bureau has announced that all annual passes issued by The Milwaukee Road which expire Dec. 31, 1958 will be honored up to and including Dec. 31, 1959, unless otherwise ordered.

Term passes showing an expiration date prior to Dec. 31, 1958 will not be honored after the date shown on such passes.

New Travel Bargain

— Tournalux Sleepers for Coach Riders

ACTION to provide sleeping car service at bargain rates, the first venture of its kind on transcontinental trains, was taken by The Milwaukee Road Nov. 1 when accommodations in Olympian Hiawatha Tournalux Pullman cars were made available with the purchase of tickets sold at regular coach fares. Previously reservations for these full-size berths had been available only to holders of intermediate class tickets. The move brought traveling on the Olympian Hiawatha into sharp relief as the best over-all transportation buy between Chicago and the Pacific Northwest.

Tournalux Pullmans, which are unique with the Milwaukee Road's Olympian Hiawatha, were custom built to provide passengers with the comfort and privacy of standard sleeping cars at an economy price. One of their outstanding features is lower berths that are longer, wider and higher than those in standard section-type sleepers. All of the berths have restful foam rubber mattresses and individually operated light, heat and air conditioning controls. For daytime relaxation there are upholstered seats and small drop-leaf tables in each section. The men's and women's lounge-dressing rooms in each car are exceptionally large, and equipped in every detail for long distance travel.

Tournalux passengers also have at their disposal such de luxe facilities of the train as the luxuriously appointed dining car, the glass enclosed Super Dome—the perfect vantage point for viewing mountain scenery—and the Cafe Lounge, the center of social activity. All of these features may be enjoyed at no extra fare.

As an additional bonus, the Milwaukee's thrif plan offers the Olympian Hiawatha's 46-hour super-speed schedule between Chicago and Puget Sound. The fact that the run requires only two nights (competing schedules take three) is a telling factor, for most of its scenic beauty can be viewed by daylight.



Tournalux Pullmans, available only on the Olympian Hiawatha, are ideally suited to traveling on the family plan. Lower berths are longer, wider and higher than those in standard sleeping cars.

The program, the first to be undertaken in lightweight equipment, is ideally suited to large group movements and to families traveling with children. At this time of the year it is expected to be patronized heavily by college students and military personnel returning home for the holidays. The savings to be effected are so substantial that many people can now take such trips more frequently than heretofore.

For example, under the new arrangement, a passenger purchasing a round trip coach ticket between Chicago and Seattle, together with Tournalux sleeping car space, saves \$51.20 (including Federal excise tax) above the combined cost of a first class ticket and equivalent accommodations in standard sleepers. Travel by airline or automobile cannot match this saving, and The Milwaukee Road, in addition to inaugurating the plan, is the only railroad in the country which can offer it.

THE WISE OWLS



Foresight Saved Their Eyesight

THE bond linking the employes whose pictures appear with this article is that of foresight, which saved their eyesight. They belong to an organization which has some 15,000 members scattered throughout the country—The Wise Owl Club of America. E. E. Hamilton, a machinist welder in the locomotive department at Deer Lodge, Mont., is a typical Milwaukee Road member.

On May 16 of this year Machinist Hamilton was using an acetylene torch to cut liner covering off of a grease box when the unforeseen happened—the grease exploded. For a moment he felt blinded, but his eyes were not harmed. He was wearing his safety goggles.

The Wise Owls, a project of the National Society for the Prevention of Blindness, was organized for the protection of vision in industry. Since The Milwaukee Road obtained its charter in 1956, memberships have been issued to 13 men now in active service. Other members, in addition to those pictured,

are Robert Stolpha, a signal maintainer at La Crosse, Wis., and Marvin Hennarichs, carman welder at Milwaukee. Several more applications for membership are pending.

The program applies to employes of the locomotive, car, stores, maintenance of way and structures, and signals-communications departments, or specifically, to all who might possibly incur eye injuries on jobs where eye protection is required and is provided by the railroad. Only those are eligible for membership who have had one or both eyes saved due to observing proper precautions.

An application for membership must state the circumstances under which the mishap occurred and the type of protection worn, and be substantiated by witnesses. The accepted member receives a certificate testifying to his judgment and foresight, together with a lapel pin in the shape of an owl, and a badge imprinted with the owl emblem to wear on the job. To support the program, the



Harlan B. Thompson, storehelper at Deer Lodge, Mont., has a good reason for smiling. His safety goggles deflected a blow from a six-foot pipe. No eye injury.

railroad contributes a small fee to the NSPB for each membership earned.

The program, now in high gear on the railroad, has been an important factor in the efforts of the safety department to increase awareness of the need for



Brakeman A. P. Anderson of Miles City, Mont., looking over the Wise Owl certificate awarded to him for taking safety precautions while working as a section laborer this spring.



LEFT ABOVE: A total of six good eyes testifies to the foresight of Blacksmith Welder R. L. Forbes, Machinist Welder E. E. Hamilton and Babbitman F. A. Charles (left to right), Wise Owls at Deer Lodge, Mont.

RIGHT ABOVE: Wise Owl member John W. Ness, section laborer at Scranton, N. D. (right), discusses the merit of wearing safety glasses with Section Foreman John Tankoff.



LEFT BELOW: It's an occasion for congratulations as Carl H. Bruning, section laborer at Stickney, S. D., is presented with his Wise Owl certificate by District Safety Engineer H. V. Allen.

RIGHT BELOW: Section Foreman Albert W. "Jim" Koehn of McGregor, Ia. (left), describes the incident involving his membership in the Wise Owls to Section Laborer Roy Wohlers.

observing the rules of eye safety. To emphasize the idea, the department recently distributed 1,500 posters calling attention to the availability of a booklet full of useful information about eye health. The booklet—"Half of All Blindness Is Needless and Preventable"—may be had for the price of a postage stamp from The National Society for the Prevention of Blindness (1790 Broadway, New York 19, N. Y.).



Railfans' Sunday – The Historical Special

The material for this article was furnished by Don Dietrich, clerk at Muskego Yard in Milwaukee, and by Jim Scribbins, ticket clerk, Milwaukee, who also took the pictures.



At Farmersburg, Ia., Section Laborer W. J. Tielbar (left), who was the Road's fourth Wise Owl, shows his membership certificate to Relief Section Foreman D. F. Montgomery.

A BRIGHT fall Sunday and the opportunity to ride on a special train of original Hiawatha equipment was the combination which lured some 200 railfans to take a trip Oct. 12 from Milwaukee to Fox Lake, Wis., and back. Wisconsin Chapter of the National Railway Historical Society sponsored the trip, to which the general public was invited.

The Railway Historical Special, consisting of four of the original Hiawatha coaches (including 4400, the prototype) plus a suburban coach, was advertised as the last line-haul Milwaukee Road train in the traditional orange and maroon colors. An orange GP-9 road-switcher, the 2433, from the Chicago suburban pool, furnished the power. At the throttle was Paul C. Denis, accompanied by Fireman John Sharon and Traveling Engineer A. T. Ireland, and back in the coaches were Conductor J. A. Wilcox with City Passenger Agent Frank Foug (who made the arrangements), Trainmaster E. P. Bunce and Police Lieutenant Ralph Emerson. T. J. McGuire went along as flagman.

Superintendent Martin Garelick saw the extra off when it left Milwaukee at 10:30 A.M. The first scheduled stop was at Granville where the T. J. Moss Tie Company had obligingly spotted three of its tiny industrial locomotives for the railfans to photograph. Next was a halt below the US 41 overpass east of Richfield, where the train was backed up and then operated forward so those using movie cameras could get an action sequence; then a "rubberneck" stop between Rugby Junction and Slinger.

Stops for the numerous lensmen

aboard were also made at the Slinger depot, again at the former junction of the abandoned Pike Lake spur east of Hartford, and just west of Iron Ridge. Townsfolk turned out at Horicon and again at Beaver Dam, where the train was diverted to the loop for a visit to the railroad exhibit of the Dodge County Historical Society Museum.

A big welcome awaited the group at Fox Lake. Three chartered school buses made several trips to accommodate all who wanted to take a sightseeing tour, while railfans and local residents inspected the train and crowded aboard the locomotive.

The sun was fading when the special faced about for home. Steady progress was made to North Milwaukee, where some of the excursionists detrained, and 15 minutes later the trip was over. Passenger Extra 2433 was a closed item on the dispatcher's train sheet, but a fond memory for many friends of railroading.

Engineer Paul C. Denis was the hero of the day.



Electrician W. T. Bidlingmeyer (left), pictured with Foreman A. C. Anderson, wears the safety goggles which saved his sight at the Harlowton, Mont., roundhouse.



Section Foreman F. R. Kurt of Waukon, Ia. (left), who believes in safety glasses, studies the "Owl" certificate presented to him with District Safety Engineer J. A. Ogden.





Class picture of some of "the graduates of '58". Seated, left to right: from Minneapolis, T. G. Carlson and W. B. Olson of the car department; Mrs. Alice Lynch, chief telephone operator; C. F. Prescott, engineering department; and H. N. Nelson and W. Nepsha, car department. First row, standing, from left: F. P. Schech, Minneapolis locomotive department; J. J. Lucker, St. Paul car department; Assistant Car Foreman A. J. Demmers, St. Paul; O. G. Neuwirth, store department, and H. L. Gordier and Concepcion Bosquez, locomotive department, all of Minneapolis; T. H. LeBoutillier, L&R trainman; H. E. Spencer, mail and baggage department, and W. H. Lundquist, locomotive department, Minneapolis; and L&R Trainman E. B. West. Back row, from left: M. J. Kline, Minneapolis locomotive department; Conductor Arthur Morgan, St. Paul; L&R Conductors A. J. Sarazin and Ben Petersmeier; R. J. Leisen, claim adjuster, and J. M. Allmon, car department, Minneapolis; and Jobe Francis, locomotive department, and M. C. Ahern, assistant chief clerk, St. Paul.

Honor "Graduating Class" of '58

START with a banquet size dinner, add a dash of vocal harmony mixed with a comedy routine, season with good dance music and a smooth floor, and what you have is the annual Twin Cities all employe retirement party. Everyone goes.

The ninth annual, held at the Calhoun Beach Hotel in Minneapolis Oct. 9, brought together more than 300 Twin City Terminals employes to honor their associates who retired during the past year. The "graduating class" numbered about 40, including employes of other

divisions working into the Twin City area. Many retired people, with their wives and husbands, also attended.

Good fellowship started with a social hour that continued through the traditional smorgasbord dinner. Afterward the crowd sat back to be entertained by The Milwaukee Road Derails, an employe "barbershop" group, in a program of old time favorites, and the ladies of the Oriental Shrine in a specialty act billed as the Zenda Goofers. Both performances left the crowd yelling for

more. Later there was dancing and singing.

This year's party committee, headed by W. R. Manion as general chairman, included Mr. and Mrs. C. A. Volstead, Mr. and Mrs. William Klar, Mr. and Mrs. Arthur McCarthy, Frank Thori, J. F. Johnson, Elizabeth Hessburg, Ruth Lindgren, May Cashill, W. P. Radke, J. J. Taylor, Al Ladwig of the Brotherhood of Locomotive Engineers, and C. S. Fowler of the Brotherhood of Railroad Trainmen.



A view of the banquet at the Calhoun Beach Hotel.



Above right: The Milwaukee Derails click with "I've Been Workin' on the Railroad". Front, from left: Archie Ostby, Minneapolis locomotive department; T. B. Hughes, retired St. Paul coach yard foreman; and Emil Baeyen, district diesel supervisor, and R. B. Allard, chief carpenter's office, Minneapolis. Rear, from left: Stationmaster J. J. Taylor and Timekeeper B. F. Nelson, Minneapolis; W. C. Klar, St. Paul locomotive department; and W. O. Ray, Minneapolis freight office.



◀ Musical depreciation, in the manner of the Zenda Goofers, was something to be seen as well as heard. On trumpet at left is Mrs. R. E. Melquist, wife of retired Minneapolis car foreman.

Employee Training Programs — a Progress Report

THE important role of the trained railroad craftsman, not only in his own field but in industry at large, was spotlighted recently when the governor of Missouri proclaimed the opening day of the second annual National Railroad Apprenticeship Conference in St. Louis as Railroad Apprenticeship Day for the entire state. An address by C. M. Roddewig, president of the Association of Western Railways, emphasized the theme. "Progress is nothing more than the accumulation of skills," he told the delegates, "of apprentices adding tomorrow to what they learned today."

Admitting concern over the economic plight of the railroads as a result of present government policies, Mr. Roddewig nevertheless predicted a continuing need for employe training programs. "A new day may be approaching," he said, "that could herald new job opportunities, new skills and more security for the men and women who have apprenticed themselves to learn the trades of the industry."

The program chairman of the three-day conference, which was attended by management and employe delegates from 38 railroads, was the Milwaukee Road's W. N. Bittner, locomotive shop superintendent at Milwaukee Shops. Representing the Road's employes were Machinist Apprentice Raymond E. Fitzgerald and Electrician Apprentice Ronald M. Seebruch, who were among 34 shop craft men singled out from the nation's railroads to receive "Outstanding Apprentice" certificates.

On-the-job training of apprentices, which requires slightly more than four years for the course, is available at the Road's shops in Milwaukee, Minneapolis, St. Paul, Harlowton, Mitchell, Deer Lodge and Tacoma. At various locations it is augmented by attendance at trade schools. Competition for the certificates is open to apprentices in the sixth, seventh and eighth periods of training. In assigning them, consideration is given to attendance, performance, progress on the job and in the classroom, and to all around development of skills.

Apprentices Fitzgerald and Seebruch were selected for the merit awards on a system-wide competition. Both are employed at Milwaukee Shops, where job training is supplemented by courses at the Milwaukee Vocational School. They have been with the Road since 1951, and put in two years as helpers before starting their apprenticeships. The recognition accorded them at the national conference was in the nature of a tribute to the Road's training program, as well as a personal honor.

Instructing the Instructors

The "back to school" movement in September was literally that for four members of the Road's police force. Captain R. H. Rollins of Deer Lodge, Lieutenant C. F. Wagner of Sioux City and Lieutenants B. A. Rupprath and J. L. Mess of Chicago were among 35 railroad security officers of this and foreign countries who spent two weeks in intensive classroom study at the eighth National Railroad Police Academy.

The purpose of the Academy, which is conducted annually in Chicago under the auspices of the Protective Section of the Association of American Railroads, is the advanced training of experienced railroad police officers to assist them in conducting training programs on their own lines. In addition to sessions on the general training and responsibilities of supervisors, the 1958 school dealt with court decisions affecting police problems, the investigation of freight and baggage claims, of arson and suspicious fires, juvenile problems, the use of firearms, photography, first aid, public speaking, and other subjects of concern to railroad police officers.

Its highlight was a moot trial, presided over by United States District

An Outstanding Apprentice Certificate is presented by Michael Fox, president of the Railway Employes Department, AFL-CIO, to—



Electrician Apprentice R. M. Seebruch—



and Machinist Apprentice R. E. Fitzgerald

Court Judge Julius Hoffman, having to do with the theft of an interstate shipment from a box car. Under realistic courtroom conditions, the project researched the scene of the theft, the preservation of evidence in the forms of plaster casts, finger prints and so on, the interrogation of witnesses, and the presentation of evidence in court. E. F. Conway, superintendent of the Road's police department, who was a member of the Academy's special committee, served as a juror on the case.

