

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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1959

THE FLEXI-VANS START ROLLING . . . see page 4



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Briefly Noted

A MEDAL FOR THE SENATOR. In recognition of his service to transportation in 1958, Senator George A. Smathers of Florida was selected as the first recipient of the annual Seley Transportation Award, and was presented with it at the National Transportation Institute in Chicago Jan. 14. The award, which was made possible by Louis E. Seley, president of the Seley Foundation, consists of a gold medal and a \$1,000 transportation scholarship for the college of the Senator's choice, together with \$1,000 to use as the institute sees fit.

CIVIL RIGHTS ADVISER. Personnel of advisory committees in three states—Illinois, Wisconsin and Iowa—appointed by the Civil Rights Commission in Washington Nov. 25 included Leo T. Crowley of Madison, Wis., chairman of the Road's board of directors. The newly appointed committees held their first meeting in Chicago Nov. 28. Their first assignment was to report on the status of civil rights in housing, voting and education in their states.

"ALL ABOARD, MR. LINCOLN" is the title of a 16-page comic-type booklet which has been published by the Association of American Railroads to be used in connection with this year's celebration of the Lincoln Sesquicentennial. The booklet, printed in color, features Lincoln's association with the railroads throughout his lifetime, first in the Illinois State Legislature and later in Congress. High points are his signing of the act authorizing the construction of

the first transcontinental railroad to the Pacific and his creation of the U. S. Military Railway Service, thus recognizing the vital role of the railroads in wartime. "All Aboard—" will be distributed to schools by the Lincoln Sesquicentennial Commission and by the railroad industry during 1959, which has been designated "Lincoln Year."

JAMIE TAKES A JAUNT. In the Milwaukee Sentinel, Columnist Harold Jamison recently confided to readers of JAUNTS WITH JAMIE that "Whenever we're at the Milwaukee Road station we always have a chat with the chief Redcap, Ray C. Traviss. He has been helping travelers with their bags at the Milwaukee depot 25 years, including



Ray C. Traviss (right) with his assistant, Al Ruehl. Redcap Ruehl has been at the station in Milwaukee 35 years.

those of two presidents, Franklin Roosevelt and Harry Truman. In years gone by, he has greeted most of the celebrities visiting the Cream City, actors and actresses, opera stars and prize fighters. Loyal to the railroads . . . Ray says he's never been off the

The Cover

DESPITE near-zero weather, the Flexi-Van demonstration in St. Paul on Dec. 1 attracted a great many businessmen interested in seeing the newest concept in trailer-on-flatcar service put smoothly through its paces. In the picture on this month's cover, one 36-foot van has been secured in place on the long flatcar and the other is being run onto the hydraulic lift table, preparatory to being swung into position. The new Flexi-Van track and loading strip (only a portion of which is pictured) accommodates all of the Flexi-Van traffic in and out of the Twin City Terminal area. The facility consists only of a wide, level drive. Unlike conventional piggyback, Flexi-Van requires no loading ramp, and any number of vans can be loaded or unloaded simultaneously. The setting on Warner Road near the St. Paul freight house was highly appropriate for the demonstration, being a composite of railway, highway and waterway, with Flexi-Van providing a bright glimpse of the future in the midst of it all.

ground, except in elevators and in automobiles crossing bridges." Columnist Jamison commented on Ray's memory for faces: "says he remembers kids coming through the station when they were about the ages of his six grandchildren and who now are grown-up and carrying brief cases." (Photo by Jim Scribbins, ticket seller, Milwaukee)

NEW A.A.R. DIRECTOR. At the annual meeting of the Association of American Railroads in New York Nov. 21, President William J. Quinn was one of two new members elected to the board of directors. He succeeded Downing B. Jenks, president of the Rock Island Lines. George Alpert, president and board chairman of The New Haven Railroad, was elected to the directorship formerly held by Patrick B. McGinnis, president of the Boston & Maine.

UNHURRIED COMMUTER. Edward Hauber of Bound Brook, N. J., got the perfect Christmas gift for a 12-year-old boy who likes to ride on trains. His father bought him a weekly commutation ticket. So every morning Eddie boards the 7:28 A.M. Jersey Central train and commutes to Jersey City, though he has no particular reason for going there.

NEVERMORE. For months Mrs. H. had been complaining about the sound of diesel horns on trains passing by her home and in the railroad yard nearby. Then one night a fire broke out in the attic of her home after her family had gone to bed. The engineer in the cab of a diesel switch engine spotted the fire and kept sounding his horn until the family was roused and called firemen. As a result, the fire was confined to the attic and the damage amounted to only about \$75. Best of all, no one was hurt. Mrs. H.? "I'll never again complain about those horns."

OFFICIAL GREETER. The Milwaukee Road served as host when supervisors of passenger car electrical and air-conditioning equipment met with suppliers in Milwaukee Nov. 18-19-20. Sixty-one Western Line, Pullman Company and supply representatives attended the meeting, which was opened by F. W. Bunce, chief mechanical officer. R. A. Harrington, engineer of train lighting, Milwaukee Shops, served as chairman. These meetings, held annually since

ALL-AMERICAN FATHER

Dear Father of Randy Duncan:

I went into my twelve year old son George's room last night and saw a cut-out newspaper picture of that well-known member of the Duncan family on his desk. I suppose it will be ten or fifteen years before you will begin to emerge from the veil of anonymity that now surrounds you as the father of an All-American.

Seriously, we have all been thrilled about Randy's accomplishments . . . because we consider him a part of the Milwaukee Road family. I know that you and Mrs. Duncan are very happy the football season is over and that you can go back to the practice of law.

The letter above, by President William J. Quinn to Hearst R. Duncan of Des Moines, Ia., triggered this magazine into consciousness that some of the glamour surrounding a member of football's Hall of Fame has rubbed off on The Milwaukee Road. That Mr. Duncan, in addition to being the head of the Road's law department in the state of Iowa, is the father of the spectacular Randy whose forward pass statistics helped to break four Rose Bowl records on New Year's Day and led to his unanimous selection as All-American quarterback of 1958.

At home in Des Moines, Mr. Duncan emerges from his "veil of anonymity" as something more than the father of a football great. His personal sports preference is divided between baseball and basketball, and although he disclaims ever putting on a one-man show at either, it is known that for many years

1943, have been very effective in progressing improvements on passenger car equipment, both in performance and maintenance costs.

WIDE AWAKE PROFESSOR. An 83-year-old retired University of Illinois professor who found the cause of the rail "cancer" which plagued the railroads 25 years ago was honored recently by the American Rail-

(Continued on page 13)



Randy Duncan

he devoted considerable time to coaching in these fields.

Mr. Duncan is a graduate of George Washington University in Washington, D. C., from which he received both his A.B. and law degrees. Starting as a small town lawyer, he practiced for 10 years at Osage, Ia., from which he moved to Mason City and advanced his career in the firm of Senneff & Duncan. Another move to Des Moines in 1943 coincided with his appointment as state solicitor for the railroad. He is now a member of the firm of Evans, Duncan, Jones, Hughes & Riley.

Randy, as every red-blooded American boy knows, is the lithe (six-foot 180-pound) quarterback who led the Hawkeyes against California New Year's Day in Pasadena to a 38-12 victory (his second Rose Bowl game, the first in 1956). He was the key man in Iowa's Big Ten conference championship battle the past season, when Iowa won seven games, lost one, and tied with the Air Force academy.

During the three years Randy has played football at Iowa, the team has lost only three games. Last fall he dominated the Big Ten in passing, in addition to breaking five Iowa records. He is also a devastating offense player, his average gain per play being the conference best.

In post season selections, Randy was the runaway choice to receive the Chicago Tribune Silver Football, which is awarded annually to the Big Ten player most valuable to his team. The respect which surrounds this award dates back to its first recipient, Harold "Red" Grange. Randy is the only football player in his family. The other Duncan child answers to the name of Barbara.



Now it's a truck . . . now it's a railroad car. Flexi-Van offers the most flexible and most practical method yet devised for trailer-on-flatcar handling.

THE FLEXI-VANS START

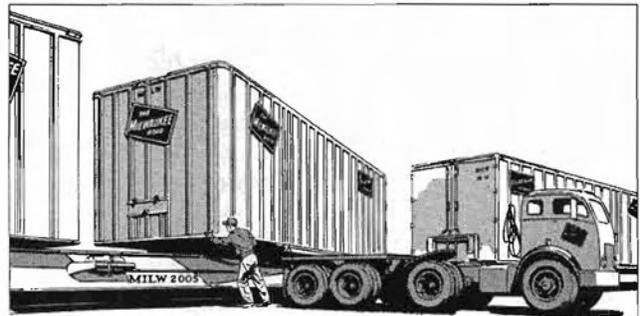
It was shortly after 11 o'clock on the morning of Dec. 17 when the big semi-trailer turned off Ashland Avenue in Chicago and headed up the drive alongside the Climalene Company plant. As it pulled into the open area beside the loading dock, the huge red Milwaukee Road emblem on the front of the silvery van flashed in the sun.

The driver maneuvered his truck into position, then stepped out of the cab, walked to the rear of the van and opened the end doors. Returning to the cab, he backed the trailer snugly up to the dock.

Immediately he set to work helping workmen at the plant load the van. With time out for lunch, they had finished the job by 1:30 and the semi-trailer was on its way back to the Milwaukee's freight classification yard in suburban Bensenville. There the driver pulled onto the new Flexi-Van loading strip and in a matter of five minutes had the van of what had looked like a conventional semi-trailer truck firmly secured to a special flatcar and ready to roll. The vanload of Climalene left Bensenville at 3 P.M. on a Twin Cities-bound freight train, and at 4 o'clock the following morning was on the Flexi-Van track in St. Paul, ready for a quick trip to the consignee in Minneapolis at whatever time he wanted the load on his freight dock.

Flexi-Van service, this railroad's answer to the over-the-road truck, had started rolling.

In the period of less than two months which have elapsed since, this unique



door-to-door rail-highway system has been expanded to include service between Chicago-Milwaukee and both Omaha and Kansas City, in addition to the Twin Cities. During that time it has also taken on the look of success, and with good reason. It possesses all of the advantages which shippers are rapidly

recognizing as basic to the trailer-on-flatcar principle of freight movement, and adds some very important advantages of its own.

Flexi-Van equipment consists of specially designed flatcars, lightweight trailer units, and special highway wheel and axle assemblies known as "bogies".

President William J. Quinn joins E. P. Brewer, traffic manager of The Climalene Company from Canton, Ohio, as he turns a van load of Climalene on the flatcar at the Chicago demonstration, Jan. 7.



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Its use differs radically from earlier types of rail-highway equipment in that the special trailer units slide from their highway wheels onto the flatcars in but four or five minutes, the operation being simplified by hydraulic lift tables on the cars, which are powered from the highway tractor battery. The system requires no unusual terminal facilities and permits simultaneous loading or unloading of any number of Flexi-Vans.

Because of the enthusiasm with which the Milwaukee's Flexi-Van service was received during the early weeks of its operation, announcement was made on



Scene on the speaker's platform as the Chicago demonstration got under way. John Phillips, executive vice president of the Milwaukee Motor Transportation Company, is at the microphone. The others, left to right: President Quinn, E. W. Chesterman, director of Flexi-Van sales, and W. W. Kremer, vice president—traffic.

ROLLING

Jan. 27 of the purchase of additional equipment, with a view to extending the service to Spokane, Seattle and Tacoma. Since that time, schedules have been filed with the Interstate Commerce Commission, to become effective Mar. 10, naming rates between Chicago, Milwaukee, the Twin Cities and those West Coast points. This will be the first trailer-on-flatcar service of any kind to reach the Pacific Northwest from the Midwest.

At the present time, Flexi-Van operations are being carried on in the commercial cartage zone at terminal points under contract arrangements with local cartage firms whose drivers and tractor units do the local pick-up and delivery work. This is the case at all terminal points now in operation except Milwaukee, where the work is done by The Milwaukee Road's own subsidiary, the Milwaukee Motor Transportation Company, which plans to take over all Flexi-Van

terminal operations at a later date.

The new service is tied into extensive Flexi-Van operations on the New York Central. Shippers in Milwaukee Road cities with the new service are thus directly linked with such points on the New York Central as Detroit, Cleveland, New York and Boston, and through this connection the service will soon be available from coast to coast.

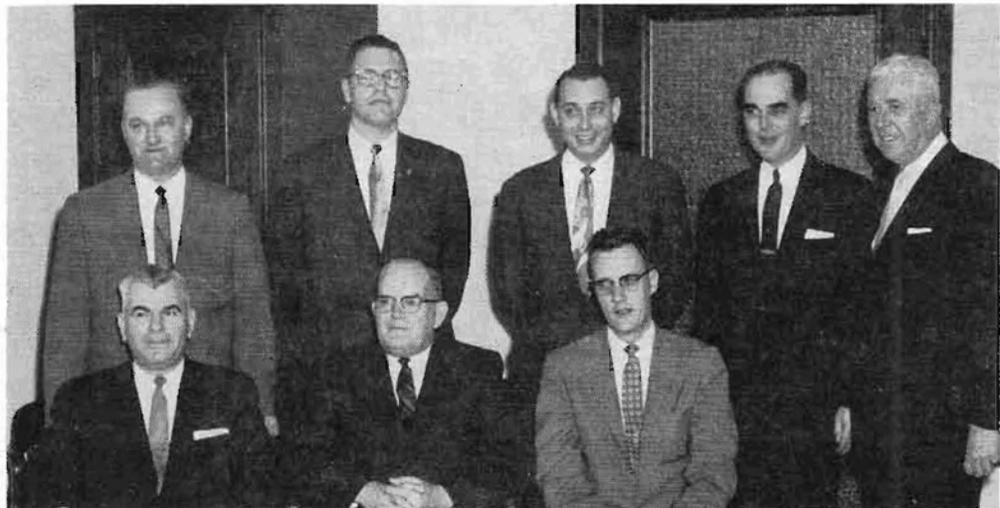
Commenting on the progress of Flexi-Van service, W. W. Kremer, vice president-traffic, recently pointed out that it is especially advantageous to shippers and consignees who are off rail sidings or whose warehousing practices require fast delivery of merchandise. Great interest is also being displayed in this type of service by steamship companies, he

observed, because of the extra handling avoided by loading vans directly on shipboard without wheels, thus eliminating the need for unloading and stowing.

"I would like to add," Mr. Kremer said, "that our entry into this area of freight transportation does not represent in any way a deviation from our conviction that conventional railroad service is the very backbone of this country's transportation system. This is certain to be the case for many years to come, and yet it is a recognized fact that highway operators have siphoned off much of the most profitable business formerly moving on rails.

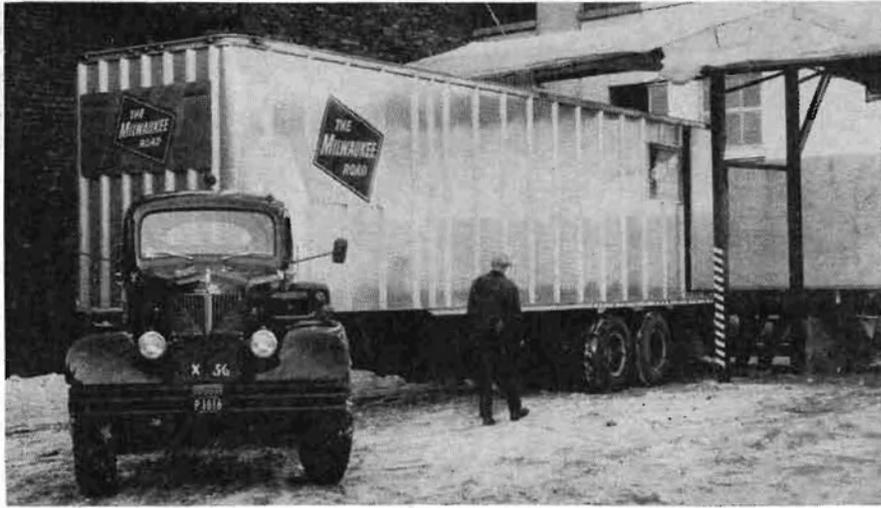
"We see Flexi-Van as a good start in the direction of righting that situation."

Vice President W. W. Kremer and E. W. Chesterman, director of Flexi-Van sales, join the group at the first meeting of Flexi-Van sales representatives held in Chicago in November. Standing, left to right: Sales Representatives D. C. Sutton, St. Paul, D. A. Keller, Chicago, and L. W. Schroeder, Omaha, Mr. Chesterman and Mr. Kremer. Seated, left to right: E. C. Derr, general southwestern agent, Kansas City, representing Sales Representative R. G. Parker, and Sales Representatives A. S. Peterson, Minneapolis, and H. V. Paige, Chicago. Other members of the sales force are J. L. Phleger and W. A. Zimmerman, Milwaukee.

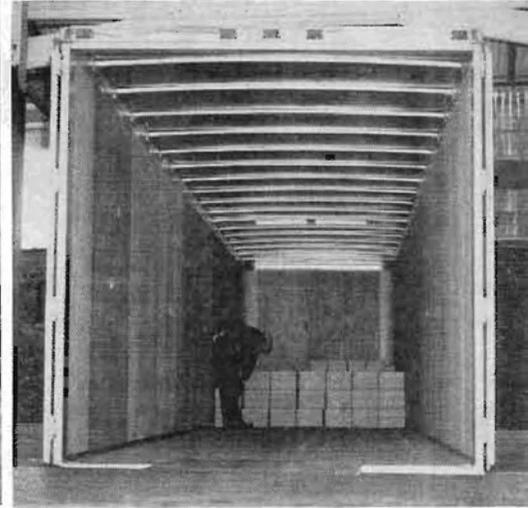


FLEXI-VAN AT WORK

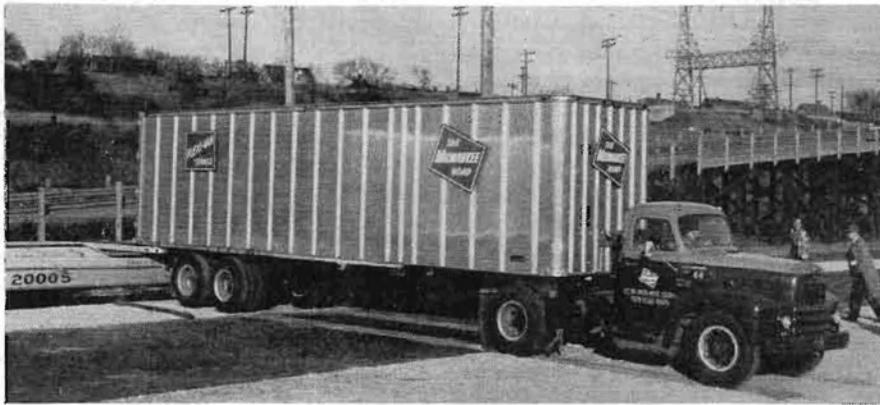
A step by step illustration of how Flexi-Van provides a new, fast service for the shipper



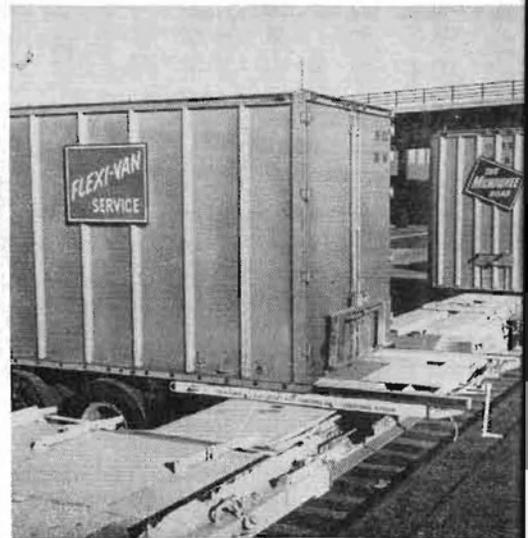
Starting as a conventional semi-trailer operation, the Flexi-Van is backed to the shipper's loading dock. Picture taken at the Chicago plant of the Climalene Company as the first Flexi-Van to move over The Milwaukee Road prepared to load. Destination Minneapolis.



