

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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THE
MILWAUKEE ROAD
MAGAZINE

No. 4 September-October 1958 Vol. 46

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**PUBLIC RELATIONS
DEPARTMENT**

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• **Briefly Noted** •

LOOKING UP. Business took a heartening turn for the better on the railroad in August, with carloadings greater than those for the same month a year ago in grains, forest products, meat and packinghouse products, and some mining items. Grain, for example, was up 10.7 per cent (see front cover reference below), while meat product loadings rose 8 per cent. The August net income this year of \$2,740,206 was sufficient to overcome a seven-month deficit and leave the company with a net income for the eight months of \$1,428,008.

In a statement made early in September, President Quinn expressed the belief that Milwaukee Road earnings for 1958 should wind up near those of last year since the less favorable showing in the first eight months will be offset by results over the remainder of the year.

these days", the magazine reads, "and when the road ordered 500 cars from us while adding a \$12 million investment to the year's appropriation, there was cause for jubilation. Who's afraid of the big bad wolf-business doldrums? Not the Milwaukee."

IN THE VANGUARD. The Milwaukee Road was among the first railroads to join connecting lines Sept. 25 to effect a one-day faster schedule from California to Chicago on forwarder merchandise. This will result in a fifth morning delivery. The action followed an earlier announcement by the Road that it would cooperate in a fifth morning schedule on eastbound perishable freight from California points effective Nov. 1. The shorter schedule will be welcomed by receivers of freight in the East and elsewhere in the country, as well as in the Middle West.

ALMOST DOUBLE IN '58. October will see the completion of the Milwaukee Road's new rail laying for the 1958 season. During the year 21,000 tons of rail were laid—that's about 102 miles—as compared with 12,000 tons, or 57 miles last year.

NOT AFRAID OF THE BIG BAD WOLF. The Milwaukee Road's purchase this year of approximately \$20 million of new equipment is the theme of the cover and lead article in the September-October issue of CAR-BUILDER, the Pullman-Standard Car Manufacturing Company magazine. "Orders for railroad stocks are scarce

CHEAPER BY THE TON. On Sept. 19 The Milwaukee Road filed an application with the Illinois Freight Association proposing a reduction of 50 cents a net ton on coal screenings moving from mines in Illinois, Indiana and western Kentucky to stations located along the Wisconsin River and in southern Wisconsin. The Wisconsin cities which would be benefited by lower rates are, among others, Wisconsin Dam, Tomahawk, Merrill, Brokaw, Wausau, Rothschild, Mosinee, Wisconsin Rapids, Neekoosa-Port

The Cover

WHEN the wheat harvest starts in the American West, it virtually pours to market, as symbolized by this month's front cover picture. Taken at the height of the huge wheat movement in August, the picture shows a Milwaukee Road car being unloaded at the Port of Tacoma by the Port's railroad car unloader, which tips a car at a sharp angle and makes quick work of getting 60 tons of wheat out of the car and into the elevator. Shown in the lower right corner are H. K. Williams (pointing), Milwaukee Road division freight and passenger agent at Tacoma; and G. E. Montgomery, city freight and passenger agent, Tacoma.

Car supply was good on the Milwaukee when the flood hit, and the 15,004 carloads of grain of all kinds which moved over our lines in August were largely responsible for an upturn in earnings that month, compared with the first seven months of the year. This was the largest grain movement on this railroad for any August in the past 10 years.

Edwards, Portage, Madison, Janesville and Beloit. Rate reduction to these cities and to intermediate points would result in substantial savings to consumers. "Savings of this kind", said W. W. Kremer, vice president-traffie, "would encourage the location of new coal burning electric generating plants and additions to existing steam generating capacity at interior Wisconsin points."

NAMEDROPPER. The second revised and enlarged edition of "Names on the Land" by George R. Stewart (Houghton Mifflin Co., Boston, Mass.; 511

(Continued on page 11)

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

HAPPY TO HELP

(From a letter received by H. H. Ridenoir, general agent in St. Louis, Mo., commending W. L. Beck, secretary in that office.)

"To begin with, the gentleman who answered your phone immediately gave a good impression with the cheerful tone of his voice. He then proceeded to help me in every way possible, with no sign of hurry—in other words, he was happy to help me all he could.

". . . I do not know his name, but I want him to know that I sincerely appreciated his courtesy. It was a pleasure to receive information from someone who did not act as though it was 'too much trouble'. So often people in business forget to be patient and courteous to those who come to them for assistance and information."

Mrs. Leo M. Kozeny
St. Louis, Mo.

A BIG THANKS FROM MARSHA

"Concerning a suitcase that was left on Milwaukee Road train 15 by my daughter Marsha at the end of her trip to visit my brother in South Dakota . . . the suitcase was returned to the depot at Mobridge, which in turn informed Marsha's uncle, and they picked it up . . . Everything, including the money,

some of which she had worked for and saved up for her vacation, was just as she left it. She was thrilled at having it back.

". . . The amount of cash involved was only eight dollars, but that sounds like a lot to a ten year old. So if this should happen to be seen by whoever made the return, a great big thanks from Marsha for every little thing the case contained, and for reminding all of us that goodness and integrity are to be found among strangers, as well as among those we know."

Mrs. Paul B. Hay
Royal Oak, Mich.

A HAPPY ENDING

(From a letter received by E. J. Full, agent at Austin, Minn. Others concerned with this incident were Ticket Clerk LeRoy Williams and Expressman F. A. Trowbridge.)

"Words cannot express my appreciation for the kindness and helpfulness which you extended to me recently when I was just about to miss the train coming to Chicago. It was exceedingly important for me to get there, and that I did, following a good night's rest on the train. You will recall that it was a rainy night, but you may not know the extent of the cloudburst and hail storm through



William J. Guerin

which we had to come from Clark's Grove. Thus we needed more than twice the time which ordinarily is needed for the trip.

"Along with your kindness in holding the train for me I shall never forget the kindness of Mr. Trowbridge in going with us and showing the way to the place where we finally caught the train. That was really a memorable night, but with a most pleasant ending, thanks to you and Mr. Trowbridge."

Charles W. Koller, Th.D., D.D.
President, Northern Baptist
Theological Seminary
Chicago, Ill.

CONGRATULATIONS ON A GOOD MAN

"On the City of Denver you have a fine conductor who was very courteous and helpful to me. Mr. 'Pete' Koser carried my suitcase up to the front of the train before we reached the Chicago station so I had plenty of time to catch the Nickel Plate from the La Salle Street station.

"You are to be congratulated on so fine a train and on so good a man."

Mrs. Charles F. Robbins
West Orange, N. J.

IT'S A PLEASURE

"The courtesy, promptness and service from your Seattle office, particularly General Passenger Agent O. R. Anderson, is something remarkably close to perfection. It has been a pleasure to correspond and do business with a company that takes a personal interest in the problems of its passengers."

H. F. Bergmann
Petersburg, Alaska



ABOVE: Mr. Hamilton's day begins at the Canton station where he checks all telegraph and telephone wires to make certain they are operating properly, with no stray voltage present. He is shown at the telegraph "hub repeater", which receives messages from Austin, Rapid City, Aberdeen and Mason City and automatically repeats each of them in the other three directions. The panel at the extreme left is a



telephone network amplifier system. Following this check, he gets the train location report from N. A. Irons (right), agent-operator, and studies the safety rule of the day. ABOVE RIGHT: Rolling his motor track car from the shed out onto the track, Mr. Hamilton loads on the tools which he will need on the job. He places them safely and ties them down to make certain they do not fall from the car.

A Safe Day With a Lineman

14th of a series . . .

IF there is one business in which it is more important than in others that one hand always know what the other is doing, that business is railroading.

The definition of modern railroading cannot be reduced to a single word, but of the three or four single words which might best describe it, "communication" is certainly one. Like a business office without telephones, an otherwise mod-

ern railroad without dependable lines of communication would be little improved over the days of the steam locomotive and the kerosene lantern.

This has always been true, which accounts for the fact that the dispatcher and the telegraph operator have for more than a century occupied a place alongside the locomotive engineer and the conductor in the history of this nation's greatest industry.

But in communications, as in every branch of railroading, there are wheels inside of wheels and skills behind the

skills we see. There are men behind the men who keep the traffic rolling.

In the case of communications work, one of these key individuals is the man whom all small boys watch with envy. When he walks there's a metallic clink about his lineman's climbers and safety strap. The pliers, the hammer, and the coils of rope and wire suspended from his belt leave no doubt that here is a man with important work to do. And that he has.

It follows, too, that because it is important, his work must also be done with an eye to safety.

Clyde W. Hamilton of Canton, S. D., a communications lineman on the Iowa, Minnesota & Dakota Division, is representative of the men who do this job. The division on which he works was consolidated into its present form two years ago partly because recent developments in communications had made possible an efficient railroad operation over a total of 1,646 miles of line which had formerly been segments of other divisions. Among the communications developments making this possible were new electronic amplifiers, or "repeaters", which in effect lengthen the range of telephone circuits and enable dispatchers at headquarters in





Austin to talk with operators throughout the division. Similar improvement also became possible in telegraphic communications, a portion of which has now been converted to teletype.

Mr. Hamilton is the technician in charge of keeping a 250-mile stretch of this intricate and vital communication system open and in operation at all times. Making his home in Canton, S. D., he is at the crossroads of the line running south from Bristol and Sioux Falls

to Sioux City, and from Austin and Mason City west to Mitchell and Rapid City. His particular beat is from Spencer, Ia., at the east to Alexandria, S. D., at the west; and from Egan, S. D., at the north to Elk Point, S. D., at the south. He does trouble shooting and maintenance work throughout this territory, using either a motor track car or a light truck, depending on the nature of the work to be done. Periodically he covers the entire 250 miles on an inspec-

With his lineman's belt and safety strap in place, and with the gaffs of his climbers securely set and properly staggered, Mr. Hamilton goes about the job of placing the arm on the newly-set pole. The old pole to be removed is in the distance.

tion tour.

Mr. Hamilton started working for The Milwaukee Road on June 26, 1920 as a groundman in a construction crew and was appointed division lineman at Perry, Ia., in 1924 after working at vari-



TOP and ABOVE: Having assembled his tools before climbing the pole, Mr. Hamilton braces himself solidly with his belt and climbers before removing the two telephone wires and five telegraph wires from the arm of the old pole (top) and pulling the new cross arm up for bolting into place.



Mr. and Mrs. Hamilton with their daughters Carol, Dorothy and Mary (left to right). Carol is a scholarship student in her freshman year at the State University of South Dakota; Dorothy is a sophomore in the Canton High School; and Mary is a freshman. All three are honor roll students.

ous points and on various communications assignments on Lines East. He has been stationed at Canton as division lineman since 1938.

The Hamiltons' comfortable home in Canton stands on a small piece of acreage which Mr. Hamilton tends with all the zeal of a nurseryman. He has constructed a compact hothouse in which he starts from seed the plants for his large vegetable gardens.

Mrs. Hamilton, a former teacher, and a stamp collector in her spare moments from running a home and looking after three daughters, is very active in school affairs. For the past eight years she has

been a member of the board of the Canton School District, and is also a member and past president of the Lincoln County Board of Education. In that connection she has been devoting attention to a study of school district reorganization.

Canton, S. D., is America in cross section, and the Hamiltons are typical of its citizens, bearing important responsibilities in the life of the community and of its railroad.

The pictures on these pages tell something of Mr. Hamilton's work and of safety's important place in that work and in the making of a happy life.

In the spring Mr. Hamilton's principal hobby is gardening and working in his own small hothouse. Later in the year more of his spare time goes into hunting and fishing.

◀ The day's work finished, Mr. Hamilton discusses the advantages of prescription ground safety glasses with District Safety Engineer H. V. Allen from Minneapolis.



FREIGHT TRAFFIC PROGRAM EXPANDED; Alaska's Statehood and St. Lawrence Seaway Are Factors



Vice President W. W. Kremer (right) and T. H. Desnoyers study plans having to do with the Road's new traffic research program.

IN an expanding move to serve shippers with the greatest possible efficiency, The Milwaukee Road revised its freight traffic organization with the appointment of R. T. McSweeney to the position of foreign freight traffic manager on Sept. 16, and of T. H. Desnoyers as director of traffic research effective Sept. 1. The broadening of the program also included naming W. S. McKee, E. J. Murphy and W. F. Findley of the export and import force to key positions on the foreign freight staff.

According to W. W. Kremer, vice president-traffic, the moves were made to accommodate a mounting growth in export and import trade and to insure that the Road's facilities and service are kept in constant alignment with the changing needs of shippers. Mr. McSweeney and Mr. Desnoyers will have their headquarters in Chicago.

Foreign freight has been big business on the Milwaukee since the days when the Road's "silk" trains met steamships from the Orient at Tacoma and Seattle docks and rushed their precious cargo to eastern markets at passenger train speed. However, it recently assumed new importance as a result of Alaska's statehood and the opening of the St. Lawrence Seaway. With Alaska now in the Union, a substantial increase is anticipated in traffic moving by way of Puget Sound ports, and an even greater potential is seen in the new trade routes which will open

when the Seaway goes into full operation next year. Because of its geographical position, the Milwaukee enjoys a strategic advantage in the handling of traffic destined for both the Northwest and Great Lakes ports, as well as shipments moving over steamship routes via the Atlantic, Pacific and Gulf of Mexico.

R. T. (Bob) McSweeney, who heads the new foreign freight set-up, has a wide and diversified experience in export and import shipping. He started with the Road as a Chicago local freight office employe in 1910 and transferred to what was then known as the oriental traffic department in 1914. Continuing in the department, he has served as chief clerk, export and import agent, and since 1937 as oriental traffic manager, adding to the latter position the duties of assistant freight traffic manager during World War II.

Commenting on the enlargement of the department's facilities, Vice President Kremer said that sharpening competition is one important reason for stepping up the program. In the area of traffic research, the department will work closely with the regional railroad traffic research committees set up this year in Chicago, St. Louis, San Francisco and New York, but will give particular attention to traffic situations in Milwaukee Road territory.

T. H. Desnoyers, who has been appointed director of the research program, comes to the Road as an experienced analyst of the railroad scene. He has a master's degree in transportation and traffic from Northwestern University, as well as a bachelor's degree from Illinois Wesleyan. Before joining the department he was associate editor of Railway Freight Traffic and Railway Age magazines.

Appointed to New Positions

The other men who have been named to key positions are all veterans in their work, starting with W. S. McKee, who was appointed foreign freight agent, with headquarters in Chicago. Wes McKee has a broad knowledge of freight tariffs and a well grounded experience in handling Alaskan as well as overseas traffic. He has been with the general freight office in Chicago since 1924 and has filled the position of chief clerk in

the oriental traffic department since 1945.

E. J. Murphy, formerly export and import agent in New York, will continue to serve shippers on the eastern seaboard with the new title of foreign freight agent with headquarters in New York. Ed Murphy has a thorough knowledge of that territory, having started in the general agent's office in New York in 1928. He had been, in turn, city freight agent, perishable freight agent and traveling freight agent before being appointed export and import agent in 1955.



R. T. McSweeney



W. S. McKee



E. J. Murphy



W. F. Findley

On the Coast, W. F. (Frank) Findley has been appointed foreign freight agent with headquarters in Seattle. Mr Findley started with the Road in 1950 as a rate clerk at Vancouver, B. C., following some service with other railroads. He transferred to the general freight office in Seattle in 1952 and since 1954 had been city freight agent in the export and import department there. In his new capacity he will cover the Canada-to-California waterfront.

In a frontal bid for the international trade, a brochure has gone to shippers, setting forth the Road's expanded foreign freight facilities and introducing Messrs. McSweeney, McKee, Murphy and Findley.

A VISIT WITH THE VETS



President W. J. Quinn: "The Milwaukee Road has been fortunate over the years in producing outstanding men in the several fields of railroad work. Many of them are here tonight—".



M. L. Bluhm, retired vice president and general counsel, presides as toastmaster.

Milwaukee Road one of country's largest organizations, President Quinn reminds Veterans at Milwaukee reunion

IT IS just possible to be so close to something that you don't realize its full importance, conceded President William J. Quinn in an address before the Road's Veterans at their recent reunion in Milwaukee. Setting forth his own views, he said he is proud to be associated with one of our country's largest railroads. Remarking that he realized he was spelling out what his audience already knew,

he nevertheless reminded them that The Milwaukee Road property investment is nearly three quarters of a billion dollars, that it has annual revenues of about one quarter of a billion, that it employs an average of 25,000 people, owns over 900 locomotives, some 5,700 pieces of freight equipment, and between 700 and 800 pieces of passenger equipment. "I know you are proud to

be associated with it, too."

Continuing, he said that the industry's problems had recently been much in the public eye, and that effort had been exerted to get remedial legislation through Congress. In that effort, the railroad called on its veterans to contact their Representatives and let them know what they thought should be done to help. The response, said President Quinn, was tremendous.

Commenting on the measure of success which was achieved in educating the public with respect to the railroads' problems, he said that The Milwaukee Road faces the future with confidence in the industry's ability to hold its place in the nation's economy. As evidence, he cited its expenditure this year of about \$18½ million on 1,605 pieces of new equipment.*

The Veterans—more than 600 strong—virtually took over the Hotel Schroeder July 16 and 17. On the first day, women employes and wives who accompanied their husbands were entertained at the traditional "For Ladies Only" luncheon. By evening the get-together was going strong. At a banquet



All is orderly confusion as Veterans check in and receive their identification badges. "I'll meet you at the registration desk," they write to each other in making their plans.

*This statement was made prior to the announcement regarding Milwaukee Road Flexi-Van service, the equipment for which will increase the total figure for equipment purchased by the Road this year to approximately \$20 million.



Arriving at the Schlitz Country Club on the Port Washington Road. Here the Vets enjoyed a taste of Milwaukee's famous hospitality and after lunch toured the brewing plant. Almost 400 went on the outing.