In addition to lecturers and instructors provided by the railroads—A. W. Shea, superintendent of safety for The Milwaukee Road, lectured on the railway policeman's part in railroad safety—teacher talent was furnished by the Chicago and Milwaukee police departments and the Federal Bureau of Investigation. At the end of the course, Messrs. Rollins, Wagner, Rupprath and Mess were awarded diplomas testifying to their "graduation."



R. H. Rollins



C. F. Wagner



B. A. Rupprath



J. L. Mess



L. R. Whitehead



R. T. White



J. J. Landrigan



H. Ruud



L. J. Kidd

appointments

Traffic Department

Effective Nov. 1, 1958:

The following individuals will have headquarters in Chicago.

L. R. Whitehead is appointed freight traffic manager, sales and service, succeeding E. W. Chesterman. Mr. Whitehead has been with the Road since 1935, starting in Des Moines and transferring in 1941 to Chicago where he was formerly chief clerk to assistant general freight agent. He has been assistant to vice president since July 1, 1957.

R. T. White is appointed assistant to vice president, succeeding L. R. Whitehead. Since entering service in 1926, Mr. White has been chief clerk in the Chicago general agent's office, traveling freight agent with headquarters in Chicago, and since 1951 division freight agent, Chicago.

J. J. Landrigan is appointed assistant to general freight traffic manager. Mr. Landrigan has been with the department since 1910. He was formerly assistant general freight agent in Chicago, and since 1954 has been general freight agent there.

H. Ruud is appointed general freight agent, succeeding J. J. Landrigan. Mr. Ruud entered service in Chicago in 1924 and has served since as chief clerk to assistant general freight agent and to freight traffic manager. Since 1951 he has been assistant general freight agent.

G. H. Kronberg is appointed assistant to freight traffic manager, sales and

service. Mr. Kronberg has served the department as chief clerk in Detroit, as traveling freight agent in Atlanta and Mason City headquarters, district freight agent in Washington, D. C., and most recently as general agent in San Francisco.

J. E. Shannon is appointed division freight agent, succeeding R. T. White. Mr. Shannon has been with the Road since 1922. He was formerly city freight agent and also traveling freight agent in Milwaukee, and since 1953 has served as assistant general agent in Chicago.

D. J. Staley is appointed service agent. Mr. Staley, who started in the accounting department in 1925, has served the traffic department as city freight agent in Detroit, traveling freight agent at Cincinnati, and most recently as chief clerk to various department heads in Chicago.

D. A. Keller is appointed city freight agent, succeeding W. R. Bickley. Mr. Keller has been with the Road since 1937, serving on various positions in the Chicago general offices. Since 1948 he has been city passenger agent in Chicago.

The following individuals will have headquarters in Seattle.

L. J. Kidd is appointed assistant western traffic manager, freight sales and service. Starting in 1915, Mr. Kidd has been employed on Lines West in various capacities, including division freight and passenger agent, export and import agent, and general agent at Seattle, also

as general agent in Milwaukee, assistant to western traffic manager, and since Sept. 1, 1957 as general freight agent, sales and service, Seattle.

O. R. Anderson is appointed general freight agent. Since starting with the Road at La Crosse in 1918, Mr. Anderson has served as city passenger agent, traveling passenger agent, and general agent passenger department in St. Paul. He has been general passenger agent in Seattle since 1948.

Effective Nov. 15, 1958:

W. B. Fisher is appointed general freight agent, following the death of H. O. Engel. Starting with the department in 1919 in Chicago, Mr. Fisher was formerly chief clerk in the coal traffic and the general freight departments there, as well as assistant general freight agent. Since July he has filled the latter position in Seattle.

Effective Oct. 1, 1958:

S. J. Monroe is appointed city freight and passenger agent at Buffalo, N. Y. Mr. Monroe, an employe since 1945, has served the department in Milwaukee, and in Detroit as city freight agent since 1954.

J. W. Webner is appointed traveling freight and passenger agent at Cleveland, Ohio, succeeding C. J. Duggan. Mr. Webner has been employed in the general agent's office in Cleveland since 1947, as city freight agent since 1951.

G. B. Hanson is appointed city freight agent at Cleveland, succeeding J. W. Webner. Starting with the Road in 1950, Mr. Hanson has served in the Cincinnati office since 1956.

L. H. Villwock is appointed traveling



G. H. Kronberg



O. R. Anderson



W. B. Fisher



J. E. Shannon



D. J. Staley

Jeremiah Welch

JEREMIAH WELCH, retired assistant secretary and treasurer in New York City and one of this company's most colorful personages, died Oct. 4 at Holy Family Hospital in Brooklyn, N. Y., his long-time home. He was 84 years of age.

When "Jerry" Welch retired on Dec. 31, 1948, he was the acknowledged dean of eastern railroad treasurers. He was born in Lawler, Ia., and started his career as a waterboy for the Great Northern. In 1904 he joined the Montana Railroad—the "Jawbone"—at Helena as an auditor, and shortly after that line was absorbed by the Milwaukee in 1910 became the auditor of another Milwaukee Road affiliate, the Chicago, Milwaukee & Puget Sound. Subsequently he was appointed the Road's assistant general auditor. During Federal control in 1918-1920 he served as comptroller, and when it ended was appointed assistant comptroller at Chicago. He transferred to the New York financial office in 1922.

Mr. Welch was active for many years in the accounting and treasury divisions of the A.A.R., both as an organizer and committee chairman. He was well known as a baseball fan, particularly of the Dodgers, and after he retired seldom missed a home game. Surviving him are his wife, Mary Pauline Hartly Welch; two daughters, Mrs. Elizabeth Akron and Miss Mary Welch; and two sons, John W. and Edward T.

freight and passenger agent at Cincinnati, Ohio. Mr. Villwock, who started in the Minneapolis traffic department in 1948, was most recently city freight and passenger agent at Cincinnati.

W. B. Conradi is appointed city freight and passenger agent at Cincinnati, succeeding L. H. Villwock. Mr. Conradi was formerly special coal agent at that point.

G. A. Sansverie is appointed city freight agent at New York City, succeeding H. P. Murphy. Mr. Sansverie has been employed in the New York freight traffic department, most recently as rate clerk, since 1953.

D. W. Carpenter is appointed traffic representative at Terre Haute, Ind., following the retirement of E. L. Hollis. Starting in the general agent's office in Indianapolis in 1948, Mr. Carpenter has been chief clerk there the past five years.

Operating Department

Effective Nov. 1, 1958:

R. D. Richter is appointed train rules examiner with headquarters at Marion, Ia., following the death of J. O. Willard. Mr. Richter started his service as a relief agent on the Madison Division in 1942,



(Answers on page 41)

1. Approximately how many crossties are there in a mile of railroad track—1,500, 3,000, or 4,500?
2. Is a wheel report part of a larger report showing the condition of a car, a listing of cars handled in a train, or a conductor's report on the operation of car wheels in transit?
3. Are there any natural tunnels used by railroads in the United States?
4. Were railroad freight rates 100 years ago lower than, higher than, or about the same as they are today?
5. What is the approximate average daily consumption of diesel fuel oil on railroads in the United States—6½, 8, or 9½ million gallons?
6. Should the angle cock on the rear of the last car of a train be open, closed, or removed?
7. What was the average freight train load in 1957—1,218 tons, 1,357 tons, or 1,439 tons?
8. Is an "axle seat" a place to store axles when not in use, the seat in a passenger car over the wheels, or the inside surface of the bore in a wheel?
9. Is what is known as the "hole" in railroad operations a mainline tunnel, an industrial siding, or a passing track for a train to pull into to allow another to pass?
10. What is the average length of a railroad freight car—about 36, 43, or 50 feet?

Since 1949 he has been train dispatcher in Milwaukee.

Mechanical Department

Effective Oct. 1, 1958:

W. N. Bittner is appointed shop superintendent of the Milwaukee Locomotive Shops with headquarters at Milwaukee Shops, following the death of C. G. Benkendorf. Mr. Bittner started with the Road in 1935 in his native Milwaukee, where he has been assistant machine shop foreman and most recently shop engineer.

H. T. Odegaard is appointed shop engineer of the Milwaukee Locomotive Shops, Wheel and Forge Shop, and Tomah Shops, with headquarters at Milwaukee Shops, succeeding W. N. Bittner. Mr. Odegaard, who started as a special apprentice in 1922, has been in the mechanical engineers office in Milwaukee since 1935.

Effective Nov. 1, 1958:

W. B. Gage is appointed assistant master mechanic with headquarters at Mitchell, S. D., and will have jurisdiction over mechanical matters on the Iowa, Minnesota & Dakota Division, succeeding J. A. Thompson who has been assigned to other duties.

E. F. Hatzenbuehler is appointed master mechanic of the Hastings & Dakota, Twin City Terminal, Duluth Divisions, the La Crosse & River second and third districts and La Crosse, Wis., with headquarters at St. Paul, following the transfer of W. B. Gage.

Police Department

Effective Nov. 1, 1958:

R. H. Rollins is appointed captain of

police with headquarters at Deer Lodge, Mont., following the retirement of H. M. Richmond. Mr. Rollins started in 1945 as a special officer in Mobridge, was promoted to sergeant of police in Miles City in 1953 and to lieutenant of police at Butte in 1954. He has been acting captain of police in Deer Lodge since August, 1957.

F. J. Bushey is appointed lieutenant of police with headquarters at Perry, Ia., following the retirement of A. W. Nicholson. Starting in 1951, Mr. Bushey was employed as a clerk on the Coast Division prior to joining the police department in January, 1956. Since Aug. 1, 1957 he has been special officer in Seattle. He is a recent honor graduate of the Seattle Police Academy.

C. S. Winship

CHARLES S. WINSHIP, retired division freight and passenger agent who was well known on Lines West, died Oct. 14 in Spokane. He was 62 years of age.

Mr. Winship started with the Road in March, 1916 as a clerk at Mobridge, S. D., and worked in various capacities in the operating department before transferring to the office of the general agent in Seattle in 1922. After some service as a traffic solicitor he was appointed city freight agent there in 1926 and promoted to traveling freight and passenger agent in 1928. In 1936 he was appointed division freight and passenger agent in Great Falls, and to the same position at Miles City in 1941. He retired at Miles City May 15, 1956.

Mr. Winship is survived by his wife Alta of Spokane, a daughter and two sons.

retirements

during September-October, 1958



General Offices—Chicago and Seattle—System Employees

Alexander, Embe E. Waiter . . . Chicago, Ill.
 Auchampaugh, Leo Supt. of Bldg.
 Blair, Sr. Francis S. Telegrapher . . . Seattle, Wash.
 Feller, Harry J. Chief Clerk . . . Chicago, Ill.
 Love, Jesse E. Porter
 Ludolph, Wilbur M. Asst. Engr.
 Miller, Frank C. Tie Insp.
 Newell, Frank J. Director of Publicity
 Roland, John F. Joint Fac. Examiner
 Sarli, George A. Rate Analyst
 Schellenberger, Louise M. Clerk
 Wegrzyn, Anna C. Janitress
 Zapp, Frank J. Bureau Head

Chicago Terminals

Andreasen, Ralph M. Switchman . . . Bensenville, Ill.
 Antosz, Joseph Carman . . . Chicago, Ill.
 Barends, Stanley Ex. Gang Laborer
 Biernat, Albert Welder . . . Bensenville, Ill.
 Bloom, Walter J. Loco. Engr. . . Chicago, Ill.
 Bohanan, Margaret Coach Cleaner
 Campbell, George E. Ticket Agent
 Carbino, Joe Sec. Laborer
 Edwards, John C. Crane Oper.
 Fitzgerald, John E. Machinist
 Haag, John Helper
 Klos, Ignatz Frt. Handler . . . Galewood, Ill.
 McCune, Willis A. Clerk . . . Galewood, Ill.
 Merwitz, Otto R. Mach. Helper . . . Bensenville, Ill.
 Meyers, Thomas H. Crew Caller . . . Bensenville, Ill.
 Mika, John W. Carman . . . Bensenville, Ill.
 Miller, Byrd T. Switchman . . . Chicago, Ill.
 Moss, Thomas B. Switchman
 O'Callaghan, Archie L. Checker . . . Bensenville, Ill.
 Tilford, William Ex. Gang Laborer . . . Chicago, Ill.
 Ulrich, Rose V. Clerk . . . Bensenville, Ill.
 Vorpi, Ezechiele Elect. Helper . . . Chicago, Ill.
 Walker, Warner M. Frt. Checker

Coast Division

Anderson, Fred W. Signal Maintainer . . . Ellensburg, Wash.
 Clements, Clarence H. Carman . . . Tacoma, Wash.
 Evans, William M. Boilermaker . . . Othello, Wash.
 Faestel, Matthew N. Brakeman . . . Spokane, Wash.
 Giles, Chester A. Loco. Engr. . . Cle Elum, Wash.
 Henderson, Ruth B. Clerk . . . Auburn, Wash.
 Hinshaw, Ira M. B&B Carpenter . . . Port Angeles, Wash.
 Jarrock, Edward A. Carman Helper . . . Tacoma, Wash.
 Kirsch, Arthur J. Loco. Engr. . . Tacoma, Wash.
 Moore, Mitchell M. Laborer . . . Tacoma, Wash.
 Muth, Leroy D. Clerk-Steno . . . Tacoma, Wash.
 Paterson, Alfred W. Carman Helper . . . Tacoma, Wash.
 Reding, Frank J. B.M. Welder . . . Tacoma, Wash.
 Robertson, Maurice J. Agent . . . Mineral, Wash.
 Stiltz, John Switchman . . . Spokane, Wash.
 Tansey, Marshall B&B Carpenter . . . Seattle, Wash.

Dubuque & Illinois Division

Anagnost, George Sec. Foreman . . . Roselle, Ill.
 Gavin, Joseph M. Clerk . . . Dubuque, Ia.
 Hammen, Roy R. Loco. Engr. . . Savanna, Ill.
 Hansen, Harry P. Sec. Laborer . . . Lyons, Ia.
 Jacobson, Jacob S. Loco. Engr. . . Bensenville, Ill.
 Stephenson, Irvin J. Mach. Helper . . . Ottumwa, Ia.
 Thulen, James O. Inspector . . . Savanna, Ill.
 Vasquez, Claudio Z. Sec. Laborer . . . Roselle, Ill.
 Wright, W. Claire Telegrapher . . . Ottumwa, Ia.

Hastings & Dakota Division

Austin, Ashville A. Loco. Engr. . . Montevideo, Minn.
 Boeckman, Joe Janitor & Baggage . . . Aberdeen, S.D.
 Bowers, Clayton F. Conductor . . . Minneapolis, Minn.
 Keller, James E. Sec. Laborer . . . Redfield, S.D.
 McElhone, Lloyd D. Sec. Laborer . . . Aberdeen, S.D.
 Nelson, Reuben M. Loco. Engr. . . Montevideo, Minn.
 Ness, Walter O. Loco. Engr. . . Montevideo, Minn.
 O'Connor, John F. Switchman . . . Aberdeen, S.D.

Iowa Division

Curtis, John E. Sec. Laborer . . . Cambridge, Ia.
 Fosdick, John B. Loco. . . Marion, Ia.
 Lexsa, John Loco. Engr. . . Savanna, Ill.
 Meyer, Edward B&B Foreman . . . Madrid, Ia.
 Moore, Clarence W. Conductor . . . Perry, Ia.
 Yanders, Millard J. Boilermaker Helper . . . Perry, Ia.