Interior view of the 36-foot Flexi-Van as the driver helps load it at the Climalene plant. A skylight midway of the van roof provides light for workmen at the back of the van.

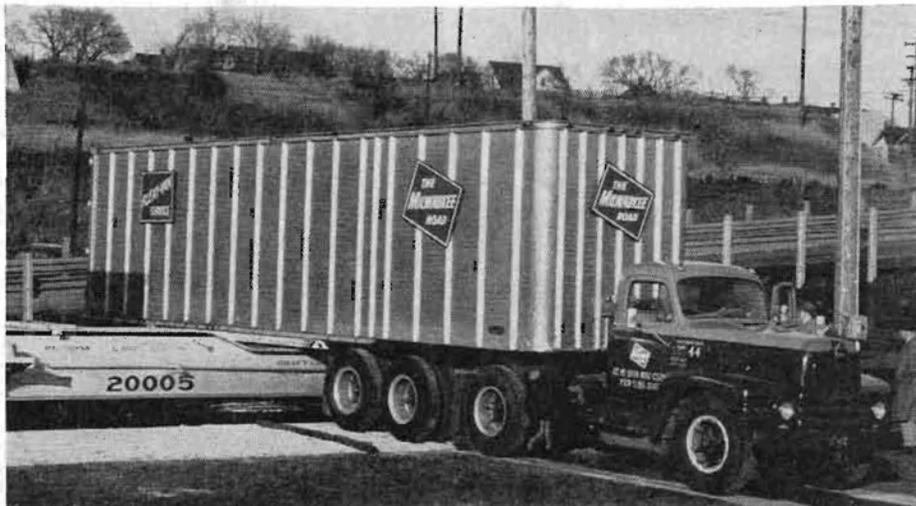


Arriving at the Flexi-Van track, the loaded van backs up to the special flatcar, where the rear of the van engages a track on the hydraulic lift table. The rear wheels of the tractor unit move back toward the set of trailer wheels, or "bogie," as the van slides onto the turntable.



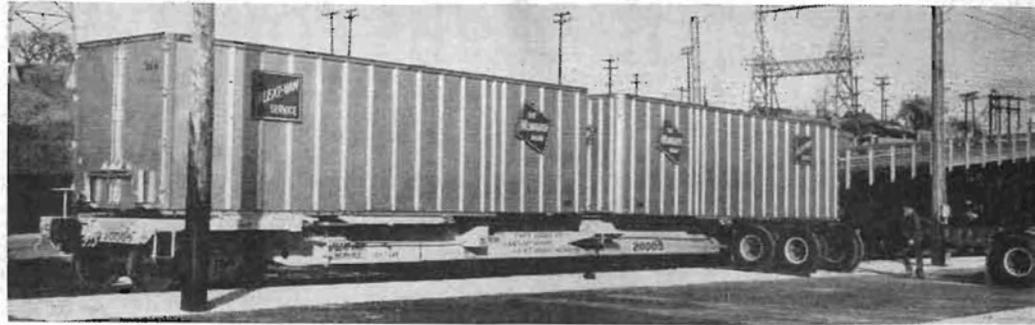
▲ Close-up detail showing the van sliding onto the turntable. A hook and pin device automatically positions the van at right angles to the car.

◀ With the van firmly set on the turntable, the tractor unit can now pull away and go on to other jobs.



THE Milwaukee Road's Flexi-Van fleet includes vans of both 36-foot and 40-foot lengths, and open top trailers. A number of the vans are insulated for protection of lading from temperature extremes, and some of them feature side doors in addition to conventional end doors.

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Left: An hydraulic lift, powered by the tractor unit's battery, raises the van free of the "bogie"; it can then be easily swung into place on the car. This picture shows Miss Marilee Eberts of the Kansas City traffic office, and daughter of General Yardmaster Norton L. Eberts at that point, demonstrating how easily the van can be swung.

Above: With two vans locked securely into position on the long flatcar, they are ready for fast rail movement to destination. The "bogie" alongside the van can now be taken away for picking up and delivering vans from incoming trains.

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 RETURNS

"We have received . . . a statement showing the first installment of the 1958 taxes paid in Montana by your company . . . This figure totals very nearly 1½ million dollars, which is somewhere in the vicinity of about two dollars per head of every living being in the state . . . and, as noted, amounts to as much as \$300 per family in one of the counties.

"I hope this gets good publicity . . . as I am afraid people are prone to cuss the railroads too frequently, not appreciating the many returns that come back to the state through these very substantial taxes, principally in support of our school districts."

*D. J. Dundas, President
The Great Falls National Bank
Great Falls, Mont.*

EVERY CHANCE THEY GET

"We enjoyed everything about the train [the Olympian Hiawatha]—the Sky Top Lounge, our bedroom in the same car, the smooth ride from Seattle through the Cascades (gorgeous scenery). In addition . . . your excellent meals, the delicious sirloin steaks and prime ribs of beef. Most commendable was the steward, N. E. Frank, with his pleasant and courteous manner, which was also reflected in the fine service of the waiters. Mr. Frank's kindness to

families with children was pleasant to see and hear. . .

"We have taken the Olympian back and forth to Minneapolis once, and have many times traveled your Hiawathas to Chicago. We are 'sold' on fine trains, appreciate the expense and tremendous overhead of maintaining even one or two de luxe trains, and give credit to the railroads every chance we get. The western railroads are doing a wonderful job in encouraging rail travel, the family plan making it so much more economical for families; also more restful than traveling far by car."

*Mrs. D. P. Van Calligan
Milwaukee, Wis.*

THEY WANTED MORE

"All too frequently life is composed of a series of complaints about the failure of someone to provide an expected service, and as a result, good service is treated as the ordinary. We at Big Stone would like to be different and give bouquets when they are deserved.

"We think you should know that the service we have been receiving from Mr. Jerry Beck, your agent at Ortonville, has been outstanding . . . that we deeply appreciate the attention he has given us . . . It has also been of help to the Milwaukee railroad, for it has

enabled us to now ship cars from Ortonville to the West Coast instead of having these shipments originate out of our plant at Arlington.

"Just recently our sales department in Minneapolis congratulated us on the speed that shipments were made out of the Ortonville plant. Because of this, they sent instructions for another carload shipment to California."

*Edwin C. Kraus, President
Big Stone Canning Co.
Ortonville, Minn.*

FOR SPECIAL SERVICE

*(From a letter received by L. H. Wal-
leen, superintendent of the Hastings &
Dakota Division, Aberdeen, S. D.)*

"Please accept our sincere thanks for your cooperation in arranging special service on our asphalt cars consigned to Platte, S. D. Mr. Rodney Gust in the St. Paul office also did an almost superhuman job in tracing and expediting these cars from Omaha.

"The cooperation so freely given by you two gentlemen has resulted in saving our company a large sum of money and also in improving our relationship with our contractor. You and your company will certainly be remembered in our future consideration when routing traffic."

*C. D. Batchelor, Vice President
The Lake Asphalt & Petroleum Co.
St. Paul, Minn.*

THE STATE OF THE COMPANY

A Backward Glance at 1958 and the Outlook for 1959

IN 1958, a critical year for all railroads, how did The Milwaukee Road make out? How was it affected by the national recession? And what is in the cards for 1959? These questions, which are of paramount interest as the new year begins, are answered here by President William J. Quinn. In brief, this is how he sums it up:

"Considering the depth and length of the recession, the year just past was a fairly good one for The Milwaukee Road. Even though total operating revenues were off about \$10,000,000, net income exceeded that of 1957. This showing was made possible by searching out and putting into effect operating economies, and by a strict control over expenditures.

"With the declining phase of the recession behind us and a gradual pick-up under way, we look forward to 1959 with confidence that our revenues will be greater and that, despite increased payroll costs, earnings will also show improvement."

The Milwaukee Road's ability to ride out the recession better than some other railroads, President Quinn stated, was due to the fact that its traffic is fairly well diversified, and that its volume follows along with the general activity of the country. As exceptions, he mentioned grain and other agricultural products which, when they move in considerable volume, are reflected in greater revenue increases on The Milwaukee Road than in

other territories. This was true throughout 1958.

President Quinn added that large movements of grain and other agricultural products, as well as livestock, seem apparent also in 1959. Barring unforeseen moisture shortages or other adverse growing conditions, crop production through the Road's territory should continue at a high level. There is reason to believe, too, that with the release of crop land previously in the Soil Bank reserve, material increases can be expected in small grains, and as a result of the abolishment of corn acreage allotments, corn acreage will probably be increased. The availability of terminal storage space will be a controlling factor on grain shipments.

Commenting that cattle and hog numbers may be expected to increase, he said that if prices remain favorable to feeders, there should be a good movement from the Road's range states to the Corn Belt area. "Increasing population should always carry along with it increased demands for products of agriculture and animals", he pointed out. "This makes the long range outlook favorable."

A Year of Expansion

Despite the recession, 1958 was a year of vigorous activity on The Milwaukee Road, emphasized by large investments in new equipment and a bid for more business. In March, while the national economy was still declining, orders were placed for 1,150 new freight cars which cost \$11,700,000. This was in addition to provisions in the year's original improvement budget for equipment purchases totaling \$6,800,000. Of particular importance to the railroad as an individual carrier was the launching of Flexi-Van service before the year was out.

To enable the traffic department to sell more economical and dependable service, the Road established its own traffic research program and stepped up freight schedules. At the same time, steady progress was made on established modernization programs in the various departments which are responsible for providing and helping to maintain service.

Still further expansion along these

lines is scheduled for 1959, the Road's board of directors having approved on Dec. 18 improvement expenditures for the current year approximating \$20,000,000. Represented in the 1959 budget is an \$8,000,000 order for 750 freight cars. The order includes 600 forty-foot boxcars of 50-ton capacity, 100 of which will be equipped with roller bearings; 100 fifty-foot insulated boxcars of 70-ton capacity, with eight-foot doors and damage free devices, all of which will be roller bearing equipped; and 50 sixty-foot flatcars of 70-ton capacity.

More New Equipment on Order

The 600 forty-foot boxcars will be equipped with nine-foot doors instead of conventional six-foot doors, steel kickplate linings, and grain-tight floors strong enough to support pallet type loads. All of the cars reflect specific shipper requirements.

Provisions were also made for the purchase of 52 diesels of the 1,750 h.p. general purpose type, at a total cost of more than \$8,500,000. They will replace an equal number of 1,350 h.p. units which were purchased between 1941 and 1945 and which were not designed for switching service. Each of the diesels on order will have its own operating controls, and can therefore be used for yard switching during lay-over periods between line hauls. Delivery is expected to begin in March.

A problem which faces The Milwaukee Road this year, President Quinn brought to attention, is the one facing most railroads—the inability to be fully and equally competitive with other modes of transportation. He would like to see the railroads accorded the freedom to engage in other forms of transportation so that they might provide shippers with whatever type of service would best meet their needs. Also, the repeal of the exempt commodities clause in Part III of the Interstate Commerce Act. "If the Congress is not disposed to repeal that clause", he added, "certainly the same exemptions should be extended to service by rail in Part I of the Act.

"As to the greatest avenue for future improvement in railroad activities, probably the most important is the accelerated program for traffic research looking

COST INCREASES for 1959

Here is an estimate of increases in expenses and payroll taxes for 1959 over 1958:

WAGE INCREASES . . . \$3,500,000

Basic increase, 7¢ per hour

Nov. 1, 1958 (10 months)

Cost of living, 1¢ per hour

Nov. 1, 1958 (10 months)

MATERIALS 1,120,000

TAXES (Payroll)

Unemployment tax rate increase of ½ per cent Jan. 1 480,000

Increase in taxes account wage increases 115,000

TOTAL INCREASE IN COSTS \$5,215,000

"PEEK-A-BOO" GONDOLA

RAIL-TRUCK

PLUG DOOR TYPE CAR
15 FOOT OPENING

AIR SLIDE COVERED HOPPER

INSULATED COMPARTMENTIZER

DAMAGE PREVENTION EQUIPMENT

115-A
THE MILWAUKEE ROAD

THE MILWAUKEE ROAD

1959

New special types of cars

Ready for



toward rate adjustments and service charges. This is being accomplished by the setting up of research committees within the framework of the existing railroad rate organizations, as well as by establishing research organizations in many of the individual railroad traffic departments, including The Milwaukee Road."

Abraham Lincoln loved to tell stories. To twit a political colleague, he once told of an inspection tour of a state penitentiary. The politician somehow became separated from the party and was left behind when the tour was finished.

With mounting alarm the man searched for a way out. He went up one corridor and down the next, always to find himself locked in. Finally, when he came to a cell containing a convict he recognized as having passed earlier, he realized he was doubling back on himself.

"Say," he asked the convict, "how do you get out of here?"

January—February, 1959

This is a facsimile of a brochure now being distributed among shippers and industrial traffic managers to acquaint them with the equipment and services which The Milwaukee Road offers.

Railroads, the Public's Investment, Frank J. Newell Tells Rotarians

THE public's stake in the ownership of railroads through funds entrusted to institutions which invest in railroad securities, as well as the tremendous tax payments of the industry, was told by Frank J. Newell, retired director of publicity, to the Rotary Club at Austin, Minn., during a visit to that city on Jan. 26.

Mr. Newell, a native Minnesotan who retired last year, pointed out that, while many people perhaps feel they have no personal interest in the railroads—even that it would make no difference to them if the railroads ceased to exist—the huge taxes paid by the railroads tend to materially reduce the taxes of individuals. In Minnesota, for instance, the railroads pay a tax of five per cent on gross revenues attributed to services they perform within the state. (Minnesota is the only state on The Milwaukee Road which requires this tax.)

In 1957, he said, railroad gross earnings taxes in Minnesota amounted to \$14,778,919—an increase of 146 per cent over 20 years ago. At all government levels they were well over a billion dol-

lars.

"Railroads are the best customers of the basic industries," Mr. Newell continued. "They use timber, steel, iron, oil and many other products. In fact, the railroads use, in some quantity, just about everything produced. Such purchases mean much to Minnesota producers and manufacturers, their employes and stockholders."

In this connection, Mr. Newell commented that railroad maintenance purchases in 1957 amounted to nearly two billion dollars. This figure does not include materials purchased by contractors who did work for the railroads.

Remarking that in 1957 the earnings of railroad employes totaled about five and a half billion dollars, Mr. Newell cited that for the most part they were spent in home areas. In Minnesota, he said, the railroads' payroll is more than 183 million dollars annually. Also, that it is generally understood that for every person employed by the railroads, there is another person employed in producing, supplying or servicing the thousands of items which the railroads use.

Special Train Takes New Chicago Archbishop to Post



"I offer you my heartfelt thanks for the warmth of your greeting", Archbishop Meyer tells the crowd which greeted his arrival in the Chicago Union Station. The balcony is draped in the papal colors of white and gold, with the national red, white and blue at the sides.

A PASSENGER movement full of incident was carried out on The Milwaukee Road Nov. 16 when the Most Rev. Albert G. Meyer of Milwaukee, who was appointed Catholic archbishop of Chicago following the death of Samuel Cardinal Stritch in Rome last May, traveled to his new post. To accommodate the distinguished prelate's entourage, the Road furnished a 17-car special train. The movement repeated an identical service performed in 1940 when Cardinal Stritch, then archbishop of Milwaukee, assumed the Chicago archdiocesan leadership.

The trip originated in Chicago, whose archdiocese of an estimated 1,982,000

members is the nation's largest. Aboard the special when it left the Union Station at 12:30 P.M. were Mayor Richard J. Daley and 21 members of the city council, with church and civic dignitaries and scores of laymen. Upon arriving in Milwaukee, the group exchanged official handclaps with that city's farewell delegation, and joined a crowd of about 4,000 who were at the station to wish Archbishop Meyer Godspeed.

An 85-piece band saluted the archbishop's departure at 3:15. In the party which escorted him on the train to Chicago were about 150 members of the church hierarchy, and members of his



Some of the archbishop's entourage detraining in Chicago.

Archbishop Albert G. Meyer says good-by to Milwaukee from the observation platform of the special train, as he leaves for Chicago in the company of church dignitaries.

family. At towns along the route, people cheered the train as it passed.

The arrival of the cavalcade in Chicago at 4:45 P.M. opened a two-day demonstration of civic and religious pageantry. Railway employes in the train shed were the first to receive the archbishop's blessing. He then ascended the inner stairs to the north balcony of the station waiting room, where his appearance was greeted with shouts of welcome from a crowd of some 5,000 gathered below. As he smiled and waved, a band broke into a stirring "On Wisconsin", in honor of his native state.

Before leaving for his residence, Archbishop Meyer made a brief address and conferred a blessing on those present. With his enthronement in office the following day, he became the youngest archbishop in the United States.

questions a shipper might ask himself

... and employes might think about too

ANYONE who has freight to ship or receive can look to three major transportation servants these days. He is free in most cases to choose the railroad or the highway trucker, and in many localities the waterway barge operator as well.

In making his choice, the thoughtful shipper will ask himself these questions:

- Which form of transportation best meets the needs of our great basic industries—agriculture, forestry, mining and manufacturing?

- Which form of transportation best meets the needs of the industry which I represent?

- Which form of transportation provides the most efficient and dependable transportation service throughout the year?

- Which form of transportation pays its own way and doesn't have to have a tax subsidy out of my personal pocket and the treasury of my company?

- Which form of transportation maintains the highest standard of living among its employes and contributes most to the support of the public schools and the costs of local government?

In every instance the answer will be—the railroads.

The Hot Box Detective Goes Into Action

First Electronic Detectors Installed

It's no secret on the railroad that when a hot box flares up on a train, it spells trouble—a delay, the possibility of a derailment, in rare cases even a wreck. On The Milwaukee Road, however, a detector system has been installed which bids fair to minimize this problem. The unit, now in operation on the tracks just west of Pewaukee, Wis., is the first of its kind on a western railroad.

The hot box detective, which works on the principle of the infra-red systems developed for military detection equipment and for remote heat measurements in industry, consists of an electronic trackside device that is sensitive to the heat given off by passing journals and registers it as a series of "pips" on a chart. This is how it goes into action:

In the detector, a small weatherproof housing or "head", is a unit called a thermistor bolometer that is sensitive to infra-red. When the bolometer is exposed to heat it produces an output signal—a pip. The size of the pip depends on the intensity of the exposure.

The bolometer is mounted in a lens assembly which is positioned so as to

look at the trailing sides of passing journals. As a train moves over the detector, each journal is scanned, and since all radiate some heat, those in running order produce a small pip. A journal which is running hot, however, registers a large one.

The detector is so sensitive that a hand wave in front of the lens will produce a signal of hot box intensity. Its position at track level, though, plus a system of circuits which turn it on and off only when a journal passes, preclude the possibility of picking up other sources of heat.

The pips, one for each journal and one for each rail, are picked up by a unit in a relay house some 50 feet away and amplified about 100,000 times. Each cluster of four pips represents the rear truck of one car and the front truck of the next, with a long space between to represent the car body. A hot box indication is located simply by counting the spaces from the head of the train to the car in questionable condition.

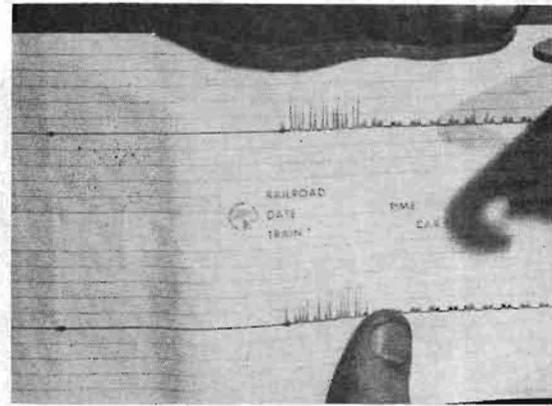
To determine if a particular pip is actually a hot box, the height of a normal pip on the opposite end of the same axle is subtracted from the suspect. If the difference exceeds a predetermined amount, the car is considered as having a defective journal.