Below: Association officers and members of the executive committee discuss the day's program at lunch. From left: Tom Birch, committee member; J. J. O'Toole, retiring vice president; L. J. "Larry" Benson, president; Florence M. Walsh, secretary and treasurer; W. C. Lummer, who succeeded Mr. O'Toole as vice president; and committee member R. W. Engstrom. Mr. Benson was elected lifetime president of the organization in 1956.



Left: "Down at the depot" to welcome the Vets as they arrived was J. A. Jakubec, general superintendent, Milwaukee (now assistant to vice president—operation, Chicago), and general chairman of the convention committees, who is pictured greeting Walter Vanine, retired Chicago trainman. Second from the left is H. A. Grothe, district general car foreman, Milwaukee, who was on the reception committee.

in the Crystal Ballroom, President Quinn was the principal speaker on a program which included brief talks by L. J. Benson, retired assistant to president, and life time president of the Association, and F. G. McGinn, vice president-operation. M. L. Bluhm, retired vice president and general counsel, served as toastmaster.

It was a night for reminiscing about old times. Speaking as a young old timer, Vice President McGinn recalled happenings on the La Crosse & River Division during World War II. "Times were tough", he said, "but I soon learned that when you called on a veteran, he always came through." Reverent tribute was paid by Mr. Quinn and others to the memory of the late J. T. Gillick, the Road's former operating vice president and long-time head of the Veterans organization. Toastmaster Bluhm spoke for all in a tribute to "our past president and beloved friend . . . for his great leadership and untiring efforts in behalf of the Association. We shall never forget his kindness, generosity and guidance."

The following day the majority of the



J. J. O'Toole's line of reasoning appears to be making an impression on George Arney, retired Midwest Hiawatha engineer, of Monrovia, Calif.—he came the farthest—and John W. Popp, Milwaukee Terminals engineer (seated, from left). Just listening are W. J. Whalen, retired operating vice president, and Tom Birch, retired Milwaukee Shops air brake foreman (standing, left to right).

Veterans stayed on to enjoy the hospitality of the Schlitz Brewing Company. Busses took them to the Schlitz Country Club on the Port Washington Road where they were served a sumptuous buffet lunch. Afterward they were escorted on a tour of the brewing plant.

Business affairs conducted at the biennial meeting included the election of W. C. Lummer of Milwaukee to succeed Retired General Manager J. J. O'Toole as vice president of the Association. Mr. Lummer, district storekeeper at Milwaukee Shops, had been a member of the executive committee for four years.

What's New On The Milwaukee?



WHAT'S new on the railroad these days? The answer is rolling stock, steel box cars with plug doors that open to 15 feet, rail-highway units for the Road's new Flexi-Van service, and gondola cars specially fitted with damage prevention equipment for handling coiled steel. Their acquisition brings to an impressive total the fleet of new equipment for which the Road is laying out approximately \$20 million this year.

Now It's the Wide-Wide Door



Inspecting the first of the fleet of new 50-ton capacity box cars equipped with 15 foot doors is W. D. Sunter, general freight traffic manager, sales and service (left) and G. G. Schwinn, district manager of the Association of American Railroads. Inside the car is J. J. Drinka, shop superintendent of the car department at Milwaukee Shops.

The 1,000 new 50-ton capacity box cars recently made available to shippers (see the July-August Magazine) were designed to meet the growing demand for equipment to facilitate mechanized loading and unloading. Their unique feature is a plug door, similar to those in refrigerator cars. An 8-foot standard sliding door plus a 7-foot plug door provides an opening of 15 feet.

The wide-wide door solves the problem of handling with ease such commodities as packaged lumber, plywood, bundled steel sheets, palletized loadings, and grain and other bulk loadings. When the plug door is closed, the in-

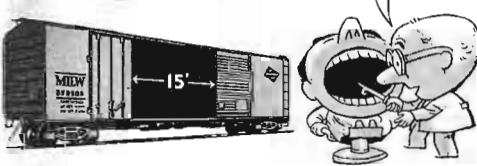
Close-up of the 15-foot opening in the new cars shows a load of plywood being placed by lift truck, direct from warehouse to box car

side face forms part of the car's lining.

The cars have a nailable type steel flooring, to make them grain tight and strong enough to carry pallet type loads handled by lift trucks. Steel kick plates three feet high line the walls, with plywood lining above. Provisions for lading strap anchors are made in the lining.

The inside dimensions of the cars are 40 feet 5 inches in length, 9 feet 4 inches in width and 10 feet 6 inches in height. Capacity is 3,966 cubic feet. They are equipped with the latest design of Association of American Railroads snub trucks and draft gears. The fleet of 1,000 was built at a cost of nearly \$10 million.

OPEN WIDE!



First With Flexi-Van

The announcement on Sept. 26 that The Milwaukee Road was inaugurating Flexi-Van service made our company the pioneer in this versatile rail-highway transportation to and from the Pacific Northwest. Operations are due to start around Nov. 15.

The initial order of equipment, which is being built by Strick Trailers, a division of the Fruehauf Trailer Co. of Philadelphia, consists of 26 flat cars, 75 vans and 40 of the special highway wheel and axle assemblies known as "bogies". Altogether, the equipment will cost approximately \$1,050,000. Its use differs radically from earlier types of rail-highway equipment in that only four minutes are required to slide the trailer units from their wheels onto the flat cars, an operation simplified by hydraulic lift-tables on the cars, which are powered from the highway tractor's battery. The system requires no unusual terminal facilities, and permits simultaneous loading or unloading of any number of Flexi-Vans.

Initially the service will offer complete door-to-door transportation between Chicago-Milwaukee, and St. Paul, Minneapolis, Omaha and Kansas City. Later it will be expanded to include Spokane, Seattle and Tacoma. Through a tie-in with Flexi-Van operations on the



Loading coiled steel into a gondola car fitted with the new equipment. At the far end, a coil is being lowered onto the skid which is depressed in the center to keep the coil from rolling. Buffers at each end hold the coils rigidly upright. In the foreground is a cover in place over a loaded skid.

New York Central, it will also provide shippers with the same service between points on the Milwaukee and points on the NYC such as Boston, New York, Cleveland and Detroit.

For the Steel Industry

Outfitting 15 gondola cars with custom built equipment for shipping coiled and bundled steel was one of the projects which kept shop forces in Milwaukee busy this summer. It was undertaken to provide the steel industry with an economical means of transport without resorting to expensive and troublesome blocking.

The equipment consists of skids with depressed bottoms in which the coiled steel is nested. Movable bulkheads at each end hold the bundles firmly in place, and a cylindrical metal cover, lowered over the skids, protects the lading from weather. The skids, free to move longitudinally in the car, are fitted with rubber shock absorbers, to repel any impact from switching. Two of the units will fit into a gondola car.

Thus equipped, a gondola can take a load of 132,000 pounds, which is 52,000 pounds over the weight of steel ordinarily placed in a box car, or more than half again as much as a box car can

handle. An additional benefit is the fact that this type of equipment reduces the possibility of loss and damage to lading.

• Briefly Noted •

(Continued from page 3)

pages, \$6) is a book full of fascinating history involving years of painstaking research. That railroads had a strong influence in naming towns during the development of this country is evidenced by incidents in several chapters. Among railroad personalities included is H. R. Williams, a vice president of The Milwaukee Road in the early 1900's, who named 32 stations in the state of Washington alone.

THE PUBLIC'S GAIN. The 3 per cent excise tax on freight charges came to an end Aug. 1, as provided by a recently enacted law. The public, however, and not the railroads, paid the tax. The railroads and other public carriers merely collected the tax from freight shippers and handed it over to the government. The saving to the railroads by repeal of the tax consisted of the cost of collecting the tax for the government.

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



H. R. Morgan



J. A. Jakubec



J. D. Shea



Marc Green



Marie Hotton

Operating Department

Effective Aug. 1, 1958:

H. R. Morgan is appointed electrical engineer with headquarters at Seattle, following the death of E. C. Barnes. Mr. Morgan started with the electrification department after graduating from Lafayette College in 1920 and served as assistant engineer from 1924 to 1930. There followed a two-year furlough during which he was employed as electrical supervisor on the construction of the Ford plant in Seattle. Returning in 1933, he was chief operator, electrification of substations, and later assistant engineer until 1951 when he was appointed to his former position of assistant electrical engineer in charge of the electrification department. A Naval Reserve veteran of the first World War, Mr. Morgan served as a lieutenant commander in World War II.

Effective Sept. 1, 1958:

J. A. Jakubec is appointed assistant to vice president-operation with headquarters at Chicago. Mr. Jakubec, who has been with the operating department since 1920, has served as superintendent of the Hastings & Dakota, Chicago Terminals, and Milwaukee Divisions. Following a promotion to general superintendent at Milwaukee headquarters, he also served in that capacity at Minneapolis, and since Feb. 1, 1957, at Milwaukee.

J. D. Shea is appointed general superintendent at Milwaukee, succeeding J. A. Jakubec. Mr. Shea, who was a school vacation employe from 1923 to 1928, has been with the Road continuously since 1929, starting in the engineering department and transferring to the operating department. He served as trainmaster and assistant superintendent at various locations until he was appointed superintendent at Miles City in 1952. Since then he has been superintendent at Terre Haute and most recently special assistant to vice president-operation in Chicago.

Effective Aug. 1, 1958:

N. W. Soergel is appointed trainmaster of the La Crosse & River Division First District with headquarters at Watertown, Wis.

J. F. Elder is appointed trainmaster of the Trans-Missouri Division with headquarters at Mobridge, following the transfer of N. W. Soergel.

A. G. Beauvais is appointed trainmaster of the Iowa, Minnesota & Dakota Division with headquarters at Austin, following the transfer of J. F. Elder.

L. W. Harrington is appointed trainmaster of Twin City Terminals with headquarters at St. Paul, following the transfer of G. A. Chamberlain.

G. A. Chamberlain is appointed trainmaster of Chicago Terminals with headquarters at Bensenville, following the transfer of L. W. Harrington.

Public Relations Department

Effective Sept. 1, 1958:

Marc Green is appointed director of publicity, following the retirement of F. J. Newell. Mr. Green, a native of Anna, Ill., is a graduate of Southern Illinois University. He has been with the Road since 1936, starting in the industrial department, and since 1940 has been editor of The Milwaukee Road Magazine.

Marie Hotton is appointed managing editor of The Milwaukee Road Magazine. Miss Hotton, a Chicagoan, has been assistant to editor since 1945. Prior to that time she was employed in the overcharge claim office of the Chicago accounting department.

Traffic Department

(The following appointments are dealt with elsewhere in this issue.)

Effective Sept. 1, 1958:

T. H. Desnoyers is appointed director



CHARTING A COURSE for industrial expansion in the Austin, Minn., area was among the subjects discussed by this group when President W. J. Quinn recently paid an all-day visit to that city. Representing The Milwaukee Road and the Austin Industrial Development Corp. were, from left: R. F. Lickty, president of the First National Bank; M. J. Schleuder, president of the Industrial Development Corp.; W. M. Howley, industrial coordinator of the Austin Industrial Development Corp.; President Quinn; The Milwaukee Road's W. W. Kremer, vice president-traffic, and S. J. Cooley, director of industrial and real estate development; E. H. Flitton, general transportation manager of Geo. A. Hormel & Co. (rear); and Wayne Austin, alderman at large. In addition to a tour of prospective industrial sites and the railroad's facilities, the day's program included a luncheon and social gathering planned for the Road's officials by Hormel. (Austin Daily Herald photo)

The Milwaukee Road Magazine

of traffic research with headquarters at Chicago.

Effective Sept. 16, 1958:

R. T. McSweeney is appointed foreign freight traffic manager with headquarters at Chicago.

W. S. McKee is appointed foreign freight agent with headquarters at Chicago.

E. J. Murphy is appointed foreign freight agent with headquarters at New York.

W. F. Findley is appointed foreign freight agent with headquarters at Seattle.

Safety Department

Effective Aug. 16, 1958:

H. V. Allen is transferred to the territory of the Twin City Terminal and the La Crosse & River Division Second District following the death of R. A. Dahms. Starting with the Road in 1923 at Minneapolis, Mr. Allen was formerly employed in the master mechanic's office there. Since 1955 he has been district safety engineer with headquarters in Minneapolis.

C. O. Post is appointed district safety engineer with headquarters in Austin, Minn., with territory of the Iowa, Minnesota & Dakota and the Hastings & Dakota Divisions, succeeding H. V. Allen. Mr. Post has been with the Road since 1924. He was formerly chief carpenter, and most recently has been with the B&B water department.

Mechanical Department

Effective Sept. 1, 1958:

Martin Wangberg is appointed assistant superintendent air brakes with headquarters at Milwaukee Shops, succeeding H. W. Brandt who was transferred to other duties at his own request. Mr. Wangberg, who has served as assistant traveling engineer, has been traveling engineer on the Trans-Missouri Division since 1955.

Purchases and Stores Department

Effective Aug. 1, 1958:

R. K. Baker is appointed to the newly created position of assistant general storekeeper with headquarters at Milwaukee. Mr. Baker has been a stores department employe continuously since 1922. He was district storekeeper of the Milwaukee and Madison Divisions from 1944 to 1951, since when he has been district storekeeper of the Southern District at Chicago headquarters.

F. Wood is appointed district storekeeper of the Southern District with headquarters at Western Avenue, Chicago, succeeding R. K. Baker. Mr. Wood, an employe of the Road since 1919, has

Frank J. Newell, Publicity Director, Retires

"GRANDPA", remarked one of Frank Newell's grandchildren, "that story in the newspaper when you retired said that when you went into publicity work you couldn't even spell 'publicity', but you knew that on every newspaper there was someone who could spell, so you got by. Can you spell 'publicity' now?"

Yes, that's our Frank J. Newell, long time passenger and public relations man and best known as the Road's director of publicity, who, after years of reporting to the press the retirement of thousands of Milwaukee Road people, decided at the end of August to "take up whittling" himself. Once in a quiet moment he was heard to say that a publicity man who knows his job will work diligently at keeping his company's name in the papers and keeping out his own. With his retirement, however, the deluge broke. Under a five-column banner, a Chicago Daily News story assessed the career of a "flowing fountain of railroad yarns, only slightly less well known in the business than Casey Jones . . . A mellow fellow who can quote 'Othello' and hello the boys in Pocatello". In newspapers the length of the system it was the same: "A flair for the colorful and for making lifelong friends . . . He has projected his jovial personality to places far off from his Chicago office. He will long be remembered."

Frank Newell, freshly graduated from high school a little short of his 16th birthday, entered railroad service in his native St. Paul in 1909, starting as a clerk in the passenger traffic department of the Great Northern. His first service with the Milwaukee was in 1917, in the St. Paul ticket office. Three years later, as a traveling passenger agent, he was out on the railroad. He hasn't been

home much since.

Assigned to special publicity work in 1923-24, he toured 73 towns on the system, and nearly all of the large cities in the East and Midwest, exhibiting one of the Road's giant electric locomotives.



Frank J. Newell (right) at the luncheon given in his honor Aug. 27 at the Chicago Club, with host Leo T. Crowley, chairman of the board (center), and President W. J. Quinn.

Later he handled publicity for the Pioneer Limited and the Olympian (now the Olympian Hiawatha), when they became the first roller bearing trains in America. In 1929, still on the go, he was appointed public relations representative with headquarters in Chicago, from which he has since based his operations, as assistant public relations officer from 1938 until his appointment as director of publicity.

His own retirement was one he would have enjoyed publicizing. First there was the luncheon on Aug. 27 given by Leo T. Crowley, chairman of the board, at which Mr. Newell was honored by Milwaukee Road officials and prominent newsmen, and the following day the get-together attended by railroad associates. Unscheduled entertainers at the latter were TV and radio's Les Lear, Frank's long time neighbor, and Leo Carillo of movie and TV fame. Frank Newell got a lot of applause, too. "We had to air condition the trains because we couldn't get the windows open", was one of his bon mots.

These days Frank Newell is busy answering hundreds of congratulatory letters he received from friends all over the country and enjoying life at home with his wife Hilda. They have two sons, Dr. Frank W., professor of surgery and head of the eye section of the Chicago University Medical School, and Robert J., sales manager for the Chase Bag Co. in Milwaukee. They have 10 grandchildren.

retirements

during July-August, 1958



General Offices—Chicago and Seattle—Including System Employees

Dietz, George Chef.. Chicago, Ill.
Gasmann, Calmer H. Clerk.. " "
Lustic, Lawrence S. Telegrapher.. " "
Mendlík, Myrtle O. Clerk.. " "
Nichols, Hally Porter.. " "
Quinn, Norienne A. Comp. Operator.. " "
Sharkey, Jefferson Porter.. " "
Skoropad, Virginia W. Presser.. " "
Slaughter, Fred A. Waiter.. " "
Weig, Elizabeth C. Comp. Operator.. " "
Whalen, William J. Vice Pres.. " "

Chicago Terminals

Appel, Fred W. Mach. Helper.. " "
Beck, Claude M. Sec. Laborer.. " "
Berg, Halvor J. Sec. Foreman.. " "
Brkin, Christ Carman.. " "
Brown, Michael F. Pipefitter Helper.. " "
Chudo, David Carman.. " "
Darling, Sr. Wallace A. Switchman .. Bensenville, Ill.
Egeldorf, Harry L. Loco. Engr.. Chicago, Ill.
Ehler, Herman A. Switchman.. Bensenville, Ill.
Hansen, James J. Loco. Engr.. Chicago, Ill.
Jones, Leslie J. Switchman.. " "
McNulty, Bernard J. Sec. Laborer.. Galewood, Ill.
Moss, Charles Loco. Engr.. Bensenville, Ill.
Sinclair, Archie G. Clerk.. Galewood, Ill.
Swanback, George L. Switchman.. Chicago, Ill.
Wesner, George W. Machinist.. " "

Coast Division

Dougherty, Perry L. Carman.. Tacoma, Wash.
Frericks, Bernard. Ex. Gang Laborer.. Duval, Wash.
Hogan, Harry L. Boilermaker.. Tacoma, Wash.
McMahon, Florence I. Clerk-Steno .. Tacoma, Wash.
Norland, Yalmar I. Ex. Gang Laborer .. Othello, Wash.
O'Brien, Anthony G. Conductor.. Tacoma, Wash.
Scott, Frank L. Ex. Gang Laborer.. Othello, Wash.