Iowa, Minnesota & Dakota Division

Bauer, Fred W. Loco. Engr. . . Albert Lea, Minn.
 Beckman, Rudolph F. Loco. Engr. . . Rapid City, S.D.
 Gilgenbach, Michael B&B Carpenter . . . Austin, Minn.
 Grimes, Henry D. Agent-Oper. . . Lily, S.D.
 Harris, Burnell E. Conductor . . . Sioux City, Ia.
 Hogan, Charles M. Conductor . . . Austin, Minn.
 Leonard, Francis W. Sec. Laborer . . . Hayward, Minn.
 Lottes, George J. Sec. Foreman . . . LaCrescent, Minn.
 Otterstad, Carl J. Agent . . . Kenyon, Minn.
 Owings, Cecil M. B&B Carpenter . . . Sioux City, Ia.
 Reed, Robert E. Inspector . . . Mason City, Ia.
 Scott, Joseph O. Carman . . . Sioux City, Ia.
 Slowey, Patrick C. Sta. Baggage . . . Sioux City, Ia.

La Crosse & River Division

Bezovsky, Leo C. Carman . . . LaCrosse, Wis.
 Butterfield, Wm. E. Carman . . . LaCrosse, Wis.
 Frank, Albert J. Mach. Helper . . . LaCrosse, Wis.
 Godin, Esnard O. Loco. Engr. . . Minneapolis, Minn.
 Harp, Percy A. Laborer-Watchman . . . Tomah, Wis.
 Hohl, Charles G. Conductor . . . Milwaukee, Wis.
 Kumm, Christ J. Carman . . . LaCrosse, Wis.
 Nelson, Hjalmer E. Loco. Engineer . . . Minneapolis, Minn.
 Niedfeldt, John W. Sec. Laborer . . . W. Salem, Wis.
 Peterson, John Carman . . . LaCrosse, Wis.
 Shuckhart, Irvin H. Watchman . . . Tomah, Wis.
 Tessman, Fred C. Switchman . . . Portage, Wis.
 Zimmerman, George W. Signalman . . . Portage, Wis.

Madison Division

Babler, Jacob Crossing Watchman . . . Madison, Wis.
 Day, Henry D. Train Flagman . . . Madison, Wis.
 Hinze, John H. Crossingman . . . Madison, Wis.
 Hummel, John G. Loco. Engr. . . Madison, Wis.
 Maloney, Albert T. Loco. Engr. . . Janesville, Wis.
 Moreno, Jose Ex. Gang Laborer . . . Whitewater, Wis.
 Weber, John P. Conductor . . . Milwaukee, Wis.

Milwaukee Division

Ditmore, George R. Carman . . . Green Bay, Wis.
 Fiel, Charles M. Brakeman . . . Milwaukee, Wis.
 Hessel, Harold L. Loco. Engr. . . Channing, Mich.
 Potts, Samuel D. Crossingman . . . Sturtevant, Wis.
 Scholten, George W. Loco. Engr. . . Milwaukee, Wis.
 Vieaux, Frank Agent-Oper. . . Forest Jct., Wis.

Milwaukee Terminals & Shops

Cahill, William Gen. Yardmaster . . . Milwaukee, Wis.
 Ciesielski, John Moulder . . . Milwaukee, Wis.
 Cook, Edward C. Loco. Engr. . . Milwaukee, Wis.
 Eberhardt, William R. Laborer . . . Milwaukee, Wis.
 Fletcher, John M. Fire Patrolman . . . Milwaukee, Wis.
 Fojut, Frank J. Mach. Helper . . . Milwaukee, Wis.
 Golembiewski, Steve Carman . . . Milwaukee, Wis.
 Hempel, Henry F. Clerk . . . Milwaukee, Wis.
 Jazdzewski, Stephen J Carman Helper . . . Milwaukee, Wis.
 Judd, Percy E. Boilermaker . . . Milwaukee, Wis.
 Kerzner, Louis S. Boilermaker Helper . . . Milwaukee, Wis.
 Kiser, George P. Machinist . . . Milwaukee, Wis.
 Koester, Walter E. Pipefitter . . . Milwaukee, Wis.
 Kratzat, Frederick Carman . . . Milwaukee, Wis.
 Kuntz, Elmer A. Sr. Draftsman . . . Milwaukee, Wis.
 Lameka, Julius Carman . . . Milwaukee, Wis.
 Noona, Edward D. Blacksmith . . . Milwaukee, Wis.
 Penl, Joseph J. Caller . . . Milwaukee, Wis.
 Rice, John L. Machinist . . . Milwaukee, Wis.
 Seals, John S. Machinist . . . Milwaukee, Wis.
 Snyder, Eden L. Electrician . . . Milwaukee, Wis.
 Spellman, Clyde F. Per. Frt. Insp. . . Milwaukee, Wis.
 Treptow, Viola B. Clerk . . . Milwaukee, Wis.

Zakrzewski, Walenty J. Helper . . . Milwaukee, Wis.

Off Line

Berstler, Luman S. Chief Clerk . . . New York, N.Y.

Rocky Mountain Division

Austin, Frank J. Sec. Foreman . . . Three Forks, Mont.
 Bergman, Ellen M. Sec. Laborer . . . St. Maries, Ida.
 Bergman, John E. Wrecker Engr. . . St. Maries, Ida.
 Fiske, John M. Sub-Station Oper. . . Piedmont, Mont.

Johnson, John A. Sec. Laborer . . . St. Maries, Ida.
 Johnson, Margaret Custodian . . . Elk River, Ida.
 Kleiner, Randall K. Sec. Laborer . . . Newport, Wash.
 Lore, Leonard M. Inspector . . . Spokane, Wash.
 Sells, Jay W. Sec. Laborer . . . Clarkia, Ida.
 Vorpahl, Edward H. B&B Carpenter . . . Deer Lodge, Mont.
 Wurth, Thomas C. Carman . . . Avery, Ida.

Terre Haute Division

Barnhart, Ralph L. Loco. Engr. . . Terre Haute, Ind.
 Cravens, William H. Derrick Engr. . . Terre Haute, Ind.
 Freeman, George V. Brakeman . . . Terre Haute, Ind.
 Graam, Arthur J. Carman . . . Terre Haute, Ind.
 Hannum, Luther O. Welder . . . Terre Haute, Ind.
 Hill, Earl Loco. Engineer . . . Bedford, Ind.
 Merritt, John E. Switchman . . . Crete, Ind.
 Sims, Harley Sec. Foreman . . . Linton, Ind.

Trans-Missouri Division

Belden, Edgar W. Sec. Foreman . . . Shields, N.D.
 Clellen, Connie P. Sec. Foreman . . . Lavinia, Mont.
 Edson, Merrill D. Loco. Engr. . . Harlowton, Mont.
 Flor, Clifford R. Sec. Laborer . . . Marmarth, N.D.
 Franklin, Jesse B. Clerk . . . Miles City, Mont.
 Fought, Charles A. Conductor . . . Miles City, Mont.
 Karas, Charles Sec. Laborer . . . Baker, Mont.
 Keller, Jacob S. Carman . . . Moberidge, S.D.
 Lewis, Alice M. Car Cleaner . . . Harlowton, Mont.
 Soper, Lloyd C. Brakeman . . . Miles City, Mont.
 Zlatkoff, Louis E. Sec. Foreman . . . Walker, S.D.

Twin City Terminals

Coon, Howard M. Electrician . . . Minneapolis, Minn.
 Durand, John T. Electrician . . . Minneapolis, Minn.
 Edwards, Estell J. Oiler . . . Minneapolis, Minn.
 Espinosa, Martin C. Ex. Gang Laborer . . . Minneapolis, Minn.
 Francis, Jobe Laborer . . . St. Paul, Minn.
 Hernandez, Juan J. Laborer . . . St. Paul, Minn.
 Leisen, Raymond J. Adjuster . . . Minneapolis, Minn.
 Lind, Clifford S. Laborer . . . St. Paul, Minn.
 Lynch, Alice M. Chief Tel. Oper. . . Minneapolis, Minn.
 March, Samuel Ex. Gang Laborer . . . St. Paul, Minn.
 Neuwirth, Otto G. Sec. Stockman . . . Minneapolis, Minn.
 Stich, George Sec. Laborer . . . Minneapolis, Minn.
 Thelen, Albert J. Clerk . . . St. Paul, Minn.

Hugo O. Engel

HUGO O. ENGEL, general freight agent in Seattle, died in a local hospital Sept. 26, after a sudden illness. Services were held in St. Anne's Church in Seattle, and he was interred in Holyrood Cemetery.

Mr. Engel was born in Dayton, Wash., in 1896 and started with the Road as a junior clerk at Seattle in July, 1913. After serving on various positions in the traffic office there, he was promoted to chief clerk in 1941 and appointed assistant general freight agent in 1950. He had been general freight agent since February, 1955. He was a veteran of World War I and a member of the Washington Athletic Club, the Transportation Club and the American Legion.

Surviving are his wife, Hermina; two sons, Hugo O. Jr. and Paul W.; a daughter, Mrs. Alois Krininger; and nine grandchildren.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Margie Haley, daughter of Douglas A. Haley, assistant chief clerk general manager's office, was married recently to Russell C. Vandenberg in St. Joseph's Catholic church, Seattle. Mr. and Mrs. Vandenberg are students at Seattle University.

W. F. Kramer, chief clerk to general manager, and Mrs. Kramer spent three weeks of October visiting friends and relatives in Southern California, also taking in the sights in Tijuana, Mexico.

Valeria LaFortune, retired city ticket office stenographer, died Oct. 11 in Seattle after an illness of several years. Miss LaFortune was born in Chicago. She started to work for the Road May 1, 1923, as stenographer in Seattle, which position she held until her retirement in October, 1953, due to ill health. Services were held in St. Patrick's Church. A brother, Frank LaFortune of Seattle, survives.

Lucille Eaton, clerk in telegraph office, visited her parents in Minneapolis in September, then went on to Detroit where she picked up a new Chevrolet, driving back through the Black Hills and Yellowstone Park. She was accompanied by her son and daughter-in-law, Mr. and Mrs. Robert C. Eaton.

Mildred Ramberg, who has been secretary to western director industrial and real estate development for the past 12 years, has resigned to devote more time to home making and travel. Mrs. Madge Dougherty will take over Mildred's position. LaVon Perkins will be new stenographer-clerk in the department.

Arthur Victor is new assistant industrial engineer succeeding Keith Bates who had to give up his position for Army service.

Gladys Kelly, secretary in engineering department, and Monica Murphy, of the Milwaukee Land Company, started on their vacation the first part of October. It took them from Miami to the West Indies, and as far as Venezuela and the Dutch West Indies.

Pat Cary and Merlin Weil are new telegraph operators in Seattle relay office.

Sympathy was extended to J. P. Knuehman, assistant engineer communications, on the death of his mother, Mrs. Katherine Knuehman, 96, at St. Vincent's Nursing Home, Seattle, Oct. 26.

In a letter to his former colleagues in the Seattle relay office, Frank Blair, telegrapher who retired Aug. 28, advised that he was visiting with his son Frank at Irvington-on-the-Hudson, a e e o m -

panied by Mrs. Blair, and doing some cruising on the Hudson in son Frank's cruiser, seeing many famous places. Frank Jr. is a well-known TV announcer and is frequently seen on NBC programs. During their stay he flew to Rome to cover the news pertaining to the Pope's death and funeral. Mr. and Mrs. Blair, upon completion of their eastern trip, will move on to San Luis Obispo, Calif., where they will make their future home.

Off Line Offices

EDMONTON, ALTA.



Robert Moreland

At the first fall meeting of the Edmonton Transportation Club, District Freight & Passenger Agent Robert Moreland was elected president. Mr. Moreland, whose railroad employment dates from 1929 with the Canadian Pacific, has been with the Road since 1938, starting as chief clerk at Winnipeg, Man. He was appointed TF&PA at that point in 1944, transferred to Edmonton in the same capacity in 1951, and was promoted to DF&PA in 1957.

Chicago General Offices

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Emily McDyer, of the timekeeping bureau, was unanimously elected and installed as president of Chicago Chapter No. 1 of the Women's Army Corps-Veterans.

Kathleen Naughton, of the bill and voucher bureau, left this office to take the position of secretary to Architect K. E. Hornung.

Wedding bells rang for the following: Carlene Soderberg, secretary to the auditor of capital expenditure, and Stephen Krumpack of the bill and voucher bureau, who were married at St. Sebastian's Church Sept. 6; and on Sept. 27 Carol Duffy, of the supervisor of machine accounting office, became Mrs. Daniel Kelley in a civil ceremony in Evanston. Joseph Mundigl, bill and voucher bureau, took Marilyn Potraz as his bride. Joan Nommensen, payroll bureau, married Henry James Looyer in Logan Square Baptist Church, and Jill Zimmer, timekeeping bureau, became Mrs. Robert Malohn at the First Methodist Church in Elgin, Ill. On Oct. 11, Marion Dutrisac of the A.F.E. Bureau was married to Robert James Stangby in the chapel of St. Peter's Church.

Sympathy was extended to the family of Walter E. Lane, who became ill while



PENNANT WINNERS of Chicago's Hamlin Park Industrial Softball League this year were these employees of the Fullerton Avenue accounting department offices. Front, from left: P. G. Maggio, K. Stack, F. Bufka, N. P. Bondi, J. Swami (rear), J. J. Jennings and M. Paul. Standing, from left: A. J. Cawley, G. B. Bowman, T. L. Dobosz, F. F. Glasbrenner, J. J. Sides, F. J. Nega, G. Schoefernachor, B. Zerivich and J. Cortese. The Milwaukee Roaders posted a record of 11 wins and 1 loss for the season, and in the playoff for first honors won over the Combustion Engineers 16 to 10.

here's how we're doing



	SEPTEMBER		NINE MONTHS	
	1958	1957	1958	1957
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$23,947,477	\$23,087,803	\$183,308,717	\$192,067,726
PAID OUT IN WAGES	10,527,403	10,051,284	90,558,799	93,893,874
PER DOLLAR RECEIVED (cents)	44.0	43.5	49.4	48.9
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	722,252	707,481	6,323,194	6,593,800
PER DOLLAR RECEIVED (cents)	3.0	3.1	3.4	3.4
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	9,953,513	9,787,610	82,254,407	87,050,694
PER DOLLAR RECEIVED (cents)	41.6	42.4	44.9	45.3
NET INCOME	2,744,309	2,541,428	4,172,317	4,529,358
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	112,844	109,667	898,124	984,439
Decrease 1958 under 1957 ...			-86,315	
Increase 1958 over 1957...	+3,177			

at work Sept. 9 and passed away Sept. 26. He is survived by his wife and daughter Irene.

Traveling Accountant Robert Notson's wife presented him with a baby son on Oct. 8, "Kenneth Robert" by name.

Traveling Accountant John Ritter became a grandfather for the eighth and ninth times Oct. 27 when his daughters Jean and Audrey each became mothers of baby girls.

That sparkler on Gail Wilson's third finger left hand was put there by Jay Johnson and they expect to become Mr. and Mrs. Johnson sometime next year.