Roller bearing cars are an exception, for although a roller bearing does not generate more heat than a friction bearing, its journal structure is such that heat is radiated much easier. For this reason it registers a relatively large pip. But a roller bearing car is usually easy to spot on a chart, because all of its journals will give a high reading.

In operation, the amplified signal is transmitted by an electric pulse over a wire to a manned location. There the pen-graph recording is read by the person in charge. If a dangerous condition is indicated, he signals or radios the train crew that the train should be stopped, at the same time telling them which car is in trouble.

The recorder for the Road's new hot box detectors near Pewaukee is located six miles east, in the tower at Duplainville.

The first electronic detectors were used experimentally in 1956, since when they have been gaining acceptance as



A sample of the tape chart, which is ruled with lines one millimeter apart. The high pips were made by roller bearing journals on the locomotive—a hot box reading would be higher.



Closeup of the "head", the trackside unit whose seeing eye scans the journals as they pass.

(Milwaukee Journal photos)

Operator Harold Searle of Waukesha, Wis., inspecting a tape chart as it comes out of the recording machine in the Duplainville tower. If a hot box condition is indicated, he radios the train crew to cut out the faulty car.



a solution to the hot box problem. Their endorsement is based on the accuracy with which they pinpoint abnormal heat conditions for the inspection of train crews before serious damage can be done. As an example of their reliability, B. J. Worley, assistant chief engineer signals and communications, cited the fact that during the first week the Pewaukee unit was in operation, it spotted one journal that was about to fail and two more that appeared normal under visual inspection but were found to be defective on the repair track.

The Road's modern signal system carries a responsible role in helping to maintain its high speed freight schedules. By preventing the expense of delays which might be caused by burned off journals, the new hot box detector is expected to pay its own way.

Cupola Caboose Donated to Historical Center



At Austin, B&B Foreman John H. Montgomery swings onto the caboose, following its delivery on New Year's Day.

IN the interest of preserving a visual record of railroad progress for future generations, The Milwaukee Road has provided Milwaukee 1004, the six-wheel Baldwin which it presented last year to the old time railroad exhibit at Austin, Minn. (see the November 1957 Milwaukee Road Magazine) with a running mate. Fresh from an overhauling at Milwaukee Shops where it was built in 1910, caboose 0774, a cupola type, was turned over to the Mower County Pioneer and Historical Society Jan. 1. Plans are now in the making to move it to the county fairgrounds, where it will be coupled to the giant steam locomotive.

Caboose 0774 was singled out for the exhibit as being typical of the equipment in use when oil lamps and pot-bellied stoves spelled comfort at home as well as in a "crummy", the railroad man's home away from home. The superstructure is all wood constructed, with steel center sills. Before yielding to time and progress, it had logged some 900,000 miles of service in the vicinity of the Twin Cities and La Crosse. In the reconditioning process all of its vintage features were restored to fresh-as-paint newness and placed in running order. The restoration included an outside paint job of the traditional orange, with white hand rails for maximum visibility and security.

In a letter to Austinites concerning the gift, President William J. Quinn answered a query as to how the caboose was so named. While this is not definitely known, the source has been traced to the fact that the first railroads were built along the Atlantic seaboard where

a parallel may have been drawn between a train's rest car and the galley of a ship. "Caboose" was originally a nautical term for a galley—the "cab house". To this information President Quinn appended a few other names, mostly of a humorously derogatory nature, which have been applied to it, including the well known Crummy, as well as Brain Box, Bazoo Wagon, Chariot, Louse Cage, Perambulator and Rest Room. "I am told there are numerous others that the postal laws and polite language prohibit mentioning", he added.

As a historical exhibit, No. 0774 provides an interesting contrast to the Milwaukee Road's cabooses of today. The Road's modern cabooses are all-steel,

Foreman Montgomery warms up at the old coal-burning stove in the living quarters. For its trip to the Mower County fairgrounds, the caboose will be moved on a lowboy. (Austin Daily Herald photos)



heavily insulated against winter cold and summer heat. Electric generators furnish current for radio communications between conductor and engineer, and for lights, refrigerators and cooking ranges. Heat is supplied by oil heaters of the latest type. The cupola from which crews formerly inspected the train ahead for signs of hot boxes or other trouble has been replaced by a bay window projection at the side. From this comfortable station, train inspection is much easier, and the odor of a hot box, hanging close to the ground, can be detected more quickly.

Chicago-California Service Sets New Pace for Fast Freight

THE Milwaukee Road announced in December a speed up of daily freight schedules on its Union Pacific-Southern Pacific joint operations which set a new pace for lines offering Chicago-California service.

Beginning Dec. 8, fast freight 63 was stepped up to a 62-hour schedule out of Chicago for third morning arrival in Los Angeles on merchandise traffic, including house to house and trailer-flat car shipping. The service was provided primarily for traffic originating in the Chicago area and other Midwest points.

Another schedule was stepped up Dec. 23 with the announcement that 61 would be on a new daily schedule providing for 63 hours running time from Chicago to California points. It was established to expedite service to the West Coast for eastern forwarder traffic, as well as forwarder and packing house traffic originating in Chicago and the Midwest.

The present schedule of train 63 calls for departure from Chicago at 6 P.M. on a Monday, for example, and arrival in Los Angeles at 6 A.M. on Thursday via the Union Pacific from Council Bluffs. On the same basis, train 61 leaves Chicago at 11 A.M. on Monday and arrives in Los Angeles and San Francisco shortly before midnight on Wednesday.

These moves were the latest venture in an acceleration program whereby freight schedules have been reduced by one day eastbound and two days westbound in the past year.

It's never safe to be nostalgic about anything until you're absolutely sure there's no chance of its coming back.

The Milwaukee Road Magazine

C. P. Downing, Personnel Head, Retires



"Don't forget, Junior, tell the man you're under five . . . under five . . . under five."

• Briefly Noted •

(Continued from page 3)

way Engineering Association and the American Iron and Steel Institute with a plaque for permanent placement in Talbot Laboratory on the university campus. The rail problem was acute in 1931 when Professor Herbert F. Moore was on the university's engineering staff. More than 12,000 rails were failing each year, with the railroads and steel mills blaming each other. Professor Moore solved the problem when he proved the trouble was caused by tiny gas bubbles trapped in quick-cooled rails. As a result, the slow cooling of rails became a standard practice in 1936.

WHERE THE BUFFALO ROAM. At Portage, Wis., recently, Engineer John Kiefer, en route to Milwaukee with the Pioneer Limited, received this message from the dispatcher: "Watch out for buffalo." He was not buffaloeed, though, for he knew that three miles east, at Lake George, a farmer raises buffaloes. So as he reached the trouble area he slowed down, but saw no buffalo, although he did see a searching party looking for buffaloes. In Milwaukee later, he learned that a mail train had reported buffaloes breaking through a fence and loping along the railroad tracks. No buffalo steak, though.

REAL LOW DOWN. Here's the real lowdown on the slowdown, as S. J. Cooley, director of industrial and real estate development, heard it from a friend, "Doc" Ramsdell of La Porte, Ind., who heard it from a friend, ad

infinitum: "The commerce department reports that sales and income figures show an easing up of the rate at which business is easing off, which is proof of the government's contention that there is a slowing up of the slowdown. In order to clarify the cautious terminology of the experts, it should be noted that a slow up of the slowdown is not as good as an upturn in the downturn, but it is a good deal better than a speed up of the slowdown, or a deepening of the downturn and does suggest that the climate is almost right for an adjustment to the readjustment." "Or to put it briefly," said "Doc," "we have at last decelerated the acceleration of the deceleration."

PACKING A PUNCH. Designs for ticket punches offer proof that many conductors are humorists at heart. Jack Maguire, who writes for RAILWAY PROGRESS, cites for example the teetotaler who punches out a cocktail glass on his tickets. Another whose surname is "Bull" punches a cow's head.

head start on his and Mrs. Downing's desire to enjoy some long deferred traveling. With no destination in mind other than to see the Southwest, they left Chicago by car on Jan. 4. Arizona will be their first stop of any length,



C. P. Downing (center) at the luncheon in his honor at the Union League Club in Chicago Dec. 30, pictured with President William J. Quinn (right) and F. G. McGinn, vice president—operation.

after which they intend to tour California. For the present they are retaining their home in Chicago, but eventually they may move elsewhere, if they find a location more to their liking.

One interurban line had an attractive woman conductor who boasted a wolf's head on her punch. A non-smoker punches a pipe-shaped hole. On a Texas railroad, one conductor punches a map of his state. More than 20,000 separate dies have been assigned to conductors since the practice was introduced in 1852.

Notice— Veterans of the 744th

THE 13th annual reunion of the Milwaukee Road's own 744th Railway Operating Battalion, which saw active service in Europe during World War II, will be held June 19 and 20 at the Leamington Hotel in Minneapolis. Notices will be mailed to all members on current rosters. Others should contact M. J. Martin, president, 5105 Tifton Drive, Minneapolis 24, Minn.

Bill Klomp Takes His Last Bow

IMAGINE a job keeping tabs on the comings and goings of show people—Jack Benny, Judy Garland, Benny Goodman, Lucy and Desi, Tallulah, Gypsy Rose Lee. Nice work if you can get it? None nicer, according to W. C. "Bill" Klomp, who, during the three decades he was the Road's "theatrical agent" in Chicago, did just that.

Bill, whose official title was assistant to general passenger agent, reminisced about it as he leafed through his big scrapbook when he retired on his 65th birthday, Jan. 6. "I've made many good

balance of the opera season, Mrs. Klomp and I had a box."

Incidents such as this were workday routine for Bill Klomp, native Chicagoan, who started railroading as a brakeman on the Rocky Mountain line in his teens, having left high school to join the home folks when his father was transferred to Butte as master mechanic for the Road. In his early years Bill also worked briefly for the Manufacturers Junction and the Great Western before signing on with the Milwaukee in 1913, first in the operating and engineering departments and later in the Chicago accounting offices. He joined the passenger force in 1921 and was made theatrical agent in 1926.

That was in the days when Chicago had 17 legitimate theaters, 34 vaudeville houses and three burlesque shows. As a passenger solicitor, Bill arranged travel accommodations for practically every box office attraction to hit the Road—Ethel Barrymore and Sally Rand, Paderewski and Powers Elephants, Sousa and Spike Jones, the Sistine Choir and Singers Midgets.

"I handled all of the big revues—Earl Carroll's Vanities, George White's Scandals and the Ziegfeld Follies. The big dramatic stars, Maude Adams, John Barrymore and Otis Skinner. Every ice show, name band, rodeo and circus. One week it would be the Marx Brothers, the next the Metropolitan Opera." It's no idle boast when Bill says, "I could write a book".

Some of these memoirs were related by Bill as he took a bow at his retirement luncheon. Among the 175 friends who gave him a hand were many show people, including Joseph Grossman, manager of the Chicago "My Fair Lady" company who served as master of ceremonies, and radio headliner Red Blanchard of "National Barn Dance". Sharing Bill's final curtain were his wife Mary, and his son Bill Jr. and daughter Marie, with their families.

In the future, Bill intends to enjoy more of his home outside of Wheaton, Ill., and take things easier. Maybe do a little visiting. "I have an invitation from the Lunts to stop at their summer place in Genesee, Wis., any time I'm near by. Perhaps I'll do it now."

If you watch a game, it's fun. If you play it, it's recreation. If you work at it, it's golf.—Bob Hope



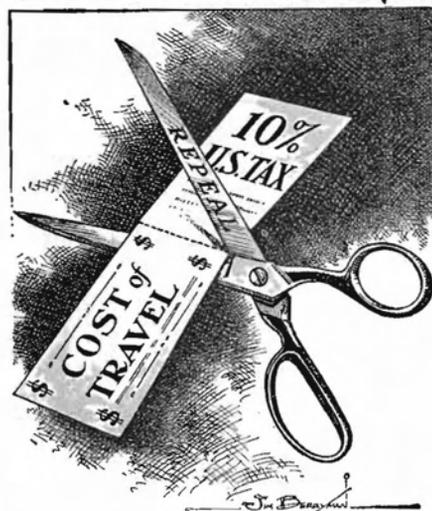
The traditional cake-cutting marks the retirement of W. C. Klomp on his 65th birthday. From left: F. G. McGinn, vice president-operation; Mr. Klomp; H. Sengstacken, passenger traffic manager; and P. H. Draver, vice president-industrial development.

friends among the people in show business. Take Sophie Tucker—here's her autograph—did I tell you she sent me a retirement gift? And Jack Dempsey and Mike Todd. Once Mike ran short of cash, but you can always trust show people. Here's Mae West, off stage very quiet and considerate of others. And Mary Garden—I handled all of the transportation for the Chicago opera company when she managed it in the '30s. That reminds me—", and Bill was off on one of his stories:

"One time when Mary got off the train in the Union Station—she was returning from a vacation on the Riviera—a crowd of reporters rushed forward and began asking questions, including was it true that she had slimmed down her famous figure. To oblige them, Mary posed for a picture standing on a scale. The uproar came when she happened to notice that the scale told a different story, and ended with her smashing the camera."

But Mary was a lady, and later made amends. Smiling over the didos of temperamental divas, Bill said, "For the

ONE COST THAT SHOULD BE CUT



Lowered Touralux Rate Brings In New Business

ARE lowered fares the answer to the passenger deficit now facing the railroad industry? Commenting on the reaction of the public to economy rates, Harry Sengstacken, passenger traffic manager, cited as an example the response to the announcement on Nov. 1 that Touralux Pullman space on the Olympian Hiawatha, previously sold only to purchasers of intermediate class tickets, would be available with the purchase of tickets sold at coach fares.

Mr. Sengstacken stated that the opportunity to travel in comfort at the bargain rate was snapped up, as steadily increasing revenues prove. "We are very gratified with the results, even in this short period", he said. "During the holiday season, Touralux Pullman space was sold almost to full occupancy."

Mr. Sengstacken observed, however, that the future of the passenger business requires an intensification of effort this year to urge the repeal of the 10 per cent travel tax. Also, to rout the rumor that travel by rail is on the way out. Referring to the much-publicized Hosmer Report, he said, "All passenger-carrying roads would be benefitted by a reversal of present reporting in the press based on the 'If the present trend continues' statements of hearing examiners. It has given many people the idea that the railroads are fighting a losing battle and do not want passenger traffic. I believe we should state our position as positively as possible. If we speak out and state that passenger traffic is welcome on main line trains, it will not only influence public opinion, but possibly increase business."

The Milwaukee Road Magazine

appointments

Operating Department

Effective Jan. 1, 1959:

S. W. Amour is appointed assistant to vice president with headquarters in Chicago, following the retirement of C. P. Downing. Mr. Amour started with the Road as a clerk at Terre Haute in 1921, transferred to the operating department there later, and to the office of the assistant general manager in Chicago in 1929. He was promoted to chief clerk to assistant general manager in 1938, appointed schedule inspector in the personnel department in 1940, and assistant supervisor of wage schedules, his former position, in 1944.

Traffic Department

Effective Jan. 1, 1959:

R. E. Hibbard is appointed assistant general freight traffic manager, rates and divisions, with office at Chicago. Mr. Hibbard had been freight traffic manager, rates and divisions, since Jan. 1, 1956. He started with the Road in 1918 as a ticket agent in Dubuque, later was chief clerk in the Dubuque office, and in 1922 transferred to Chicago, where he subsequently served as assistant to vice president. He was appointed assistant general freight agent in 1948, promoted to general freight agent in 1951, and to assistant freight traffic manager, rates and divisions, in 1954.

H. J. McKenna is appointed freight traffic manager, rates and divisions, with



S. W. Amour



R. E. Hibbard



H. J. McKenna



R. A. Kohlhoff

office at Chicago. Mr. McKenna was formerly freight traffic manager, rates and divisions, of the Soo Line with headquarters in Minneapolis. His railroad service, all with that company starting in the traffic department in 1922, has included the positions of assistant general freight agent, general freight agent, and assistant freight traffic manager. He was appointed to his most recent position as freight traffic manager, rates and divisions, in 1954.

Effective Dec. 1, 1958:

R. A. Kohlhoff is appointed division freight and passenger agent at Dubuque, following the retirement of R. E. Beauvais. Mr. Kohlhoff began his service in 1925 in the local freight office in Minneapolis, where he was subsequently chief clerk in the freight traffic department. Starting in 1938, he served in turn as city freight agent in Butte, Duluth and Minneapolis. He has been traveling freight agent with headquarters in

Minneapolis since 1948.

M. E. Steen is appointed traveling freight agent, Minneapolis, succeeding R. A. Kohlhoff. Mr. Steen has been with the Road since 1939, starting as a clerk in La Crosse. In 1949 he was appointed chief clerk in the general agent's office in Chicago, and in 1950 city freight agent in Des Moines. He had been chief clerk to general northwestern freight agent in Minneapolis since 1954.

S. J. Monroe is appointed traveling freight and passenger agent at Buffalo, N. Y., following the retirement of H. W. Mould. Mr. Monroe began his service in the Road's traffic department in Milwaukee in 1951. He was appointed city freight agent in Detroit in 1954, and since last October had been city freight and passenger agent in Buffalo.

H. W. Austin is appointed city freight and passenger agent at Buffalo, N. Y., succeeding S. J. Monroe. Mr. Austin, who had been with several other railroads before entering Milwaukee Road service in 1927, was formerly chief clerk in the Buffalo office.

J. P. Conlin is appointed city freight agent at San Francisco. Mr. Conlin started his railroad service with the Southern Pacific at Oakland, Calif., in 1939 and was subsequently with the B&O and the N&W before coming to the Milwaukee in 1954. Most recently he was chief clerk in San Francisco.

Engineering Department

Effective Dec. 16, 1958:

C. Miller is appointed superintendent automotive equipment with headquarters at Chicago. Mr. Miller has been with the Road since 1943, starting in Aberdeen, S. D., where he served on various positions in the B&B, signal and engineering departments. Subsequently he transferred to the engineering department in Ottumwa, and in 1949 to the Chicago engineering office, where he has been automotive engineer since 1952.

Why John and Dick Wouldn't Work

If you have trouble explaining to your friends exactly what is wrong with the socialist-type economic system, you might try the approach used by Thomas J. Shelly, a veteran teacher of economics and history. He attempted to explain the meaning of socialism to his Yonkers high school class as follows:

"John, you made a grade of 95; and yours, Dick, was 55. I shall now take 20 points from you, John, and give them to Dick. Thus, each of you has 75, adequate for passing.

"Here I have applied the socialist-communist principle as set forth by Karl Marx: 'From each according to his ability, to each according to his need.'

"Now, let us examine this in practice. You, John, won't work because you have had your incentive removed. And you, Dick, won't work because you are getting something for nothing.

"We can't exist unless we work and produce. Thus, in order to get the work done, we'll need someone with a whip or a gun. Socialism must lead to authoritarian controls."

An oversimplified approach, perhaps, but enough "on target" to score a big point for a much-misunderstood free enterprise economy.

FRESH FISH EVERY DAY, thanks to the railroads

How is it possible to find Louisiana shrimp, Maryland oysters and Maine lobster in markets a thousand miles from the seacoast? The reason is that every day, from scores of seaports and interior canning and freezing plants, railroad refrigerator cars and container cars speed the commercial fisherman's catch overnight to retail markets in all parts of the country. Every year the railroads also move hundreds of thousands of tons of canned seafoods from packing centers, and the produce of the frozen fish industry, to consumer markets. To take care of the latter type of traffic, they have developed the mechanical refrigerator car which is capable of maintaining very low temperatures without re-icing enroute.