Dubuque & Illinois Division

Georges, Herman Asst. Engr.. Savanna, Ill.
Gideon, Ernest E. Loco. Engr.. Ottumwa, Ia.
Heisdon, Raymond W. Conductor.. Chicago, Ill.
Jackson, Robert B. Sec. Laborer.. Sabula, Ia.
McCartney, William J. Pass. Baggage-man .. Davenport, Ia.
Moran, Edward J. Carman Helper.. Davenport, Ia.
Rider, George C. Ex. Gang Laborer.. Savanna, Ill.
Wacker, Otto G. Pipefitter.. Savanna, Ill.

Hastings & Dakota Division

Buckenberger, Arthur Sec. Laborer .. Aberdeen, S.D.
Dufloft, Adam Sec. Laborer.. Aberdeen, S.D.
Dyer, Charles E. Sec. Laborer.. Letcher, S.D.
Luglan, Vern G. Mach. Helper.. Aberdeen, S.D.
Raether, John R. Car Inspector.. Aberdeen, S.D.
Vanderlick, Royal C. Brakeman .. Minneapolis, Minn.

Iowa Division

Smith, Leonard Mach. Helper.. Perry, Ia.
Stout, William J. Agent.. Linden, Ia.
Topping, Arthur R. Switchman.. Cedar Rapids, Ia.

Iowa, Minnesota & Dakota Division

Delf, Axel E. Sec. Laborer.. Ridgeway, Ia.
Ehlers, Rudolph. Boilermaker-Insp.. Sioux City, Ia.

Everton, Leslie E. Loco. Engr.. Sioux City, Ia.
Fischer, Carl H. Sec. Foreman.. Winnebago, Minn.
Fuller, Alfred A. Boilermaker.. Madison, S.D.
Hagen, Olaf Loco. Engr.. Sioux City, Ia.
Hanson, Harry J. Janitor.. Austin, Minn.
Jeffers, Edward Brakeman.. Austin, Minn.
Kos, James J. Laborer.. Austin, Minn.
Rifenbark, John F. Conductor.. Sioux City, Ia.
Smith, William N. Warehouse Foreman .. Austin, Minn.
Spitzer, John Sec. Laborer.. Aberdeen, S.D.
Stewart, Jesse Laborer.. Mason City, Ia.
Tonder, Julius J. Laborer.. Austin, Minn.

La Crosse & River Division

Blanchfield, Fred P. Agent .. Wisconsin Rapids, Wis.
Cleveland, Raymond J. Clerk .. Wisconsin Rapids, Wis.
Deering, William F. Drill Operator.. Tomah, Wis.
Dengel, Otto A. Conductor.. Milwaukee, Wis.
Heller, Fred A. Loco. Engr.. Portage, Wis.
Kirsch, Edward J. Conductor.. Minneapolis, Minn.
Scherbert, Arthur H. Brakeman.. Portage, Wis.
Siebe, Arthur A. Sec. Laborer.. Waterloo, Wis.
Staudy, Robert L. Brakeman.. Milwaukee, Wis.
Steinmetz, John P. Helper.. Tomah, Wis.
Thompson, Orville A. Shovel Repairer.. Tomah, Wis.
Williams, Albert J. Frt. Handler.. Portage, Wis.

Madison Division

Alexander, David F. Crossingman.. Madison, Wis.
Cummisford, Harry R. Loco. Engr.. Milwaukee, Wis.
Davenport, George C. Switchman.. Madison, Wis.
Duxstad, Elmer C. Loco. Engr.. Janesville, Wis.
Faith, Floyd Mach. Helper.. Beloit, Wis.

Hoessel, Hugo F. Sec. Foreman.. Cross Plains, Wis.
Kline, William J. Clerk.. Madison, Wis.
Martin, Edwin A. Conductor.. Milwaukee, Wis.
Meuer, William D. Janitor.. Madison, Wis.
Schenkel, Karl. Sec. Laborer.. New Glarus, Wis.
Schernecker, Rae M. Clerk.. Madison, Wis.
Thompson, James W. Roadmaster.. Beloit, Wis.

Milwaukee Division

Adams, Otto J. Sec. Laborer .. Menomonee Falls, Wis.
Cavanaugh, Edward J. Hostler.. Milwaukee, Wis.
Devereux, Carroll P. Agent-Oper.. Lake, Wis.
Gould, Mervin J. Agent-Oper.. Lake, Wis.
Hedberg, Carl E. Frt. Handler.. Iron Mtn., Mich.
Koleff, Beatrice J. Flagman.. Horicon, Wis.
Lynn, Arthur W. Loco. Engr.. Green Bay, Wis.
Moore, Benjamin J. Brakeman.. Milwaukee, Wis.
Otte, Walter F. Sec. Laborer.. Hartford, Wis.
Poeber, Alfred J. Conductor.. Milwaukee, Wis.

Milwaukee Terminals & Shops

Arseneau, Howard J. Forge Helper .. Milwaukee, Wis.
Barrett, George M. Carman.. " "
Fisher, Richard T. Yardmaster.. " "
Hynes, Thomas P. Welder.. " "
Kroha, Frank J. Electrician.. " "
Markowski, Peter J. Tinsmith.. " "
McClintock, Forrest B. Dist. Frt. Clm. Agt.. " "
Miller, Joseph V. Production Mrgr.. " "
Nogowski, Joseph F. Switchman.. " "
Norris, Patrick J. Clerk.. " "
Olejniczak, John E. Carman.. " "

Social Security Amendments Increase Many RRA Benefits

On Aug. 28 President Eisenhower signed a set of amendments (Public Law 85-840) to the Social Security Act which will increase the benefits payable under the old-age, survivors, and disability insurance programs of the social security system. However, because of the social security minimum guaranty in the Railroad Retirement Act, the annuities of thousands of persons drawing railroad retirement and survivor benefits will also be increased. Through this provision, the railroad retirement law guarantees that in no case will monthly benefits payable to retired employees and their wives or to the families of deceased employees be less than the amounts the social security system would pay if they were covered by that system.

The benefits payable to some railroad disability annuitants will also be affected by the following changes in the disability insurance provisions of the social security program: provision for

benefits to dependents of disability insurance beneficiaries; elimination of provision offsetting certain other disability benefits; provision for a three-year postponement of the present deadline—June 30, 1958—for filing fully retroactive disability freeze applications; provision for payment of benefits retroactively for as many as 12 months before the month in which an application is filed; and liberalization of the insured status requirements for eligibility for disability benefits.

The Railroad Retirement Board reports that the new rates will go into effect in January 1959, and in most cases will be reflected in the benefit checks dated Feb. 1, 1959. Beneficiaries need not file applications for increases to which they may be entitled. The Board urges them not to make inquiries about these increases, since inquiries will only delay adjustments in annuity payments.

Student Tours Top 22,000 Mark



E. F. Bender

STUDENT tours this year by school children to points of interest on The Milwaukee Road recently topped the 22,000 mark. Agents in rural communities were instrumental in securing a great deal of the business.

A case in point was the Chicago tour which E. F. "Ed" Bender, agent at Blue River, Wis., arranged late this spring for a group of 178, with their parent and teacher chaperones. The highlights of the trip, starting with a dining car breakfast on the Sioux, were conducted tours of Chicago's business district, the North Side residential section with a stop at the Lincoln Park Zoo, and the South Shore, including the University of Chicago campus. After lunch at the Museum of Natural History, the afternoon was spent among the exhibits at the Shedd Aquarium and the world-famous Museum of Science and Industry. Returning on the Sioux in the early evening, the party again enjoyed a dining car meal. As a direct result of this trip, schools in nearby towns also became interested, and later Agent Bender was asked to line up another for a group of 50.

Student tours are arranged with the assistance of the traffic department, which handles the details. They are an important source of revenue to our company, particularly in spring when extra passenger equipment is not yet in demand for vacation travel.

Spencer, Howard H... Crane Oper... Milwaukee, Wis.
Weber, William J.... Inspector... " "
Wegner, Emil J... Genl. Foreman... " "
Winding, Lester E.... Inspector... " "

Rocky Mountain Division

Bejvl, James Sec. Laborer.. Geraldine, Mont.
Cabrera, Anatolio G... Sec. Foreman .. Elberson, Ia.
Campbell, Fred B... Sec. Laborer.. Ralston, Wash.
Gordon, Joseph V... Conductor.. Three Forks, Mont.
Horn, Forest E... Mach. Helper.. Deer Lodge, Mont.
Hupert, Ross C... Loco. Engr... Three Forks, Mont.
Lerrick, Marie ... Tel. Operator.. Missoula, Mont.
Mathison, Oscar D.
Train Baggage man Deer Lodge, Mont.
McPherson, Harry R.
Sig. Maintainer Butte, Mont.
Moran, Patrick D.... Sec. Laborer.. Bovill, Idaho
Myers, Gus W.... Agent.. St. Maries, Idaho
Pelegrini, Sam.... Machinist.. Deer Lodge, Mont.
Shadowens, Jesse
Ex. Gang Laborer Spokane, Wash.
Spring, Stanley G... Loco. Eng... Lewistown, Mont.
Stephens, George E.
Sub. Sta. Operator Drexel, Mont.
Westrom, Cecil P..... Lineman.. Avery, Idaho



GETTING TO KNOW US. Canadian National-Grand Trunk traffic representatives, on a getting acquainted tour of key cities in the United States, gave a luncheon recently in New Orleans for shippers and railroad people at which A. J. Dittmar, chief clerk in the Road's New Orleans office and current president of the city's passenger club, was a guest. In this group are, seated from left: R. J. Dupre, general agent of the C&EI, New Orleans; J. L. Cooper, CN traveling freight agent, Houston; M. A. Metcalf, CN vice president-traffic, Montreal; and Mr. Dittmar. Standing, from left: CN hosts E. A. Ryder and L. B. Freeman, general freight traffic managers in Montreal and Chicago, respectively; J. L. Bickley, passenger traffic manager, Chicago; J. T. Whiteford, general passenger traffic manager, Montreal; and W. L. Scott, general agent, New Orleans. The good will tour covered some three weeks of travel through the East, South and Midwest.

Terre Haute Division

Hollis, Edgar L.... Traffic Rep... Terre Haute, Ind.
Michael, Gideon H..... Foreman.. Crane, Ind.
Perdew, Dallas E.... Carman.. Terre Haute, Ind.
Tedford, Charles E... Sec. Laborer.. Tallmadge, Ill.
Wardell, Charles Switchman.. Faithorn, Ill.

Trans-Missouri Division

Cavender, Roy. Engine Watchman.. Melstone, Mont.
Danielson, Aaron B.
Stockyard Custodian Miles City, Mont.
Disrud, Mike Sec. Laborer.. Raleigh, N.D.
Fiechtner, William M.... Laborer.. Mobridge, S.D.
Freeman, George S... Loco. Engr... Mobridge, S.D.
Imhoff, Emanuel .. Sec. Laborer.. New Leipzig, N.D.
Langhein, Edward E.
Boilermaker Helper Mobridge, S.D.
Preston, Floyd C.
Train Baggage man Miles City, Mont.
Scott, Harold W... Loco. Fireman.. Mobridge, S.D.

Twin City Terminals

Ahern, Michael C.
Asst. Chf. Clerk St. Paul, Minn.
Beyer, Charles A..... Machinist.. St. Paul, Minn.
Jukich, George Helper.. Minneapolis, Minn.
Kohler, Richard
Ex. Gang Laborer Minneapolis, Minn.
Larson, Louis Clerk.. St. Paul, Minn.
McLaughlin, Harry R.
Ex. Gang Laborer Minneapolis, Minn.
Miller, George P. M & B Clerk.. Minneapolis, Minn.
Neil, Robert L..... Carman.. Minneapolis, Minn.
Nelson, Haakon N..... Carman.. St. Paul, Minn.
Nepala, Wasil G.... Car Cleaner.. St. Paul, Minn.
Shampo, Rutherford J.
Snow Shoveler Minneapolis, Minn.
Spencer, Harvey E.
M & B Clerk..... Minneapolis, Minn.
Vaughn, Clarence C.
Brakeman Minneapolis, Minn.
Wagner, Robert J.... Switchman.. St. Paul, Minn.

Arthur W. Dreutz

ARTHUR W. DREUTZ, who retired as assistant to passenger traffic manager, Chicago, in 1954, passed away Sept. 14. Funeral services were conducted at the Mee & Ramme mortuary in Chicago and interment was in Acacia Park. Surviving are his wife Marie, his son Arthur A., who is employed in the Road's reservation bureau in the Chicago Union Station, and four sisters.

Mr. Dreutz was with the Road 48 years, starting in 1905 as a messenger. Except for a brief period in the employ of a printing firm, he had served continuously in the Chicago passenger rate office. In 1929 he became assistant chief rate clerk, in 1944 was promoted to chief rate clerk, and in 1944 to assistant to general passenger agent. He was appointed assistant to passenger traffic manager in September, 1953. He was instrumental in creating the book-type interline ticket now in general use on the Milwaukee and many other railroads.

There are now 22 million persons in the United States classified as war veterans. These with their families account for 75 million of the country's 170 million population.

Meals That Travel to School or to the Job



THE Greeks had no word for it when they inserted a slice of cheese in a crusty loaf, hence the credit has always gone to Lord Sandwich who, reluctant to leave the gaming table, ordered his beef brought to him between two slices of bread. But whoever invented the sandwich devised the best mainstay there is for a tasty lunch box meal.

After Labor Day, to mother again falls the day-in-and-day-out job of fixing school lunch boxes, often in addition to packing a hearty meal for the man of the house to take to work. Here are some tips that will lift "meals that travel" out of the humdrum.

With so many varieties of bread available, sandwiches need never be monotonous. From day to day vary the standard

white or rye with whole wheat, raisin bran, the new oatmeal bread, pumpernickel or rolls. Aluminum foil is ideal for sealing in freshness and flavor.

Pep up the old standby filling of boiled ham by placing it between slices of pumpernickel spread with cream cheese which has been softened with a little frozen orange juice concentrate and sweetened with a bit of sugar. This is delicious eaten with pickles or baby beets. Or make a 7th Avenue Special—baked ham, a lettuce leaf, a thin slice of roast beef, more lettuce, and the whole inserted between toast spread with mayonnaise and horseradish. Crisp radishes complement this toothsome combination.

Left-over chicken and turkey are always treats, and at their best in sandwiches when sprinkled with monosodium glutamate to bring out their flavor. Tuna fish and salmon call for a dash of Tabasco, and cold lamb roast for a generous spread of mint jelly. And don't forget bacon, teamed up with tomatoes, peanut butter or cheese, and corned beef with chopped egg, mustard pickle and mayonnaise.

To make quick work of mixing sandwich spreads, Better Homes & Gardens suggests an electric blender, and for production speed, lining up bread slices in matching pairs, then spreading the filling on every other slice. Frozen bread is easiest to spread, since it doesn't tear. Your freezer can also be a help. Frozen sandwiches taken out of zero storage in the morning will be fresh and ready to eat by noon. Peanut butter, cooked chicken and meat fillings freeze well.

For warm Indian Summer days pack a can of chilled orange, grapefruit or tomato juice (Vitamin C) and include a puncture type can opener and straws.

On chilly days take it easy with canned foods and a wide-mouthed thermos—just heat, and fill the jug. Some that travel well are hot beef stew, chili con carne, and hamburger in gravy. Be



sure to pack a buttered roll. The American Home magazine recommends hot soup to keep a frankfurter warm and ready for the roll. Put a string around the frankfurter so it can be removed easily. And incidentally, when thermos corks become compressed from repeated use, restore them to normal size by boiling in a covered pan.

Raw vegetables such as plum tomatoes, celery stalks and carrot sticks make good munching. And fruit is a must. When fresh fruit is scarce, substitute cooked or canned, packed in small plastic containers. If you're packing lunch for youngsters, don't overlook the something sweet tucked in a corner. Custard and other puddings, again in plastic containers, are always popular.



YOU MAY NOT KNOW...

HERE'S an idea for introducing milk into the lunches of children who are problem milk drinkers or teen-agers who pass up milk in favor of soft drinks for their noon meal. The trick, as explained in a recent issue of The American Home magazine, is to mix equal parts of instant nonfat dried milk with sandwich filling and send the youngsters off to



school with a "milk sandwich."

Adding the milk fortifies the sandwich spread with an additional 36 per cent of energy-giving protein, but does not affect the flavor. This treatment is recommended for cheese spreads, creamed cheese, canned meat products, tuna and chicken salads, and the forever popular peanut butter.

A NEW "SHORTIE" FOR FALL WARDROBES is this double-breasted cape, warm on crisp days, and so easy to make. Knit it in the color of your choice—the model is the season's new violet with collar and arm openings banded in black braid. Instructions for SHORT KNITTED CAPE are available in small, medium and large sizes. For a free instruction leaflet, write to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

MINNESOTA CENTENNIAL-MILWAUKEE ROAD NEWS

Centennial Train Completes Tour

MISSION accomplished, the Minnesota Centennial Train, a rolling exhibit of 100 years of statehood, which made its inaugural run on The Milwaukee Road Apr. 19, wound up a more than 4,000-mile itinerary Sept. 3. In the course of its tour it had visited 97 communities.