Catherine Mulechrone left the office of the supervisor of machine accounting on Oct. 24 to enter the convent of the Glenmary Sisters in Cincinnati, Ohio.

Comptometer Operator Natalie Dodd returned from a month-long tour of Europe. Her route took her from Chicago to New York to Ireland to Germany and then by bus from Hanover to the Brussels Fair. She is sharing her trip with us by the interesting souvenirs, pictures and tales of her experiences.

Pearl Kinney of the statistical bureau recently returned from a tour of the West Indies, visiting Jamaica, Puerto Rico and the Virgin Islands.

Rose Printz of the miscellaneous bureau and her mother spent their vacation in California this year, visiting relatives and friends in Los Angeles and San Francisco.

Former A.F.E. Clerk John Mooney

paid us a visit on his return to Chicago. He is living in Phoenix, Ariz., and enjoys the change of climate and scenery. Ela Vi Conroy has returned to Chicago from California.

After a honeymoon spent in Milwaukee, Mr. and Mrs. Albert Bonini are now at home in Chicago. Mrs. Bonini is the former Ellen Siers, secretary to the auditor of expenditure. The marriage took place recently at St. Bonaventure's Church.

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

W. M. "Ludy" Ludolph, assistant engineer, embraced the leisurely way of living on Sept. 30, after more than 42 years of continuous service. A native of Minneapolis, Mr. Ludolph started with the engineering department there on June 5, 1916, upon graduating from the University of Minnesota with a degree in civil engineering. In 1917 he was transferred to the department in Chicago, where he has since been employed. A large number of friends and associates held a retirement luncheon in his honor at the Midland Hotel.



W. M. Ludolph

Theresa Walsh succeeds to the position of secretary to B. J. Ornburn vacated by Edith Kohl when she left the service of the Road Aug. 31.

Kathleen Naughton was transferred to the engineering department from Fullerton Avenue on Sept. 10, and is now secretary to Architect K. E. Hornung, replacing Joan Majeski who is working as steno-clerk for B. J. Ornburn.

After about a two years' absence, Otto Stepanek has returned to work as bridge designer under E. E. Burch, bridge engineer.

Paul Buettell, who is well remembered here as assistant superintendent of fuel and water service before he moved to Albuquerque in 1952, is now a Californian; address, Route 2, Box 548-A, Burnham Road, Ojai, Calif. He writes: "We are in the beautiful Ojai Valley, surrounded by huge live oaks, and really enjoy the climate—no Los Angeles fog, smog or traffic."

Charles A. Hopkins, who spent his early career, starting in 1909, with our engineering department, retired Nov. 7 from the Chicago operations office of the U. S. Atomic Energy Commission. Starting with the Road as a locating engineer, he served from 1913 through 1924 as assistant engineer on the construction of lines in Montana and the Dakotas and as a valuation engineer.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

A daughter, Barbara, was born to Joseph (claim investigator) and Mrs. Contreras Sept. 16, and a son, William Arthur, to the Frank F. Glasbrenners Sept. 18. Mr. Glasbrenner is a PU&D clerk.

Edwin C. Diversey has been added to our staff in the record room.

Sympathy was extended to Theodore T. Pulsha on the death of his grandmother Sept. 17.

AUDITOR OF EQUIPMENT ACCOUNTS

Chuck Krawczyk, Correspondent

Martha and Len Courtwright are the proud parents of a boy. "Glen Thomas" arrived Oct. 17. Martha was our former Magazine correspondent.

A toaster carried the warm wishes of the office to Judy Gannon who walked down the aisle of St. Priscilla's Church to become Mrs. Jack Hanko Oct. 18.

Mike Ukropin of the reclaim bureau and Fran McGann of the keypunch force got together Nov. 8 to become Mr. and Mrs. at St. Angela's Church. Wedding gifts from the office included an electric toaster and frying pan.

Louise Kiemle, Darlene Piotrowski, Judy Kubick and Judy Juracz are our new co-workers.



CLOSING THE ACCOUNT. John F. Roland, joint facility examiner, pictured (third from left, front) as he retired recently with 29 years of service and was presented with a "money tree" by associates in the auditor of capital expenditures' office in Chicago. He and Mrs. Roland will continue to live in Chicago, with Florida in mind for the future.



"A MARRIAGE IS ANNOUNCED" between Barbara Tyckoson and Herbert Knapp, at St. Cornelius Church in Chicago. Barbara is the daughter of Edwin G. Tyckoson, assistant chief carpenter for the Western Avenue District and herself a stenographer in the industrial and mineral development department, where her brother Edwin Jr. is an assistant industrial engineer. The Knapps toured Florida on their honeymoon.



THE WINNAH! S. E. "Steve" Pilson, general agent passenger department, Chicago (center), who shot a 77 in the golf tournament held recently by Chicago Chapter of the travel fraternity's Bon Vivants at the Cog Hill Country Club, wears a big smile as he accepts the championship trophy from Bon Vivant President Cliff Throntveit. Looking on is H. Sengstacken, passenger traffic manager, Chicago. Mr. Pilson also carried off the trophy in 1956.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

R. Elkin, H. Bierman and M. Groff have joined our office staff, and L. Arnone and T. Kelly recently returned to us from service.

B. Brown has left our office to work for the general agent in the traffic department.

G. Heffron celebrated 40 years with the Milwaukee recently amid congratulations and good wishes.

By the time this reaches press Bill Ausland will have said "I Do".

OFFICE OF FREIGHT AUDITOR

Norman R. Hendrickson, Correspondent

Charlotte Kouba of keypunch and coding and Eugene Nick were married recently at the First English Evangelical Church. A reception was held at the Tam O'Shanter Country Club for the couple, after which they honeymooned in Florida.

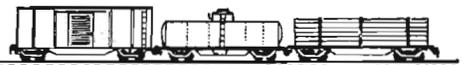
Pat Guza of the waybill filing bureau and Ken Ropel recently announced their engagement along with their plans for a February wedding.

Diane Ptack of keypunch and coding and Frank Nega exchanged wedding vows at St. Josaphat's Church. Their reception was held in the Bell Hall, after which the couple honeymooned in New York.

Kathy DeJulius Pringle, formerly of this office and foster daughter of Joe Bialas of the review bureau, gave birth to a baby boy recently, "Brian James."

Ed Marx of the revising bureau and his wife Shirly recently became the

Carloadings



JANUARY-OCTOBER 1958 compared with the same period of 1957

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in 1958 over 1957	NUMBER OF CARLOADS			
		TEN MONTHS		INCREASE	
		1958	1957	1958 over 1957	% of increase
13.7%	Grain and Soy Beans	91,044	84,593	+ 6,451	+ 7.6%
1.9	Cement, Lime, Plaster & Stucco	23,832	22,134	+ 1,698	+ 7.7
1.3	Livestock	20,426	20,169	+ 257	+ 1.3
16.9%		135,302	126,896	+ 8,406	+ 6.6%
loading of these commodities DECREASED in 1958 under 1957	NUMBER OF CARLOADS				
	TEN MONTHS		DECREASE		
	1958	1957	1958 under 1957	% of decrease	
11.9%	Forest Prod. (Excl. Logs & Pulpwood)	87,187	89,134	- 1,947	- 2.2%
7.3	Iron and Steel	45,757	70,091	-24,334	-34.7
5.5	Coal and Coke	87,143	97,374	-10,231	-10.5
3.2	Meat & Packing House Products	35,827	37,147	- 1,320	- 3.6
2.9	All Other Products of Mines ..	13,747	14,726	- 979	- 6.6
2.9	Oil and Gasoline	38,992	44,278	- 5,286	-11.9
2.8	Automobiles and Parts	22,255	26,940	- 4,685	-17.4
2.8	Agri. Impl., Machinery & Parts	20,294	21,872	- 1,578	- 7.2
2.5	Forwarder Traffic	29,272	31,623	- 2,351	- 7.4
2.4	Gravel, Sand and Stone	47,365	52,812	- 5,447	-10.3
2.3	Fruits & Vegetables (Fresh) ..	26,328	29,437	- 3,109	-10.6
2.3	Merchandise	58,075	68,030	- 9,955	-14.6
2.0	Grain Products	43,616	43,905	- 289	- .7
2.0	Liquors, Malt	21,357	24,501	- 3,144	-12.8
1.8	All Other Prod. of Agriculture	17,797	18,101	- 304	- 1.7
1.7	Logs and Pulpwood	49,530	54,107	- 4,577	- 8.5
1.6	All Other Animals & Products	10,055	10,558	- 503	- 4.8
25.2	All Other Mfgs. & Miscel. ...	229,718	243,404	-13,686	- 5.6
83.1%		884,315	978,040	-93,725	- 9.6%
100.0%	Total	1,019,617	1,104,936	-85,319	- 7.7%

Employe Sings at Brussels World Fair



Concert at the American Pavilion, Mel Burlingame at left end of first row.



M. R. Burlingame

“The most unforgettable experience of my life,” is how Switchtender M. R. “Mel” Burlingame describes his appearance with the Apollo Club, the famous Minneapolis choral group in which he sings first tenor, at the Brussels World Fair in September. Of their concert at the American pavilion, he says: “What a gorgeous setting. Our lovely building for a background, banners flying in the breeze, the beautiful pool and fountains surrounded by the flags of the 48 states, and 80 men singing ‘This Is My Country’, and meaning every word of it. Thousands of people had gathered, and a crescendo of applause

arose even before the finale. I shall never tire thinking of it.”

Two concerts were given, and Mel was among 20 of the singers who appeared later on a program broadcast by The Voice of America. The group also gave a performance at the Cinerama Theater in London, in connection with a showing of The Seven Wonders of the World, for which they had made a sound track.

The 12-day trip, via air from Newfoundland with stops in Shannon, London and Paris, was a whirl of sightseeing, souvenir shopping and being entertained by dignitaries. Mel took a lot of interesting pictures, including some of actor Maurice Chevalier, whom he encountered in Paris making location shots at Napoleon’s Tomb. Upon the singers’ return to Minneapolis they were honored at a civic reception.

proud parents of a boy. The new arrival, Richard Alan, has already taken on the nickname of “Ricky”.

Dorothy St. George of keypunch and coding and her husband Pete welcomed into their home a baby girl, whom they’ve named Carrie Lynn. She is Erna Hendrickson’s first granddaughter and my first niece.

OPERATING DEPARTMENT

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

C. A. Nummerdor, retired general superintendent of transportation, was a recent caller. He said he was getting ready to leave about Nov. 1 for his home in Sunnyslope, near Phoenix, Ariz.

Earl Hazelwood, formerly chief clerk to the superintendent at LaCrosse, Wis., has joined Mr. Downing’s staff.

Mary Brower, Mr. Downing’s office,

has been on the sick list since Sept. 24, at which time she underwent surgery. She is improving rapidly.

Kaye Eyre, teletype operator, has said “yes” to Billie Konyk of Winnipeg, Canada. They were to be married in late November.

Steve Mongelluzzo, car distributor in the transportation department, underwent surgery at the Oak Park Hospital Oct. 27. At this writing, understand he is improving rapidly.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Wedding bells rang for Robert Benson and Loretta Reilly Sept. 20, at Our Lady of Mt. Carmel Church, followed by a reception attended by their many friends of this office; honeymoon, Lake

Geneva, Wis.

We welcomed back Elvira Ahlberg and Larry Grudzecki, and said good-bye to Betty Le May who resigned to devote more time to family and travel.

Roy Tiedji replaced Frank Zapp who retired as bureau head of the conductors accounts and ticket checking bureau.

GENERAL

Mrs. Edwin G. Hale, wife of the former agent at the Union Stock Yards, passed away suddenly Oct. 3. Since Mr. Hale’s retirement in 1944, the couple had made their home at the farm near Glasford, Ill., where she was born Dec. 17, 1880. The Hales observed their golden wedding five years ago.

I M & D Division

MASON CITY AREA

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

Our sincere sympathy was extended to H. H. Jacobs, division freight and passenger agent, Mason City, upon the death of his mother, Mrs. Mary Jacobs, widow of former agent for this road, who passed away Oct. 18 at Mason City following a brief illness. Services were held Oct. 21 in Mason City and at Pennington Cemetery near Sigourney-Hayesville, Ia.

Engineer and Mrs. Elias Kelroy, Mason City, have returned from Milwaukee where they made the acquaintance of a new granddaughter, Kathleen Mary, daughter of Mr. and Mrs. (Patricia Kelroy) John Blackburn. The baby, born Sept. 6, is the Kelroy’s first



THE WITTWERS. An October bride, Comptometer-Typist Rosebud Wennerberg of the mail, express, baggage and milk department, Chicago, is pictured with Raymond C. Wittwer at their marriage in the Albany Park Lutheran Church. The reception following in the church parlors was attended by many of her Chicago general offices co-workers. The Wittwers spent their honeymoon in Daytona Beach, Fla.

The Milwaukee Road Magazine

YOU[★] are eligible

★(as a Milwaukee Road employee)

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

\$1,000.00 insurance policy

(payable in case of death from any cause.)

for only \$1.00 per month

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

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

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

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

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

MAIL THIS APPLICATION TODAY!

EMPLOYEES MUTUAL BENEFIT ASS'N.

**1457 GRAND AVE.
ST. PAUL 5, MINN.**

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

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

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

Date of Birth.....

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

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

Home Address.....

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

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

★ ★ ★ ★ ★

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

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

★ ★ ★ ★ ★

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

First Name Age Date of Birth

.....

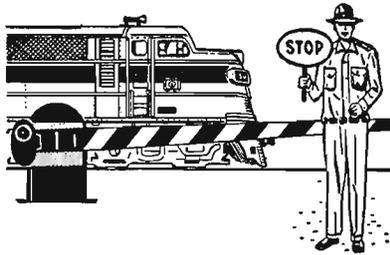
.....

.....

(If additional children add attachment)

Signature

Date



Your Accident Policy

**WHAT
DOES
IT
PAY?**

Today,
while you are insurable,
see if your protection is adequate
in the face of existing conditions.



Railroad Department
THE TRAVELERS
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APPLETON, WIS - RACINE, WIS.
MARQUETTE, MICH.

In Warehouse Stocks
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also
ALL TYPES OF BALL & ROLLER BEARINGS
for
RAILROAD REQUIREMENTS

T-Z PRODUCTS ALWAYS GIVE UNEXCELLED SERVICE
T-Z "CLINGTITE" DUST GUARD PLUGS
MW JOURNAL BOX LIDS
DUO-THERM FUEL OIL HEATERS
T-Z PIPE CLAMPS for all type cars
T-Z "AB" BRANCH PIPE TEE BRACKETS
T-Z RETAINING VALVE BRACKETS
T-Z "STA-FAST" DUST GUARDS
T-Z Products, As Standard Equipment, Prove Their Merit
T-Z RAILWAY EQUIPMENT CO.
CHICAGO, ILL.
G. S. Turner

Chicago Malleable's
POSITIVE
TRADE MARK
BRAKE BEAM
UNIT TYPE BRAKE BEAMS

Malleable Iron and Cast Steel Car Castings
A.A.R. Bolster Center Fillers
A.A.R. Striking Castings

CHICAGO MALLEABLE CASTINGS CO.
Railway Exchange - Chicago 4, Ill.