The railroads transport canned salmon produced in Alaska, Washington and Oregon; shrimp canned along the Gulf Coast; sardines canned in Maine and California; mackerel canned in California, and tuna canned along the east and west coasts. Most canned seafood is sold



Crab-Stuffed Fish Steak



through brokers who frequently work with forwarding companies in organizing full carloads for groups of small buyers. The fish is then shipped by rail to terminal markets for distribution.

Thus, from the time the seafood leaves the seacoast until it reaches the consumer, the railroads play a vital role in keeping it in perfect condition. To do so, they have invested millions of dollars in equipment and facilities.

Fish, as everyone knows, is a source of easily digested, high grade protein. For a well balanced meal, serve this fish dish with hot cooked vegetables.

CRAB-STUFFED FISH STEAK: Drain one 6½ oz. can of crab meat, remove fibers, and flake. Saute 1 tbsp. minced onion, 1 tbsp. chopped parsley and 1 tbsp. chopped celery in 2 tbsps. butter. Remove from flame and add ½ cup cracker crumbs. Add 1 egg, salt and pepper to taste, and mix well. Place 1 fish steak (cod, haddock, halibut) in a greased baking dish. Cover with the mixture and place another fish steak on top. Brush with melted butter and bake in a 375° oven about 30 minutes, basting once with butter. Serve with a border of mashed potatoes.

College Now, Pay Later

THE increasingly high cost of a college education has inspired its own solution—"study now, pay later." It isn't a new idea, some states, in fact, having offered college loans for a quarter century. Until recently, though, they had few takers, says an article in the February Better Homes & Gardens.

But within the past year or so, three circumstances have given pay-later education a push. First, students had trouble finding jobs during the recession; second, colleges found it necessary to boost their revenue; third, the National Defense Education Act was passed, providing, among other things, federal funds for student loans.

The project has the advantage of a long-term loan without the usual drawbacks. No interest is charged until a year after the borrower leaves school, and then just 3 per cent annually, with 10 years to pay. Also, no collateral is demanded; endorsement by an accredited school is enough. Any full time student in good standing who has financial need can be recommended, with special consideration going to future teachers and to students of science, mathematics, engineering or a modern foreign language.

Future teachers have a further advantage. Half of their debt is cancelled, at the rate of 10 per cent for five years, if they work in public primary or secondary schools after graduating. Approved students can borrow as much as \$1,000 a year, or \$5,000 during their stay on campus, including graduate school.



FLOWER MOTIF STOLE, to make now and wear later. The flowers measure three inches, the completed stole 22 x 76 inches. This particular model was crocheted in light pink, but other colors would be equally lovely. Instruction leaflet FLOWER MOTIF STOLE may be had free of charge by writing to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

A Reference Library for Only \$50

FOR as little as \$50, every family can own a home reference library, says Bergen Evans, author and TV personality. This is the list he recommends:

- Holy Bible, preferably with a short dictionary and concordance.
- American College Dictionary, thumb indexed (Random House)
- Columbia Viking Desk Encyclopedia (Viking)
- Encyclopedia of World History, Langer (Houghton Mifflin)
- World Atlas, Readers' Edition (Rand McNally)
- World Almanac, new editions published annually (New York World Telegram)
- Complete Works of William Shakespeare (Random House)

New Standard Book of Etiquette (Doubleday)

Popular Medical Encyclopedia, Fishbein (Doubleday)

Such a library, says Mr. Evans, will provide, in addition to useful information, a lifetime of good reading.

Now It's Shrimpburgers

THAW one 12-oz. package of cleaned, cooked shrimp, cut into small pieces. Melt 3 tbsps. butter, stir in 3 tbsps. flour, add ¾ cup milk, and cook, stirring constantly, until thick. Add shrimp, 1 cup cooked rice, ½ cup grated processed cheese, 2 tbsps. grated onion, 1 tsp. salt, ⅛ tsp. pepper, a dash of cayenne, ½ tsp. curry powder. Shape into patties, roll in fine dry bread crumbs, and fry in about ½ inch hot fat. Place in toasted hamburger buns. Serves 6.

The "Cow Town" Depot Is a College Campus Now

THE old Milwaukee Road depot at Miles City, Mont.—the building which was deeded to the city some years ago when the railroad facilities were moved to another location—is still busy these days with people who are "going places". Now, however, the traffic consists of youth in the day time and adults in the evening, and instead of suitcases and traveling bags they carry T-squares and textbooks. In a unique experiment, the depot in the Cow Town Capital of the West has been converted into a thriving junior college campus.

Two years ago, when the Custer County High School and Junior College was faced with the problem of an expanding enrollment and cramped quarters, it was recommended that the depot and its grounds be leased for junior college purposes. The city willingly agreed, and a 10-year lease was signed, with an addi-



tional 10-year option, at a cost to the school district of one dollar.

The 40-year-old building, having been sturdily constructed, was in remarkably good condition and had previously been modernized. It was found that the ticket office and lobby would serve very well for office facilities, and the former office space for a classroom, supply room and room for textbooks. Dining space formerly used by the employees' Service Club made an ideal student lounge and snack bar. The only remodeling necessary was the erection of a partition to convert the waiting room into classrooms, the installation of a tile floor in the student lounge, and new lighting in one of the classroom areas. Later the former baggage and express annex was remodeled into additional classrooms.

Total cost of the project was under \$10,000, which provided about 6,000 square feet of space, together with a parking area and a grassed plot which is used for physical education and recreational purposes. It is estimated that the



Students playing touch football in the park fronting the former depot.

construction of new similar facilities would cost in the neighborhood of \$100,000.

In the two-year period the building has been in use, enrollment at the school increased more than 100 per cent. This figure does not include students who attend night classes. Charles E. Hood, superintendent of the junior college says, "We suspect that The Milwaukee Road is happy and proud that its former property is being used for such a worthwhile community service; to continue to provide facilities for youth who are 'going places'."



Above: At his desk in the former ticket office, Vernon Kailey, dean of men, confers with a student.



Right: The "tickets" now sold in the former ticket office are for admission to college classes. Kenneth D. Smith, dean of Custer County Junior College, is at the window.

The glee club rehearses in the former Service Club dining room, now the student lounge. The area includes a snack bar, ping pong tables and a juke box.



retirements

during November-December, 1958



General Offices—Chicago and Seattle—System Employees

Berghauer, Margaret W.Clerk. Chicago, Ill.
 Cush, Adelia E.Clerk. " "
 Dahlke, August J.Bureau Head. " "
 Downing, Clyde P.Asst. to V. Pres. " "
 Laws, William G.Waiter. " "
 Marshall, Eleanor M.Clerk. " "
 Mayer, OttiliaClerk. " "
 Meuse, Clarence A.Waiter. " "
 Rau, Sr. Harry W.Bureau Head. " "
 Russell, Henry G. " "
 Chief Disbursement Accountant. " "
 Stuckrath, William J.Spec. Officer. " "
 Trainor, Charles S.Clerk. " "
 Wayrowski, Edward A.Clerk. " "
 Wilmot, Louis K.Steward. " "

Chicago Terminals

Angelopoulos, Gust P.Sec. Laborer. Chicago, Ill.
 Carver, Raymond W.Welder-Laborer. " "
 Cheezy, EdwardInspector. Bensenville, Ill.
 Circuit, Wm. L.Ex. Gang Laborer. Chicago, Ill.
 Cury, MichaelEx. Gang Laborer. " "
 Fecenko, John M.Inspector. Galewood, Ill.
 Foster, Ernest E.Switchman. Bensenville, Ill.
 Imbler, James E.Switchman. " "
 Jervey, Marion J.Mach. Helper. Chicago, Ill.
 Johnson, Arthur S.Switchtender. " "
 Kamys, AlbertCarman. Bensenville, Ill.
 Lexander, Mary R.Coach Cleaner. Chicago, Ill.
 Otto, Samuel G.Switchman. Bensenville, Ill.
 Polihronopoulos, JamesStevedore. Galewood, Ill.
 Reyna, MelquiadesEx. Gang Lab. Chicago, Ill.
 Ruck, Henry F.Switchman. " "
 Ryglowski, Stella M.Coach Cleaner. " "
 Semka, Anna M.Coach Cleaner. " "
 Sisson, George E.Ex. Gang Laborer. " "
 Solesky, JohnSta. Fireman. " "
 Waltrip, RoyBoilermaker. " "
 Wasek, Antoinette M.Folder. " "
 Wojhoski, Gust F.Inspector. Galewood, Ill.

Coast Division

Bannerman, JackSwitchman. Tacoma, Wash.
 Bechler, John F.Checker. Seattle, Wash.
 Black, RobertB&B Carpenter. Monroe, Wash.
 Boyer, Leo W.Loco. Engr. Tacoma, Wash.
 Broz, August P.Machinist. " "
 Clapham, John H. " "
 B&B Carpenter " "
 Dahlquist, ErnestSteno-Clerk. " "
 Demos, John T.Sec. Laborer. Raymond, Wash.
 Eaton, Harley W.Elec. Helper. Tacoma, Wash.
 Evenson, GustavSec. Lab. Port Angeles, Wash.
 McNamara, Earl B.Sta. Engr. Tacoma, Wash.
 Michell, George G.Electrician. " "
 Miller, Manford A. " "
 Sec. ForemanMcKenna, Wash.
 Milroy, Charles C.Laborer. Tacoma, Wash.
 Myers, RayInspector. Othello, Wash.
 Napper, Albert B.Loco. Engr. Tacoma, Wash.
 Pfaff, Carl G.Clerk. " "
 Rhoads, Cecil L.Conductor. " "
 Scharosch, Jacob L. " "
 Ex. Gang Laborer.Cedar Falls, Wash.
 Schleusner, Chas. A.Loco. Engr. Spokane, Wash.
 Schumacher, Frank E.Inspector. Othello, Wash.
 Sladky, JosephSignal Helper. Lind, Wash.
 Spiegelberger, Edward C. " "
 Loco. FiremanRaymond, Wash.
 Stimits, James W.Sec. Laborer. Seattle, Wash.
 Theiss, Wm. R.Conductor. Spokane, Wash.
 Vergason, Whitney M. " "
 Loco. FiremanTacoma, Wash.

Dubuque & Illinois Division

Beauvais, Ruell E. " "
 Dvn. Frt. & Pass. AgentDubuque, Ia.

Browning, David A.Agt., Excelsior Springs, Mo.
 Carpenter, WaltonConductor. Kansas City, Mo.
 DiVenti, RimigioLaborer. Savanna, Ill.
 Hodges, Wm. J.Loco. Engineer. Ottumwa, Ia.
 Losey, Lester A.Agent. Eldridge, Ia.
 Michalski, Joseph S. " "
 Loco. EngineerBensenville, Ill.
 Miller, Erwin J.B & B Foreman. Savanna, Ill.
 Mulder, Jack H.Chief Clerk. " "
 Redder, Phillip H.Inspector. Dubuque, Ia.
 Ringlbauer, WilliamRoadmaster. Marquette, Ia.
 Welsch, PeterB & B Carpenter. Bellevue, Ia.
 Wetzel, Henry E.Ex. Gang Laborer. Liberty, Mo.

Hastings & Dakota Division

Hughes, Wm. D.Conductor. Minneapolis, Minn.
 Kelly, JohnCar Repairer. Aberdeen, S. D.
 Kuhfeld, Wesley A.Sec. Laborer. " "
 Moe, ArnoldCashier. Montevideo, Minn.
 Oswood, Thorris J.Sec. Laborer. Waubay, S. D.
 Standal, Christopher E. " "
 Loco. EngineerMinneapolis, Minn.
 Wells, Charles V.Mach. Helper. Aberdeen, S. D.

Iowa Division

Carey, Raymond E.Agent. Jolley, Ia.
 Kappotas, George F.Sec. Laborer. Marion, Ia.
 Kinder, Agnes C.Clerk. Council Bluffs, Ia.
 Madison, WilliamLoco. Engr. Savanna, Ill.
 Nicholson, Albert W.Lt. of Police. Perry, Ia.
 O'Neal, Laurence J.Conductor. Clinton, Ia.
 Osborne, Carl G.Agent. Jefferson, Ia.

Iowa, Minnesota & Dakota Division

Bauman, Albert L., Sec. Foreman. Pipestone, Minn.
 Becker, JacobLoco. Engr. Austin, Minn.
 Colgan, EarlTicket Clerk. Sioux Falls, S. D.
 Guse, William A.Loco. Engr. Sanborn, Ia.
 Hackett, Perley M.Laborer. Sioux City, Ia.
 Hernes, GustavInspector. Austin, Minn.
 Manning, Edward J.Custodian. Burbank, S. D.
 McCall, James P. " "
 Baggage & TruckerMitchell, S. D.
 McFarland, Elmer D. " "
 Sec. LaborerWinnebago, Minn.
 Williams, Benj. F.Agent-Oper. Kadoka, S. D.

La Crosse & River Division

Birchler, George J.Brakeman. Milwaukee, Wis.
 Blanchfield, Edward C.Cashier. Merrill, Wis.
 Braun, Joseph A.Laborer. Wausau, Wis.
 Cleary, Richard R. " "
 Boilermaker HelperLa Crosse, Wis.
 Kaleas, Otto W.Custodian. Wisconsin Dells, Wis.
 Lancaster, George A. " "
 B & B CarpenterLaCrosse, Wis.
 Larson, Leo M.Carman. " "
 Lillie, Earl R.Frt. Handler. Portage, Wis.
 Lindquist, Carl A.Loco. Engr. Minneapolis, Minn.
 Miley, Vincent W.Conductor. " "
 Olson, Elmer W.Clerk. LaCrosse, Wis.
 Vongnechten, HugoLoco. Engr. Wausau, Wis.
 Webb, John C. " "
 Mach. Oper. & ForemanWatertown, Wis.
 Wolden, Edwin H.Carman. LaCrosse, Wis.

Madison Division

Burdick, Daniel C.Conductor. Milwaukee, Wis.
 Cain, Leonard J. " "
 Roundhouse ForemanSo. Beloit, Ill.
 Carroll, Herman A.Sec. Foreman. Milton, Wis.
 Dempsey, Frank J.Storekeeper. Madison, Wis.
 Fardy, John A.Loco. Engr. Milwaukee, Wis.
 Gregg, John A. " "
 Roundhouse ForemanJanesville, Wis.
 Hilgendorf, Edwin F.Loco. Engr. Madison, Wis.
 Hulick, Nicholas D.Carman. Janesville, Wis.
 Jefferson, Oscar G.Crossingman. Madison, Wis.
 Johnson, Gunnard E.Sec. Laborer. " "
 Mullane, Elizabeth M.Cashier. Rockford, Ill.
 Reuter, Charles J.Loco. Engr. Milwaukee, Wis.
 Weber, Charles J. " "
 Warehouse ForemanRacine, Wis.

Milwaukee Division

Beck, Estelle H.Custodian. Rolling Prairie, Wis.
 Blank, Julius W.Loco. Engr. Milwaukee, Wis.
 Brown, Chester A.Cashier. Beaver Dam, Wis.
 Cudahy, Steffen P.Conductor. Walworth, Wis.
 La Valley, Samuel J.Loco. Engr. Channing, Mich.
 Porten, Richard H.Telegrapher. Horicon, Wis.
 Sitka, CarlForeman. Channing, Mich.
 Stib, Thomas M.Agent-Oper. Random Lake, Wis.

Milwaukee Terminals & Shops

Brandenburg, Herman E. " "
 Loco. Engr.Milwaukee, Wis.
 Buchholz, Walter H.Welder. " "
 Donohoo, Arianous V. " "
 Mach. Helper " "
 Foesch, Walter A.Clerk. " "
 Gordon, Clyde M.Clerk. " "
 Hagedorn, Frank J. C. " "
 Div. Frt. Agent. " "
 Hanscom, Howard C.Off. Mgr. " "
 Hellinski, Frank J.Machinist. " "

(Continued on page 20)

Dr. Edward M. Gans, Nation's Doctor of 1956, Dies

Dr. Edward M. Gans, local surgeon for the Milwaukee Hospital Association at Harlowton, Mont., who was honored in 1956 as the nation's "General Practitioner of the Year", died in Harlowton Nov. 30. Although 84, he had practiced until two months before his death.

A native of St. Cloud, Minn., Doctor Gans started his career as a horse and buggy doctor in the Messabi Range country around Eveleth, after graduating first from the St. Cloud Teachers College and in 1905 from the University of Minnesota medical school. After World War I, in which he served as an Army doctor, he moved to Dickinson, N. D., and later to Judith Gap,

Mont., where he became mayor and in 1913 started his long affiliation with the railroad hospital group. Moving to Harlowton in 1929, he served for many years as medical adviser for a wide area. Prior to being cited as the nation's general practitioner, he was named Montana's "Doctor of the Year" as well as "Catholic Physician of the Year" in 1956.

Surviving him are his daughter, Mrs. Donald O'Connor of St. Paul, and two sons, Dr. Paul Gans of the Milwaukee Hospital Association at Lewistown, Mont., and Dr. Edward Jr. of Oakland, Calif. Funeral services were held in Lewistown.

The Milwaukee Road Magazine

YOU[★] are eligible

★(as a Milwaukee Road employee)

for this non-cancellable, non-assessable, guaranteed premium,
\$1,000.00 insurance policy
(payable in case of death from any cause.)
for only \$1.00 per month

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

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

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

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

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

MAIL THIS APPLICATION TODAY!

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

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

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

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

Date of Birth.....

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

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

Home Address.....

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

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

★ ★ ★ ★ ★

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

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

★ ★ ★ ★ ★

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

First Name Age Date of Birth

.....

.....

.....

(If additional children add attachment)

Signature _____

Date _____

Unemployment Insurance Rate Goes Up

THE Railroad Retirement Board has announced that because the balance in the railroad unemployment insurance account has dropped to \$135,442,600.61, the unemployment insurance contribution rate for 1959 will be 3 per cent of taxable payroll.

This action is in accordance with the provision in the Railroad Unemployment Insurance Act which specifies that the rate for any calendar year depends on the balance in the account on Sept. 30 of the preceding year, according to

the following schedule:

Balance of	Rate
\$450 million or more..	1/2 per cent
\$400-\$450 million.....	1 per cent
\$350-\$400 million.....	1 1/2 per cent
\$300-\$350 million.....	2 per cent
\$250-\$300 million.....	2 1/2 per cent
Less than \$250 million..	3 per cent

Unemployment contributions are paid by the employers only, and are based on compensation of employees up to \$350 a month.



(Answers on page 41)

1. **Was the average revenue per ton-mile of freight transported by the railroads in 1958 less than 1 1/2 cents, around 3 cents, or more than 5 cents?**
2. **During early railroad expansion, a total increase of 70,300 miles of railroad took place in a single decade—was this between 1870-80, 1880-90, or 1890-1900?**
3. **In what year did the first transcontinental piggy-back or trailer-on-flat car shipment take place in the United States—1956, 1957, or 1958?**
4. **What is the current per diem charge for freight car hire—\$2.50, \$2.75, or \$3.00?**
5. **In what year was the Interstate Commerce Commission created—1859, 1887, or 1902?**
6. **Was the rate of return on investment earned by the railroads in 1958 less than 3 per cent, between 3 and 5 per cent, or more than 5 per cent?**
7. **What is the average haul, in miles, per ton of freight for all railroads as a system—236 miles, 351 miles, or 429 miles?**
8. **Is a "cross-buck" sign a signal bridge, a grade crossing sign, or a milepost?**
9. **What percentage of the gross ton-miles in road freight service was being handled by diesel motive power at the close of 1958—89 per cent, 92 per cent, or 96 per cent?**
10. **In which class is the greatest number of operating railroad companies—Class I, Class II, or Switching and Terminal Companies?**

Retirements

(Continued from page 18)

Hinebaugh, Richard L. Loco. Fireman	Milwaukee, Wis.
Hoffmann, Joseph G. Painter	" "
Kekow, Frank F. Cabinet Maker	" "
Kelly, Albert J. Electrician	" "
Klug, Frank F. Laborer	" "
Kulaga, Efin Carman	" "
Lang, William Bkks. Helper	" "
Malloy, Clarence R. Elec. Foreman	" "
Metschl, Betty Clerk	" "
Nashos, Nick Genl. Foreman	" "
Popp, John W. Loco. Engr.	" "
Ross, James H. Track Laborer	" "
Schwulst, Walter H. Asst. Foreman	" "
Sen, Martin Inspector	" "
Spensley, Mason E. Machinist	" "
Stickels, Wesley H. Switchman	" "
Tetzlaff, Henry C. Helper	" "
Thompson, Rufus Laborer	" "
Vail, Clement E. Clerk	" "
Wolstenholme, Arthur Switchman	" "
Wuffler, Emil W. Switchman	" "
Zettler, William S. Chauffeur	" "

Off Line

Amis, Retas B. Asst. Traffic Mgr.	Los Angeles, Calif.
Mould, Harry W. Trav. Frt. & Pass. Agt.	Buffalo, N. Y.