The purpose of the train, which was patterned after the 1948 National Freedom Train, was to carry the Minnesota Centennial story to every part of the state. Its estimated value was one million dollars. Industries and private interests supplied much of the exhibit material and the 11 railroads in the state fur-

nished the equipment, together with its operating cost. The railroads' contribution to the project was estimated at \$450,000.

New designs and display techniques were utilized in assembling the train, which consisted of nine cars, three for the crew and maintenance personnel and the balance for exhibits. Each car was devoted to a particular subject, History, Resources, Business and Industry, Social Progress, and the Car of the Future. The rolling museum was air conditioned and equipped with a communication system.

For its launching from St. Paul on Apr. 19, the Road added three special cars to accommodate dignitaries and newsmen. The first stop was at Winona where a committee led by Governor Orville Freeman kicked off a celebration. For the 10 days following it continued on The Milwaukee Road and during the balance of its tour was spotted frequently at towns on Milwaukee Road lines. The grand finale occurred the last week in August when it was displayed in St. Paul for the duration of the State Fair.

At every point where the train was exhibited on The Milwaukee Road its protection and the handling of visitors were supervised by members of the railroad's security force. Those assigned to it were Captain T. M. Byrnes and Lieutenant J. J. Gallagan of Minneapolis, Lieutenants R. Amundson of Winona and R. A. Churchill of Austin, and Captain A. W. Haff, Aberdeen. The first four were veterans of a similar assignment, having accompanied the Freedom Train when it was operated over the Road's lines in 1948.

Found, a Founding Father

IN tribute to Minnesota's Centennial birthday this year, Mary F. Shields, secretary to the Road's general agent in St. Paul, paid a nostalgic visit to the State Capitol where as a child she had attended the unveiling of a statue of General James Shields, her great-grand uncle, and one of the state's first two senators. On that occasion, Mary recalls, she was more interested in playing tag around the pillars in the rotunda than in speeches. Nor did she know then that her distinguished ancestor was the founding father of The Milwaukee Road in Minnesota.

The fact, however, is recorded in documents kept by the Shields family, principally by Mary's late father, who was the General's namesake and who as a private historian for 68 years kept diaries and scrapbooks which are now owned by the state historical society. Assembled in 77 volumes, they are known as the "Shields Collection". In them the General emerges as quite a fellow.

General Shields, born in 1810, was the only man who ever held the office of senator from three states—Minnesota, Missouri and Illinois—and the only military man known to have defeated Stonewall Jackson—in the battle of Winchester. His victory was commended by President Lincoln who appointed him a major general. For a time he made his home in Faribault, Minn. Mary still has a quit claim deed dated 1855 which describes his purchase of "one-eighth of the Town of Faribault north of 3rd Street" from Alexander Faribault for \$1,000.

In 1855 General Shields also helped



Mary and The General

to organize the Minneapolis and Cedar Valley Railroad Company, for which he obtained a charter to build from Minneapolis south along the Straight River to the Iowa state line. The General was elected president of the railroad, which became the Milwaukee Road's first predecessor company in Minnesota.

The General died in 1879. Three states have honored his memory, Minnesota with the towering statue in the Capitol building, Illinois with an equestrian statue in the Hall of Fame in Washington, D. C., and Missouri with a monument in the public square at Carrolton, where he is buried.

Milwaukee Road Memorabilia

PHILIP W. PILLSBURY, a member of the Road's board of directors, being like most Minnesotans in a historical frame of mind this year, recently brought to light three interesting letters concerning the operation of the railroad at the turn of the century. They relate to an inquiry which his great-grand uncle John S. Pillsbury, a former governor of the state, had received concerning a right-of-way for the railroad purchased from the University of Minnesota. The inquiry, referred by the University to Governor Pillsbury, had been directed by the latter to the late W. H. Norris, the Road's attorney in Minneapolis who was widely known for his legal work in connection with the railroad's building and expansion. Apparently Mr. Norris' reply concluded the correspondence. The documents, one of which carries a penciled notation with Governor Pillsbury's signature, have been presented to President W. J. Quinn for the railroad's historical collection.

John S. Pillsbury (1827-1901) served two terms as a Minnesota senator and was governor from 1875 to 1881. For his benefactions to the University of Minnesota he is called the "father of the University". He was a regent of the institution from 1863 until 1895 when he was named a life member of the board. His life-size bronze statue stands on the University campus.

By Rail—"The Impact of My Native Land"

The cry of the steam engine is fast fading from the American scene, but the thrill remains. This is the theme of an article by Hal Boyle in a recent issue of the St. Louis Post Dispatch. Mr. Boyle's article is reproduced here by special permission of the newspaper and the author.

To several generations of Americans the most romantic sound they heard in their growing years was the sound of a train whistle crying in the night.

It was a lonely sound, throbbing through the darkness, stirring youthful imaginations to dream of travel in far places.

To one who remembers that sound well it seems a shame that a new generation of kids has grown up without knowing it. The raucous hoot of a diesel horn holds none of the magic of the old steam engine's cry, wailing across the prairies, echoing in the hills, sending little shivers up the spine of all who heard it and felt a desire to be aboard a train hurtling through the blackness to some place distant and new.

These are dire days for the railroad buffs, who feel that the greatness of the age of the iron horse is over. It was bad enough to see the passing of the

steam engine. But now there are mutterings that the era of long-distance passenger travel by train is ending.

You can now hear predictions—even among professional railroad men—that in another 25 years the Pullman conductor will be as out of date as the cigar store Indian.

Frankly, I don't believe it. And my hero of the week is A. E. Stoddard, president of the Union Pacific. In a full page ad in Newsweek magazine he answered those doom-criers with a statement that his railroad "has no intention of going out of the passenger business" and "more new equipment is on order."

The main reason I feel that the iron horse won't go the way of the stage coach or the Mississippi river steamboat—that is, in its role as a passenger carrier—is because it really hasn't been outmoded.

The airplane, as a means of travel, is fast losing its original glamour and becoming just another efficient means of mass transportation.

You can't beat it if you have to make a long journey in a hurry. You get there faster, but you're bored on the way, and you arrive tired. You don't have much to do but wonder what you are doing way up there in cloudland, higher even than an eagle flies. You have a deep-down uneasy feeling that only an angel belongs up there, and you know you're no angel.

Take a long trip by car today on our modern superhighways and what happens? You see an endless ribbon of concrete before you, and very little else. You eat food almost as standardized as the gasoline your car consumes. The restaurant and filling stations look alike, and too often they serve the same menus—one for the car, one for you.

Take a long trip by air, and what happens? The face of America, seen from above, is a checkerboard that looks like a modernistic painting—if you can see the land at all. It is too patterned.

But take a long trip by train, and what happens? Well, I did that this week for the first time in many months. I rode here (Pascagoula, Miss.) from New York in a special train carrying guests to the launching of the S. S. Brasil, a new Moore-McCormack luxury liner, built to link this country closer with South America.

The trip took nearly 35 leisurely hours, but there wasn't a boring moment. The great panorama of America,

QUIZ



(Answers on page 41)

1. What proportion of total railway mileage in the United States is standard gauge—89.8 per cent, 95.8 per cent or 99.8 per cent?
2. Is the total railway investment in road and equipment in the United States more or less than \$30 billion?
3. How much of the average railroad revenue dollar is derived from passenger traffic—7 cents, 17 cents or 27 cents?
4. Is the second section of a scheduled train classed as a special train, an extra train, or a regular train?
5. What are the apertures in the roof of a covered hopper car called—manholes, hoppers, or hatches?
6. Is a trailing load a shipment that needs more than one flat car because of its length; a caboose at the end of a freight train; or the weight of cars that a locomotive pulls?
7. About how much does a standard steel boxcar cost—\$5,000, \$7,000 or \$9,000?
8. When did the total miles of railroad owned in the United States exceed 200,000 for the first time—1889, 1902, or 1912?
9. Does a "car knocker" switch cars, dismantle cars, or inspect cars?
10. Is a Class T car a hopper car, a tank car, or a gondola car?

1954 Scholarship Winner Enters Dartmouth

BILL Louis Long, who won the J. T. Gillick Scholarship in 1954 and who graduated in June from Beloit College, Beloit, Wis., entered Dartmouth College this fall. To aid him in his work toward a master's degree, he was awarded a \$3,000 teaching assistantship.

Bill, who is the son of L. B. Long, diesel electrician at the Bensenville roundhouse, graduated from Beloit with a B.S. degree in geology. In addition to the geology major he maintained a heavy economics schedule. His record for the four-year course was outstanding. Last summer he worked as a student geologist for the Atomic Energy Commission at the Grand Junction, Colo., plant.



Bill Louis Long

the tremendous spectacle of varied faces and changing landscapes, rolled by outside the train window by day. And at night, lying in my berth, I kept the shade up until after midnight, watching the small towns swim by . . . The red and green Christmas lights decorating the streets. . . . The deep pine forests. . . . The harvest fields. . . . The isolated country churches with small spires gleaming in moonlight above the dreamless dead in their graveyards. . . . The snow giving way to greenery, the bare bough to the palm tree and the hanging Spanish moss.

It came to me that I hadn't really felt the impact of my native land in quite this mystic way for a long, long time, and as the wheels of the iron horse went clickety-click on the steel rails I had a grateful feeling.

about people of the railroad

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Louis P. Seaman, chief clerk in the store department here, and Mrs. Seaman were honored with a surprise picnic at Dash Point the evening of July 28 by 42 store department employees and friends. J. E. Lee, replacing Mr. Seaman at Tacoma, acted as master of ceremonies. Among those present were E. J. Bahr, newly appointed district storekeeper in Tacoma, and Mrs. Bahr. Mr. Seaman will be chief clerk to the general storekeeper in Milwaukee.

Roy E. Tidd was welcomed back recently to the store department offices. He was employed in the department several years ago.

Dorothy Clover returned to work Aug. 18 after a two-month absence due to illness.

Hazel Cardle, stenographer in the roadmaster's office, was hostess at a party in her home July 18 in honor of Florence McMahon of the engineering office who retired July 11. Florence was also feted by the office force at a noon get-together. It was nice to see so many retired employees present on this occasion.

A retirement party was held Sept. 3 at the Top of the Ocean in Tacoma in honor of Roundhouse Foreman R. K. "Bob" Schwanke and Mrs. Schwanke. It was sponsored jointly by Milwaukee Road and Northern Pacific employees, as Mrs. Schwanke retired from her position in the NP agent's office at the same time. General Foreman A. L. Running emceed the Milwaukee Road part of the program. Mr. Schwanke had been with the Road since starting as a call boy at Glendive, Mont., in 1908 and Mrs. Schwanke had worked in our Tacoma freight office before going with the NP. They have since left for their new home in St. Petersburg, Fla.

Hurley R. Carrell, retired telegrapher



HONOR FIRST ON THE FORCE. The first Silver Pass to a woman employee in the treasurer's office, Chicago, was presented July 10 to Miss Groce Doyle, who is pictured accepting it with the congratulations of Treasurer C. T. Lannon. On her wrist is a watch which was a gift from her co-workers. Miss Doyle started with the Road in 1913 in the department which is now the auditor of equipment accounts office, transferred after two years to the freight auditor's force, and to the treasurer's office in 1917. She was the first woman employee in the office.

URT PICNICKERS. A large group of Milwaukee Road men enjoyed the hospitality of the Union Refrigerator Transit Co. at its annual picnic in Milwaukee July 10. Pictured here with host Cyrus T. Phillips, president of the URT (left) are H. L. Martin, chief train dispatcher, Milwaukee (center) and C. A. Nummerdor, retired general superintendent of transportation.



THE FIRST 60 YEARS have not been too hard on H. R. Laugen, veteran agent at Jackson, Minn., who is pictured in fine health as he recently started his 61st year of service. Since the day also coincided with his 78th birthday, Milwaukee Road people in the Jackson area observed the double anniversary with a dinner in his and Mrs. Laugen's honor. "Hiring out" as a telegrapher at Jackson on his 18th birthday, Mr. Laugen served as agent-operator at several nearby stations before putting down permanent roots there as agent on Sept. 25, 1907. His remarkable record is also completely clear of accidents and rule violations. (Jackson County Pilot photo)

Charles G. Benkendorf

DEATH claimed Charles G. Benkendorf, shop superintendent—locomotive department at Milwaukee Shops, unexpectedly Sept. 9. He was 59 years of age. Services were held at the Ermenc Funeral Home in Milwaukee. Surviving are his wife Frances and two sons, Roy of Wauwatosa, Wis., and Dr. Charles, Green Bay.

Mr. Benkendorf was born in Milwaukee and started at the Shops there as a mail clerk in 1913. Successively he served as a helper and an apprentice before becoming a machinist in 1920. He was promoted to foreman in 1936 and had been shop superintendent since 1948.

THEY MET "THE MICK." It was palship all around by the time a photographer caught up with Mickey Rooney when he recently breezed into Chicago on the City of Los Angeles. Sharing center stage with him were, from left, Mail Handler George Baer and Carmen Stanley Zawislak and Walter J. Benson.



here's how we're doing

	JULY		SEVEN MONTHS	
	1958	1957	1958	1957
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$20,819,790	\$21,444,625	\$135,246,794	\$144,307,347
PAID OUT IN WAGES	10,971,248	11,372,567	69,332,047	72,973,389
PER DOLLAR RECEIVED (cents)	52.7	53.0	51.3	50.6
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	736,435	771,528	4,856,138	5,132,342
PER DOLLAR RECEIVED (cents)	3.5	3.6	3.6	3.6
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	8,775,577	9,474,207	62,370,807	67,282,042
PER DOLLAR RECEIVED (cents)	42.2	44.2	46.1	46.6
NET INCOME	\$336,530			
NET LOSS	\$173,677	\$1,312,198	\$1,080,426	
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	99,730	111,067	675,923	750,369
Decrease 1958 under 1957 ...	—11,337		—74,446	

and agent, died unexpectedly July 10 at the age of 74. He had lived in Auburn, Wash., since retiring in 1949 after 37 years of service. Mr. Carrell was born in Bigspring, Mo., and learned telegraphy at the age of 18. He worked for the MKT, the Northern Pacific and the Inland and Spokane before starting with the Road in 1913. Surviving are his wife Leah; two sons, Waverly F. of Woodland Hills, Calif., and Virgil R., Durango, Colo.; three sisters, a brother and two grandchildren.

Off Line Offices

OAKLAND, CALIF.

As general chairman of the National Transportation Week observance in Oakland, W. V. Dilworth, DF&PA, has been named by the Associated Traffic Clubs of America to accept for the Oakland Traffic Club first prize in group B (cities of 50,000 to 500,000) public displays. The Oakland exhibit was selected from among more than 50 entries. Its setting was Jack London Square, the city's principal tourist and restaurant center. Featured were new freight and passenger cars, new highway vehicles, exhibits by airlines and water carriers, materials handling equipment and so on. Business houses which adjoin the square displayed posters and table tents, as did many of the city's hotels and leading stores.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

The annual Milwaukee Road Retired Employees picnic was held July 10 at Saltwater Park near Des Moines, Wash. During the festivities the traveling trophy presented to the club by Joshua Green, company director, in 1953 was awarded to Frank B. Reynolds, retired operator, Seattle relay office, as the retired employee obtaining the most traffic for the Road in 1957, the presentation being made by Mr. Green. The sterling silver trophy will remain in Mr. Reynolds' possession until the 1958 award is made in 1959.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Robert Petrovick, operator at Lake, was recently commended by Superintendent Garelick for discovering a dragging brake rigging on train 681 Aug. 18. He probably averted derailment.

The 757th Transportation Battalion Railway Shop, which is affiliated with The Milwaukee Road and commanded by Lt. Col. H. C. Minteer, division engineer of the Milwaukee Division, conducted its

annual unit training at Fort Eustis, Va., Aug. 30 through Sept. 14. The unit has four companies in Milwaukee and one in La Crosse, with a total of about 300 officers and men. About 135 made the trip to Fort Eustis, via rail. While in training, the unit is able to do work on actual engines and cars, since Fort Eustis has a complete railroad shop. Thus the men are able to put into practice what they learn in the classroom. The unit has a number of Milwaukee Road employees but can use more. Anyone who is interested should contact Division Engineer H. C. Minteer in Milwaukee.

SECOND DISTRICT

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

The birth of Patricia Mary Plog recently made her parents, Mr. and Mrs. Robert Plog, very happy. Mr. Plog is a carman at Green Bay Shops.

We are sorry to report the deaths of Conductors L. J. Rochow and C. M. Porterfield.

The Green Bay Traffic Club's bowling league was ready to start bowling the first week in September. The Milwaukee Road Chippewas, made up of Gale Meintzer, traveling freight agent; J. Millard, traveling auditor; Morris Hastings, retired agent; H. Anderson, traffic manager of the



RETIRING FROM THE DES MOINES UNION RAILWAY, E. L. Myers (left) and J. T. Hayes (right), general foreman and car foreman, respectively, of the Milwaukee Road-Wabash owned company, appear to be getting a kick out of the remarks of General Manager F. E. Devlin, serving as master of ceremonies at a dinner held in their honor in Des Moines July 30. About 75 were present. Mr. Myers, who retired with 48 years of service, was a machinist on various railroads, and as a motor car and diesel instructor covered the Milwaukee system from 1928 until 1947, when he was appointed general roundhouse foreman in Des Moines. Mr. Hayes has 38 years of service, all with the DMU where he had been car foreman since 1928. The positions of general foreman and car foreman have since been combined, with M. T. Clements of the Wabash being appointed general foreman-locomotive and car departments.

The Milwaukee Road Magazine

J. O. Willard

J. O. WILLARD, train rules examiner with headquarters in Marion, Ia., died unexpectedly Sept. 1 in Cedar Rapids, where he made his home. He was 54 years of age.