Present Day
SAFETY Requirements
DEMAND the Best
Equipment

**LAKESIDE
FUSEES**

Fill the Bill
Safe Dependable Efficient

**LAKESIDE RAILWAY
FUSEE COMPANY**

Beloit, Wisconsin

P. D. Carroll Trucking Co.

CHICAGO, ILLINOIS

ESTABLISHED 1880

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for Railroads in Chicago

Pool Car Distributors — Receiving and Forwarding



A REAL LIVE DOLL. A star performer in the Austin High School (Chicago) ballet and choir, 17-year-old Kathleen Williams, daughter of Baggage man Fred Williams, is pictured in her costume for "Guys and Dolls" which was presented by the school Oct. 24. Kathleen, who has been dancing since she was three, teaches ballet at the Austin "Y", and is working for a YMCA scholarship to further her ambition to become a teacher of physical education. Baggage man Williams is on the Chicago-Milwaukee runs of trains 27 and 16. (Chicago Tribune photo)

grandchild and they are certainly proud. Sympathy was extended to the William Henry Woodhouse family upon his death Aug. 30. Bill, 83, was a retired station baggage man. He was employed by the Road from 1917 to 1954 completing 37 years of service. Surviving are four sons, William P., Minneapolis; Don W., Milwaukee; Chester and Clay, both of Mason City, and three daughters, 27 grandchildren and 18 great grandchildren.

This division was deeply sorry to learn of the sudden death of Homer J. Young, 69, at Garner, Ia. Homer worked for the Milwaukee for 36 years. He was a clerk at Garner, and later was roadmaster in the Algona office 20 years. Surviving are his wife and two daughters.

Congratulations to Rolland (Rollie) D. Walston, chief clerk DF&PA office, Mason City, upon his election as secretary-treasurer of the North Iowa Traffic Club.

October 1 marked the close of 45 years service for H. D. Grimes, agent and operator at Lily since Nov. 30, 1915. Before that, he had worked as agent's helper at Grand Meadow, Minn., and as

The Milwaukee Road Magazine

relief agent at various Milwaukee stations.

Ben A. King, retired Austin conductor, who founded the St. Augustine Parish Credit Union there in 1935, was recently selected as Brothers Keeper for 1958 in southern Minnesota. More than 300 members of credit unions in 32 counties honored him at a dinner at which he was cited for his contribution over the years to credit union, fraternal and community activity. Mr. King, a graduate of St. Thomas College, St. Paul, has been president of the local credit group since 1953 and has served two years as a director of the Minnesota League of Credit Unions.

After three years of failing health, George W. Ames, 73, died in St. Olaf Hospital, Austin, Minn., Sept. 9. Burial was in Oakwood Cemetery. Mr. Ames was a member of the ORC and a veteran of 49 years service with the Road. He was a native of Knapp, Wis., but had lived in Austin for 59 years. His survivors are his wife Adaline; two sons, Lawrence of Austin and Harold of New Ulm; two daughters, Mrs. Donald Buchanan (Hazel), Great Falls, Mont., and Mrs. Loren Peach (Margaret), Fort Dodge, Ia.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Best wishes of the division accompanied Train Dispatcher R. L. Richter who has been transferred to Marion, Ia., as train rules examiner.

Conductor John Hill who was injured a couple of months ago is at Milwaukee Hospital and would appreciate visitors.

Brakeman Harry Ryan passed away Oct. 22 at Milwaukee. He is survived by his widow.

Jim Stearns of Janesville was the successful applicant for the position out of Walworth made vacant by the retire-

EXTRA POWER— EXTRA MILEAGE!



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Railroad Department
**PROVIDENT
LIFE AND ACCIDENT
INSURANCE COMPANY**
Chattanooga, Tenn.

ment of Conductor Steve Cudahy who had served on this run for many years.

THIRD DISTRICT

Jess W. Hammett, 62, retired Milwaukee Road engineer, died Sept. 12 in a Green Bay Hospital after a short illness. Mr. Hammett was a lifelong resident of Green Bay, an employe of the railroad for 43 years, and a veteran of World War I. He is survived by a brother, Frank, Menasha, and a sister, Mrs. Ed Bush, Walker, Minn. Burial was from St. Patrick's Church, with military rites at Fort Howard Cemetery conducted by the Legion.

John Rae Mahon, 79, a Milwaukee Road engineer for 49 years, died suddenly in a local hospital Sept. 26. He was one of six brothers and sisters in an old pioneer family closely identified with the organization and settlement of Green Bay and Preble. Mr. Mahon had lived in Butte until 1949, when he returned to the old homestead to live with his sisters, Mary, Katherine and Elsie, who survive him. Funeral services were held at St. John Evangelist Church.

Rocky Mountain Division

SPOKANE

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

Bowling as the "Milwaukee Chiefs" in the Spokane city industrial league are five railroad employes. Team captain is Chet Aleson, police department. Ray Moore, district adjuster, Wayne Rentel, assistant superintendent, Clerk W. V. Johnson and Harry Ehmer of the traffic department are the other members.

In a luxurious 53-foot yacht, the Modesto II, Captain and Mrs. Fred Brothie and the Modesto's owners, Mr. and Mrs. Ted Worthington, cast off from Tacoma for three weeks' vacation. Their cruise took them to the northern point of Vancouver Island. With fishing at its best and wonderful weather throughout the trip, we were a bit surprised to see Captain Brothie return to work.

Retired Chief Dispatcher and Mrs. R.



DOWN BUT BY NO MEANS OUT was Conductor Narbert Klaus at the annual Fox Lake (Ill.) firemen's picnic when he took part in the ball game and permitted himself to be resuscitated after circling the bases on a home run. Watching the gag is Fireman Chester Kutz. Conductor Klaus is the father of big league shortstop Billy Klaus.

E. Joiner are in California at this writing, visiting their daughter and Mr. Joiner's brother whom he has not seen since 1909. Also heading south to make their home in San Diego are Retired Agent Operator C. H. Coplen and wife.

K. V. Garrett, agent, Plummer, Ida., has returned to the University of Idaho at Moscow to complete work toward his Master's degree in business administration and accounting.

Retired Conductor Harry Hook suffered a broken leg in an auto accident near Colorado Springs early in October. Mrs. Hook, also a passenger in the car, was not injured.

Hugh Mellan, agent at Deer Lodge, Mont., is reported convalescing in a Seattle hospital.

The happy and excited voice of a new father rang in my ear recently reporting the arrival of Christine Kay Hirst, first

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QUALITY COAL

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Washed and Dried Treated Stokercoal

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The Perfection in Preparation and Size
Low Ash—High Heat Content. Porous Pancake
Clinker—Easily Removed

Sterling-Midland Coal Co. 8 So. Michigan Ave., Chicago, Ill.



IT'S A GIFT. A well-filled wallet, a remembrance from the fellows in the Chicago Union Station conductors' room, was presented to S. P. "Steve" Cudahy by Assistant Superintendent G. J. Barry when the popular conductor on the Chicago-Walworth run retired Oct. 30. The presence of Mrs. Cudahy made it a family affair, while looking on were (from left) Conductors C. J. Schwartzinger, P. E. Turner, F. H. Cassidy, W. V. Scott and L. A. Johnson. Conductor Cudahy was also remembered with a handsome gift by his passengers. He is a 50-year veteran.

child of Darrell and Mrs. Hirst. Darrell, a new employe in the operators' ranks, is currently working at Deer Lodge.

EAST END

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

Retired Engineer R. C. Daniels who moved to Paradise, Calif., a few years ago, died suddenly at his home there Aug. 30. Bob worked for many years as fireman and engineer for the Road.

Harry Hoye, chief clerk to the superintendent at Deer Lodge, has been given a similar position with the superintendent of the Hastings & Dakota Division, with headquarters in Aberdeen.

Retired Conductor Charles W. Healy died Sept. 25 at St. Joseph Hospital in Deer Lodge. Mr. Healy was born in Waseca, Minn., Feb. 4, 1877 and had been with the Road from 1908 until his retirement in 1952. He was working as a passenger conductor when he retired.

Retired Operator Mrs. Malinda M. Houston passed away Sept. 21 at a Butte hospital. Mrs. Houston worked as operator from 1915 to 1917. She was matron of the Milwaukee Club House from 1917 to 1949.

Engineer F. R. Cavanaugh died suddenly Oct. 15 as he was being taken to the hospital in Missoula. Mr. Cavanaugh was engineer on the Bonner log run and local chairman for the engineers.

Retired Roadmaster Sam Lee passed away Oct. 3, 1958 at his home in Harlowton, Mont. Funeral services were held in the Perkins Funeral Home.

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Car Leasing

learned of a crisis averted recently on a westbound Olympian Hiawatha when a woman passenger became seriously ill. Responding to a call from the conductor over the loud speaker system for someone with medical knowledge, Mrs. Ileene Barclay of Chicago administered first aid until the woman could be removed from the train at St. Maries and hospitalized. It is believed that Mrs. Barclay may have saved the woman's life, and she was so informed.

Henry M. Richmond, captain of police at Butte, retired Nov. 1, 1958 because of ill health. He started service with the company at Chicago as a carman in August 1923, worked at Marmarth, N.D. in the maintenance of way department, then transferred to the police department as special officer at Harlowton, Mont., July 25, 1927. He was promoted to captain June 1, 1949.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Sympathy was extended to the family of Carman Jack Moore who suffered a fatal heart attack while hunting. Funeral services were held at Aberdeen.

"Pamela Rae" arrived at the home of yours truly Oct. 19.

The hunting season is in full swing at this writing and the birds seem to be more plentiful than for many years. Everyone should have a supply for the winter when the pheasant season ends Dec. 7. The trappers are getting ready for their turn—the more ardent ones being Lyle Koffler and E. L. Tiffany, agents at Groton and Edgeley respectively.

VETERAN BELOITER

RETIRES. L. J. Cain, general roundhouse foreman at Beloit, Wis., surrounded by well-wishing friends as he retired Oct. 10. Congratulating him are, from left: Lieutenant of Police Robert Riordan, Assistant Superintendent W. F. Plattenberger, Traveling Engineer A. T. Ireland, Division Storekeeper John Cioni and Chief Dispatcher A. C. Morrissey. Mr. Cain, a 48-year veteran who had been at Beloit 22 years, was honored at an employees party in the Elks Club. (Beloit Daily News photo)



Retired Engineer Art Birdseye, 75, passed away suddenly of a heart attack. Funeral services were held at Aberdeen Nov. 10.

EAST END

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

When the Richfield (Minneapolis) Little League baseball team was recently featured on Dick Nesbitt's TV sports show, the five-year old bat boy was picked for an interview. He was Larry Habegger, son of Engineer Fred Habegger. Fred's nine-year old son, Bruce, is a member of the team.

Agent Jerry Beck of Ortonville is always happy when a letter from Germany arrives in his mail. The Becks' daughter Ruth is teaching at the American Air Force School near Frankfurt this year.

Recent deaths in the H&D family in-

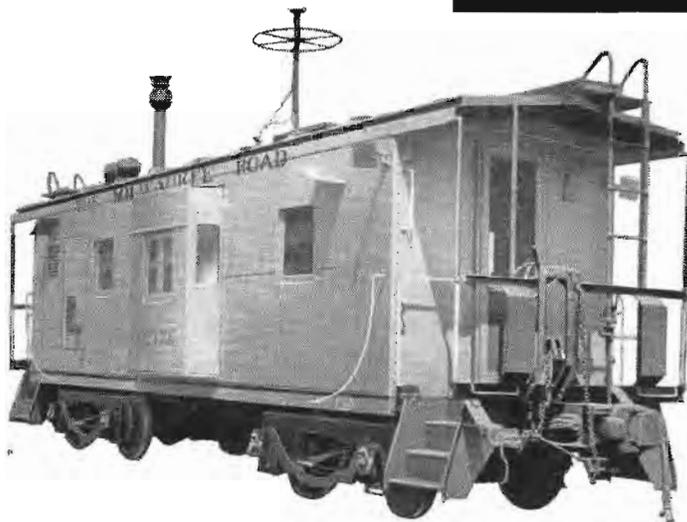
clude those of a former chief carpenter, Orin Blake of Spokane; John Muth, 92-year-old former agent at Corona, S. D.; and Marius Broten, retired B&B foreman of Montevideo.

Retired Passenger Conductor Albert Johnson is a patient at the Cedar Pines Rest Home in Minneapolis at this writing.

Ronald Natzel, son of Yard Foreman Harold, went out with his bow and arrow during the recent local deer season and shot a fine 4-point buck weighing 154 pounds. A couple of days later he got a second one.

After being absent for several months due to a heart condition, Agent Chuck Rodeberg is back on the job at the Watson depot. The Rodebergs recently moved into a new home which they had built in Montevideo this summer. At Ortonville, Conductor Ed Martinson is also getting settled in a new home.

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The Milwaukee Road Magazine

Madison Division

L. J. Cain, recently retired roundhouse foreman at Beloit, gave an illustrated talk entitled "Forty-eight Years on the Railroad" at the Sept. 24 meeting of the Men's Club of the First Congregational Church, Beloit.

To mark his retirement after 49 years of service—all of it on the Madison Division—friends and relatives greeted Engineer J. G. Hummel when he brought engine No. 6 into the Janesville yards from Monroe Sept. 30. A native of Washington County, near Hartford, Mr. Hummel located in Janesville in 1907 and started work as a fire knocker at the roundhouse May 29, 1909. Mrs. Hummel died in 1957 but a son, Stuart K., lives in Milwaukee and twin daughters, Mrs. Arthur Anderson, now visiting her father, and Mrs. Orey Bell live in Arizona.

John P. Goggin, 34, a Madison fireman and engineer since 1947, died suddenly Sept. 29. He is survived by his wife Lilly; a daughter, Patricia; and four sons, Thomas R., Robert J., Donald J. and Timothy M.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Hospitalized at the present writing as a result of a recent heart ailment is W. E. "Mort" Eshelman, former clerk in the freight house who retired several years ago on account of illness. At this writing his condition is not too serious.

The freight office gang were happy to hear of the appointment of F. J. "Frank" Bushey as lieutenant of police with headquarters at Perry, Ia. Genial Frank worked for several years in the billing department before entering the police force.

Chief Clerk Ray Fink and wife wound up their last week's vacation on a hunting safari.

Agent O. R. Powels and wife enjoyed Chicago, New York, New Orleans and Florida on their vacation.

Happy milestones and the pleasures of life are being enjoyed by 92-year-old J. A. Gordon, retired many years ago. Mr. Gordon is a seasoned and experienced traveler and at this writing is sending postal card greetings from various sections of the United States. He is the father of Car Distributor George Gordon.

Cause for celebration at the J. E. Lee home is Kevin John, born Oct. 27, who joins two sisters and a brother. Mr. Lee is chief clerk to assistant general storekeeper, Tacoma.

The delight of the Donald Mooney family is a bouncing boy, born Oct. 14, their first child.

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NATIONAL MALLEABLE AND STEEL **CASTINGS COMPANY**

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AA-5153

Retired Agent Operator Blanche M. Johnson of Raymond and various points on the Coast Division writes that she is living in a trailer park with her granddaughter, about 16 miles north of downtown Phoenix. They have an olive tree, orange, tangelo, lemon and grapefruit tree in their yard. She will welcome mail from her Milwaukee friends—Route 2,

C. P. "Pinky" Miles and wife are getting a taste of Las Vegas life and hoping to break the bank. Happy spending.

George Cooper of Worley, Ida., relieved in the dispatcher's office during Mr. Miles' vacation.