Rocky Mountain Division

Couch, Edwin J. Sec. Laborer	Deer Lodge, Mont.
Danehy, Jeremiah J. B&B Carpenter	" "
Dole, Eluyn H. Carman	Harlowton, Mont.
Econom, Nick S. Sec. Foreman	Winifred, Mont.
Harada, Zeno Ex. Gang Laborer	Three Forks, Mont.
Mott, John A., Train Baggage man	Spokane, Wash.
Patch, Thomas E. Sec. Foreman	Alberton, Mont.
Richmond, Henry M. Capt. of Police	Butte, Mont.
Tokarz, Frank Sig. Helper	St. Maries, Ida.

Terre Haute Division

Barnes, Lycurgus W. Loco. Engr.	Bedford, Ind.
Bond, Oscar Carman Helper	Terre Haute, Ind.
Keller, Elmer G., Carman Helper	" "
Lewis, Leland Clerk	" "
Maurer, Samuel C. Carman	" "
Payne, Thomas A. Loco. Engr.	" "
Reichert, Christine H. Secretary	" "
Winters, Clarence C. Operator	" "

Trans-Missouri Division

Clark, Leonard W. Conductor	Mobridge, S. D.
Daniels, Loyd E. Box Packer	Harlowton, Mont.

Eisenbeis, Jacob Sec. Laborer	Mahto, S. D.
Erickson, Thomas Loco. Engr.	Lewistown, Mont.
Magnifico, Frank Sec. Laborer	Miles City, Mont.
O'Brien, Dennis C. Per. Frt. Insp.	" "
Peccia, Felix Sec. Laborer	Harlowton, Mont.
Scheffler, John A. Sec. Laborer	Wakpala, S. D.
Sharrah, Arthur E. Boilermaker Helper	Miles City, Mont.
Shunkwiler, Dan A. Carman	" "

Twin City Terminals

Ackers, Andy A. Ex. Gang Laborer	Minneapolis, Minn.
Brandell, Bror A. Carman	" "
Edwards, Lee Ex. Gang Laborer	St. Paul, Minn.
Gordier, Harry L. Welder	" "
Hazel, Christian T. B&B Carpenter	Minneapolis, Minn.
Jaroschak, John Ex. Gang Laborer	" "
Kleven, Peter Cutter	St. Paul, Minn.
O'Callaghan, Desmond P. Mail Foreman	" "
Olson, James K. Clerk	Minneapolis, Minn.
Person, Oscar W. Ex. Gang Laborer	" "
Rommelmeier, George E. Yard Clerk	" "
Smith, Meyer Snow Shoveler	" "
Swanson, Knut D. Carman	" "
Tangen, Carl O. Mach. Helper	" "

The first recorded use of railroad refrigeration involved a shipment of butter in July, 1851 from Ogdensburg, N. Y., to Boston, Mass., in a wooden box car insulated with sawdust and stocked with ice.

The Railroads — More for Less

ESSENTIALLY, the railroad is the miracle invention, a mechanical device that can haul more for less investment, manpower and fuel than any other form of overland transport. It is not restricted to liquids as a pipeline, or to geography as a towboat and barges, or to one power unit and only two trailers as a truck. A railroad is a self-supporting, tax-paying plant, capable of solvency without resort to public coffers. It is, in perhaps its most sublime example, a payload of 5,000 tons moving a mile a minute with only 6,000 horsepower and five men. It is an invention, a device, which should, if properly stated, stir the imagination and make a nation demand its existence and extension.—*TRAINS* magazine.

The Milwaukee Road Magazine



FROM THE PULPIT. During the holidays, the seasonal poster on the pulpit in the waiting room in the La Crosse, Wis., station brightened the journeys of travelers with this Yuletide greeting. Discussing it here are, from left, Agent F. E. Daley, District Freight and Passenger Agent E. A. Freund, and Dr. G. E. Anderson, national chaplain of the Waiting Room Pulpit movement. The pulpit was installed last June. (La Crosse Tribune photo)

Madison Division

SECOND DISTRICT

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

A testimonial dinner was given Cashier Elizabeth (Bess) Mullane upon her retirement Nov. 1. It was held at the Frontier Inn, Rockton, Ill. The high regard in which Bess was held by the employes of Madison Second District was shown by the turnout of about 40 employes and the presentation of a watch and "purse" by the master of ceremonies, General Agent M. W. Van Sickle.

Retired Engineer C. A. "Ted" Bonham passed away at a Madison hospital Nov. 7 following a short illness. His wife had preceded him in death Oct. 23, 1958. Mr. Bonham retired Aug. 4, 1957 with more than 50 years of service. He is survived by his daughter, Mrs. Helen Musolf, and three grandsons.

Retired Crossing Flagman John P. Bischel passed away at a Watertown hospital recently. Mr. Bischel, who retired Dec. 19, 1939, had been employed for many years in the freight warehouse at Madison as a delivery clerk.

Roy L. Cross, 49, died suddenly in his home at Madison Dec. 29. Burial was at Roselawn Memorial Park following services in the Joyce Funeral Home conducted by the pastor of the South Shore Methodist Church, of which Mr. Cross

was a lay leader. Roy had been vice general chairman of the Brotherhood of Railway Clerks of the Milwaukee since 1952. Survivors are his wife Elizabeth; two daughters, Mrs. Joseph Meuer of Prairie du Chien, and Mrs. Robert Tourdot, Brooklyn; one grandchild; his father, Thomas, and a sister, Mrs. Arnie Offerdahl of Poynette, and a sister, Mrs. Roy James, Madison.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Holiday greetings were received from several of our retired people—former Chief Yard Clark O. H. Guttormson who has moved from Mesa to Apache Junction, Ariz., where he is basking in the sunshine; Retired Chief Demurrage Inspector A. Woodward, now in Coronado, Calif., and Frank Bushey, located in Perry, Ia. where it has been very, very cold, he says.

Sympathy was extended to Cashier Joe Johnson and family in the recent loss of his mother.

Chester A. Giles, locomotive engineer, who retired last August, has received his Certificate of Recognition of his many years service with the Road.

Neil C. Grogan, chief dispatcher, who has been on the sick list for many months, is back in the hospital at this writing.

Mrs. Carl E. (Louise) Hoffman, 74,

passed away recently in Tacoma where she had lived for 53 years. She was a member and past president of the Milwaukee Railroad Women's Club and the Order of Railway Conductors and Brakemen's Auxiliary. Surviving are her husband, Conductor Carl; a daughter Helene (Mrs. John Ruf); two sisters, Mrs. Mary Simmons of Everett and Mrs. J. W. Stanhope of Tacoma; and two grandchildren.

William G. Gunther, 76, died recently in Terre Haute, Ind., while visiting his daughter. Born in Connecticut, Mr. Gunther moved to Tacoma from Deer Lodge, Mont. 40 years ago. He retired in 1948 after 40 years service with the Road as a machinist. In recognition of 55 years membership in the International Association of Machinists, he was presented a gold pass. Mr. Gunther is survived by three sons, Mondie and Harry of Tacoma, and Waldo of New York City; one daughter, Mrs. J. D. Conklin of Terre Haute, and five grandchildren.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

J. F. McConahay, retired assistant superintendent telegraph and signals, and Mrs. McConahay celebrated their 50th wedding anniversary with an open house Dec. 21. The McConahays were married in Cedar Rapids in 1908 and came to Seattle in June 1947 from

GOLD AND SILVER PASSES AWARDED

Gold — 50-Year — Passes

Aney, Chellis, loco. engineer.....Aberdeen, S. D.
Aulert, H. J., loco. engineer.....Chicago, Ill.
Beshias, Savas F., blacksmith...Milwaukee, Wis.
Glover, H. A., loco. engineer....Miles City, Mont.

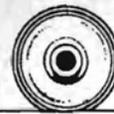
Johnson, C. A., agent.....Dimock, S. D.
Mills, A. R., loco. engineer.....Savanna, Ill.
Schrader, R. J., conductor.....LaCrosse, Wis.
Schultz, B. C., loco. engineer....Miles City, Mont.

Silver — 45-Year — Passes

Becker, Charles, review clerk.....Chicago, Ill.
Bolton, J. K., loco. engineer.....Fox Lake, Ill.
Brindle, F. R., conductor.....Minneapolis, Minn.
Christie, J. A., conductor.....Great Falls, Mont.
Collins, George R., loco. engineer...Milwaukee, Wis.
Croke, George C., loco. engineer...Milwaukee, Wis.
Crucius, Fred H., painter.....Milwaukee, Wis.
Dougherty, Perry L., carman.....Tacoma, Wash.
Erickson, Victor, carman.....Minneapolis, Minn.
Ewig, E. J., conductor.....Channing, Mich.
Hall, M. F., switchman.....Cedar Rapids, Ia.
Huiben, S. W., machinist.....Deer Lodge, Mont.
Huron, Claude, loco. engineer...Minneapolis, Minn.
Jedinak, Joseph, welder.....Milwaukee, Wis.
Johnson, A. K., sec. foreman....Freeborn, Minn.
Johnston, Walter, conductor.....Mitchell, S. D.
Kaskla, J. S., loco. engineer.....Itasca, Ill.
Kauckle, Rose E., statistical clerk...Chicago, Ill.

Kopp, H. A., loco. engineer.....Lake Villa, Ill.
Landeck, Henry, gen. foreman....Milwaukee, Wis.
Mahalek, John R., chief clerk...Terre Haute, Ind.
Martinson, F. M., telegraph oper...Hopkins, Minn.
Moe, Arnold, cashier.....Montevideo, Minn.
Murphy, F. R., conductor.....St. Paul, Minn.
O'Dore, James F.,
asst. superintendent.....Harlowton, Mont.
Philips, John B., chief clerk....Green Bay, Wis.
Ritter, W. F., yard conductor...Minneapolis, Minn.
Rohde, August W., clerk.....Chicago, Ill.
Spangenberg, O. T.,
loco. engineer.....Montevideo, Minn.
Stefanoff, J. E., sec. foreman...Choteau, Mont.
Tebbe, Edward L.,
sta. baggageman.....Red Wing, Minn.
Wissing, James W., loco. engineer.Milwaukee, Wis.

here's how we're doing



	NOVEMBER		ELEVEN MONTHS	
	1958	1957	1958	1957
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$19,675,351	\$20,209,466	\$226,564,472	\$235,430,979
PAID OUT IN WAGES	9,820,911	10,075,709	111,044,245	114,356,484
PER DOLLAR RECEIVED (cents)	49.9	49.9	49.0	48.6
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	693,762	706,173	7,744,526	8,016,422
PER DOLLAR RECEIVED (cents)	3.5	3.5	3.4	3.4
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	8,521,084	8,870,480	100,429,445	106,494,603
PER DOLLAR RECEIVED (cents)	43.3	43.9	44.3	45.2
NET INCOME	\$639,594	\$557,104	\$7,346,256	\$6,563,470
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	95,972	100,916	1,115,589	1,205,852
Decrease 1958 under 1957..	-4,944		-90,263	

Miles City. He retired in September 1954. Their sons include J. D. with the Air Force in Tokyo; R.R., supervisor communications and signals, Perry, Ia.; R.L., signal maintainer, Canton, S.D., and D.T., administrative manager, Travelers Insurance, Portland, Ore. Their only daughter passed away in 1952. There is also a son-in-law J. L. Nolan, supervisor of communications and signals, Milwaukee. Mr. and Mrs. McConahay enjoy excellent health and have taken several interesting trips since his retirement; also have many more planned for the future.

Another golden wedding anniversary was celebrated by Mr. and Mrs. Harry L. Barth Sr. of Kirkland at a small family gathering recently. Mr. Barth, a native Chicagoan and retired employe of the Milwaukee, came to Seattle when the railroad extended its lines

west, and Mrs. Barth arrived from South Dakota to teach school in Ballard. They were married in Seattle Dec. 3, 1908, and have three sons: Lawrence, Seattle; Allen, Tulsa, Okla., and Harry L. Jr., Portland, Ore. One daughter, Mrs. Frances De Geest, lives in Bellingham. There are four grandchildren and five great grandchildren.

Luther Buxton, attendant on business car "Washington" started his vacation the early part of December and planned stopovers in Minneapolis, Kansas City, Omaha, Chicago, Detroit, Cincinnati, New Orleans and points in Mississippi, visiting brothers and sisters some of whom he has not seen for many years.

Julie Ann Norman, daughter of Bob Norman, assistant tax agent, made a very early and unexpected appearance Dec. 19. Being such a tiny mite, she

was kept in the hospital until Jan. 7, where she made wonderful progress but was somewhat spoiled with attention, some of which she will now have to share with brother Frederick, 21 months old.

Newcomer to our general offices is Wm. C. Klar who took over the position of adjuster and chief clerk to assistant general adjuster. Mr. Klar was formerly chief clerk to master mechanic in Minneapolis, and Mrs. Klar until recently was employed in the passenger department in Minneapolis. The Klars have two daughters, Dona Jean 10 and Terri 10 months old.

I M & D Division

EAST END

Erle Jorgensen, Correspondent
Office of Dispatcher, Austin

Retired Crossing Flagman Matt Fleming passed away at St. Olaf Hospital, Austin, Dec. 14 at the age of 66, having retired in August 1957.

Charles M. Hogan, switchman at Austin, pulled the pin and turned in his equipment, though he made good progress after treatment at the VA hospital in Minneapolis last summer and this fall, but seems to appreciate being home. He plans to continue his home at Austin.

After 15 months in their native land of Norway, Mr. and Mrs. C. J. Hagelund and Mrs. Hagelund's mother, Karen Stella, returned to Austin in October. Mr. Hagelund retired as freight handler at Austin just previous to their return to Norway. They all report Austin is still their home.

T. E. Bigley has been appointed agent at Kenyon, Minn., and H. G. Bachmann, agent at Lily, S. D. E. G. Kentch, formerly agent at Murdo, S. D., has been appointed agent at Kadoka, S. D.

Retired Engineer Roy A. Smith was in Austin after Christmas leaving calendars of his Lookout Resort on Clearwater Lake, near Pinewood, Minn., which he has built and maintains since his retirement.

We are indeed sorry to report the passing of several rails and their wives since this column last appeared in the



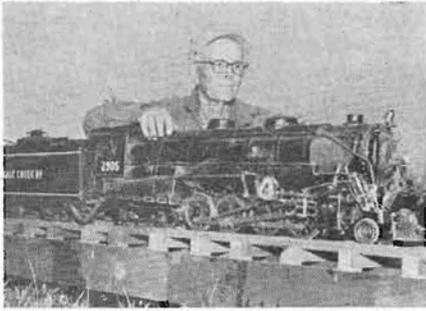
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WORK OF ART. This is one of two steam locomotives which Leroy Brakke, retired Chicago Terminal machinist, has built for the model railroad he is constructing near his present home in Formington, Minn. It is made to scale, 3/4" to the foot, weighs 175 pounds and operates on 160 pounds of steam. Mr. Brakke, who retired in 1957 with 47 years of service, is a former president of the Chicago Society of Model Engineers. (Dakota County Tribune photo)

fireman date was Mar. 12, 1905, and he became an engineer June 1909. He has been on the Sioux between Sanborn and Canton for the past several years. Mr. Guse leaves the service with the best wishes of his many friends on the Milwaukee Road.

We are all glad to hear that Retired Storekeeper and Mrs. Frank L. Brenton, Mason City, are well on their way to recovery after having been in Mercy Hospital last fall.

Albert C. Ries, retired employe, passed away Dec. 9 following a long illness. He had lived in Mason City 32 years and was employed by the railroad for 25 years before his retirement in 1951. Surviving are a daughter, four grandchildren and two great grandchildren.

The writer received a note for Christmas from Matt Carey (retired conductor) formerly of Mason City, who stated that he is now living in Casper, Wyo., and really enjoying his retirement.

Milwaukee Division

SECOND DISTRICT

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

Florence Gotto, secretary to the assistant superintendent at Green Bay, has retired as correspondent due to press of other work. Effective this issue, Rita Molitor, cashier in the agent's office, will succeed her.

W. M. Freund, assistant superintendent, and Mrs. Freund had their fourth son Oct. 3. He will be known as "Thomas Patrick."

We had a gala affair for John Philips, chief clerk to assistant superintendent, who retired Dec. 31 after many years of faithful service. Dinner at Riverside Ballroom was enjoyed by many of John's friends from Green Bay, Milwaukee and other localities. Martin Garelick, superintendent of our division, was master of ceremonies. Mr. Philips

Magazine. Mrs. Jens Jorgensen, step-mother of your correspondent, passed away July 31, followed Aug. 4 by Mr. Jorgensen, his father. Mrs. Leon Comeau passed away at La Crosse, Wis., during May. Mrs. Thomas McFarland, widow of former traveling engineer, passed away during the holidays.

Retired Agent H. M. Mathison and Mrs. Mathison have left their country home near Alden, Minn., to spend the winter months in California.

Fireman Kenneth L. Fraser was released from St. Mary's Hospital, Rochester, Dec. 24, and is now at home following surgery on both hand and foot. Reports he was sure glad to get home for Christmas after 15 weeks in hospital care.

Superintendent W. J. Hotchkiss is making good recovery following surgery at St. Olaf Hospital.

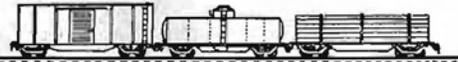
MASON CITY AREA

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

Relief Yardmaster Ralph P. Joynt and wife, Mason City, Ia., celebrated their 25th wedding anniversary Jan. 4, with a reception at the Moose Home. The Joynts were married Jan. 8, 1934 in Manly, Ia., and have made their home in Mason City since. They have three children, Thomas, Mrs. James M. (Betty) Grell and Joseph.