Mr. Willard had been with the Road since 1937, starting as an operator on the Rocky Mountain Division. After some service as a dispatcher at Butte he was appointed trainmaster there in 1943, and subsequently was trainmaster at Mobridge and Austin. He was promoted to assistant superintendent of the Dubuque & Illinois Division at Dubuque in 1950 and appointed train rules examiner at Marion headquarters Nov. 1, 1953.

Funeral services for Mr. Willard were conducted at the Presbyterian Church in Bowling Green, Mo. He is survived by his wife, Esther; a daughter, Marian, at home; and a sister, Mrs. Frank Scobec of Perry, Mo.

Northwest Engineering Works; and W. Heugel, traffic manager of the Larsen Company; won last year's trophy for first place. Gail Meintzer finished the season with a high average of 183.

Clement Dwyer, Green Bay conductor, aged 60, died Aug. 8 in a local hospital after a brief illness. He is survived by his wife, three sons, Eugene, Patrick and Thomas, all of Green Bay, and 10 grandchildren. Mr. Dwyer was a graduate of Marquette University Law School and a quarterback on the original Green Bay Packers. For many years he served as assistant city attorney. He was also a former member of the city zoning commission and the Brown County Bar Association.

Madison Division

SECOND DISTRICT

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

Brakeman Elmer Speck, 84, who retired in 1941, passed away recently in St. Anthony's Hospital after a long illness. He was a member of Beth-Eden Community Church and of Masonic Lodge No. 166. Surviving are his widow, three daughters and two sons.

Mrs. W. H. Boucher of Ladd, Ill., passed away Aug. 22. She was the widow of Retired Conductor Boucher who died in 1953.

Oscar F. Waldecker, long-time clerk at Freeport, passed away July 16 at the age of 74. Mrs. Waldecker survives. Mr. Waldecker started railroading in 1906 with the UP and also worked for the D&RGW and the IC before coming to the Road. He was employed continuously at Freeport from 1914 until he retired in June, 1957.

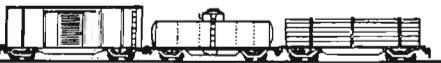
Ezra Jenkins, retired engineer, 82, died Aug. 12 in a Madison hospital after a long illness. He was buried with Masonic

HONORED AT A RETIREMENT PARTY in Green Bay July 17, local agent C. P. Devereux (second from right) is pictured being presented with a remembrance from Milwaukee Division employees by (from left) Superintendent Martin Garelick, Mrs. Rita Molitor, cashier at Green Bay, and Assistant Superintendent W. M. Freund. Mr. Devereux started in 1910 as a pumping station operator at Oconto and served as agent at Amberg, Stiles Junction, Oconto, Coleman and Menominee before going to Green Bay in 1948. He makes his home in Stiles Junction, where he is active in civic and church work. (Green Bay Press-Gazette photo)



A NIGHT TO REMEMBER for Rae M. Schernecker, clerk to chief carpenter and roadmaster at Madison, Wis., and Hugo Hoessel, section foreman at Cross Plains, Wis., was the dinner party held at the American Legion Club in Cross Plains Aug. 2 in honor of their retirement, Rae with 38 years of service and Hugo with 45. After a fine dinner served by the Legion Auxiliary, they were entertained by an old-time German Band. About 150 fellow employees and friends attended the affair.

Carloadings



JANUARY-AUGUST 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			
		1958	1957	1958 over 1957	% of increase
13.5%	Grain and Soy Beans	72,970	69,248	+ 3,722	+ 5.4%
1.7	Cement, Lime, Plaster & Stucco	16,859	16,128	+ 731	+ 4.5%
15.2%		89,829	85,376	+ 4,453	+ 5.2%
	loading of these commodities DECREASED in 1958 under 1957	EIGHT MONTHS		DECREASE	
		1958	1957	1958 under 1957	% of decrease
12.0%	Forest Prod. (Excl. Logs & Pulpwood)	66,522	71,363	- 4,841	- 6.8%
7.6	Iron and Steel	35,067	56,395	- 21,328	- 37.8
5.6	Coal and Coke	67,447	76,857	- 9,410	- 12.2
3.3	Meat and Packing House Products	28,047	29,797	- 1,750	- 5.9
3.0	Oil and Gasoline	31,581	36,135	- 4,554	- 12.6
3.0	Automobiles and Parts	17,920	23,024	- 5,104	- 22.2
3.0	Agri. Impl., Machinery, Parts	17,436	18,408	- 972	- 5.3
2.8	All Other Products of Mines	10,494	11,472	- 978	- 8.5
2.4	Forwarder Traffic	22,499	24,804	- 2,305	- 9.3
2.4	Merchandise	45,161	53,311	- 8,150	- 15.3
2.3	Gravel, Sand and Stone	33,496	39,622	- 6,126	- 15.5
2.2	Liquors, Malt	17,697	20,838	- 3,141	- 15.1
2.0	Grain Products	34,724	35,054	- 330	- 9
2.0	Fruits & Vegetables (Fresh)	20,637	21,888	- 1,251	- 5.7
1.7	All Other Prod. of Agriculture	11,696	12,857	- 1,161	- 9.0
1.7	Logs and Pulpwood	36,130	44,123	- 7,993	- 18.1
1.6	All Other Animals, Products	8,088	8,502	- 414	- 4.9
.8	Livestock	9,810	10,335	- 525	- 5.1
25.4	All Other Mfgs. & Miscel.	180,999	194,611	- 13,612	- 7.0
84.8%		695,451	789,396	- 93,945	- 11.9%
100.0%	Total	785,280	874,772	- 89,492	- 10.2%

rites. Mr. Jenkins retired in 1954 after 44 years of service. Surviving are two daughters, Mrs. Paul Faber and Mrs. Sheldon Adams of Madison, and two sisters.

Chicago Terminals

UNION STREET

Carolyn DiCicco, Correspondent

Agent Burt M. Smith has been released from Wesley Memorial Hospital after undergoing surgery.

Adolph Monterde, claim clerk, reports that he recently visited Art Kramp, retired chief clerk, in Crystal Lake, Ill.

Sister Mary Edissa, B.V.M., daughter of Checker Ed Stevens of House 6, came in from Des Moines recently to visit her parents. She is now assigned to Memphis, Tenn. Sister Mary Rosanne, sister of Checker Ted Zielen of House 6, also visited her family. She is now teaching at St. Simeon's School in Bellwood, Ill.

GALEWOOD

Norma Gunderson, Correspondent

Agent A. E. Ward was the MC at a farewell dinner July 8, at the Normenenes Singing Society hall for Assistant Agent R. E. Chalifoux, with eighty employes and friends attending. Mr. Chalifoux was given a fine piece of luggage and a hand-tooled billfold made by our assistant cashier, Fred LaRue, which contained a purse and best wishes from a host of friends.

Paul Cynowa, relief clerk, and the former Diane Chalifoux have returned to work after their honeymoon spent at the Wisconsin Dells and Green Bay.

Barney Zienty, LCL tracing clerk, has returned to work after an extended leave due to illness.

W. K. Petersen, new assistant agent at Galewood, moved his family here from Aberdeen, S.D., Aug. 25.

John Socha, general foreman at the freight house, took a big step during his vacation, being married on July 5.

Charlie Kryzak, checker and caller, was awarded the grand prize of the Railroadmen Benefit League Aug. 28.

James Kerr, cooper, is on an extended leave of absence, due to illness.

GOLD AND SILVER PASSES AWARDED

Gold—50-Year—Passes

Button, J. A., section foreman . . . Vermillion, S.D.
Carbino, Joseph, section laborer . . . Chicago, Ill.
Eckman, Ruby, general clerk . . . Perry, Ia.
Falck, R. C., retired conductor . . . Spokane, Wash.
Fojut, Frank, machinist helper . . . Milwaukee, Wis.
Foley, Ray, conductor . . . Waupun, Wis.
Hillebrand, W. J., engineer . . . River Grove, Ill.
Hupert, Ross C., engineer . . . Three Forks, Mont.
Krueger, W. H., steamfitter . . . Milwaukee, Wis.

Ladwig, A. F., engineer . . . Minneapolis, Minn.
Nogowski, Joseph, switchman . . . Milwaukee, Wis.
Peterson John, carman . . . Onalaska, Wis.
Sazma, John, engineer . . . Mt. Carroll, Ill.
Spring, S. G., retired engineer . . . Lewistown, Mont.
Watson, T. L., engineer . . . Savanna, Ill.
Wiedeman, William, engineer . . . Sioux City, Ia.
Young, E. E., conductor . . . Minneapolis, Minn.
Zawistowski, Adam, carman . . . Milwaukee, Wis.

Silver—45-Year—Passes

Anderson, Vanner, car inspector . . . Minneapolis, Minn.
Armstrong, R. A., conductor . . . Marion, Ia.
Auchampaugh, Leo, building supervisor . . . Chicago, Ill.
Baumgartner, G. F., conductor . . . Lewistown, Mont.
Bidlingmeyer, O. T., boilermaker . . . Deer Lodge, Mont.
Biernat, Albert, welder . . . Chicago, Ill.
Bourdelais, H. J., engineer . . . Sioux City, Ia.
Christianson, Mervin, locomotive dept. foreman . . . Menominee, Mich.
Damm, G. A., conductor . . . Austin, Minn.
Dulen, R. V., engineer . . . Chicago, Ill.
Dwyer, Joseph P., engineer . . . Milwaukee, Wis.
Foxhoven, G. J., agent . . . Panora, Ia.
Galke, Alois, cabinetmaker . . . Milwaukee, Wis.
Hernes, Gust, carman . . . Austin, Minn.
Hoymann, F. F., engineer . . . Dubuque, Ia.
Leetz, Otto, welder . . . Milwaukee, Wis.

Murphy, W. H., clerk . . . Aberdeen, S.D.
Nelson, Haakon N., valve repairer . . . Minneapolis, Minn.
Nummer, Elmer A., engineer . . . Bensenville, Ill.
Pound, C. L., engineer . . . Des Moines, Ia.
Rennhack, H. H., clerk . . . Berwyn, Ill.
Ruckman, J. I., switchman . . . Crete, Ill.
Scott, Vern, boilermaker . . . Deer Lodge, Mont.
Smith, R. H., switchman . . . Savanna, Ill.
Smith, William N., warehouse foreman . . . Austin, Minn.
Standal, C. E., engineer . . . Minneapolis, Minn.
Swan, W. H., agent . . . Glencoe, Minn.
Valesano, Joseph A., carman . . . Milwaukee, Wis.
York, Clarence S., engineer . . . St. Paul, Minn.
Zebul, Mike, carman . . . Milwaukee, Wis.

Trans-Missouri Division

WEST

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

Mrs. Mary P. Jacobson, widow of George P. Jacobson, retired carman, passed away recently in a Miles City hospital after a long illness.

Pearly W. Pengray, retired engineer, 65, died suddenly July 17 while visiting in Miles City. He is survived by his wife, a daughter and two sons. Funeral services were held at Miles City with burial at Mountain View, Calif.

The Fish and Wildlife Service has said that the new warm water fish hatchery at Miles City should be producing fish by 1959, which should improve the sport in eastern Montana. Also, the construction of a 20-acre fishing lake adjacent to the hatchery is of interest to local fishermen.

A sad happening of mid-July was the sudden death of Mrs. John Gray, Sr. At the time, the Grays were en route to Miles City where they had arranged to make their home.

Robert Biedrzycki, 19, son of Mr. and Mrs. A. P. Biedrzycki, was recently the victim of a car accident when his convertible left U.S. Highway 10 west of



"JAWBONE" ENGINEER RETIRES. When Stanley G. "Cy" Spring (right) recently made his last run on 196 from Great Falls Yard to Lewistown, his son Bob (left) was his fireman. With them is Rollo Smith, who is in charge of the roundhouse at Great Falls. Engineer Spring, a railroader for 51 and a half years, is one of the few remaining employes of the old Montana "Jawbone" Railroad who came to the Milwaukee when that line was absorbed in 1910. An engineer since 1912, he figures he has logged approximately 2,280,000 miles in the last half century.

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108 No. State Street Chicago 2, Illinois
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Sheet steel * Plates * Structural
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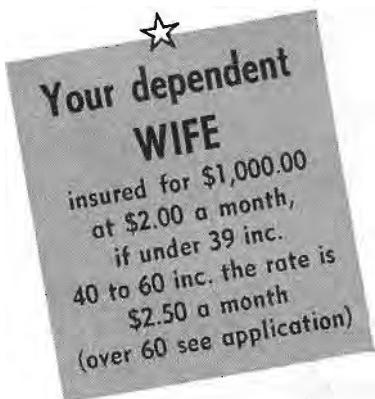
for this non-cancellable, non-assessable, guaranteed premium,

\$1,000.00 insurance policy

(payable in case of death from any cause.)

for only \$1.00 per month

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



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

MAIL THIS APPLICATION TODAY!

EMPLOYEES MUTUAL BENEFIT ASS'N.

1457 GRAND AVE.
ST. PAUL 5, MINN.

Please have the C.M.St.P.&P.RR.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

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Glendive and came to rest out of sight in a ditch. Suffering from long exposure, the efforts of Glendive surgeons and an ambulance plane flight with him to Billings to save his life were unavailing.

Mrs. Ella Kimpton, wife of Robert A. Kimpton, passed away Aug. 2 following a brief illness.

Karin Nelson and Lee M. Golden, son of Mr. and Mrs. Ruskin Golden, were married Aug. 10 in Trinity Lutheran Church, Miles City.

Funeral services were held in Sacred Heart Church, Miles City, Aug. 13 for Mrs. Mary A. O'Neil, 76, wife of Retired Conductor O'Neil. She died at their home in Pacoima, Calif., after a long illness.

Miles City Milwaukee Service Club members, their families and guests held a fine picnic at Miles City Pumping Plant Park Aug. 23. There were roast beef, corn on the cob and refreshments for all comers.

Mike Melnick, retired trackman, 72, died unexpectedly in Miles City on Aug. 24, the fourth anniversary of his retirement. He is survived by his wife, a daughter and two stepsons.

David L. McVay, retired conductor, 78, died Aug. 16 in Great Falls where he had lived in recent years. He was formerly a resident of Lewistown. Surviving are three daughters, three sons and 14 grandchildren.



CHALLENGER. At Granite Falls, Minn., Signal Maintainer Ed Brennan has had a running feud all summer with the chief of police over the question of who is the best fisherman. Recently he had a run of luck and when he pulled these three beauties out of the Minnesota River he hung them on the back of his car and cruised past the police station until the chief came out to investigate. At last report the contest was still undecided.

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H & D Division

EAST END

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



Norman C. Bursheim
of head of the art
department in the Fairmont, Minnesota,
public schools.

Death has made inroads into the H&D family. The wife of Conductor Ernest Young and Mrs. Oscar Sorby, wife of retired engineer, both passed away recently. Engineer Hans Jacobson died following a heart attack. Retired Sectionman Charles Price died at his home in Buffalo Lake. Engineer Ed Skoberg, who retired 10 years ago, died in Minneapolis at the age of 80.

Engineer Jim Himley is in the public eye these days, having made a hole in one on the Montevideo golf course.

Clerk Clayton Severson is happy over the fact that his son Jim is back home after an Army stretch in Korea with the Signal Corps. In the Army Jim chalked up some new records playing golf and since his return is a familiar figure on the Monte golf course where he's forging right ahead.

Retired Engineer Herman Fandry, now of Youngtown, Ariz., is wearing down the resistance of Engineer Chris Standal. Chris, who is having a home built in Youngtown, plans to retire in November, but the glowing reports on the progress of

Mrs. Owen W. Dynes

MRS. OWEN W. DYNES of Hinsdale, Ill., widow of the Road's general counsel who retired in 1939, died July 30 in the Hinsdale Hospital. She was 84 years of age.

Mrs. Dynes was nationally known as a garden and flower expert. She was a former president of the National Council of State Garden Clubs and the Garden Club of Illinois, and was in charge of landscaping at the Hinsdale Golf Club and the Hinsdale Hospital. At the age of 49 she took up golf and at 59 became the woman's champion of the Hinsdale Golf Club. She was also an active member of The Milwaukee Road Women's Club for many years, having served as a general director and one of the first presidents of Chicago-Union Station Chapter.

Funeral services were held for Mrs. Dynes in the Union Church in Hinsdale. She is survived by a brother, two nieces and five nephews.

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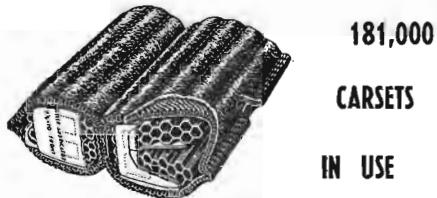


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the home from Herman have him wondering if he'll hold out until then.

Conductor Jack Hamling recently married off his only son. Yardman Harold Stuber's only daughter, Susan, was married recently, too.

"Roxanne Marie" has arrived at the home of Signalman Len Feuling, and "Colleen Caye" was born to Brakeman and Mrs. Tom Darrington. A daughter born to the daughter of Conductor Joe Tessari elevated him to the ranks of the grandpas.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Machinist Helper Charles Wells recently transferred from St. Luke's Hospital in Aberdeen to the Veterans Hospital in Minneapolis and would like to hear from his friends; room 216.

Carman Charles Conley is in the hospital at Aberdeen again at this writing.