Engineer Edward L. Taunt died Sept. 9 in a local hospital at the age of 49.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

John V. Hartman of the engineering force at Savanna, and Bette Carlbon Hartman recently repeated marriage vows in the Methodist Church, Fairmont, Minn. Glenard Haugen, of St. Louis Park, Minn., formerly of engineering force at Savanna, was best man. The honeymoon was spent in Mackinac Island and various Canadian cities.

Charles Miller of the car department, Savanna, was married Aug. 3 to Ann Elizabeth Walston, also of Savanna, the ceremony taking place in the First Methodist Church. Following a wedding trip they are making their home in Savanna.

The Michael Lennon home (signal maintainer, Savanna-Sabula) in Sabula, Ia., was the scene of considerable activity during September and October when the two older daughters were married. Mary Carolyn became the bride of E. J. Fleege Sept. 13 in St. Peter's Catholic Church in Sabula, and Joan Elizabeth became the bride of Robert C. Smith in St. Patrick's Catholic Church in Tama, Ia., Oct. 25.

Iowa Division Conductor M. Frederick, Savanna, and Mrs. Dorothy Ann Preston were married Oct. 15 in St. Peter's Lutheran Church in Savanna.

Yardmaster George Correll and Mrs. Masilla Jackson were married in the Community Church, Savanna, Oct. 3.

Conductor Richard A. Adams, Savanna, was united in marriage with Helen Haas, also of Savanna, in St. John's Catholic Church, Oct. 11. A wedding trip to Las Vegas, Nev., followed the ceremony. Richard is the son of Conductor Richard Adams Sr., Savanna.

Yard Clerk Kenneth Eirhart, Savanna Yard, bagged a snow goose Oct. 22 while hunting at Little Buffalo Lake, near the Indian Head, north of Savanna. It weighed between seven and eight pounds.

Mr. and Mrs. Carl Engaldo, car department, Savanna, enjoyed a vacation trip to Montreal, Canada, in October.

John Cravatta, father of Brakeman J. Cravatta Jr., died at his home in Savanna, Oct. 27, after an illness of many months. Mr. Cravatta was born in Sicily, Italy, and came to this country when a young man. He retired as a boilermaker-helper a number of years ago. Services were held in St. John's Catholic Church. Surviving are the widow, six sons, a stepson and two sisters.

George Keiser, retired conductor, passed away in Jane Lamb Hospital in Clinton, Ia., during October. Surviving are his widow, son Frank and stepson Harold Briggs.

UNMISTAKABLY

THE

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Certificates of Recognition were recently awarded to Blanche M. Johnson, Mrs. Florence McMahon of the engineering office and Conductor A. G. "Tony" O'Brien.

Looking for quiet and relaxation at this writing, Ivar Berven and wife and

He is survived by his wife Gertrude, two daughters, Mrs. Betty Jean Olson and Mrs. Vera May Briggs, and a son, Richard, all of Tacoma; a stepdaughter, Mrs. Mary Lou Piazza of Granite City, Okla.; three brothers, three sisters and 10 grandchildren. Services were held in the Mountain View Chapel.



SAVANNA MINOR LEAGUE CHAMPS this year were the Orioles, managed by Car Inspector Ben Dauphin, Ross Klippert and Switchman Duane Orr (rear, left to right). Milwaukee Road players were George Kampas, son of Fireman Steve Kampas, and Bobby Powers, son of Ben Powers of the electronics department (front, center and extreme right), Gregg Orr, son of Switchman Orr and grandson of General Yardmaster F. L. Orr, Ronnie Dauphin, son of Car Inspector Dauphin, and Steve Kampas, son of Fireman Kampas (second row, first, third and fourth from left). The team won 12 games and lost 3.

Marie Neilsen, sister of T. T. Neilsen and Lewis J. Neilsen of the mechanical department, Bensenville, and Mrs. John Fisher of Camdenton, Mo., passed away in the City Hospital in Savanna Aug. 31, following a long illness. She was the daughter of the late Walter Neilsen of the mechanical department, Savanna.

Mrs. William Hersey, mother of Special Officer Harold Hersey and Mrs. Jack Everhart, Savanna, passed away in the home of her daughter Oct. 9. Funeral services were held in the Hunter-Fuller Memorial Chapel with burial in the Sa-

vanna cemetery. Surviving are two sons, daughter, sister, and three grandchildren.

Richard A. Phillips, young son of Switchman Norman Phillips, Savanna, passed away at the family home Oct. 8 after a long illness. Funeral services were held in the Hunter-Fuller Memorial Chapel, with burial in Galesburg, Ill.

Mrs. Jules Oswald, mother of Virginia Householder of the superintendent's office, Savanna, passed away in the City Hospital in Savanna Oct. 7, following an illness of many months. Funeral services were held in the Fuller Memorial Chapel with burial in the Savanna cemetery. Surviving are the husband, daughter Virginia, son Max, a grandson and three sisters.

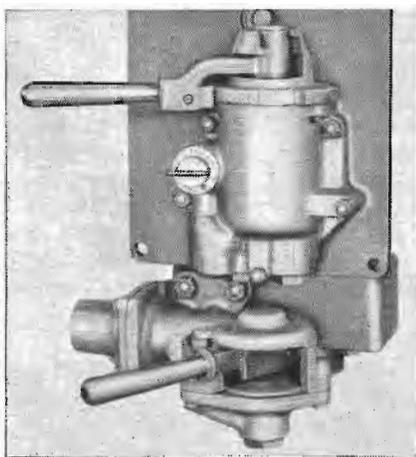
Mrs. Florence G. Mick, sister of Conductor Raymond Vesely of Savanna and widow of late conductor, passed away recently in the home of her sister Mrs. Shaner, following a long illness.

Mary Bond, daughter of Lieutenant of Police O. L. Bond, Savanna, has returned to Columbia Bible College at Columbia, S.C., where she is a sophomore. She is a registered nurse and was employed during the summer in the Lutheran Deaconess hospital in Chicago. In addition to her studies, Miss Bond conducts a weekly Bible Class for Negro children and attends the Billy Graham crusade, where she is a counsellor.

Upon his retirement Sept. 14 William Madison, locomotive engineer of Savanna, was presented with a gold watch by the B. of L. F. & E. Mr. Madison started with the Road as a fireman in 1912 and had 45 years of continuous service.

SECOND DISTRICT

Retired Switchman Roy Campbell of Marquette passed away recently. Funeral services were held in the Methodist Church with burial in the Marquette cemetery. Surviving is one daughter, Mrs. Donald Thein of Elkader, Ia.



26-C BRAKE VALVE

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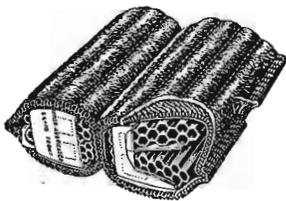
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GRANVILLE, WISC.

Mrs. D. H. Laury, widow of conductor, passed away in Mercy Hospital, Dubuque, in September. Funeral services were held in St. Patrick's Church with burial in Mt. Calvary Cemetery. Surviving are a son, two brothers and a sister.

Retired Brakeman H. E. Smith passed away recently in Our Lady of Lourdes Convalescent Home in Dubuque. Funeral services were held in the Strueber Funeral Home in Dubuque with burial in Linwood Cemetery. Mr. Smith was a member of the B.R.T., American Legion, Orioles, Moose and Eagles Lodges and served in the Army during World War I, retiring from railroad service in 1954 after a career of 44 years. Surviving are three sisters.

Twin City Terminals

TWIN CITIES CAR DEPARTMENT
AND COACH YARD

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

Clerk Luther Cadow, St. Paul repair track, and wife vacationed in New Orleans. Lucky folks. Assistant Foreman Al Parsons, Minneapolis coach yard, and family hunted pheasants.

Best wishes for enjoyment of leisure time to Electrician Howard M. Coon, Minneapolis coach yard, who retired Oct. 1 and moved to St. Petersburg, Fla., to live; also to Stockman Otto Neuwirth of Minneapolis Shops stores division who retired Oct. 1 after more than 30 years of service.

Several of our old timers passed away recently: E. A. Erlandson, Sept. 2; Frank Platzer, Sept. 3; and John G. Carlson, Sept. 27, all retired carmen.

Following one day's illness, Carman Henry Peterson, 70, passed away Oct. 6. Sympathy to Theo. J. Leonard, Minneapolis coach yard, whose mother died Sept. 18.

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

One of the largest revenue shipments our company has ever handled in St. Paul was delivered to the Northern States Power Co.'s High Bridge plant Oct. 31. It consisted of a mammoth GE steam turbine weighing 462,000 pounds and valued at \$820,000, which had been routed from Schenectady, N. Y., via the NYC to Ladd, Ill., and on the Milwaukee beyond. Because of its weight—it moved on a flat car that has four sets of four wheels—train speed was held to 25 miles an hour on straight track and 10 miles an hour on curves. A representative of the General Electric Company, Mr. Lathwood, was in St. Paul to be on hand for the arrival of the

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unit, and incidentally told our chief clerk, Richard Carlson, that he had never met a more friendly bunch of men than those with whom he had come in contact on his trip to St. Paul. He mentioned particularly Mr. Ryan and Mr. Meyers of LaCrosse.

William Klaar, chief clerk to the master mechanic in St. Paul, left St. Paul Oct. 31 for Seattle, where he is to become a part of the claim department. He is being replaced in St. Paul by Paul Kronebusch, former caller in the South Minneapolis roundhouse.

W. B. Gage, master mechanic in St. Paul, is moving to Mitchell, S. D. He is being replaced by E. F. Hotzenbuhler.

Elmer C. Brobst, 74, veteran ticket agent at the St. Paul Union depot until he retired in 1954, died Sept. 22 in St. Luke's Hospital of a heart condition. He had been ill six months. Mr. Brobst was a native of Sibley, Ia., but had lived in St. Paul 48 years and was associated with the depot all of that time. He was a charter member of the St. Paul Passenger Association and an honorary member of the Railroad Auditors Association. Surviving are his wife Elizabeth and a daughter, Waunitta, of St. Paul.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

We are happy to hear Walter Olson from the freight house is improving rapidly after a recent operation on his eyes.

Thor "Ludi" Nelson is on an extended leave of absence because of illness and at this writing is in Glen Lake Sanatorium.

The employees of the local freight office presented Dennis Bushard with a monetary token of their good wishes when he left recently for Phoenix, Ariz. We have since received a letter from him and, because of the lack of employment in Phoenix, he has moved to Los Angeles.

Kurt Martinson, rate clerk in the traffic department, was married Sept. 27.

Mike Steen, chief clerk in the traffic department, had his usual good luck pheasant hunting this year.



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GALEWOOD

Ray Bishop, Correspondent

Edward Glower Jr., slip bill clerk at Galewood, recently returned from a tour of duty in the Orient with the Marine Corps, is still keeping up that famous Esprit de Corps. On Oct. 3 the house across the road from Ed's Round Lake, Ill., home blew up with a terrific noise and flash of fire. Ed quickly entered the wrecked home, climbed the burned and blasted stairway to the

upper floor where he found and carried to safety his 83-year-old neighbor.

A pheasant dinner was provided at Galewood by Assistant Agent Peterson. This was part of the bag brought back by Mr. Peterson and his sons from their South Dakota hunting trip.

Roy Preis of the freight house was awarded the monthly grand prize of \$1000 by the Railroaders Benefit League. And Lester Kodish, formerly of Galewood east end, was the winner of a new Cadillac sedan raffled in the annual Cerebral Palsy fund raising drive. His teen age daughter held the winning ticket.

Joe Rizzo (mail clerk) and his wife Lois welcomed their new son, Joe Charles Jr., Sept. 21.

Henry Stephan, rate clerk, returned to work Sept. 19 after an extended leave of absence.

Our sympathies were extended to Fred Lewis who lost his wife, and to Miss Eleanor Molnhauer in the loss of her mother.

BENSENVILLE

Dorothy Lee Camp, Correspondent



Lester Grubb

As manager of the Tom Naples Athletics of Melrose Park, Lester "Dick" Grubb, Bensenville yard clerk, was among members of the Little League Association and Auxiliary who were honored recently

at a dinner given by team sponsors at the Sunset Arms Hotel in Franklin Park. The Athletics took first place in the Melrose Park National League for the 1958 season.

Chief Clerk Larry Connery's son Lawrence (Lon), youthful star of the Boys' Major League Program, was honored recently at a gathering of relatives, friends and neighbors in Thillens Stadium, Chicago. Lawrence is a nephew of Crew Director Jack Connery.

At the district convention of B'nai B'rith held recently in St. Paul, Nathan P. Abrams, statistician in the office of superintendent of terminals, was awarded the James M. Steinman Bronze Memorial Plaque for his activities as chairman of the service committee for armed forces and veterans for West Rogers Park Lodge 1455. He won over several hundred entries in the district covering eight Midwest states and four provinces of Canada. His entry was also listed for the national competition.

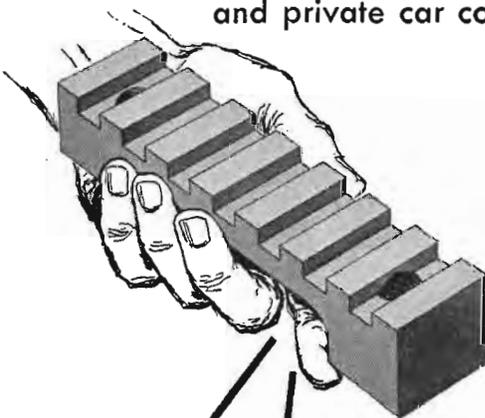
Lowell T. Pugsek (son of Bill and Rate Clerk Ted) has been assigned to the ice breaker U.S.S. Staten Island, at this writing in Seattle taking on supplies for a six months' cruise to the South Pole. After that mission, Lowell will embark on a six months' cruise to the North Pole.

Eddie (yardmaster) and Mary Parr announced the arrival of a baby daughter recently.

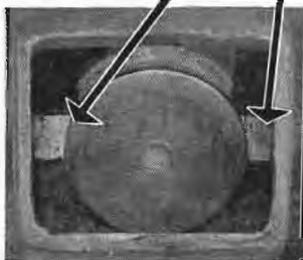
Herman (Cragin tower operator) and Elizabeth Pander welcomed "Michael Steven" recently. He has a sister, Elaine, four.

"John Creig," three pounds and eight ounces, the smallest baby we have recorded, arrived recently at Ravenswood Hospital for the Ray Rebecos. John

now on the Milwaukee and more than 30 Class I railroads and private car companies . . .



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The Milwaukee Road Magazine



IT'S THEIR FIFTIETH. Mr. and Mrs. Archer C. Harris observed their golden wedding anniversary Oct. 15 with a dinner at their home in Tomah, Wis. Mr. Harris retired as maintenance of way storekeeper at the Tomah Shops in 1952, after 45 years of service. Since then he has served a term as mayor of Tomah, and currently is a member of the city council. Mrs. Harris was the first president of Tomah Chapter of The Milwaukee Road Women's Club, in which she remains active.

was kept in the hospital for some time, but is now doing nicely at home.

Switchman Ernie Foster took the pension on Nov. 29 after 38 years on the Road. A young looking 70, he had railroaded since 1908, working for the Pennsylvania, CB&Q, GTW, NYC, RI, IC, EJE, and the Wabash before joining the Milwaukee. He plans to devote more time to his lovely flower garden, and currently is trying his hand at selling special Christmas candy.