Engineer W. A. Guse retired Dec. 1, after 55 years and six months of continuous service on the old Iowa & Dakota Division now the IM&D. He began railroading as an engine wiper at the Sanborn roundhouse May 28, 1903; his

Carloadings



THE YEAR 1958 compared with the year 1957

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in 1958 over 1957	NUMBER OF CARLOADS			
		TWELVE MONTHS		INCREASE	
		1958	1957	1958 over 1957	% of increase
13.9%	Grain and Soy Beans	103,321	102,805	+ 516	+ .5%
2.1	Grain Products	52,822	51,966	+ 856	+ 1.6
1.8	Cement, Lime, Plaster and Stucco	26,541	24,826	+ 1,715	+ 6.9
17.8%		182,684	179,597	+ 3,087	+ 1.7%
	loading of these commodities DECREASED in 1958 under 1957	TWELVE MONTHS		DECREASE	
		1958	1957	1958 under 1957	% of decrease
11.8%	Forest Prod. (Excl. Logs & Pulpwood)	103,309	103,801	- 492	- .5
7.0	Iron and Steel	54,930	80,411	- 25,481	- 31.7
5.9	Coal and Coke	111,674	121,431	- 9,757	- 8.0
3.3	Meat and Packing House Products	43,768	44,385	- 617	- 1.4
3.0	Oil and Gasoline	47,846	53,471	- 5,625	- 10.5
2.9	Automobiles and Parts	29,561	32,708	- 3,147	- 9.6
2.8	All Other Products of Mines	15,560	17,198	- 1,638	- 9.5
2.7	Agri. Impl., Machinery & Parts	22,958	25,036	- 2,078	- 8.3
2.5	Forwarder Traffic	34,253	37,110	- 2,857	- 7.7
2.3	Merchandise	67,939	79,926	- 11,987	- 15.0
2.3	Gravel, Sand and Stone	55,189	58,856	- 3,667	- 6.2
2.1	Fruits & Vegetables (Fresh)	29,924	33,709	- 3,785	- 11.2
1.9	All Other Products of Agriculture	22,176	22,524	- 348	- 1.5
1.9	Liquors, Malt	24,527	27,300	- 2,773	- 10.2
1.7	Logs and Pulpwood	57,735	61,991	- 4,256	- 6.9
1.6	All Other Animals & Products	11,990	12,504	- 514	- 4.1
1.4	Livestock	24,689	25,608	- 919	- 3.6
25.1	All Other Mfgs. & Miscellaneous	274,468	284,873	- 10,405	- 3.7
82.2%		1,032,496	1,122,842	-90,346	- 8.0%
100.0%	Total	1,215,180	1,302,439	-87,259	- 6.7%

was presented with a watch and many good wishes.

Gail Meintzer, traveling freight agent, was elected vice president of the Green Bay Traffic Club. Gail previously held office as secretary.

About 27 of Green Bay's prominent personnel enjoyed one of the best din-

local warehouse, and wife recently returned from a Christmas holiday trip to California. He reports that they had a wonderful time. Pete Larscheid, roundhouse clerk, and wife left recently for a vacation trip to Florida.

The Milwaukee Road Women's Club had a potluck dinner Jan. 8. A fare-

secretary, and Mrs. Clement Dwyer, historian. Mrs. Larscheid was presented with a gift as outgoing president.

Sympathy was extended to Mrs. Fred Krug on the recent death of her husband. Fred had worked for many years as a yard clerk.

Retired Tie Inspector John L. Kopschke died Nov. 21 at his home in Marinette. He had not been well for the past year. Louie, as he was familiarly known, was born Jan. 16, 1875. He was employed as a tie inspector Feb. 12, 1926 and retired Sept. 1, 1949.



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ners ever cooked by Bill Weiland, roadmaster, Jan. 6, as a farewell to Joe Brennan, local storekeeper, who has been promoted to district storekeeper, Terre Haute, Ind., effective Feb. 1.

We regret to announce the death of Jesse Hammett, engineer, Sept. 12.

Erv Rentmaster, check clerk in our

well gift was presented to Mrs. Joe Brennan. Newly elected officers are: Mrs. Harry Helgerson, president; Mrs. Peter Larscheid, vice-president; Mrs. Robert Vande Sande, second vice-president; Mrs. Ed. Belisle, recording secretary; Mrs. Harry Cormier, treasurer; Mrs. James Whitman, corresponding

Chicago General Offices

AUDITOR OF EQUIPMENT ACCOUNTS

Pat Pulsha, Correspondent

Thanksgiving Day last year became a very special occasion for Louise Kiemle when she was presented with a diamond ring by Duane Matthews.

Cathy O'Malley of Keypunch celebrated one of her happiest birthdays Nov. 14 when she received a beautiful engagement ring from Joseph Byrne.

Darlene Yundt (Piotrowski) is still starry eyed about her marriage to Pvt. Al Yundt of the Army. Marriage vows were exchanged at St. Matthias Church Dec. 30. A small reception was held at the home of the groom's parents for close friends and relatives.

Mowra Fahey announced the long awaited arrival of Michael Gerard Dec. 20 at St. Anne's Hospital.

On Nov. 21 Dan Chabowski bid farewell to his co-workers to serve two years with the Army. His friends presented him with a travel kit and money.

Kitty O'Hara of Keypunch said goodbye Dec. 12 when she left the Road to become a full time housewife.

Deepest sympathy was extended to Harry Trickett on the death of his mother.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Dianne Hoppenrath of the central typing bureau became engaged to Jim Wurst of the reproductions bureau, and Peggy Kelly of the conductors' accounts and ticket checking bureau became engaged to Bill Conmy.

Catherine Gillespie, retired, came from Tucson, Ariz., to pay us a visit.

The Harry Krumreis spent their vacation in Phoenix, Ariz.

The Walker family are enjoying their new home in Sauganash.

Virginia Holmes is on furlough, as is Clyde Stanley, because of ill health.

Mr. and Mrs. A. M. Dryer have moved into their new home in Fort Lauderdale, Fla., and are enjoying it very much.

The Milwaukee Road Magazine



TO ENJOY RETIREMENT. A gift shower and a buffet spread arranged by friends made during 40 years of service in the Chicago accounting department marked the recent retirement of Otilia Mayer (right), pictured with Helen Braun, secretary in the freight claim office. Most of Otilia's service was in the revising bureau of the freight auditor's department. For many years she was a member of the Road's choral club and of the choral group of the Chicago Sunday Evening Club. Her plans for the future are numerous, as she is active socially and in church work.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Retired employe Anna Nasheim vacationed in Nassau after visiting the southern states.

Eleanor Zell and Hattie Kosen have returned from leaves of absence.

William Ausland, adjuster, and Joy Rossner were married at Holy Trinity Lutheran Church Nov. 15. They spent their honeymoon in the Smoky Mountains.

Richard Johnson, file clerk, was married to Laverne Karp Nov. 22, and the couple honeymooned in Chicago.

OFFICE OF FREIGHT AUDITOR

Norman R. Hendrickson, Correspondent

Joan Karkow of keypunch and coding and husband Wally are now the proud parents of a baby girl, Susan Joan, born Christmas day.

Dolores Zerauch of the same bureau left to await the arrival of her first child.

Richard Bake of revising visited our office while on military leave from Fort Gordon, Ga., during the holidays.

Charlotte Wires of waybill filing and Roger Varner have announced their engagement.

Edward Wayrowski of the review bureau terminated over 40 years of service with the railroad recently. Ed's plans for the future may be summed up in three words, "taking it easy."

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

On Oct. 9 Clerk Janet Simes of the material bureau gave birth to a baby girl, "Karen Kay" by name. Papa James Simes is on military leave of absence from the T&E timekeeping section and is currently stationed at the Nike Site at Montrose Beach.

Clerk Josephine Botzon of the payroll bureau has taken leave to await the heir or heiress to the Botzon name and fortune.

Clerk Ronald Koss of the bill and voucher bureau returned from a wonderful vacation, covering Las Vegas, Los Angeles, San Francisco and many other points of interest on the west coast.

Leon Gawron returned to service in the bill and voucher bureau, having finished nearly two years of active duty in the Army, 17 months of which were spent in Germany.

Ronald Warren of the bill and voucher bureau took the former Barbara Mandziara as his bride in a ceremony held at Maternity B.V.M. Church Nov. 29. After a family reception the couple honeymooned in Wisconsin and returned to their apartment on Chicago's north side.

Trudy Restis of the typing bureau presented her husband Harold with a

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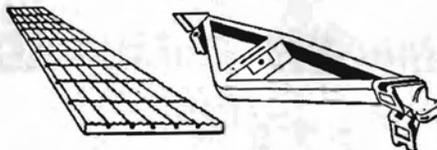
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baby boy Dec. 12. The new baby's name is Jude Harold.

Chief Disbursement Accountant Henry George Russell retired Nov. 28, after more than 48 years service. Mr. Russell started in the engineering department in 1910 and in 1918 transferred to the valuation department. From 1932 until 1940 he held the position of A.F.E. bureau head in the Northern District accounting office at Minneapolis and from 1940 to 1946 he held the same position in the centralized disbursement accounting office in Chicago. In 1946 he became assistant chief disbursement accountant and held that position until 1955 when he became chief disbursement accountant, the position he held when he retired. His counsel and guidance will be sorely missed as he was always willing to share the wealth of experience and knowledge of accounting which he had acquired over the years. Some of his many friends held a testimonial dinner for him at Math Iglar's Nov. 20.

Clerk Delia Cush retired Nov. 28 from the position of accounts clerk in the chief disbursement accountant's office, after 41 years service. Delia started in 1917 as a timekeeper-clerk at Savanna, Ill., and transferred to the district accountant's office at Chicago in 1932. She joined the C.D.A.'s office in 1940 as clerk in the general bureau. Delia is returning to her home town of Savanna where we all hope that she will enjoy a long and happy retirement.

August J. Dahlke, bureau head of the payroll bureau, joined the retired list Dec. 9 after more than 45 years of service. Gus started in the shop accountant's office at Milwaukee in 1913.



AUF WIEDERSEHN. Charles S. Trainor, retiring after 32 and a half years of service in the auditor of passenger accounts office in Chicago, says good-by to some of his long time associates. From left: A. B. Montgomery, auditor of passenger accounts; Mr. Trainor; H. F. Koretke, assistant auditor of passenger accounts; and G. J. Wiegref, head of the interline bureau, in which Mr. Trainor was employed. The Trainors are planning a Mediterranean cruise, after which they will spend the future winters in Florida and summers in Minnesota.



WINTER WEDDING. Mr. and Mrs. Joseph L. Hart at the reception following their recent marriage in St. Cornelius Church in Chicago. They honeymooned in the Smokies and at St. Petersburg. The bride is the former Dorothy Bauer, a member of the secretarial force in the office of assistant to vice president—personnel, and program chairman of Union Station Chapter of the Women's Club. Mr. Hart is on the staff of The Chicago Tribune.

His many years of service have been primarily concerned with timekeeping and disbursement accounting and he became assistant bureau head of the payroll bureau in 1948, advancing to bureau head in 1952. Gus plans to spend his retirement in his home town of Milwaukee.

Mildred Mangano returned from her vacation in Phoenix and points west, where the temperatures ranged from 78 to 82 degrees above zero. On her homecoming day the temperature was 7 below.

In recent months the following employees have been welcomed to the service of the company: Richard A. Maedje, Gerald E. Goebel, Robert A. Stitz, Robert A. Drogosch, Robert E. Lloyd, Henry A. Koecher, Wayne M. Paek and Jerome T. Bork.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Sympathy was extended to J. C. McCann, retired traveling auditor of Medford, Ore., whose wife passed away Nov. 3. Burial was in Terre Haute.

Chief Station Accountant Paul F. Jacobsen and wife vacationed in Long Beach, Calif., visiting their son and family; Assistant Auditor of Station Accounts and Overcharge Claims Elmer J. Linden and wife, in Miami Beach, Fla., also Carolyn Mackreth at Miami Beach.

Clerk Larry Heideman's wife presented him with a baby son recently, "Michael" by name. Other new arrivals were a daughter born to Mrs. J. J. Jennings, and a son, "Stephen," born Dec. 5 to Mrs. J. J. Canty.

Claim Investigator Anthony W. Slodowy recently underwent surgery at Alexian Brothers Hospital, and Claim Investigator Oscar C. Jensen at St. Anne's Hospital.

GENERAL

Mrs. Nicholas J. Werhane, wife of retired special accountant in the office of vice president and comptroller, died the early part of December. Funeral services were held at the Tabor Evangelical Church, and interment was at Acacia Park. Mr. Werhane retired in September, 1956, after 49 years of service.

A Christmas baby, "Michael Ives," was born to E. J. Richardson, assistant general attorney, and Mrs. Richardson Dec. 25 at Wesley Memorial Hospital, Chicago. He is their first child.

T. H. Desnoyer, director of traffic research, announced the birth of his first son, Paul Hayden, at Du Page County Memorial Hospital in Elmhurst Nov. 8. His daughter Nan is three years old.

Lt. Col. Richard R. Coffee, who was division engineer at Terre Haute when he was recalled to active Air Force duty in 1951, is the new chief of the operations division of the Air Force Academy Construction Agency. He has been with

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the agency since 1954 as chief of the administrative division, chief of the maintenance division, and area engineer in the construction branch of operations, having in all 13 years of active federal service. The Coffees now live in Colorado Springs. Their daughter Barbara is a freshman this year at the University of Indiana.

Twin City Terminals

**TWIN CITIES CAR DEPARTMENT
AND COACH YARD**

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

Steamfitter Harold Preston and wife vacationed in Mexico City and in Los Angeles where they visited their son over the Christmas holidays. Car Inspector Herb Kassin, wife and Pamela also spent their vacation with relatives in Los Angeles during the Christmas season.

Sympathy is extended to surviving relatives in the loss of their dear ones—Louis Senne, car cleaner Minneapolis coach yard, who passed away Jan. 2 following six month's illness and John Ridzik, 70, former car cleaner, who died Jan. 5.

Minneapolis stores department transferred to St. Paul Dec. 1 and all are now settled in their new quarters.

Carman Bror A. Brandell, Minneapolis light repair yard, retired Dec. 1.

Car Inspector Louis J. Lorang transferred to St. Paul repair track.

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

Rodney L. Gust, tracing clerk in St. Paul general agent's office, slipped a diamond on Sandy Peterson's third finger, left hand, just before Christmas. Sandy is the daughter of our agent at Garden City, S.D. Rod spent the Christmas weekend with his folks at Alexandria, S.D.

George F. Quinlan, general agent, made good use of the final days of his vacation by visiting his daughter who is in a convent in Chicago. He was accompanied by his wife and two sons.

Esther Arndt, widow of former livestock agent in St. Paul, stopped in the office to wish us all a Happy New Year.

Your correspondent will pilot the Garden Club of Ramsey County through its 47th year of existence when she takes office as president Jan. 20 at the regular meeting. Since this will be her 13th year in the club, all hope for a lucky one.

In Minneapolis, Arthur C. Erdall, solicitor for Minnesota for 25 years who retired in 1956, has formed a law firm with his son Richard in the general practice of law, under the name of Erdall & Erdall. Their office is at 1006 First National-Soo Line Building.

Trans-Missouri Division

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



L. W. Clark

L. W. Clark, passenger conductor on the Moberidge - Miles City run, has retired after 50 years and five months of service. Starting at Wausau on the old Wisconsin Valley Division, he transferred to Aberdeen in May,

1910, and moved permanently to Moberidge in the fall of that year. He and Mrs. Clark plan to stay in Moberidge, which is also the home of their daughter, Mrs. Herb Bjella. Their son Robert is our agent at New England, N. D., and another son, Laddie, lives in Long Beach, Calif. Bad Lands Lodge 809 of the B. of R.T. honored Conductor Clark with a retirement party.

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RETIRING AT MILES CITY, veteran Perishable Freight Inspector D. C. O'Brien is pictured (center) at a dinner held in his honor Dec. 27 at the Crossroads Inn. From left: R. Swanson, C. Zelig, G. O'Brien, H. Hinthel, D. Helm and D. B. Campbell. Mr. O'Brien, who is an avid golfer, numbered among his retirement gifts a fine set of greens equipment.

Word has been received that Mr. and Mrs. William Jahn, residents of Miles City until his retirement in 1951, recently celebrated their golden wedding anniversary in Tacoma, Wash., where they now make their home.

During November E. B. Walters, retired engineer, passed away after a long illness. George W. Lambert and John Kranzler, retired mechanical department employes of Miles City, passed away just preceding the holiday season.

Roadmaster Joe Spatafore is convalescing at a Miles City hospital at this writing after suffering a heart ailment in mid December.

Mrs. Gladys Brundage heads the Miles City Milwaukee Women's Club as president for the coming year. Other officers are Mrs. Ruby Casey, first vice president; Mrs. Jennie Haelsig, second vice president; Mrs. Grace Zuelke, secretary; Mrs. Ellen Roberts, treasurer; Mrs. A. Wickersham, corresponding secretary, and Mrs. Ethel Sandman, historian. Club activities for December included the club Christmas party and a Christmas party for the children of Milwaukee families. They also brought holiday cheer to needy families through the distribution of food baskets.

Mr. and Mrs. Ivan N. Kern celebrated their golden wedding anniversary Nov. 16 with an open house in the home of their daughter and son-in-law, Mr. and Mrs. Edwin Erickson of Seattle. They were married Nov. 14, 1908 in Sisseton, S. D. Mr. Kern, retired telegraph lineman, worked in Mobridge many years, and later in Montana and Lines West points before retiring in 1949. The Kerns now live in Seattle.

After 45 years service with the Milwaukee, Frank Magnifico Sr. of Mobridge has retired and he and his wife are planning to spend the winter months in Chicago. Frank began his career in Crookston, Minn., in 1913, but after one year moved to Trail City where he remained until 1945 when he was transferred to Mobridge, where he worked on the section crew. The Magnificos have four children, all married and all living in Chicago.

Rocky Mountain Division

EAST END

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

Retired Clerk Myron W. Schurtz passed away Nov. 4 at Deer Lodge, where he had been living since 1956. Mr. Schurtz worked for the Road for 25 years, retiring Aug. 1, 1952.

At this writing Engineer Walter Schechter is in the St. James Hospital in Butte.

Night Roundhouse Foreman Everett L. Holter, 57, died suddenly, Nov. 15, while at work in the roundhouse yard. He was born in St. Louis Park, Minn., and began his career with the Road as a machinist. In 1942 he was promoted to roundhouse foreman. From 1947 to 1950 he was roundhouse foreman at Deer Lodge; was transferred to Miles City in the same position and remained there until 1955. Returning to Deer Lodge he took the position of night roundhouse foreman which he held until his sudden death.

Retired Engineer R. W. Chambers died Nov. 30 at Colton, Calif.

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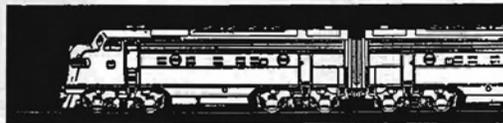
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H. J. Montgomery, Correspondent



Adam Zawistowski, who started at the Shops as a car smith in 1904 when most of the work was done out of doors and one had to be made of sturdy stuff, is still doing a man-size job at the age of 78. He observed his birthday Dec. 24. Recently he bought a new pair of safety shoes, so it's evident that he doesn't plan to retire, at least before they are worn out. He has a liking for music, especially dance music, and, despite his ripe age, seldom sits one out. Adam has two sons and a daughter, four grandchildren and a great-grandson.

H. C. (Jack) Hanscom, office manager for chief mechanical officer, retired Dec. 1. Born at Mineral Point, Wis., Apr. 17, 1898, Jack started working for the Milwaukee as a clerk at Beloit in 1919; was promoted to chief clerk to the master mechanic at Western Avenue, Chicago, in 1924; transferred to Milwaukee in 1946 as chief clerk to the assistant superintendent motive power and subsequently chief clerk to the superintendent motive power and office manager of the car and locomotive departments. At a party held by co-workers in the office, Jack was presented with two suitcases for himself and wife, a watch and, in addition, the mechanical department foremen contributed a very nice "purse." Jack intends to live in Phoenix and invites all who travel in that part of the country to look him up.

The Steve Filuts report a wonderful trip to Englewood, Calif., where daughter Marlita Everson, hubby and two grandchildren were the main reasons for the vacation visit. Many points of interest were visited, including Mexico. Steve is chief clerk to assistant superintendent car department.

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All set to travel, H. C. "Jack" Hanscom, chief clerk to chief mechanical officer at Milwaukee Shops, poses with the luggage which was a retirement gift from co-workers. He intends to move to Phoenix. For details, read the Milwaukee Shops news.

Al Roesler recently shot another 700 series at Harmeyers, his pet planks, and Syl Sokolowski "made it" at the Meyer Alleys by hitting two 600 or better series in one week.

Leonard L. Lentz, general foreman freight shops, became a Past Master of Hiram Rusk Lodge of South Milwaukee Dec. 19 last. He will be chaplain for one year.