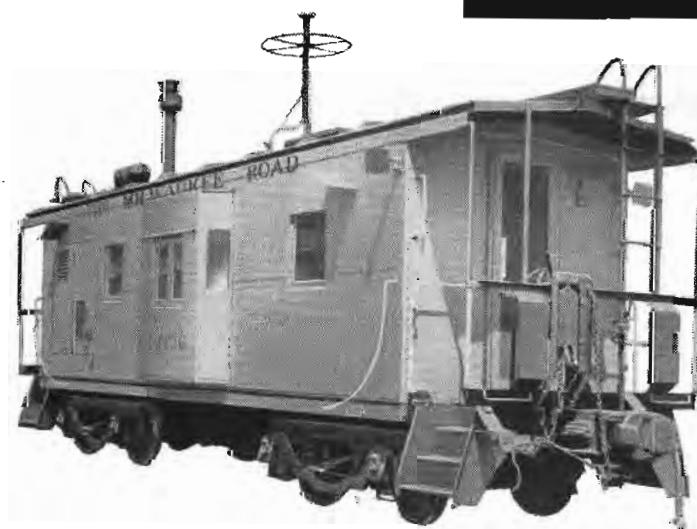
A TOTAL OF 318 YEARS of service is represented in this picture of veteran employees at Mason City, who posed with Warehouse Foreman D. C. Hixson when he retired recently after 49 years with the Road. From left: H. I. Quandahl, 41 years; C. H. Thoma, 46; C. W. Dunavan, 43; Mr. Hixson; Chris Serakos, 43; J. L. Burns, 50; and H. L. Kinney, 48 (10 years with other railroads).

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The Milwaukee Road Magazine



PRIZE GARDENER, HOMEMAKER. The wife of Baggage man Harold O. Maass of Mason City, Ia., assembles a winter bouquet of dried materials for a demonstration before the Mason City Garden Club. For a similar demonstration at the North Iowa Fair in August, Mrs. Maass was awarded five red and 10 white ribbons. She also won blue ribbons for dahlias (large and small), cosmos, miniature gladioli and her Tiffany Rose, and for white cake. (Mason City Globe-Gazette photo)

Baggage man Alfred Ell is also in St. Luke's at Aberdeen.

Sympathy was extended to Mrs. Bill Heydt in the recent loss of her husband, retired boilermaker, who passed away at the Veterans Hospital in Sioux Falls. Military and Masonic rites were held in Aberdeen.

Congratulations are in order for Engineer Lisle Sweeney on his recent marriage in Minneapolis. Lisle and his bride took an extensive trip east and up into Canada.

"Our Own" George Nicholas, rodman in the engineering department, and Mavis Anderson of Claremont were married in St. Mary's Church in Aberdeen Aug. 30.

I M & D Division

MASON CITY AREA

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

Miss Thelma L. Schwartz died recently in a Mason City hospital after a long illness. She had been employed as clerk by the M&StL, and the Mason City and Clear Lake Railroad, and worked as relief clerk for The Milwaukee Road at Mason City, Charles City and Rapid City, S. D. She is survived by three sisters and four brothers.

M. A. (Mike) Bost, retired division engineer on the former I&D Division, and Mrs. Bost celebrated their golden wedding anniversary July 27. Open house for friends and relatives was held at the First Methodist Church in Mason City. Among the 200 present were many Milwaukee Road people. The Bosts were married in



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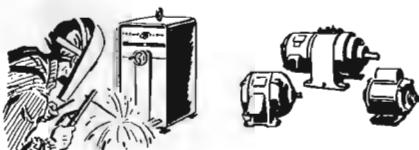
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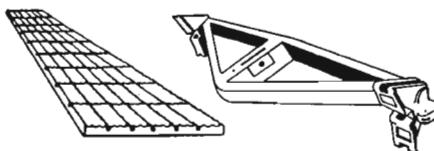
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FOR THE LAST TIME. Retiring recently at Marquette Yard, Conductor Arthur W. Henthorne hands his train list for the last time to Train and Engine Man C. J. Mason. Conductor Henthorne had been with the Road since August, 1911.

Minneapolis and have lived in Mason City for the past 30 years. They have one son, Robert, of Chicago and two grandchildren. They were fortunate in having the maid of honor and the bridesmaid present at their anniversary, and also Mrs. Bost's mother, Mrs. Olivia Smith.

Alex Meurs, Mason City engineer, was married to Mathilde Peterson of Mission City, B. C., at the home of Mr. Meurs' grandniece, Mrs. T. C. Lane, in Thornton, Ia. Mr. and Mrs. Meurs will live in Mason City.

Robert L. Reogle, son of Traveling Engineer R. R. Reogle of Clear Lake, Ia., was married to Carol Ann Heeschen of Davenport Aug. 24 at St. Mark's Lutheran Church, Davenport. Robert is a junior in the Harvard Medical School in Boston, where the couple will make their home.

John Rifenbark, veteran Sioux City conductor, made his last run July 30. Starting in 1906 at the age of 16, he had chalked up 49 and a half years in train service — a conductor since 1916 — and three years in station service. He plans to continue an active life as a real estate dealer at Hillsboro, Ore., about 15 miles from Portland where his son lives. The Rifenbarks also have a daughter in Los Angeles.

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D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Engineer Lester E. Farnham and wife drove to Halifax, Nova Scotia, on their vacation in July, to visit the port from which Mr. Farnham embarked for Europe during World War I.

Mr. and Mrs. Dewey Ferris (car department, Savanna) celebrated their 41st wedding anniversary July 21.

Pfc. Jay H. Stevens, son of Supervisor of Signals and Communications W. H. Stevens, Savanna, and Miss Ethel Kay Miller of Mt. Carroll exchanged wedding vows in the Community Church in Savanna July 6. The young couple are liv-

The Milwaukee Road Magazine



freight agent; and A. J. Berry, traveling freight agent, the latter four from Chicago. At right are Mr. and Mrs. Sol Levy of Freeport. The picture was taken at the Governor's Dinner.

ing in Oceanside, Calif., where the groom is stationed at the Marine Base.

Walter Shrake, IBM operator at Savanna Yard, and Miss Elizabeth Ann Mohns of Savanna exchanged wedding vows July 6 in the Oak Park Christian Church. Ticket Clerk Robert Shrake ushered at the ceremony. Walter is the son of Iowa Division Conductor Irvin Shrake of Savanna.

Sylvia Ann Gray, daughter of Yard Clerk Charles Gray, Savanna, became the bride of Thomas Kelsey, youngest son of Roadmaster N. F. Kelsey, June 28 in St. John's rectory. The young couple are making their home in Savanna, as Tom is employed in the maintenance of way department.

Herman Georges of the engineering department at Savanna bade his railroad friends good-by the week of July 21 as he started his vacation. Following it he retired from service. He and Mrs. Georges expect to make their home in Marion, Ia. They were honored at a farewell party held at Meekers in Savanna Aug. 8.

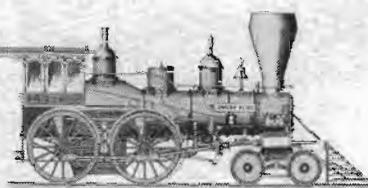
William Shipley, First District brakeman who has been on a leave of absence for a number of years, underwent the amputation of his left leg in the Savanna City Hospital in July. His right leg was amputated in November.

Operator and Mrs. Paul Holtz are the parents of a boy, Ronald Paul, born in Elgin June 24.

Elmer T. Speck of Rockford, father of Engineer Elmer Speck of Savanna, passed away in St. Anthony's Hospital in Rockford July 24, following a long illness. Mr. Speck entered the employ of the Road as a brakeman in December, 1918, was promoted to conductor in March, 1924, and retired in April, 1940. Surviving are his widow, two sons and three daughters.

Duane Hazel, switchman and extra yardmaster at Savanna Yard, passed away suddenly July 16. Funeral services were held in Hunter's Memorial Chapel, with interment in Savanna Cemetery. Surviving are his widow, mother, three brothers, three sisters, two children and two stepchildren. He started his railroad service as a switchman in August, 1947.

CENTENNIAL DINNER. Milwaukee Road people who attended the civic celebration held in Freeport, Ill., Aug. 27 to commemorate the Lincoln-Douglas debate there 100 years ago were, from left: Superintendent K. R. Schwartz, Madison, Wis.; E. R. Eckersall, vice president and general counsel (striped tie); W. D. Swanson, industrial engineer; R. T. White, division



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held in St. Mary's Church in Elgin. Surviving are his wife and son.

V. L. Waterworth, district general car foreman at Savanna since November, 1957, was recently transferred to St. Paul in a like capacity, and the Waterworth family moved to St. Paul on July 30. H. F. Shannon of Milwaukee succeeds Mr. Waterworth here.

Joseph E. Bowen, a veteran of service on the former Kansas City Division who retired in 1938, died July 16 in the Chillicothe, Mo., hospital where he had been confined for about a week. Burial was in Chillicothe. Mr. Bowen was born in Dodsville, Wis., Mar. 6, 1875, the son of Welsh parents who trekked west in a covered wagon in 1879 and settled at Dawn, Mo. His father contracted for the CM&St.P when it was built through the town. Mr. Bowen started as a waterboy. He was employed by the Wabash and the Burlington, and was with the Road 37 years before he retired. Surviving are his wife, a son, William, who was also with the Road at one time, three daughters and five grandchildren.

Great interest was shown here recently in the retirement party held at Meekers in Savanna for Master Mechanic W. W. Henderson. About 75 attended, and he was presented with a handsome gift. Mr. Henderson, a native of Minneapolis, started his service there as a clerk and call boy in 1910 and went on to become a machinist in 1915. He served at Minneapolis as roundhouse foreman from 1934 to 1941 when he was promoted to master mechanic at Aberdeen. He also held the latter position at Madrid before coming to Savanna in 1949. His successor as master mechanic here is D. A. Radabaugh.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Newest member of the diaper set is Frank Joseph Stelzel, son of Mr. and Mrs. Kenneth Stelzel. Brothers and sisters are Pat, Mike, Dennis and Susie. Dad at present is yard clerk at the A. O. Smith Corp.

Friends and co-workers presented a farewell gift to Felix J. Coerper upon his completing 46 years as cashier at Fowler Street and beginning his retirement Aug. 1. Mr. Coerper has many active hobbies to fill his leisure hours, including golf. A son, David, now in the armed forces, expects to teach following his discharge.

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VERY GIFTED. Surprised almost beyond words, Norienne Quinn, "comp" operator in the central computing bureau of the Chicago accounting department, poses with some of the gifts she received from co-workers in the Fullerton Avenue office building when she retired Aug. 8. Her leave-taking was marked by a wholesale shower of presents from the many friends she had made during almost 34 years of service.

Another son, Fred, is associated with Cargill, Inc. in Omaha.

Dick Fisher, yardmaster at 7th Street, retired Sept. 1, after 47 and a half years of service, of which 42 were spent in the operating department as switchtender, switchman, yardmaster, phone director, general yardmaster and yard clerk. He wasted no time in taking off for Wausau-kee, where he owns and operates Fisher's Lakeview Resort, about 3 and a half miles east of the village. It is strictly the outdoor life for Dick.

"Lynette Susanne" is the little lady now capturing the attention of Elmer Keller, rate clerk, and her proud grandfather. Her mother is the former Marjorie Keller.

John Peterman, former PM clerk who is with the A&P Tea Co. traffic department, and Ann Kaisler, also employed there, were married Aug. 16.

Chicago General Offices

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

Surprise! Our Edith Kohl, secretary to B. J. Ornburn, has left the railroad to start a new career in the Foreign Service of the Government. Appointed to a State Department secretarial post at Vientiane, Laos, Indo-China, she departed Sept. 1 for Washington, D. C., to become oriented to her new duties. Edith started with the Road at the Tomah Shops in 1945, and was employed in the engineering department

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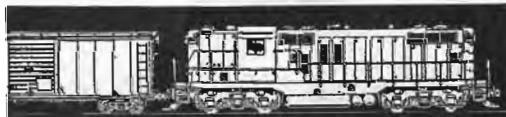
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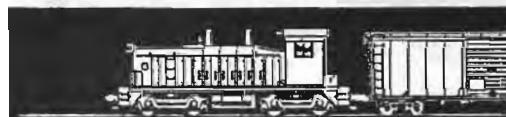
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Before a group of her co-workers, Mr. Ornburn presented her with a gift of photographic materials which may be difficult to secure in Vientiane, together with a gift of money, and wished her good luck on behalf of all of us.

Edith Overstreet, steno-clerk under D. L. Wylie, communications engineer, gave birth July 16 to a baby boy. This was her first child; name, "Douglas Walter." His grandfather is Arch Dillow of the Bensenville Yard office, and grandmother is Evelyn Dillow who is employed in the master mechanic's office at Bensenville. It seems as though this lad is truly a Milwaukee Road product.

Recent additions to our force: Bob Zienty, steno-clerk to Frank J. Wilson, assistant engineer, and Jim Corcoran, steno-clerk under Burt Johnson, office

The Milwaukee Road Women's Club Honor Roll - 1958

THE chapters listed on the honor roll below had, as of May 31, 1958, increased their membership over that of Dec. 31, 1957, thereby qualifying for prizes awarded by the general governing board.

Chapter	Membership on May 31, 1958	Increase over 1957
---------	-------------------------------	-----------------------

*Aberdeen, S. D.	688	48
*Alberton, Mont.	208	4
*Austin, Minn.	247	8
*Beloit, Wis.	219	3
*Channing, Mich.	166	4
Chicago-Fullerton Avenue	838	29
Chicago-Union Station	989	84
*Council Bluffs, Ia.	220	14
*Davenport, Ia.	107	4
*Green Bay, Wis.	273	4
*Harlowton, Mont.	222	10
*Iron Mountain, Mich.	177	5
*Janesville, Wis.	472	3
Kansas City, Mo.	227	2
*La Crosse, Wis.	450	6
*Madison, S. D.	70	4
*Marmarth, N. D.	62	4
*Marquette, Ia.	245	5
*Mason City, Ia.	204	11
*Milbank, S. D.	122	4
Milwaukee, Wis.	1,177	57
Minneapolis, Minn.	590	4
*Mitchell, S. D.	282	11
*Mobridge, S. D.	341	2
*Montevideo, Minn.	123	7
*Othello, Wash.	104	14
*Perry, Ia.	434	7
*Portage, Wis.	144	16
*St. Maries, Ida.	80	5
*St. Paul, Minn.	502	30
*Savanna, Ill.	458	6
Sioux City, Ia.	296	20
*Sioux Falls, S. D.	157	2
Sparta, Wis.	61	1
Tacoma, Wash.	414	8
*Terre Haute, Ind.	237	15
Three Forks, Mont.	106	2
*Wausau, Wis.	229	3
*Yankton, S. D.	130	3

*Indicates Chapter had exceeded its Dec. 31, 1957, membership by Apr. 1, 1958.

Membership prizes awarded by the general governing board. \$3,580.00



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WITH 47 YEARS OF SERVICE to his credit, all in the auditor of passenger accounts office in Chicago, Frank J. Zapp, bureau head in charge of conductors accounts and ticket checking (left), is shown taking leave of A. B. Montgomery, auditor of passenger accounts, as he retired Aug. 29. He started in 1911 as a clerk and was promoted to bureau head shortly after returning from military duty in World War I. He and Mrs. Zapp expect to make their home in Oak Ridge, Tenn., near the family of their son, who is an engineer at the Atomic Research Plant there.

engineer.

News of Robert F. "Bob" Lark, our instrumentman at Butte headquarters who is currently serving as a lieutenant at the Wadena, Minn., Air Force station, is of a romantic nature. We are happy to announce that he and Miss Madell Marie Messer were married at the Christian and Missionary Alliance Church in Wadena Aug. 30. Bob started with our department while he was still attending Evanston Township High School, working with construction crews during summer vacations. He became a full-time employee upon graduating from Purdue University in 1956.

Apparently having heard it bruited about that our magazine deadline was nearing, Linda Ann Bessey arrived on this planet just under the wire to be announced in our current issue. Vital statistics as follows: parents, Mr. and Mrs. D. A. Bessey of Rochelle, Ill. (Don is assistant architect); born at 12:55 P.M. in Resurrection Hospital, Chicago, Aug. 31; sister of Daniel Frederick, 16 months.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Don Devitt and William Ausland have returned from service. Both spent considerable time in Germany.

Lloyd and Shirley Rugen announced the birth of a son, Lloyd Jr., and Joe Robinson the birth of a daughter, Jenuine, both on Aug. 6.

Forrest McClintock, who joined the Road Aug. 6, 1942 and was promoted to district freight claim agent at Milwaukee Aug. 1, 1950, retired Aug. 1. Mr. McClintock will live in Pompano Beach, Fla.

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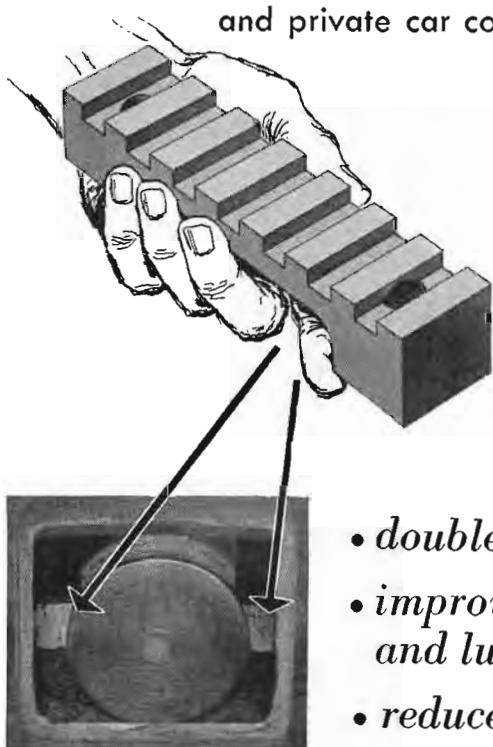
John Frank received the promotion to district freight claim agent, and Kenneth French became bureau head. Other promotions included Lloyd Rugen, Rheinhardt Kopplin, Leona Perpignani and Loretta Hilsher.