Fred Wiggerman, Western Avenue yard clerk, passed away Nov. 4. Fred had driven the night company bus for many years until just recently.

Mr. and Mrs. Wm. H. Ready celebrated their 65th wedding anniversary in October. Mrs. Ready was 84 on Oct. 1 and William (retired terminal yard conductor) will be 84 on Dec. 17.

Your correspondent and hubby, Phone Director Joe Camp, are the proud godparents of little Dornelle Ann Rithamel. Her mommie and daddy own and operate Mercy Ambulance Service, Chicago.

Cliff Conley, first train clerk, has taken a leave due to his wife's health. The doctor recommended a warmer climate.

Mrs. Frank Hanes, wife of retired Milwaukee division conductor, has been on the sick list for many weeks. Hope by now she is much improved.

Noreen Phillips, daughter of Night Yardmaster Glenn, came home from Knox College in October to sing for a wedding. She is attending college on a

November—December, 1958



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Trainmaster Albert V. O'Hara and wife Dorothy welcomed little Albert Vincent Oct. 16.

Since this will be our Christmas issue—a Happy Holiday to you all—and thanks for your help in the past. Any news you care to send in is always welcome, but don't feel unhappy when, due to limited space, your item does not appear. Try again. Thank you.

Milwaukee Shops

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

H. J. Montgomery, Correspondent

Leonard L. Lentz joined the select group of "grampas" when daughter Linda recently gave birth to Michael Quirk. Other veteran grandfathers to achieve more honors were the writer, whose daughter Shirley gave birth to her first child, Michael Montgomery Koller. This makes three grandchildren for the H. J. Montgomerys. Lew McAllister reached No. 4 on the grandson roster when his daughter Virginia gave birth to George Thomas Newgent. Carl Jaeger's daughter Doris gave birth to William Buschbaum, his No. 5 grandchild. The standing is now three girls and two boys.

Mr. and Mrs. L. McAllister announce the recent marriage of son Robert Lewis to Judy Romano; place, Syracuse, N. Y., home of the bride. Both attend Purdue University.

Al Roesler, welder in the freight shop, hit his bowling stride even before the season was six weeks old. By that time he had two 700 or better league totals, and at least six over 650. He has a whopping 220 average and is getting better right along. He bowls twice a week on the Harminger Alleys in major league.

Starting with the new year, please send your items for the Magazine to H. J. Montgomery, mechanical engineer's office. Let's get the pencils sharp and report some news.

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Draftsman L. P. Tarrence; Mr. Kuntz; and R. J. Petrie, shop engineer - mechanical. Most of Mr. Kuntz' 40 years of service was in this office. He is spending the winter in Las Vegas.

IN THE RETIREMENT SPOTLIGHT at Milwaukee Shops, Elmer A. Kuntz, senior draftsman in the mechanical engineer's office, is shown taking leave of his co-workers. In the foreground, from left: V. L. Green, assistant mechanical engineer; Draftsman James Borrer; Chief

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Carol Lois Kettner and Michael F. Krolnik exchanged vows on Oct. 4 at St. John Evangelist Catholic Church. The bride was formerly employed as a clerk and messenger, but left to take a position with the Allstate Insurance Co. She is the daughter of Otto Kettner, foreman, House 7.

Milton P. Straka and his wife made a trip to New York recently to see son Gerald off to London on the Queen Mary. It is there that Gerald will continue his studies on a Fullbright Scholarship.

On Oct. 10 Henry Hempel completed 51 years at House 7 where he has been checking freight. He expects to make good use of his 50 year pass, traveling to the northwest coast to visit relatives. His hobby of photography will fill in the leisure time, especially when he acquires that good new camera he has been wanting. Henry lives in Milwaukee with a son.

The new arrival at the J. J. Scotts is a son, Jay Neil, born Sept. 5 at Milwaukee Hospital. Mother is Lois, clerk at Fowler Street, and Dad is a switch-

man in the Milwaukee Terminal. Sister Cheryl, a talented youngster of nine, has won recognition with her work in water colors and sculpture. One painting, after making several state exhibits, is being sent to the Art Colony at Nashville, Ind., and will eventually be forwarded to Europe. The subject is a Mardi Gras scene, done in "spotting." Another subject, "The Swan," will be sent on to the Children's Art Show at Des Moines.

Frederick G. Millard, husband of Esther Millard, timekeeper at House 7, passed away Oct. 30. Besides his wife, two sons, Dr. Robert J. and Dr. Alfred F., and a brother, Ralph, survive. The Millards have seven grandchildren.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

A retirement party was held in honor of Switchman Joe Nogowski at "Jessies" in Fowler Street District. He was presented with a gift folder and purse. Joe plans to continue living in Milwaukee, but expects to spend some time at Retired Yardmaster Dick Fisher's place at Wau-saukee. Dick, who retired in July, has cottages for rent in the good fishing country.

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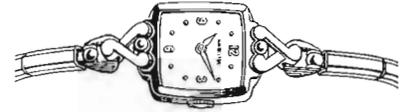
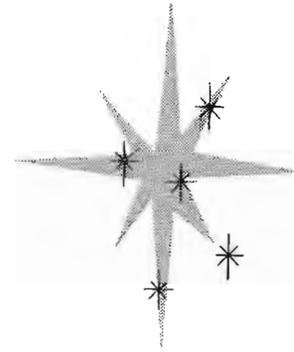
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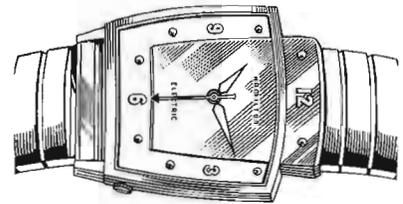
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Notice - 753rd Railway Vets

WORLD WAR II veterans of the 753rd Railway Shop Battalion are being notified that, in planning their 1959 vacations, they should keep in mind their 10th reunion, which will be held June 19-20-21 at Bucyrus, Ohio. The 1958 reunion, also at Bucyrus, featured a business meeting, banquet and dance, and a picnic at the old camp site. About 75 members attended, with their wives, children and friends.

Members who, because of a change of address or for some other reason have not been notified of the unit's activities, are urged to write to C. S. Terrell, 753rd Railway Shop Battalion Reunion Committee, 133 W. Thomas St., Danville, Va.

Les Roethe, time reviser, is away from work at this writing because of illness. "Mike" Butler, southwestern conductor, is also on the sick list.

The Donald Christian family (Caller Virginia McCarthy Christian) are proud parents of a baby boy.

Melvin Myfors and family have moved to Okauchee Lake, two doors away from Caller Finnegan's brother.

Sympathy was extended to the family of Harry Ryan, C&M conductor, who passed away recently.

C. A. Bush died suddenly Nov. 4 at his home in Milwaukee. Funeral services were held at the Brett Chapel, with burial in Mound Cemetery, Racine. Mr. Bush was with the Road 52 years. He started as a yard clerk in Beloit and retired as assistant to the superintendent of Milwaukee Terminals in 1953. Surviving are his wife, Florence, a son, Fred L. of Sussex, and two grandchildren. A brother, the late D. L. Bush, was a vice president and chief operating officer of the Road. At one time there were nine Bush brothers in the employ of the company.

L & R Division

THIRD DISTRICT

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

James T. O'Brien, son of Engineer O'Brien, is on the dean's list at Ohio Wesleyan University, Delaware, Ohio, in recognition of outstanding scholastic achievement. O'Brien is a justice on the Men's Court, president of Phi Gamma Delta social fraternity and a member of Omicron Delta Kappa, men's leadership honorary fraternity at the school. He is a senior economics major.

Melvin E. Millard, 80, died in his home at Fort Lauderdale, Fla., Oct. 16 following a stroke. Funeral services were held in that city under Masonic auspices. Immediate survivors are his

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widow, a son, and a daughter. Mr. Milard retired in 1943 after 45 years service as fireman-engineer.

Pfc. Jerome Kilberg, furloughed fireman, has been promoted to specialist fourth class at Ft. Bragg, N. C., where he is stationed as a paratrooper in the 82nd Airborne Division.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

James J. Trimble Jr., clerk at Cedar Rapids Yard, was the only Iowa winner in a national "do it yourself" idea contest conducted by Popular Homes magazine. The idea which won the prize will be featured in the January-February issue of Popular Homes magazine. Jim's wife, Ella, has also won several contests and received a number of prizes; a watch, and several merchandise awards.

Hans P. Hansen, 82, passed away Oct. 2 at his home, after a long illness. Born Apr. 25, 1876, in Denmark, he came to the U.S. when 15 years old and lived with a brother in Savanna, Ill. He had resided in Marion for 52 years. He worked for 48 years for the Milwaukee as a bridge carpenter before retiring in 1941. Surviving, in addition to his wife, are five sons: Myron and M. C. Hansen of Marion; Lloyd of Oxford Junction; Aaron of LaCrescent, Minn., and Lyle, Savanna, Ill.; and two daughters, Dorothy Maher, Marion, and Fern Mc-Laud of Rock Island, Ill. Services were held in the Murdoch Chapel at Marion and burial was in Cedar Memorial Cemetery.

John Geiger, 72, passed away Oct. 13 in Chicago. A 45-year employe of the Milwaukee before his retirement, he was a 50-year member of the B. of R.T. Surviving are his wife; two daughters, Mrs. Emil Terbl of Cedar Rapids and Mrs. Noel Shields of Milwaukee, and two stepsons.

Hubert C. "Bert" Klumph, 87, a retired Milwaukee railroader and former Marion resident, passed away Sept. 7 at Santa Barbara, Calif. Surviving are a son, Forest A., Chicago, two daughters,

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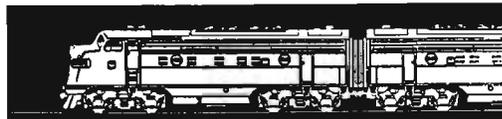
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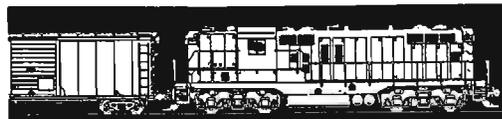
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Lucille Hatto, Santa Barbara, Calif., and Mrs. Helen Kaldenberg, Berryville, Ark., and a sister, Mrs. L. D. Smith of Marion. Burial was in Cedar Memorial Cemetery at Cedar Rapids.

Engineer J. B. Fosdick of Marion recently retired after nearly 50 years of service. He started in Savanna as a fireman in 1909, was promoted to engineer in 1914 and in 1940 was engineer on the Milwaukee's streamliner "The Arrow." Since 1954 he has been engineer on a freight between Marion and Calmar. Now Mr. Fosdick is happily looking forward to more time for fishing and hunting, his favorite sports. He and his wife have one daughter, Mrs. Howard Parks, and two grandchildren.

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Anna Hunter, sister of the late Engineer Frank Hunter, passed away Oct. 19 at a nursing home where she had been for some time. She is survived by two nephews, one of whom, Jerry Hunter, worked as a fireman on the Iowa Division.

Richard Baker, grandson of the late Engineer Earl Baker, is attending Montana State University on a Skyline Athletic Scholarship he was awarded when he was graduated from Perry High School last spring.

Mrs. Annette Courtney, mother of Conductor Gaylord Courtney, passed away at the family home Sept. 13. She was 91 years old but had been able to be up and about until shortly before her death. Mrs. John Evans, wife of retired conductor, was a sister of Mrs. Courtney.



ONE OF THE VERY FEW Gold Passes which have been issued to women employees is pictured being presented to Ruby Eckman of the superintendent's force in Perry, Ia., by Chief Clerk W. E. Failor. She is the first woman on the Iowa Division to achieve 50 years of service. All of Miss Eckman's employment has been at Perry, starting as trainmaster's clerk, then as chief dispatcher's clerk, and since this summer as general clerk in the superintendent's office. A charter correspondent for the Magazine, her column of Iowa Division personal news has been a feature since the first issue in April, 1913.

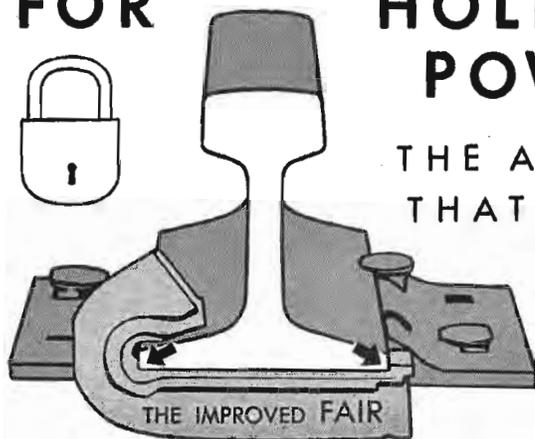
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CHICAGO •

NEW YORK •

Brakeman James E. Kanealy, who has been attending the State University at Iowa City and working during summer vacations and on school holidays, is now in the Army, taking his basic training at Fort Carson, Colo. Kanealy's tour of military duty was deferred until he completed his college course.

Mr. and Mrs. W. J. Wray welcomed a new daughter Sept. 16. The baby's father has been agent at Redfield for several years. A son was born to Mr. and Mrs. Donald Burr Sept. 22 at a Des Moines hospital. Mrs. Burr is a daughter of the late Engineer Orville Balsbaugh. Margaret Elizabeth, named for her two grandmothers, was born in September to Brakeman and Mrs. R. W. Jensen. Other new arrivals are the sons born to Mr. and Mrs. James Anderson on Oct. 21 and to Brakeman and Mrs. Michael Kanealy on Oct. 5. The latter is a grandchild for Engineer Harley Woods. "Kristie Diane" is the name which Engineer Virgil Olson's granddaughter was given on arrival Aug. 23. Her parents are Bill and Mrs. Olson of North Hollywood. The daughter born to Mr. and Mrs. Frank Edwards, Cincinnati, Ohio, Oct. 20, is a great granddaughter of Retired Engineer O. V. Robinson, and Retired Train Dispatcher and Mrs. Ralph Wright are grandparents of Liza Marie Kinder, born to Mr. and Mrs. Paul L. Kinder in Los Angeles, Sept. 7.

Thomas Finnane died at his sisters'

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home in West Des Moines recently. He had worked for the Milwaukee before entering service in World War I, but due to injuries suffered was unable to return to work after his release from the Army. His father and an uncle were section foremen on the Milwaukee for many years.

The late Engineer Carl McLuen's grandson, Edwin McLuen, has been granted a research fellowship in pharmacology at the State University, Iowa City. A graduate of Drake, he was the recipient of the Lehn and Funk gold medal awarded to the highest rated senior in the College of Pharmacy, and also of the Kappa Psi gold scholarship key.

Gene Wyckoff, granddaughter of T. L. Wyckoff, retired yard clerk, was married in September. Her grandfather came from Spirit Lake to Jefferson for the wedding and then visited friends in Perry. Also present were the bride's uncle and aunt, Frank Wichaël and wife, former Milwaukee clerks. Frank is now a paid worker in the Boy Scouts.

Ray Lee, retired car department employe, had an unusual gardening experience. Last year he planted gourd seed, but nothing grew. This year he planted flower seed in the same spot. The gourd seeds sprouted and he had vines climbing 35 feet high on a walnut tree. He harvested four huge gourds.