Art C. Schroeder has been appointed to take over the duties of Jack Hanscom, retired. He will be chief clerk to chief mechanical officer.

A retirement and reunion party was held Nov. 13 at Old Heidelberg Restaurant in honor of five retiring supervisors—Al Hagen, Walter Foesch and Jack Hanscom of the locomotive department; Clarence (Spike) Malloy of the car department, and Elmer A. Kuntz of the mechanical engineer's office. On hand to wish them well were 109 active and retired members of the Milwaukee Shops Retirement Club. Frank A. Upton, F. W. Bunce, George L. Wood, and G. H. Koester paid tribute to the retiring men and presented each with a check for \$100 along with well wishes of long standing friends and co-workers.

The Lew McAllisters had their hands and laps full when four grandsons from Littleton, Colo., spent the Christmas holidays here accompanied by their

parents, Virginia (McAllister) Nugent and husband.

At this writing Marshall Johnson, schedule supervisor shops, is convalescing at the Deaconess Hospital, and Miss Katherine E. Hurley, Milwaukee nurse for 40 or more years, is confined to St. Anthony's Hospital with a fractured hip suffered in a fall. Miss Hurley's 78th birthday was celebrated, complete with cake and candles, in the hospital.

Sympathy was expressed to Howard H. Melzer, chief engineer of tests, on the passing of his brother James; also to the Erwin G. Erdman family on the loss of Erwin's father, William. Erwin is our blueprinter.

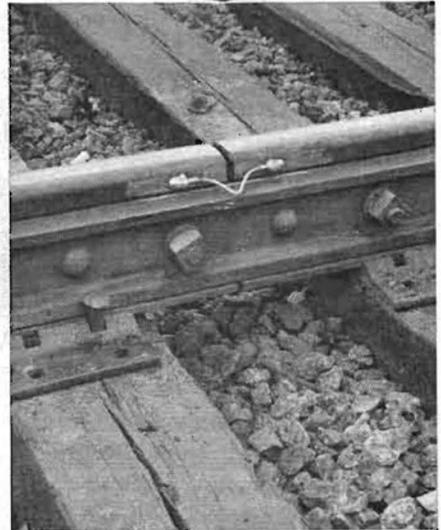
The apprentice now serving his 60 day sojourn in the drafting room is Joe Buda, machinist apprentice from diesel shops. He replaced Fred Fillier who is now in the car department electric department learning about motors.

Pete Klisanic, sectional stockman at "Sky" Guschl's wheel shop, has joined the "grampas". A daughter "Dawn" was born to his daughter Mary Ann Grubor Nov. 19.

Arthur F. W. Gerhard, a veteran cabinetmaker, died Oct. 14 at the age of 63. Services were held at the Krause Funeral Home, with interment in Wanderer's Rest. He was a member of lodge No. 310 of the Brotherhood of Railway Carmen. Surviving him are his wife Florence, brothers Raymond A. and Earl J. of Milwaukee, and sisters Esther Sellers, New Orleans, and Edna Mayer.

Paul J. Marnell, who has been on furlough since 1953 to serve as general chairman of the machinists, was recently named assistant to the president of the AFL-CIO Railway Employees Department. Marnell, who is 37, was in his third term as Milwaukee Road general chairman at the time of the appointment. He entered railroad service in 1941, serving his apprenticeship at Milwaukee Shops, and is a veteran of three years in the Army engineering corps.

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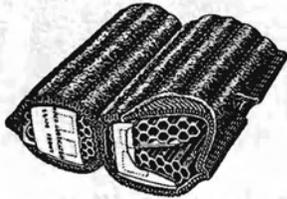
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BENSENVILLE

Dorothy Lee Camp, Correspondent

Bob De Michaels, former Bensenville bill clerk, has a new address—3850 E. Hampton Street, Tucson, Ariz. Bob enjoyed the Christmas cards and is happy to be remembered by his old friends.

Special Officer Joe Byrnes, wife Gerry, and four cute little tykes have moved from Savanna to Carpentersville. Joe is now back at Bensenville Yard.

Special Officer William (Bill) Stuckrath retired the first part of December. Bill, one of the old timers of the railroad police force, took off on a well earned vacation.

Yardmaster Knute C. Johnson held open house Dec. 30 for his friends, and on Dec. 31 ended his long service with the Road. Knute lives in Niles.

Caller Tommy Myers retired toward the latter part of the year. We are sorry to report that he is seriously ill at this writing.

Earl Simmons, clerk, a dyed in the wool Florida fan, decided to try California for the holiday season. Just call Earl the "mixed up little kid" now. He likes them both.

Clerk Jim Whittemore was happy to be home for the holidays. Jim had a tough battle with an oxygen tent for many days, but is slowly improving. The gang as the office called his home to wish him a Merry Christmas and a speedy recovery.

Train Director Joe Camp, after many years of playing Santa to a large number of kiddies, took a leave from the pleasant task this year—much to the disappointment of mommies and daddies as well as youngsters, but Santa Joe just had to have one year to enjoy Christmas with his friends and to relax. Next year he will again play Santa.

Your correspondent and hubby Joe spent Dec. 15 with Bob and Nellie

Helton of Sturtevant, Wis., helping them celebrate their 43d wedding anniversary. Bob is retired night operator at Sturtevant.

Some of the missing heard from at Christmas time—Johnny Hill, C&M conductor, recovering nicely from an accident; "Hy" Nelson, clerk on sick leave; former Yard Clerk Marty (Sarge) McGuire, now with the I. C. in Pensacola, Fla.; former C&M Brakeman Harry Block, now of California; Retired Trainmaster Johnny Melvin, also in California; Kenny (Prof.) Haubenschild, former clerk, now of Green Bay, Wis., and Retired C&M Conductor Rex Miller of Milwaukee.

Trainmaster Guy Chamberlain helped his parents celebrate their golden wedding anniversary Dec. 28, in Aberdeen, S.D.

GALEWOOD

Ray Bishop, Correspondent

All Galewood employes extend thanks to Norma Gunderson for her many years of fine reporting. Your new correspondent will try hard to maintain her standards.

Sympathy was extended to the families of Jerry Nevison, late bill clerk, and Otto Shumaker, late of Elsmere Station, in their bereavement. Also to Vern Comstock, mail clerk, in the loss of his mother, and John Oeftring, rate clerk, in the loss of his brother.

John Socha, general freight house foreman, is back at work after an extended illness.

Benford Colquhoun, slip bill clerk, was presented with a new grandson, Daniel Scott Wilson, by his daughter Ruth, a former Galewood employe. Bob Preumer, demurrage inspector, joined the grandfathers' club recently. It's a girl. Frank Dominick and wife have another son, making the family two boys and three girls.

Norma Gunderson and husband Vic celebrated their 20th wedding anniversary

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served as pallbearers at services from Voth and Andersen Funeral Home.

Cake, coffee and other sweets were the treats enjoyed by the force at Fowler Street on the Tuesday preceding Christmas. A beautifully decorated tree and the strains of Christmas music gave atmosphere to this traditional event, always simple yet heart warming.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Congratulations are the order of the day for our younger set at the depot. Diane Kania, telephone operator, announced her engagement to Jerry Knepper on Nov. 30, celebrating it by a dinner party with Diane's folks as host and hostess. Diane plans on being married in July.

Messenger Anneliese Fritz became engaged to Hans Prehm during the holiday season.

Don Frank, chief clerk traffic department, has returned to work after a bout with surgery at Columbia Hospital. Welcome back Don. Everyone missed you.

L & R Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Mrs. Clay Zeitz passed away at Portage Oct. 17 after an extended illness. Surviving are her husband, Retired Engineer Clay Zeitz; a son John, Lancaster, Calif.; two daughters, Mrs. William Price, Pleasant Hill, Calif., and Mrs. Arthur Lindbeck, Puyallup, Wash., also 11 grandchildren.

Retired General Yardmaster H. G. (Duck) McMahon, 66, passed away suddenly Oct. 18 in Portage. He was a First World War veteran, a member of the VFW and the Portage Elks Lodge. He had 38 years service with the Road



A 50-YEAR COUPLE, Mr. and Mrs. Charles Lincoln, observing their golden wedding at an anniversary dinner and reception in the St. Paul's Lutheran School recreation room in Tomah, Wis. The Lincolns, who formerly lived in Miles City, have been making their home in Tomah since Engineer Lincoln retired.

as a switchman and yardmaster. Surviving are his wife; three daughters, Mrs. Jack Williams (Shirley) of Palm Springs, Calif., Kay and Bonnie at home; three sisters, Elizabeth and Mrs. Frank Ernsberger of Portage, and Mrs. Harry Renfrow, Springfield, Ill., and three brothers, Edward, Charles, and Howard of Portage.

The McMahon family suffered a second bereavement when Retired Trainman Howard, 58, brother of the late H. G. McMahon, passed away at Woods Hospital, Milwaukee, Jan. 8 after an extended illness. He is survived by three sisters and two brothers.

Cleve Topham, retired engineer, 70, passed away suddenly in Portage in November. He is survived by his wife and two brothers, Eugene and Elmer. Cleve was a 47 year veteran of the Road.

Ralph D. Peck, 81, who retired as agent at Rio, Wis., in 1954 with 55 years service, passed away early in November after an extended illness. Survivors are his wife, one son Gordon of Three Forks, Mont.; two daughters, Mrs. Claire Heath, Oxnard, Calif. and Mrs. Roberta Miller, Rockford, Ill., and one stepson Harold of Madison.

Retired Agent Willard J. Hayes, 66, Portage, passed away Nov. 16 after a short illness. Surviving are his wife Elizabeth and one daughter, Mrs. Forrest Marquart, Markesan, Wis., and one grandchild. "Babe", as everyone called him, was a 44-year veteran who started as a telegraph operator in 1913 and rose to be train dispatcher, ticket agent and agent. For 15 years he was

The Milwaukee Road Magazine

local chairman of the B. of R.T. He served with the signal and liaison branches of the Army in World War I, and was a member of the American Legion, Knights of Columbus and Elks.

Retired Trainman Fred Forckenbridge, 76, passed away at Oconomowoc Jan. 7 after a short illness. He had 47 years service with the Milwaukee.

George Spicer, 68, retired chief clerk of Portage freight house, passed away after a short illness Dec. 22. He is survived by two daughters, Mrs. Martin Smith and Mrs. Harvey Mraz. George was a veteran of nearly 45 years with our railroad.

Portage lost one of its oldest residents when R. C. Curtis, 92, retired (1937) Milwaukee Road conductor with 52 years service, recently moved to Tampa, Fla., to live with his son Charles. Mr. Curtis started as a brakeman in 1885, a time when all locomotives burned wood and, oddly enough, he has never ridden in the cab of a diesel. Known as Curt to his many friends, his real name is Rozelle Cherry Curtis, the first name coming from the name of a Milwaukee Road station between Milwaukee and Chicago at that time.

SECOND DISTRICT

Frank Wielese, section foreman at Hastings, Minn., retired Jan. 9 after 50 years and 8 months of service, all on the La Crosse & River Second District. Uncle Frank, as he was known, was born in Winona in 1892 and started railroading in 1908 as a track laborer at Lamoille. Six months later he transferred to Lake City, from which he returned to Lamoille in 1910. He was assigned to Hastings in 1925 and promoted to foreman in 1926. Frank was a hard worker, with the interests of the railroad and the safety of his men at heart. His friends wished him and Mrs. Wieleseki continued health and happiness in their retirement, which they will spend at their home on East Third Street in Hastings.

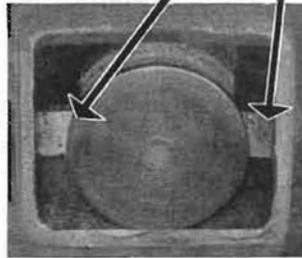
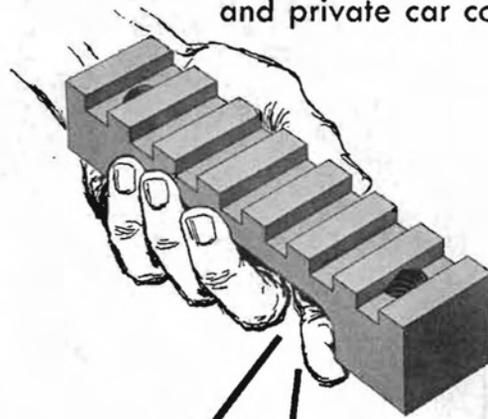
D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

J. Canavan, agent at Genoa, Ill., for many years, passed away in that city Dec. 10. Mr. Canavan's railroad career started Dec. 9, 1904 when he was appointed operator at New Lebanon, then moved to Genoa as agent on Feb. 5, 1911 where he remained until his retirement Mar. 18, 1945. Funeral services and burial were held in Genoa. Surviving are a son, grandson, two sisters and a brother, all of Genoa.

Lou Petersen, retired signal maintainer, Sabula, Ia., passed away Dec. 12 in the City Hospital at Savanna where

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he had been confined but a few days. Funeral services were held in Sabula with burial in Evergreen Cemetery. Surviving are the widow, four sons, and two sisters. Mr. Petersen started his career in the signal department in Chicago Terminals January 1911, then transferred to the D&I Division, being stationed in the Sabula territory for many years, retiring from that position Dec. 14, 1943.

Glen Martin, extra operator on the D&I, First District, and family extend sincere thanks to all those who so thoughtfully donated to a fund at the time of Mrs. Martin's death Dec. 12.

Surviving are the husband and two children, Glenda and Karen.

Retired Conductor and Mrs. George Andrews, Savanna, Ill., observed their 52nd wedding anniversary Jan. 9.

Milwaukee Women's Club annual Christmas party for employes' children was held in the Lydia T. Byram Community House Dec 21 with 72 children present. Christmas carols were sung and the children presented the program. Games were then played and Santa distributed gifts. Those in charge were Mrs. M. T. Sevedge, Mrs. Paul Bridenstine, Mrs. Everett Hubbs, Mrs. Jack Flickinger, Mrs. Donald Miller and

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Mrs. Ivan Hartman.

Terrance James O'Neal, 60, switchman, died suddenly early in November at his home in Riverview, near Savanna. Burial was in St. John's Cemetery. He is survived by his widow; one son, Terrance James Jr. of Camanche, Ia.; five brothers, Edward of Savanna, Joseph of Riverview, Thomas of Mount Carroll, and Henry and Frank of Chicago; and two sisters, Mrs. Ellen Brennan of Savanna, and Mrs. Charles Hartford of Farmington, Mich. Born in Savanna May 25, 1898 Mr. O'Neal was a resident of that city until his removal to Riverview in 1951. He had 38 years service with the Road when ill health forced his retirement last September.

SECOND DISTRICT

Retired Conductor S. E. Schwartz passed away in Mercy Hospital, Dubuque, Jan. 9. Funeral services were held from The Church of the Nativity with burial in Mt. Olivet Cemetery, Dubuque. Surviving are a daughter and two sons. Mr. Schwartz retired Dec. 31, 1938, after a railroad career of 50 years.

Retired Switchman C. E. Johnson, Dubuque, passed away at the family home Oct. 24. Funeral services were held at Sacred Heart Church with burial at Mt. Calvary Cemetery. Sur-

viving are his widow, a son, four sisters and one brother. Mr. Johnson's railroad career covered a period of 45 years at the time of his retirement two years ago.

Mrs. L. M. Parnell, wife of Second District retired conductor, passed away in the family home at Dubuque Dec. 15. Surviving are the husband, son, two daughters, and a brother. Funeral services were held at the Egelhof Funeral Home with burial in Linwood Cemetery.

Retired Engineer Anthony M. Tritz, who retired in January 1945, passed away at his home Dec. 3 after a five-month illness. Funeral services were held in Sacred Heart Church with burial in Mt. Calvary Cemetery. Surviving are the widow, three daughters, two grandchildren and two sisters.

THIRD DISTRICT

With the discontinuance of trains 25 and 26, it was learned that Carl Busick, agent at Chillicothe, Mo., was the agent at Dawn, Mo., when these trains were established in December 1903. Mr. Busick now heads the Third District agent-operator seniority list with over 55 years of service.

Some so-called experts are just people who are a long way from home.

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SAVANNA VETERAN RETIRES. Remigio "Jimmie" DeVenti, who started with the Road as a laborer at the Savanna roundhouse in 1923 and later took over the janitor duties there and at the master mechanic's office, pictured retiring recently with the congratulations of D. A. Rada-baugh, division master mechanic. The portable television was presented to him by mechanical and engineering department employes, and enginemen working in and out of Savanna.

H & D Division

EAST END

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

Retired Passenger Conductor Tom Monroe and his wife recently celebrated their 50th wedding anniversary. The affair gave Tom so much pep that he climbed up on a ladder a few days later to do some work about the house, but there was ice under the ladder. Now Tom is "grounded" for the time being with a mending collar bone and three broken ribs.

Engineer Art O'Neil wears a double smile these days, twin girls having arrived at the home of his daughter. Conductor Gordon Ganske also reports that he has been elevated to the dignity of a grandfather, a son having arrived at the home of his son Paul. Conductor Orville Oswood has a new daughter, "Cindy Sue," and Brakeman Chester Baker advises that his fourth son, "Chester III," has arrived.

Our sympathies are extended to Martin Tickner whose wife passed away after being bedridden for a number of years. Mrs. Oliver Bongards, wife of section laborer at Hopkins, also passed away recently. Retired Engineer John Ferguson died at his home in Minneapolis. He had retired in 1943. Retired Conductor "Hi" Johnson, who has been ill for a long time, died at Veterans Hospital Dec. 1.

Arnold Moe, cashier at Montevideo, having taken the pension has hung up his coat (which he seldom wore even in cold weather) and is now at home

watching TV and sleeping late. The employes at Monte had a little birthday-farewell party and presented him with a gift. Clayton Severson is the new cashier at Montevideo.

After a stretch in the army in Berlin, Don Jakel is back with the H&D. He got into the groove again as relief operator at Monte while Al Wolff was on vacation.

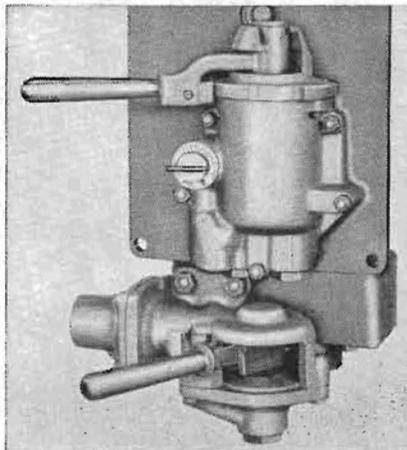
The real Christmas spirit busted out all over at Montevideo when Engineer O. T. Spangenberg and his wife picked up the crew of 263's train when they arrived in Montevideo just about noon on Christmas Day. They were whisked out to the Spangenberg home where a scrumptious dinner featuring roast wild goose was waiting. "Spang" is an authority on how to bring them in, you know. Members of the crew were Elmer Hanson, Joe Tessari, Archie Rydstrom and Burt Hudson.

Since Herb Pugh retired as a conductor and settled down in his home in Glencoe right near the Milwaukee tracks, he has become the "after hours" train inspector of all Milwaukee trains that pass by. The crews value the continued friendship of their good friend Herb and, to show their appreciation of his loyalty, 37 of the east end boys signed a Christmas card and sent it to him along with a gift.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

A big bouquet is extended to the ladies and personnel involved in the Travelers Aid booth, Milwaukee, from Retired Switchman Jack Harr who was there attending his brother's funeral. They assisted him beyond the call of duty and he asked us to convey his thanks to them through this medium. Jack is now taking a little trip to Florida to visit with former Switchman Ed Weideman; then he will go to California



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and back through Wyoming into Minne-
sota.

Had a letter recently from Operator
Duane Hansen who is working for the
U.P. around Los Angeles and likes the
western country. He says "hello" to all.