Bessie Governale and Richard Pokorny were married Aug. 9. They honeymooned in Nassau.

John Spencer, James Matson, Jerome Watson, and Tony Tedeski have left us to attend school.

Arne Holmbo, a former adjuster who resigned nine years ago for a career in education, was recently promoted to principal of Roosevelt High School in Dayton, Ohio.

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CHORAL CLUB NEWS

Contributed by Phil McDonald, President

The evening of Sept. 8 the Club started its 22nd year of group singing and good fellowship. One of our projects for the coming season is to increase the membership in all voice sections. It is open to all employes and members of the family circle 16 years or older. Belonging to the club is not only a means of enjoyment for people who like to sing, but provides entertainment for those who attend the concerts we give in the Chicago land area.

The following concerts have been scheduled for the fall and early winter:

Oct. 3, Tabar Altar Guild, Sunnyside and Drake Avenues; Oct. 24, Logan Square Methodist Church, Kimball and Wrightwood Avenues; Nov. 16, Bethesda Home for the Aged, 2833 N. Nordica Avenue; and Dec. 9, Fullerton Avenue Chapter of The Milwaukee Road Women's Club.

During the summer Mrs. McDonald (Viola) and I had the pleasure of entertaining one of our retired charter members, Mrs. Kay Gillespie of Tucson, Ariz. We spent a delightful evening recounting the good times we have had at the many social affairs the club has sponsored.

AUDITOR OF EQUIPMENT ACCOUNTS

Submitted by Chuck Krawczyk

Martha Courtwright, your former correspondent, is giving her pen a well deserved rest while she rests for the coming blessed event.

Making a change in jobs, Pete Mascilino terminated his service with the Road Aug. 29.

Congratulations were accorded Harry Trickett who succeeds Calmar Gasmann as head of the local car record bureau; also Mary Lemke as the new assistant head of the reclaim bureau.

It was no green emerald, but a diamond, that Kathleen McNeela showed to her friends, designating her engagement to John O'Neill Aug. 23.

Five pounds and ten ounces read the scale weighing "John Peter," who made his debut as son of John and Linda Maggiore Aug. 20.

New employees in the office include Carole Daletske, Rhennetta Korabik, Diane Heindl, Carmella Maggiore, Pat Pulsha and Tom Sonsane.

OFFICE OF ASSISTANT COMPTROLLER

Leo Auchampaugh, superintendent of the Fullerton Avenue building, planned to retire at the end of September after more than 45 years of service. He started in 1911 with the engineering department in Seattle where he worked on bridges and buildings following the extension of the line to the Coast. In 1918 he was appointed engineer in the office of auditor of capital expenditures in Chicago where he remained until being appointed building superintendent in 1951. He is succeeded by William C. Elzy who has been building maintenance engineer since coming to the Road about a year and a half ago. Heading the list of the Auchampaugh's retirement plans is a trip to the Canadian Rockies.

H. J. Feller, chief clerk to assistant comptroller, is also retiring at the end of September. He will have completed more than 39 years of service, beginning in the office of vice president and comptroller, where his positions included those of tax accountant and general accountant. He had been chief clerk since Jan. 1, 1949. Succeeding him is Walter I. Grenlin, who has been with the Road's accounting department since 1929, as special accountant for about 17 years. Mr. and Mrs. Feller's plans for the future include a trip to Mexico where they have traveled extensively and made many friends.

The Milwaukee Road Magazine



OFFICE OF FREIGHT AUDITOR

Norman R. Hendrickson, Correspondent

Barbara Canada of the waybill filing bureau and Bill Creasy were married recently at the Roscoe Baptist Church.

Edward Johnson of the accounting machine bureau and Mary Graham were married in July at St. Alphonsus Church. Peter Heffner of the same bureau and his wife Denyse are the proud parents of their first baby, and a boy at that. They've named him "Philip John".

Richard Bake of the revising bureau is currently serving a six month hitch in the Army at Fort Leonard Wood, Mo.

Frank Bufka, Gene Schoefnacker, Ken Stark and Bob Zeravich of this office, along with 14 fellow employes, took first place for the Milwaukee Road in the Hamlin Park Industrial Baseball League.

Jim Murrin of the review bureau passed away recently. He had been an employee of this office since 1922.

OPERATING DEPARTMENT

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

The office force of the assistant to vice president-operation at Jefferson Street held a picnic for active and former employees at Cedar Lake July 26. They reported an attendance of 76. Swimming, ball games, card playing, games for the children and a lot of good eating were the features of the day. Everyone had such a good time that they expect to have a similar picnic next summer.

Miss Bonnie Weber was welcomed to the same office in August as a stenographer. Mrs. Robert (Eileen) Hatfield resigned Aug. 1 to return to Ohio.

Mr. and Mrs. Andrew D. Abraham of Roselle—Andy is the accountant at Jefferson Street—announced the birth of a son Aug. 31. The Abrahams have another son, Larry, 3, and a daughter, Sonia, aged 2.

Mrs. W. J. Whalen, wife of retired operating vice president, suffered a fall at home Aug. 17 which confined her to St. Francis Hospital. She is improving rapidly, though, and by the time this notice will be read expects to be back home (817 Pearson St., Des Plaines, Ill.).

Dorothy Bauer, "Girl Friday" of S. W.

DEATH ON DANDELIONS. With the combination lawn mower-weed sprayer he built himself, Henry F. Lucas, assistant engineer-structures, Chicago, now mows his lawn and parkway in an evening instead of the week of evenings they formerly took, and has successfully discouraged his dandelion crop. The sprayer holds three gallons and, for uniform coverage, has two nozzles. It sprays a 30-inch area.

Amour, assistant supervisor of wage schedules, has said "yes" to Joseph L. Hart of the Chicago Tribune staff. They are to be married Nov. 8 at 11 o'clock Mass in St. Cornelius Church.

J. L. Brown, retired general superintendent of transportation, and Mrs. Brown celebrated their golden wedding anniversary Sept. 3 with a dinner party for their family and a few old friends at Nielsen's Restaurant in Elmwood Park. The Browns' two sons, James W., and Harry G., are, respectively, with the URT in Mason City and the GATX in Chicago. They also have five grandchildren and two great-grandchildren.

Word has been received of the death on July 16 of Warren E. Beck, whose home since his retirement as manager of the personal record bureau in 1950 had been in Minneapolis. He is survived by his wife, daughter and son. Burial was at Canton, S. D. Before 1937 Mr. Beck was agent at Geddes, S. D., where he was active in the Platte-Stickney line agents association. While at Geddes he was also local chairman of the ORT. Before becoming manager of the personal record bureau in Chicago, Mr. Beck had acted as a Service Club organizer under the jurisdiction of the public relations department.

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OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Wedding bells rang for Georgia Kaberline and James Hemmer Aug. 23 at St. Benedict's Church. They honeymooned in Niagara Falls and New York City.

At this writing, Donna Anzalone and Elvira Ahlberg are on furlough due to illness. Betty LeMay and Cele Koob have joined us again after extended illnesses.

While on vacation in Estes Park, Naomi Johnson and June Mathisen heard a recording made by the director of The Milwaukee Road Choral Club, Glenn Jorian, being played in a shop.

James and Maryann Snider are proud parents of a bouncing baby girl, Jean Marie.

Congratulations were extended to George Wiegref on his appointment to bureau head of the home and foreign interline bureau.



BIG SEND-OFF. The retirement of Hiawatha Conductor Otto Dengel of Nashotah Lake, Wis., made news on his run. Here he is pictured getting a big send-off from a group of friends and members of his family as the train reached Oconomowoc on his final trip between Milwaukee and La Crosse. (Oconomowoc Enterprise photo)

GENERAL

J. E. Shannon, assistant general agent-freight in Chicago, and Mrs. Shannon observed their 32nd wedding anniversary recently with an open house. Joining in the celebration were the families of their sons John Jr., attorney-at-law and alderman at Stevens Point, Wis.; Thomas A., an assistant professor at the University of Minnesota; and Jerry S., a special agent OSI in the Air Force at Rantoul, Ill.; also their daughter Anne, a legal secretary for Universal Studio, Hollywood, Calif.; and their son James W., a junior at John Carroll University, Cleveland, Ohio. Upon graduating next summer, James will be commissioned as an officer in the Army Transportation Corps.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Congratulations were extended to Traveling Accountant Fred A. Winkler on his promotion to assistant statistician; also to August Dahlke and Michael Schlee on their advancement to traveling accountants, and to Robert Wall and George Eales who were promoted to bureau head in the payroll bureau and the accounts receivable bureau, respectively.

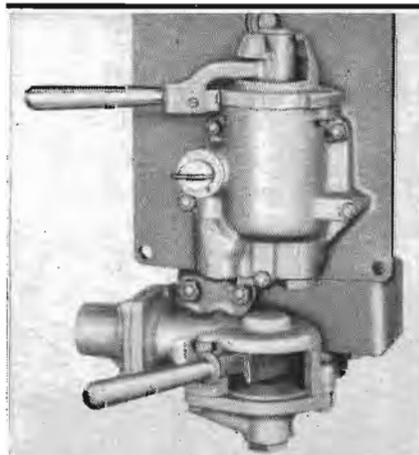
Adelaide Schultz of the A.F.E. bureau evened up the score at her house when she brought baby Curt into the world July 18, making the count two boys and two girls for the Schultz family.

Sympathy was extended to Robert Thull of Shop Timekeeping on the death of his father.

We have been working side by side with a couple of television personalities. Rose Patoch of the payroll bureau and Sophie Kustron of the accounts receivable bureau recently appeared on local television station WBKB as participants in "Madcap Auction".

Emil Rachner welcomed his fifth grandchild with the birth of little Margaret Ann to his daughter July 31.

Gertrude Restis of the typing bureau



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has taken a leave to prepare for the arrival of her baby.

Our best wishes for a happy retirement went with Myrtle Mendlik of Shop Time-keeping when she retired Aug. 19 after 38 years of service.

Mary Bubalo of the bill and voucher bureau became Mrs. Michael Slepcevich at Holy Resurrection, Serbian Eastern Orthodox Church, Aug. 10. The couple honeymooned at Cape Cod. Secretary Ellen Siers exchanged vows with Albert Bonini at St. Bonaventure's Church Aug. 21. The new Mr. and Mrs. Bonini honeymooned in Milwaukee.

Allen Thompson of the paymaster's office has left the company to teach English in the Maine Township High School. Allen is an accomplished ventriloquist and with his "Friend Billy" had entertained us at office social functions. Both of them will be missed.

L & R Division

THIRD DISTRICT

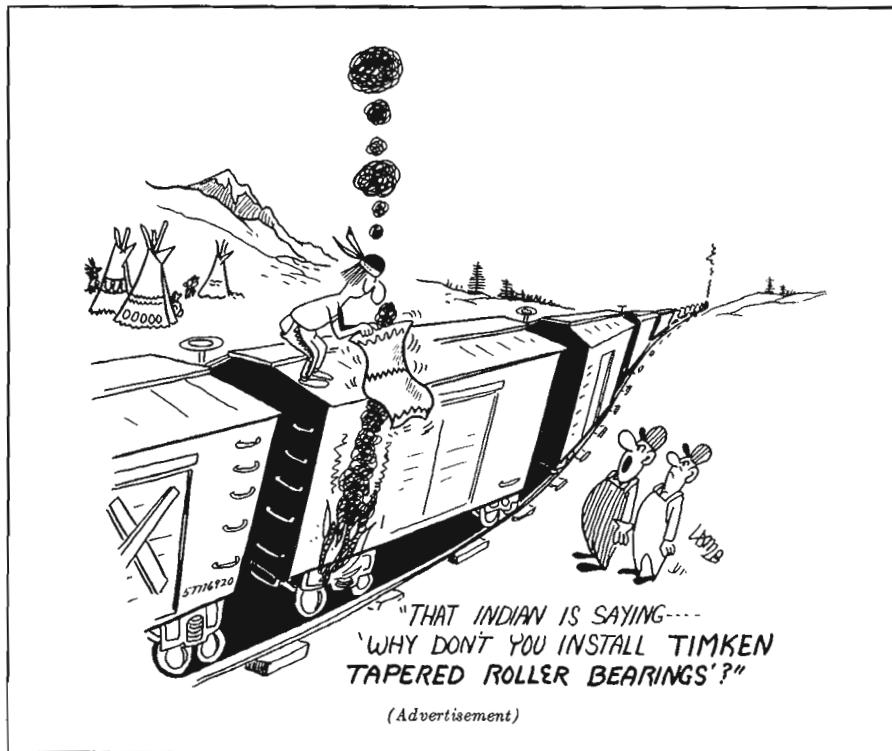
M. G. Conklin, Correspondent
Assistant Superintendent's Office, Wausau

Engineer Felix J. Slomske, 59, was stricken with a sudden illness Aug. 18, and died at New Lisbon. He entered the service of the Road as a machinist helper in 1920, transferring to engine service in 1927. He was a veteran of service in France in World War I. Besides his widow, he is survived by his mother, five brothers and three sisters. Funeral services were held in St. Paul's Evangelical Church and interment was in Pine Grove Cemetery, Wausau. Military rites were conducted at the grave by Burns Post, VFW, of which he was a 25-year member. The honorary pallbearers were Engineers Roy Beam, Austin DeLap, Arthur and Fred Janz, Steven Schultz, Maurice Nelson, Charles Conklin, and Roundhouse Foreman Paul Jensen.

Miss Jean Callahan, daughter of Yard Conductor James Callahan, was graduated from St. Joseph's Hospital School of Nursing in Marshfield Aug. 24. At the Callahan home in Wausau refreshments were served to the large group of relatives and friends who attended the graduation exercises.

FIRST DISTRICT

Louis P. Mullenbach, who retired in 1956 with 56 years service—52 as an engineer—died suddenly Aug. 8 in Divine



Savior Hospital in Portage. He was 76. Funeral services were held at St. Mary's Catholic Church. Surviving are his son, John L., and two daughters, Evelyn and Bernice (Mrs. Dwight L. Hoppe), all of Portage; three brothers, a sister and nine grandchildren.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

Switchtender M. R. "Mel" Burlingame, who is a first tenor in the Apollo Club, the famous Minneapolis male chorus, left with that group Sept. 6 to sing at the Brussels World's Fair. About 80 members of the full 120-man ensemble made the trip. Plans call for additional concerts in London, Paris and Cologne. One of the club's nationally publicized appearances was at the Presidential inauguration ball last year in Washington. Currently it can be heard on the sound track of the movie spectacular, "The Seven Wonders of the World," for which it provided the background singing, accom-

panied by the New York Philharmonic Orchestra. Lester Evers, Minneapolis yard trainman, is also a member of the club's tenor section.

Herman L. Olsen, a passenger brakeman on the L&R Division who retired last year with 57 years of service, died in Minneapolis July 10. Burial was in Sunset Memorial Park, Minneapolis. He is survived by two daughters, Mrs. Melvin Burlingame and Mrs. Dorothy Adkins, both of Minneapolis; a son, Merritt, of Redwood City, Calif.; five sisters, two brothers, four grandchildren and four great-grandchildren. Mr. Olsen was a member of The Milwaukee Road Veterans Association.

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

Marian Cashill, who spent some time in the hospital and more time convalescing at home, is back at her switchboard in St. Paul. Marian appreciated the gesture of the boys in the yard who presented her with a sizable check to emphasize the fact that they thought she was a

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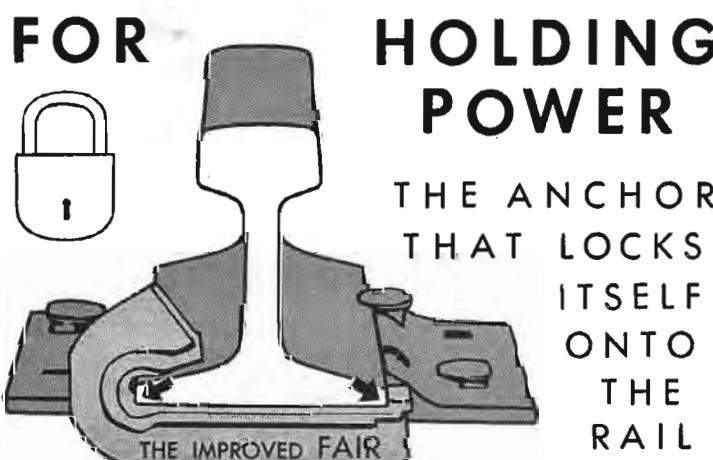
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NEW YORK •

pretty swell person and although she sent them a card, she'd like through the magazine to say "thanks" all over again.

While on his vacation, George Quinlan, general agent in St. Paul, played in the St. Paul Athletic Club's annual golf outing and shortly afterward received a letter from the athletic director extending congratulations on his setting a record for one-put greens. For having made seven consecutive one-puts, Mr. Quinlan was presented with a handsome red sport shirt.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Greg Williams, recently back from the Army, has returned to the Local Freight as a clerk. We also welcome as a new employee Gene Tonsager.

Sympathy was extended to Elizabeth Hessburg on the recent death of her sister Rose, following a long illness.

Gene Jacobson, formerly employed in the Local Freight, and now a resident of Virginia, Minn., was a local freight visitor recently.

Pat Flaherty, grain clerk in the Local, recently visited his son Terry who is a radio announcer in Knoxville, Ia. While there he played in a fathers and sons golf tournament sponsored by the local country club.

TWIN CITIES CAR DEPARTMENT AND COACH YARD

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

Best wishes were extended to L. A. Lindemer, appointed car foreman at the St. Paul repair track; to Robert Rodin, now wrecker and assistant foreman; Robert C. Carlson of the Minneapolis coach yard, now assistant foreman on the St. Paul rip track; and Alford Parsons of LaCrosse, transferred to the Minneapolis coach yard as assistant foreman.