Engineers Kenneth and Paul Shearer were in California during September to attend funeral services for their brother Clifford, a former employe of the Milwaukee bridge and building department.

Claudia, daughter of Switchman Robert Kinross, was married in September to Kenneth Chapman. The wedding took place at the First Methodist Church in the presence of many friends. The young couple now have an apartment in Perry.

O. J. Atkins who had worked for the Milwaukee for many years died Sept. 10 following a short illness. He was the agent at Manning, Ia. At one time he, his father, the late O. J. Atkins Sr.,

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MINT-MARK OF  FINE CAST STEEL

and a brother Donald were all holding agencies on the Iowa Division.

Engineer Gene Robinson has joined the ranks of Perry business men. He and his wife purchased a restaurant in the main business section and plan to operate it, though Gene will continue his railroad work. Their 14-months-old son recently made headlines as a roller skater. The little fellow can skate about 25 feet alone.

Brakeman Cecil Perkins was married Oct. 5 to Marjorie Joann Helms. The ceremony took place at the First Presbyterian Church in Perry in the presence of a large company of friends. They will make their home in Perry.

Mrs. Charles Tomer, widow of a long time Milwaukee road employe, celebrated her 99th birthday Sept. 26. Her three sons, Fred, a conductor, George, an engineer, and Ralph, a machinist, all of the Road, were with her for the occasion. Mrs. Tomer has many pleasant memories of her youth when she was an accomplished dancer and musician in New York.

Engineer Howard McLuen took an enforced vacation in September and October. While helping with some work at his son's farm home he fell and broke his wrist and elbow.

Train Dispatchers Everett Galiher and Larry Harvey, Operators J. H. Berner and W. E. Kelley, Time Reviser Don Dollarhide, all of Perry, and D. E. Lee, agent at Dawson, make up the Milwaukee Road Pin Splitters bowling team which has been well up toward the top of the league.

When Robert Lark, an engineering

department employe, was married in Wadena, Minn., late in August, his best man was Walter Winchell, a summer employe of the same department. After the wedding, Walter returned to his home in Chicago and enrolled in Loyola University where he is studying law.

Frank L. Cox, father of Engineer Jack Cox and grandfather of Brakeman J. Cox, died at the Perry hospital Oct. 7 following a stroke.

Retired Brakeman and Mrs. Albert Smithson celebrated their golden wedding anniversary Oct. 1. Their children and some friends paid a surprise visit to their home in the evening.

Chief Dispatcher C. D. Emerson of Perry attended his class reunion at Martelle High School Oct. 26.

Lieutenant of Police Albert W. Nicholson retired Nov. 1, 1958. He entered Milwaukee Road service Apr. 16, 1926, at Perry, Ia., as special officer for the police department and in November 1946 was appointed lieutenant. His entire service was at Perry.

Trans-Missouri Division

WEST

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

Citizens of Montana joined with the city of Forsyth in a celebration held Sept. 20 to mark the opening of the new highway bridge over the Yellowstone River and the Milwaukee tracks.

Mr. and Mrs. A. W. Wickersham were honored on their 43rd wedding anniversary at a family dinner at the Cross-

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GOLD AND SILVER PASSES AWARDED

Gold - 50-Year - Passes

Barnholdt, George W., warehouse foreman.....Hastings, Minn.	McKeown, J. H., loco. engineer...Montevideo, Minn.
Buntin, B. K., loco. engineer...Green Bay, Wis.	Meurs, A., loco. engineer...Mason City, Ia.
Butterfield, W. E., carman...LaCrosse, Wis.	Mott, J. A., retired train baggageman.....Spokane, Wash.
Carbino, Joseph, sec. laborer.....Chicago, Ill.	O'Donnell, H. T., loco. engineer...Three Forks, Mont.
Chase, W. D., loco. engineer...Des Moines, Ia.	Plumb, C. T., agent.....Roy, Mont.
Coffman, H. L., loco. engineer...Independence, Mo.	Sazma, John, loco. engineer...Mt. Carroll, Ill.
Crowder, R. D., agent.....Belgrade, Mont.	Schmatz, L. J., telegraph operator.....Milwaukee, Wis.
Goodell, Alton R., agent.....Lena, Wis.	Watson, T. L., loco. engineer...Savanna, Ill.
Jensen, George, loco. engineer...Minneapolis, Minn.	Whelan, Edward, loco. engineer...Sioux City, Ia.
Joynt, C. A., agent.....Emmetsburg, Ia.	Winjum, O. G., loco. engineer...Faribault, Minn.
Kay, E. M., agent.....Bozeman, Mont.	Zawistowski, Adam, carman...Milwaukee, Wis.
Keller, Jacob S., car inspector...Mobridge, S. D.	

Silver - 45-Year - Passes

Alsen, Arthur, hostler.....St. Paul, Minn.	Johnson, R. M., agent.....Blakesburg, Ia.
Anagnost, George, retired sec. foreman.....Roselle, Ill.	Kaus, Matt, sec. laborer.....Kirkland, Ill.
Bankert, George A., chief clerk.....Wisconsin Rapids, Wis.	Kearns, Dan, loco. engineer...Minneapolis, Minn.
Barnard, H. W., agent...Gallatin Gateway, Mont.	Leetz, Otto, welder.....Milwaukee, Wis.
Batty, L. H., loco. engineer...Minneapolis, Minn.	Lightbody, Floyd, loco. engineer...Mason City, Ia.
Bidlingmeyer, O. T., boilermaker.....Deer Lodge, Mont.	Maertz, C. E., agent.....Boyden, Ia.
Biernat, Albert, welder.....Chicago, Ill.	Mathison, O. D., retired train baggageman.....Seattle, Wash.
Blankenberg, L. J., loco. fireman...Dubuque, Ia.	M. L. McFarland, loco. engineer...Green Bay, Wis.
Bork, Edwin, sec. foreman...Mason City, Ia.	Nelson, Reuben M., loco engineer.....Montevideo, Minn.
Brasch, Harry W., loco. engineer...Alberton, Mont.	Neuwirth, Mathias, machinist...Minneapolis, Minn.
Browman, H. E., retired agent...Spencer, Ia.	Oppelt, P. A., loco. engineer...Dubuque, Ia.
Canavan, William, loco. engineer...Milwaukee, Wis.	Pavlosky, J. A., loco. engineer...Mitchell, S. D.
Chapman, A. E., section laborer...Palmyra, Wis.	Peterson, E. G., conductor...Channing, Mich.
Chapman, C. M., time reviser...Madison, Wis.	Piehl, W. W., asst. city ticket agent.....Milwaukee, Wis.
Chism, C. F., loco. engineer...Cedar Rapids, Ia.	Piriano, Sam, laborer.....Chicago, Ill.
Christisen, L. C., loco. engineer...Kansas City, Mo.	Placek, George J., train conductor...Austin, Minn.
Conover, Leon A., machinist...Minneapolis, Minn.	Roesch, H. G., train brakeman...Milwaukee, Wis.
Costello, W. J., loco. engineer...St. Paul, Minn.	Rowles, E. L., agent...Spring Valley, Minn.
Cudahy, S. P., train conductor...Walworth, Wis.	Rummel, Arthur, trucksmith...Milwaukee, Wis.
Donovan, C. E., machinist...Sioux City, Ia.	Schector, W. J., loco. engineer...Three Forks, Mont.
Dreyer, W. H., yardmaster...Milwaukee, Wis.	Schiltz, R. J., machinist...Mitchell, S. D.
Dwyer Joseph P., loco. engineer...Milwaukee, Wis.	Schrader, C. E., sec. laborer...Charles City, Ia.
Ewing, Clarence L., cutter...Milwaukee, Wis.	Scott, Vern, boilermaker...Deer Lodge, Mont.
Felder, A. J., agent...Guttenberg, Ia.	Smith, P. H., chief clerk...Beloit, Wis.
Fischer, Herbert S., switchman...Milwaukee, Wis.	Standal, C. E., loco. engineer...Minneapolis, Minn.
Fitzpatrick, Frank, loco. engineer...Chicago, Ill.	Terracina, R., laborer...Chicago, Ill.
Foesch, W. A., chief diesel clerk...Hubertus, Wis.	Thorne, M. E., train baggageman.....Minneapolis, Minn.
Gallas, B. M., train conductor...Sioux City, Ia.	Valesano, Joseph A., carman...Milwaukee, Wis.
Giles, C. A., retired loco. engineer...Cle Elum, Wash.	Valley, S. J., loco. engineer...Channing, Mich.
Gray, Harold, machinist...St. Paul, Minn.	Wilczewski, Valerian J., cabinetmaker...Milwaukee, Wis.
Grimes, H. D., agent...Lily, S. D.	Williams, H. E., train conductor...Milwaukee, Wis.
Grimes, L. J., loco. engineer...Dubuque, Ia.	Winkler, H. H., boilermaker...Savanna, Ill.
Grucholski, Wacław, trucksmith...Milwaukee, Wis.	
Hulick, Nick C., carman...Janesville, Wis.	
Johnson, A., loco. engineer...Kansas City, Mo.	



IN FOR LIFE. The New York City traffic department turned out in force Oct. 9 when Chief Clerk L. S. "Lou" Berstler, who retired after 35 years of service, was honored by the Metropolitan Traffic Association of New York with a lifetime membership and given the "This Is Your Life" treatment. Mr. and Mrs. Berstler are pictured in the foreground with their son Robert and daughter Lu, and General Agent R. F. Kelaher (right). In the rear are, from left: E. J. Murphy, foreign freight agent; H. P. Murphy, city freight agent; Harold Brown, a former employe who is now assistant general traffic manager of the Socony Mobil Oil Co.; R. J. McCarthy, city freight agent; Marjorie Klimback, a former Milwaukee employe; and R. B. Stewart, traveling freight agent.



man in 1908 and had continuous service except for two years in the Army during World War I. Mr. Keller has been very active in community affairs. He was elected to the city council in 1932 and later served as mayor for five years. Red Cross work has claimed his talents and he will continue to act as service

officer. Politics is his "hobby." For 10 years he was county Democratic chairman. He served four years as justice of the peace and is about to enter his third term unopposed.

Section Foreman Ernest Shear and wife recently moved from Plevna to Lavina, Mont.

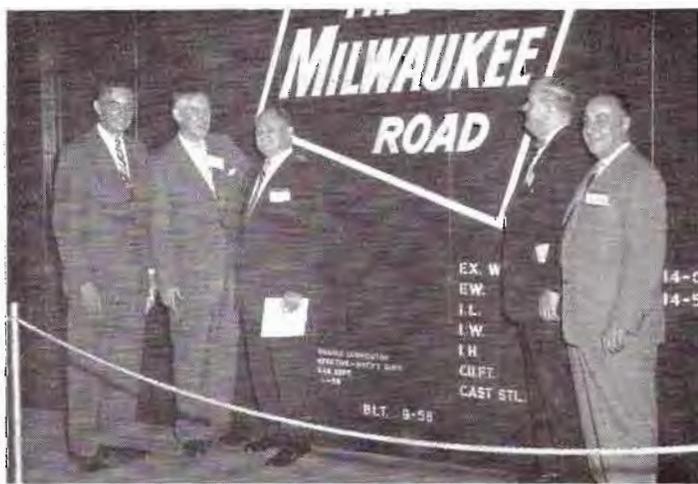
RETIRING PRESIDENT. Traveling Passenger Agent A. C. Van Sickle, Des Moines, who has served the past year as president of the American Association of Traveling Passenger Agents, concluded his term of office by presiding at the organization's annual meeting in Philadelphia Oct. 20. Pictured with him are Mrs. Van Sickle and William Wallace, assistant passenger traffic manager. An address by Mr. Wallace on the sales potential of the passenger business—"A Face in Every Window"—was a feature of the program.



SHOW PEOPLE. Comedienne Martha Raye, fresh from a nightclub engagement in Las Vegas, wore that certain smile as she detrained from the City of Los Angeles in Chicago Oct. 23, on her way home to New York City. Pictured with her is D. A. "Doug" Keller, city passenger agent (appointed city freight agent Nov. 1), who helped with her travel arrangements.

Also New York-bound were TV's Ernie Kovacs and Edie Adams Kovacs, arriving Nov. 5 on the City of San Francisco. Cigar-chomping Ernie was en route to a guest appearance on the Patti Page show and Edie to star on the Garry Moore program.

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CURTAIN RAISING CEREMONIES of importance on industrial property adjacent to the Milwaukee Road's Bensenville Yard were the formal opening of the Central Grocers Cooperative plant in Franklin Park Sept. 21, and of the Bensenville Works of James B. Clow, Inc., manufacturer of cast iron pressure pipe, Oct. 22. The Clow works, built at a cost of \$6,500,000 on a 58-acre site just north of west yard, took two years to complete. The view above shows the spur track to the main building. For the formal opening, a four-car Milwaukee Road special carried company representatives and business leaders from Chicago. Left, at the grand opening of Central Grocers are, left to right: W. D. Swanson, Milwaukee Road industrial engineer; W. A. Cassin, president and general manager of Central Grocers; the Milwaukee Road's S. J. Cooley, director of industrial and real estate development; Mayor W. J. McNerney of Franklin Park, a retired Milwaukee Road employee; and W. D. Sunter, Milwaukee Road general freight traffic manager-sales and service. In the background, just off the assembly line, is one of the Road's new box cars featuring the 15-foot-wide door.



CEILING RECONNAISSANCE. E. J. Stoll, assistant director of industrial and real estate development (left), about to take off from Meigs Field in Chicago for a photographic survey of industrial properties in the Chicago area. His flight companion is Marshall Bennett of the Chicago firm of Bennett and Kahnweiler, real estate broker for Centex Industrial Park, a 720-acre development in the village of Elk Grove which is served by The Milwaukee Road via the Techny, Ill., cut-off. Since the park was formally opened about a year ago, 12 industries have acquired sites there. The industrial and real estate development department has worked closely with Mr. Bennett's firm over a period of years in locating industries adjacent to Milwaukee Road facilities.



OPEN DOOR POLICY HOLDER. In Minneapolis, Philip W. Pillsbury, chairman of the board of Pillsbury Flour Mills and a director of The Milwaukee Road, is pictured with his secretary, Betty Ireland, at the recent salute to Downtown Working Women's Week at which he won the Golden Daorknob award, symbolic of opening doors to women in business. Mr. Pillsbury was cited for his policy of promoting people from within his own organization when key positions become available and new jobs are created. (Minneapolis Morning Tribune photo)

"...A HAPPY CHRISTMAS TO ALL"



TO some people—and they need not necessarily be children—time measured in terms of B.C. and A.C. means simply Before and After Christmas. For instance Jerry Gump, retired Spokane conductor (above) and Conductor E. J. Sullivan of New Lisbon, Wis. (right). Jerry, whose striking resemblance to Santa is apparent even without the long white whiskers, has been booked solid in the role every Christmas since he retired in 1946. This year he is at the Paris Department Store in Great Falls, Mont. Conductor Sullivan, who holds court in front of his home, also gets a kick out of impersonating the good saint. He is making it a full-time vacation project this year, with visits to the local nursing home and county infirmary. And, oh yes, the children. The picture of childish pleasure above shows Milwaukee Road youngsters at the Christmas party given last year in Austin, Minn., by the Women's Club. This is the real Spirit of Christmas.