Chief Dispatcher R. D. Mathis recent-
ly returned from his vacation which
included a visit with his son and family
in Norfolk, Va.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Alfred C. Johnson, 68, retired loco-
motive engineer, passed away Dec. 12
at his home in Marion. Mr. Johnson was
born Aug. 31, 1890 at Lost Nation and
came to Marion when he was four
years old. His father built the home in
which Mr. Johnson has lived ever since.
On Feb. 9, 1911 he was married to
Susie V. Peters who passed away Jan.
23, 1958. Mr. Johnson retired in 1956
after 51 years service. He was a member
of division No. 200 B. of L.E. Surviving
are two sons, Raymond C. Johnson of
Cedar Rapids and Norman F. Johnson
of Savanna, Ill., and three grandchil-
dren. Memorial services were conducted
at the Murdoch chapel by the pastor of
the First Presbyterian Church of Mari-
on. Interment was in Cedar Memorial
Park Cemetery.

L. R. Boettcher, retired assistant divi-
sion engineer, was chairman of the Nov.
21 luncheon meeting of the High Twelve
Club in Cedar Rapids, at which General
Agent O. R. Lambertsen was the
principal speaker. In addition to Mr.
Lambertsen's talk, in which he quoted
financial data from *The Milwaukee Road
Magazine*, the railroad's travel film,
"Pacific Northwest Holiday", was shown.

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Jacob Searles, the only brother of
Retired Conductor Dan Searles of Perry,
passed away during December at a
Cedar Rapids hospital, following a
short illness. Dan had spent some time
with his brother during his illness and
attended the last rites.

Retired Conductor William E. Har-
vey, 84, passed away at the Perry hos-
pital in December. Billie, as he was
always known, started work as a caller
at the age of 15 to support a widowed
mother. He entered train service in 1901
and worked steadily until his retirement
in 1938. He never married and was the
last of his family.

Retired Engineer P. J. Ryan's wife
has another charm on her grandmother's
bracelet. It is for a daughter born to

The Milwaukee Road Magazine

Gene and Madonna (Ryan) Maher in Des Moines in December.

The mother of Roadmaster Raymond Becker of Perry and Section Foreman Claude Becker of Woodward passed away in December after a long illness. Mrs. Becker was the widow of a long time Milwaukee section foreman.

Engineer and Mrs. Howard Finley had two additions to their family circle in December. One baby was born to their daughter who lives in Des Moines, and the parents of the other baby are Fireman and Mrs. S. D. Finley of Perry.

W. M. Reiersen, who worked for some time in train service on the Iowa Division, died recently in a Boone hospital where he had been a patient for three weeks. For a number of years Mr. Reiersen was connected with the insurance department of the B. of R.T. Both he and Mrs. Reiersen were widely known among the railroad folks in Iowa as Mrs. Reiersen has been a grand lodge officer in the auxiliary to the B. of R.T. Funeral services and burial were at Boone.

Harvey Leper, an Iowa Division train service employe for a number of years, died in Canyon City, Colo., in November.

Two ladies in the Milwaukee family, both of whom were working on the membership drive for the Milwaukee Women's Club, had the misfortune to slip and fall on the ice. Mrs. J. C. Barth, widow of a boilermaker, broke her right wrist and Mrs. Mahlon Small, wife of a retired boilermaker, her left one. Mrs. Barth was just recovering from a similar accident some months ago in which her left wrist was broken.

Charles Prowse worked as general

yardmaster the last three weeks of December while Jack Snyder, his wife and daughter went to Florida to spend the holidays.

The birth of a son to Mr. and Mrs. Merle Shawd of Bayard, Ia., added one more member to the family of Retired Engineer Halsey Wasson. The lad is Mr. Wasson's great-grandson. His mother is the daughter of Fred and Mrs. Ling of Perry.

Engineer and Mrs. C. R. Dowell and children had the pleasure of being with his parents when they celebrated their golden wedding anniversary at their home in Lohrville, Ia., in December.

Retired Engineer and Mrs. Henry Theulen were in Waukesha in December to attend funeral services for their brother-in-law Edward Boehmke who died suddenly. Mr. Boehmke was a survivor of the U.S. Transport Tuscania which was sunk off the coast of Ireland Feb. 5, 1918. He was awarded the Purple Heart.

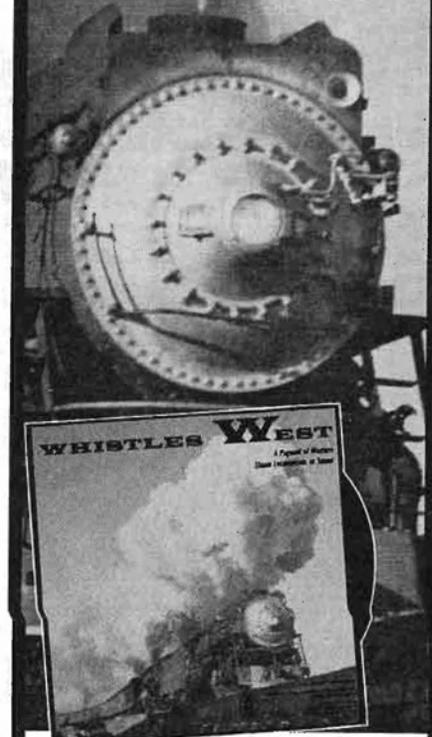
Retired Conductor and Mrs. Charles Craig went to California for the holidays and while there they celebrated their golden wedding anniversary

Train Dispatcher D. W. Petersen of the Perry office force was off duty during December because of the sickness and death of his father who lived in Sabula.

Mrs. Viola Ranes, stenographer in the division superintendent's office in Perry, and Mrs. William Sheets, widow of a Perry boilermaker, welcomed another granddaughter into their family circle during December. Mrs. Sheets lives in North Highland, Calif., with the parents of the little girl who was named Melody.

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(California Residents: \$5.15 with sales tax.)
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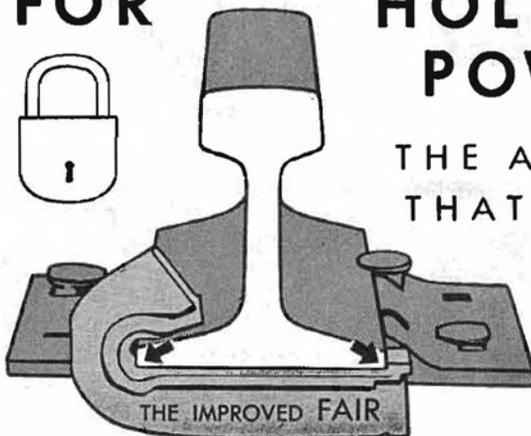
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Railway Division Depew, N. Y.

Claude Altig Sr., retired foreman of the freight platform force at Perry, fell during December and broke his hip. He was taken to the Veterans Hospital in Des Moines for surgery.

Following the retirement of Carl Osborne, Ivan Knodel from Cooper took the Jefferson agency. Ward Locke took the Cooper agency. When the Jolley agency was consolidated with the Rockwell City agency, Raymond Carey decided to retire. E. D. Calhoun, who was at Varina when that agency was consolidated with the Fonda agency, went on the extra list and then took a leave of absence and he and Mrs. Calhoun went to California to spend the winter with their children.

Mr. and Mrs. W. E. Failor of Perry had another grandchild added to their family circle early in November when a daughter was born to Mr. and Mrs. Darrel Failor of Marion.

Two courtesies were extended to Lieutenant of Police A. W. Nicholson on the occasion of his recent retirement. The first was a get-together by the employes in the division offices at Perry with a big cake decorated with proper greeting to "Nick" by Viola Ranes, stenographer in the superintendent's office. The second was a dinner served at Amana, Ia., at which the captain of police and all the lieutenants in the district were present. Nick's friends on the division presented him with a portable typewriter.

Lester Losey, who started his railroad career on the West Iowa Division as an operator, retired shortly after his birthday in October. Lester was at Eldridge, having gone there when the Worthington agency, which he held for many years, was closed. He and his wife, who is the daughter of W. E. Barnoske, retired roadmaster, will continue to make their home in Worthington.

George Rawlins, 78, who had worked at Perry as a switchman from 1913 until his retirement a few years ago, died at the Perry hospital in December. Following his retirement he had spent part of the time with a daughter in Long Beach, and with his son Hilary who is a switchman in Perry yard. Mr. Rawlins had been a member of the B. of R.T. from the time he started railroading.

A daughter born to Mr. and Mrs. Don Varner of Perry is another grandchild for Roadmaster D. W. Loftus.

Division Engineer R. A. Whiteford and wife spent Thanksgiving with their daughter who lives in Texas.

Mrs. E. D. Calhoun, wife of the agent at Varina, was asked to contribute one of her original poems for the publicity campaign in connection with the Christian Rural Overseas Program. The poem was given widespread publicity in the area. Mr. and Mrs. Calhoun are spend-



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1. Less than 1½ cents.
2. 1880-90.
3. 1957.
4. \$2.75.
5. 1887.
6. Less than 3 per cent (2.75 per cent).
7. 429 miles.
8. A grade crossing sign.
9. 96 per cent.
10. Class II.

ing the winter with their children in California.

A daughter, born Nov. 28 to Signal Maintainer and Mrs. Lyle Mansfield, made another grandchild in two railroad families—that of Lyle's parents, Mr. and Mrs. Charles Mansfield of Herndon, and Mrs. Mansfield's parents, Mr. and Mrs. Henry Meyer of Manilla. With the baby's father, grandfathers and several uncles being Milwaukee employes she really is in the Milwaukee family.

James Stapleton, grandson of the late Engineer Frank Stapleton and great-grandson of the late Engineer Ben Stapleton, has been making quite a name for himself in the theatrical world. He is now starring in "The Happiest Millionaire" on the west coast.

Frank Stewart, father of Engineer Stanley Stewart, died in November following a long illness.

Elba McClellan, father of James McClellan, division lineman at Perry, has been in serious condition following surgery.

Section Foreman W. W. Ebersole has been a patient at a Rochester, Minn., hospital for treatment of an ailment that had baffled the doctors in Des Moines.

A son born to Mr. and Mrs. Robert Chew of Perry is the first grandson for Retired Machinist John Wagner.

Two weddings of special interest to Iowa Division folks took place recently in Seattle. Mrs. Marjory Meyer-Colburn was married to John Samuel Turnbull a short time after the second of her twin daughters was married to Sherman Paul Bailey. Mrs. Turnbull's father was the late H. R. Meyer, a division storekeeper on the Iowa Division before he went to Deer Lodge where he was general storekeeper at the time of his death. Mrs. Bailey's father was the late Frank Colburn, son of an Iowa Division engineer.

Milburn Krohn, brother of George Krohn, secretary to the Iowa Division superintendent, was Iowa's top winner in the "Johnny Reb" contest. Contestants were asked to nominate their favorite civil war character. Krohn, who is athletic coach and teacher in the Lytton, Ia., schools, nominated his



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grandfather who lost an arm in the battle at Antietam. His prize was a 30-volume home library.

Mrs. Thomas Rellihan, wife of a retired engineer, who writes over the pen name of Gernie Hunter, has won additional recognition for her poetry. A poem entitled "When the Last Star Falls" was given first place in the readers' choice of poems published in "Chaparrel" a publication in Tuscon, Ariz. The poem also won two cash prizes, a magazine subscription and a book of poems.

Lloyd Riffle Jr., son of Chief Carpenter L. R. Riffle, was married recently to Barbara Breja of Elberon, Ia. The wedding was followed by a reception and then a dance in the evening. The young couple will live in Tama where Lloyd is a representative of the Pioneer Hybred Corn Company.

Fireman Thomas Morfoot, who is on leave while serving with the armed forces in Japan, is recovering from a broken neck sustained in a swimming accident off Kyushu Island.

Mrs. J. L. Roberts of Marion, widow of an Iowa Division conductor, is the great-grandmother to a son born during November to Mr. and Mrs. Ted Seela of Jefferson, Ia. The mother is the daughter of Mrs. Roberts' son Leo.

Charles Hunt of Perry and Warren Thompson of Marion are two engineers who have recently joined the retired ranks.

Betty Lou, daughter of Agent L. B. Swearingen and wife of Woodward, was married in December to Wayne Crusan of Perry. They will make their home in Perry.

Mr. and Mrs. Ralph Ford of Anamosa have announced the engagement of their daughter Jean to Charles Lee Snyder, son of Yardmaster and Mrs. Jack Snyder of Perry. Both young people are students at the State University at Iowa City. Charles works as a relief clerk in Perry during the vacation periods.

E. R. Eads has been appointed foreman of the Boone section which was recently re-established.

Brakeman J. D. Gates has received his honorable discharge from the Navy where he served a four year enlistment, and has resumed work on the Middle Division.

Arthur Hoopes, who started his railroad career on the Iowa Division and then went to Lines West and worked in yard service until his retirement a few years ago, was in an auto accident during the Thanksgiving holiday which resulted in the death of his wife and serious injuries which kept him confined to the hospital for several weeks.

Friends on the Iowa Division have learned of the death of Mrs. Jack McCann whose husband was traveling



CHANTEUSE HILDEGARDE, tall, blonde and glamorous, leaving Chicago Dec. 31 on the Morning Hiawatha. The supper club entertainer, whose trademarks are her long jersey gloves and the fabulous trailing handkerchiefs and the rose she wears while performing, was on her way to fill an engagement at the Hotel Radisson in Minneapolis.



HER ROYAL HIGHNESS Queen Frederika of Greece leaving Chicago on the City of Los Angeles for California points, during her recent tour of the United States. Seeing her off are, from left, Col. Jack Reilly, personal representative of the mayor of Chicago, Col. Elias Deros, air military attache of the Royal Greek Embassy, and Alcibiades Papadopoulos, Greek consul general in Chicago.

OLD SCHOOL TIES are renewed by W. D. Sunter, general freight traffic manager - sales and service (left) and Frankie Laine, fellow graduates of Chicago's Lane Technical High School, at the Chez Paree in Chicago just before Christmas. The popular singer, who was on the Chez' bill, was selling records for an "Our Lady of the Angels" school fire tragedy benefit.

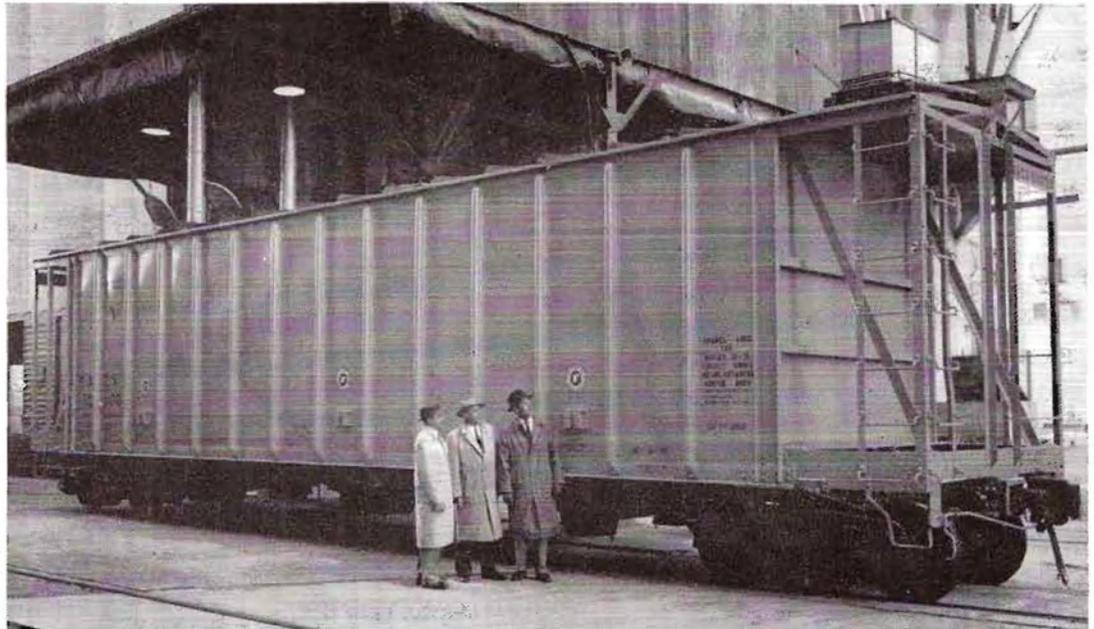


auditor at Perry, Chicago, and Terre Haute. She passed away in Medford, Ore., where they had moved after his retirement.

Michael Spear, who lives with his folks in Boulder, Colo., is another grandson for Engineer and Mrs. Bert Cline of Perry.

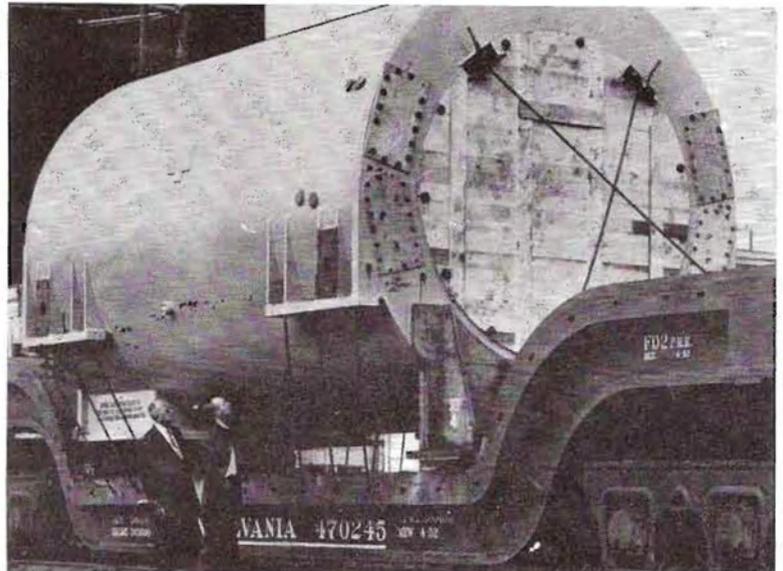
Mrs. Verto Reichert, whose husband was employed as general clerk in the division superintendent's office at Perry at the time of his death, has moved to California to make her home.

Robert Anfinson, son of Engineer Peter Anfinson, was married in December to Marilyn Latimer of Perry.



HEAVYWEIGHT DIVISION. These two whoppers attracted considerable attention when they were loaded recently in Milwaukee to move out over Milwaukee Road lines. Covered hopper, GACX 50000, capacity 3,500 cubic feet, is pictured at the Froedtert Malt Corp. plant being inspected for its shakedown run by Assistant General Agent H. C. Hefty (center), with H. E. Gawlik, assistant to general traffic manager of Froedtert (left), and LeRoy Kramer of the General American Transportation Corporation, air-slide department, Chicago.

At the West Allis works of the Allis-Chalmers Manufacturing Company, a 450,000-pound 220-mva supercharged generator stator is shown ready for a two-week trip to the Virginia Electric and Power Co. at Yorktown, routed for clearance via The Milwaukee Road to Ladd, Ill. It is loaded on the world's largest flat car, Pennsylvania 470245; gross weight 932,400 pounds, 124 feet long, 32 wheels. The onlookers are Joseph Juchniewicz Jr., assistant superintendent of transportation for Allis Chalmers (left), and Robert L. Ullrich of the company's public relations division.



FRIENDLY RIVALS in the transportation field who attended the 43rd annual dinner of the Minneapolis Traffic Club Dec. 4 included President William J. Quinn, who is pictured (right) illustrating a point in the conversation with a model of a diesel train. Joining in the debate are (left to right) Willis Balfour of Western Air Lines Inc., Edward P. Atwood of Durkee-Atwood Co., one of the shippers present, and Lloyd Schirmer, president of the Schirmer Transportation Co., St. Paul trucking firm.



MAGAZINE

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GOING ON MIDNIGHT and the depot at Rondout, Ill., as the Pioneer Limited is due to pass, lights up the silence of a frosty night. A picture by William D. Middleton, railroad historian-photographer.