Furloughed employees of the Minneapolis Shops transferred to the Minneapolis coach yard are Al Eull and Ludwig Larson, as helpers.

George Gruidl, who retired as carman from the Minneapolis Shops about 10 years ago, died Aug. 10 at the age of 78. Marius Mathison, carman at Minneapolis Shops who retired several years ago, died Aug. 16, aged 80.

ST. PAUL FREIGHT HOUSE

Gene Voje, Correspondent
Local Freight Office

Leo Powers, foreman's clerk, has returned to work after a three-month leave of absence because of illness.

Darryl Mountain, our vacation relief clerk, reports that he and Miss Elverna June Boatman were married Aug. 2.

The Minnesota Centennial Commission has presented a Minnesota Sports Champion award to our transload clerk, Harry Bealke, for his contributions to sports and recreation. The award was made at a banquet at the Leamington



"WITH OUR BEST WISHES". M. C. Ahern, time revisor in the superintendent's office in Minneapolis for many years and most recently assistant chief clerk to the superintendent in St. Paul headquarters, is pictured thanking some of his Twin Cities associates for the wrist watch they presented to him when he retired July 15. From left: Superintendent F. J. Kuklinski; W. J. Zahradka, chief clerk to superintendent; J. M. Johansen, trainmaster's clerk; W. R. Benson, assistant time revisor; S. V. Mancini, car distributor (rear); Mr. Ahern; J. J. Taylor, trainmaster at Minneapolis (rear); General Superintendent L. W. Palmquist; T. M. Hartz, statistician; W. D. Streeter, secretary (rear); E. R. Flaherty, car distributor; and R. T. Thorn, time revisor.

Hotel. Harry was picked as the Ramsey County champion from a field of 203 men.

Louie Larson, delivery clerk, retired Aug. 1. He started here in 1910, previous to which he had been with the Road two years at Menominee Falls, Wis.

Mary Lou Cummings will be moving into her new home near St. Paul Park very soon.

Yard Clerk Bernie Erickson is the owner of a new outboard cruiser and is making quite a water-ski enthusiast out of Van Luth, our disposition clerk.

If medical science really wanted to help the human race, it would come up with a good explanation for a black eye.

Rocky Mountain Division

EAST END

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

We are sorry to report the death of Conductor Samuel Brand Aug. 25. Mr. Brand had made his home in Deer Lodge while working on passenger. He was born June 24, 1902, in Eli, Colo., and had worked for the Road in train service the last 30 years. He retired a year ago because of his health.

W. F. Stetzner, formerly dispatcher at Deer Lodge, has taken over the duties of agent at Three Forks. He has made arrangements to move his family here.

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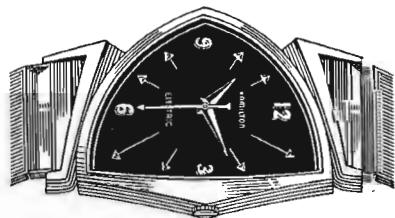


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Glenn A. McKinnon, A/2c, who has been stationed at Malmstrom Air Force Base, Great Falls, visited his parents, Engineer and Mrs. L. C. McKinnon, prior to leaving for Germany where he will be stationed for three years. His wife will join him.

Terre Haute Division

Contributed by J. Frances Pettus
Superintendent's Office, Terre Haute

Retired Locomotive Engineer Sumner A. Pearce, 80, who retired 15 years ago after 50 years of service, passed away June 25 at Westport, Ind. He was a brother of Retired Storekeeper G. W. Pearce and of F. G. Pearce, retired chief clerk to superintendent.

Barbara Jane Scholl, daughter of G. J. Scholl, car distributor, returns to Bloomington in September for her senior year at Indiana University. She is majoring in psychology.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Telegrapher Lyle Rodman and wife are the parents of a girl born July 12.

Mr. and Mrs. George S. Hennessey of Cedar Rapids celebrated their 50th wedding anniversary Sept. 2, which also happens to be Mrs. Hennessey's birthday. Mr. Hennessey was roundhouse foreman at Cedar Rapids until his retirement in August, 1950.

Telegrapher B. P. Dvorak has received the following letter from Thos. E. Martin, U. S. Senate: "Heartiest congratulations on your election as national vice-president of the Rainbow Division Veterans at the organization's national reunion held recently in Columbus, Ohio. I know you will make a grand record as always, and extend best wishes for the continued success I know will be yours."

People are inclined to think of maturity as a definite state to be reached much as if it were the end of a journey. It would be better to think of it as an ever-receding goal toward which we begin to march at birth and go on to the end of life.

AMBER JACKET

Originating on
The Milwaukee Road

WASHED
Capacity 3,500 Tons
Daily

Sterling-Midland Coal Co.

**INDIANA'S MODERN COAL MINE & WASHERY
QUALITY COAL**

6" Lump—6" x 4" Washed Egg—4" x 2" Washed Nut

Washed and Dried Treated Stokercoal
1 1/2" x 3/8" ————— 3/4" x 3/8"

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

8 So. Michigan Ave., Chicago, Ill.

QUIZ answers

1. 99.8 per cent.
2. More than \$30 billion (\$34,865,000,000 in 1956).
3. About 7 cents.
4. Regular train.
5. Hatches.
6. The weight of cars that a locomotive pulls.
7. About \$9,000 (The Milwaukee Road's newest cars cost approximately \$9,900).
8. 1927.
9. Inspects cars.
10. Tank car.

MIDDLE AND WEST

Ruby Eckman, Correspondent
Superintendent's Office, Perry

Howard Rooney, retired yard clerk, has enjoyed many pleasant hours since his retirement, working among his old fashioned flowers. He lives on the hillside in Council Bluffs and has a 12 x 20 plot on five levels which give him and his neighbors much pleasure.

Judy Cannon, granddaughter of Retired Conductor John Cannon, has entered the Methodist Hospital in Des Moines for nurse's training.

Fireman Thomas Morfoot, who is on leave to serve in the Army, has been confined to the Army hospital in Tokyo with a broken neck. Morfoot, who is a specialist 3rd class, suffered the injury while swimming off Kyushu Island.

Mrs. E. C. Hullerman, wife of a retired engineer, died at the family home in Perry Aug. 9 after a long illness. Her husband, three daughters and a son survive.

Carl Powers, a switchman in Cedar Rapids before he retired in 1950, passed away recently in Phoenix, Ariz., where he had been making his home.

Miss Lillian Lones, daughter of Retired Engineer S. H. Lones and sister of Conductor Lee Lones, has been appointed assistant professor of home economics at Valparaiso University.

Mrs. Wilbur Swanson, widow of a long-time track maintenance man, died at her home in Perry recently. She had been active in the Women's Club and the Veteran's Club.

With the closing of the stations at Nemaha and Adaza, Agent Ward Locke of Nemaha displaced the agent at Clive, and Lyle McClintick of Adaza displaced an employe at Fostoria.

La Verne Olson, son of Engineer Bernie Olson, who operates a fishing boat in Alaskan waters, had an exciting experience during the earthquake which struck near Juneau in July. He has a powerful radio on his boat and during the quake he directed the search for boats which had been loosed from their moorings. Mrs. Olson broadcast instructions in first aid to prevent shock to fishermen and their families who were rescued during

the operations. The quake was so severe that it would have resulted in a major disaster had it occurred in a highly populated area.

Fireman Paul Bancroft, who is on leave to serve in the Army, was released in July and went to Council Bluffs to mark up in yard service. Mrs. Bancroft's father, Engineer Ralph Walker, is also

Mrs. William Fox died at a nursing home in Perry recently at the age of 87. She was the widow of a conductor and a sister of the late Conductor O. R. Taylor, whose children are her only survivors.

Retired Agent M. A. Devoe was in Olin in August for a reunion with a group of folks in the older age bracket who have been meeting once or twice a year for

**No matter what others may
claim for their equipment,
THIS FACT REMAINS...**

THERE ARE MORE

JACKSON

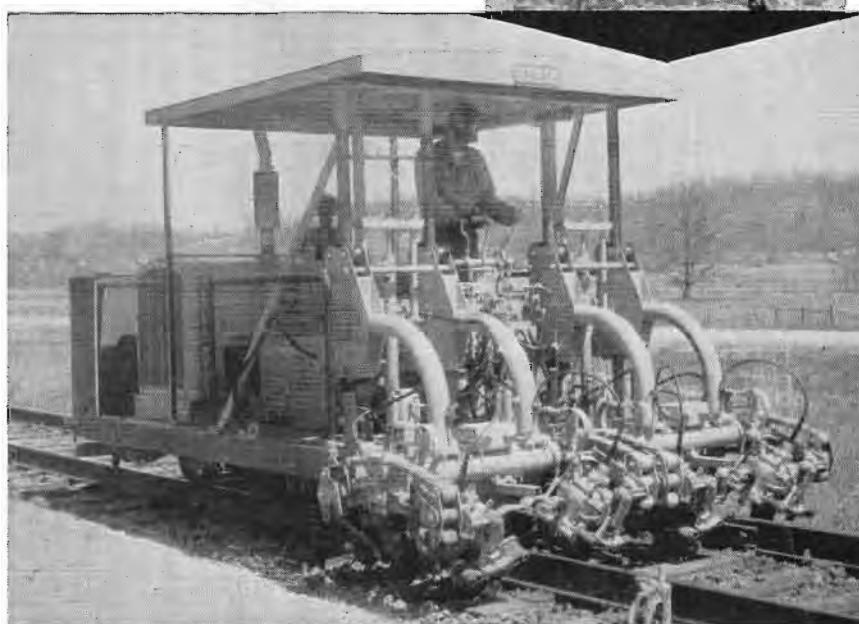
TRACK

MAINTAINERS

**IN OPERATION THAN
ALL OTHER TAMPERs
IN ITS CATEGORY**



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



working in the Council Bluffs Yard. Brakeman J. J. Santee, who was released in August, has resumed work as a brakeman on the Des Moines Division.

Mrs. Viola Ranes, stenographer in the division superintendent's office, has another grandson, the baby born to Captain and Mrs. John Ranes at the Army hospital in Baltimore, Md. The maternal grandparents live in London, England.

many years.

J. W. Coil, retired machinist, 81, died in the Perry hospital in August. He and Mrs. Coil, who celebrated their 60th wedding anniversary last September, were active in the National Association of Retired and Veteran Railroad Employes. A son also survives.

Stanley Thomas, assistant division engineer, and Mrs. Helen Manatt were mar-



Over 100 Years of Experience in Locomotives!

Behind ALCO's service to the railroad industry is more than 100 years of experience in developing ideas for the improvement of locomotives. The ALCO DL-600 shown above, one of the modern ALCO family of all-purpose locomotives, incorporates the most recent and advanced ideas in design.

The same skill and experience that go into the manufacture of locomotives also make ALCO a leading railroad supplier of highest quality springs, spring plates, wear plates and liners, and ALCOLIDS (journal box lids).



ALCO PRODUCTS, INC.
NEW YORK
SALES OFFICES IN PRINCIPAL CITIES

ried in the Presbyterian church in Perry Aug. 1. After the ceremony they took a trip to the Northwest.

Joe Polich Jr., son of Yardmaster Joe Polich, who enlisted in the Air Force in July, was honored at a dinner party before he left by about 25 relatives and friends from Perry, Madrid and Des Moines.

J. J. Lewis has taken the agency at Defiance, due to the closing of a branch line station.

Fireman Robert Heiser, on leave to serve in the Air Force, received a regular appointment as a captain during July. Mrs. Heiser as a daughter of Retired Engineer Arthur Cortner.

Danny Peters, an operator before going into the Army, has completed a course in forestry at Iowa State College under the GI Bill, and taken a position in the Forestry Service in the Black Hills.

Walter Cleveland, son of the late Frank Cleveland, for many years the time revisor at Marion, died in Little Rock, Ark., in July.

Duane Little, son of Joe Little, a long time shops employe, has been appointed superintendent of the Lohrville schools. Mrs. Little is a daughter of Harvey Kilmmer, night baggageman at Perry.

The approaching marriage of Marjory Helms to Brakeman Cecil Perkins has been announced.

Earl Hartshorn, for many years in train service on the Des Moines division, died

in Des Moines during July following a long illness.

Mrs. Gus Erickson, wife of a retired foreman, died at the family home in Sioux City in July. She had been in poor health for some time.

Joanne Peterson-Warner of Pomona, Calif., daughter of Machinist Ivan Peterson, has established a fitting memorial to her mother, who died of cancer after a long illness. As director of the Warner School of Dance Arts in Pomona, she presents a yearly recital, the proceeds of which go to the American Cancer Society.

As a member of the Jamaica, Ia., "Corn Kings", Harold Beddow, who took a job in Council Bluffs when the Jamaica agency was closed, has been doing a lot of traveling. Recent engagements of the band included the Legion parade in Des Moines and the convention in Chicago.

Mrs. Guy Abell, widow of the former roundhouse foreman at Perry, Milwaukee and Savanna, who has been living in Marion since the death of her husband, has moved back to the old home in Perry.

Since his retirement, Frank Hoes, former roundhouse foreman, has increased his stock of wild life on his acreage at the northeast end of Perry and now has one of the area's show places. He has also gone into the gardening and small fruit business and this year raised three heads of cabbage which measured more than two feet across.

New members of the Milwaukee Road family at Perry include a daughter born to Fireman and Mrs. L. M. Fowler, and the new granddaughter of Retired Switchman S. M. Brinton, both born Aug. 6. When Charles Cortner Legvold was born recently to Mr. and Mrs. S. T. Legvold Jr., S. T. Legvold Sr. and Arthur Cortner added another name to their list of grandchildren. Lars Legvold, retired B&B foreman, is the lad's great-grandfather. A son born to Mr. and Mrs. Myron Woods Aug. 6 makes another grandchild for Engineer Harley Woods. Switchman and Mrs. Francis Hanlon welcomed a daughter June 30. Mrs. Hanlon, a clerk in the roadmaster's office in Perry, resigned after the baby's birth. Operator William Kelley of the Perry relay office and Mrs. Kelley became the parents of a girl Aug. 7, and the Ronald Hegstrons the parents of a boy Aug. 14.

Mr. and Mrs. Hugh Jones, who had been making their home in Marion, moved back to Perry in August when Mrs. Jones took the job of chief dispatcher's clerk. Hugh, now retired, was formerly cashier in the local freight office.

Mr. and Mrs. H. J. Mahoney and daughter Nancy of Aberdeen, S. D., moved to Perry in August when Harold took a position in the dispatcher's office.

Willis Jordan, retired dispatcher of the Perry and Marion offices, and Mrs. Jordan of Marion celebrated their golden wedding anniversary June 15 with a dinner for their family and many out of town guests. The following evening they were guests of the "Dinna Fret Club", of which they are long-time members, at a dinner at the Holiday House in Mt. Vernon.

Mrs. O. L. Dennis of Davenport, daughter of the late Fireman James Wagner and a sister of Machinist John Wagner, died suddenly in August.

David Mullane, son of Agent Frank Mullane of Madrid, was the victim of a fatal collision the Labor Day week end. He had worked as a relief helper at Madrid while attending school and was to have entered college in September.

The Gold Pass presented recently to your correspondent was the first issued on this division to a woman employe.

You think about racing luck, sure, but with a fellow riding everyday like myself I don't believe too much in luck. I think, to a certain extent, you make your own luck. There'll be one race in which you get a break and there'll be five others in which you yourself make the break. My philosophy about it is: make the break come your way. It takes skill and judgment, but it's the only way to success.

—Eddie Arcaro in "Sports Illustrated"

PRACTICE PERFECT SHIPPING every day, couple cars **carefully**, quickly, quietly. Good service results in increased revenues and satisfied customers. Let's keep in mind that October is **Careful Car Handling Month**.

A CARLOAD AT A TIME. First cattle to be weighed on the Milwaukee Road's new scales which went into service at the yards west of Miles City, Mont., Aug. 25 was this shipment of 400 head, or 16 carloads. Whereas the old scales had a capacity of 10 tons, the new installation can weigh an entire carload at one time—the platform measures 14 by 30 feet. Pictured with the shipment are, from left: George Severson, local cattle buyer; Orville Ludwig, New Lebanon, Ill., buyer of the cattle; Ed Lenorschow, Hampshire, Ill., the feeder; and Paul Hendersan, Kinsey, Mont., the seller. (Miles City Star photo)



"**I'LL JUST CHECK THE AIR CONDITIONING,**" says Leo Auchampaugh, superintendent of the Fullerton Avenue office building in Chicago, making a last tour of the premises before retiring. Observing his shipshape housekeeping are H. C. Johnson, assistant comptroller (left), and H. J. Feller, chief clerk to Mr. Johnson, who retired at the same time. The controls are those of the \$365,000 air conditioning plant which has kept the 1,100 Milwaukee Road people who work in the building comfortable during the past two summers. For details of Mr. Auchampaugh's and Mr. Feller's retirement, read the Chicago General Offices news.



GOING AND COMING, the passenger lists of the City of Los Angeles recently included these people who make news. Training out to California was box office attraction Kim Novak, after a visit with her family in Chicago. Milwaukee Road folks pay special attention to the film career of J. A. Novak's (Galewood freight office, Chicago) pretty daughter. Also California bound was heavyweight champ Floyd Patterson who had stopped over in Chicago for a workout while traveling cross-country for his title bout with Roy (Cut 'n Shoot) Harris. And arriving from the Coast was Harold Lloyd, famous funnyman of silent films. A former imperial patentee of the Shrine, he had come to Chicago to attend the big Shriner's convention.





CHICAGO,

MAGAZINE

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

516 West Jackson Blvd. • Chicago 6, Illinois

THE VETS TAKE OVER the Hotel Schroeder in Milwaukee for their 23rd reunion. The views below are of the women's luncheon in the Empire Room and the banquet in the Crystal Ballroom. See "A Visit With the Vets" in this issue.

