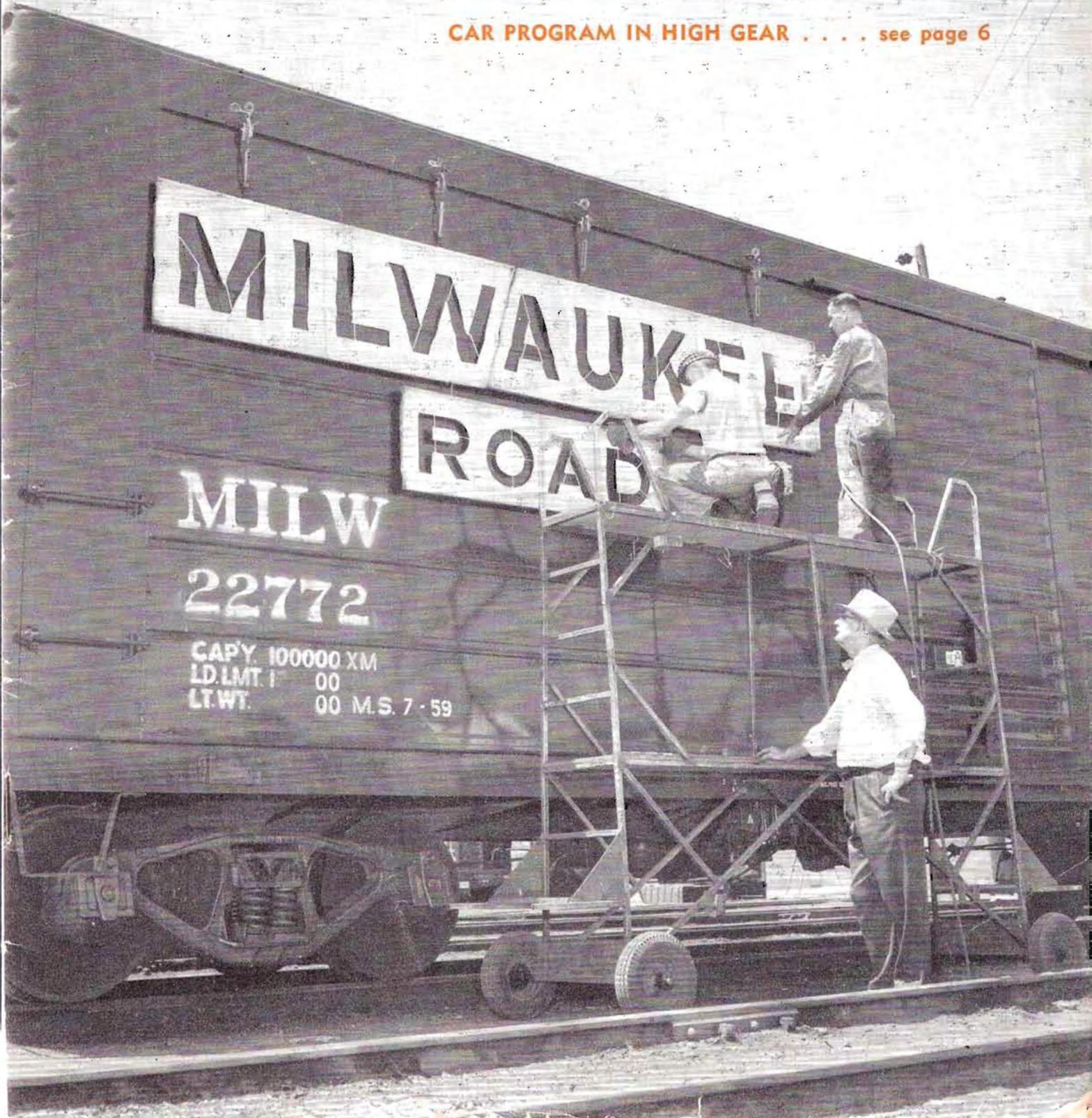


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

july
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august
1959

CAR PROGRAM IN HIGH GEAR see page 6



MARC GREEN

Editorial Director

MARIE HOTTON

Managing Editor

**PUBLIC RELATIONS
DEPARTMENT**

Union Station—Chicago

The Milwaukee Road Magazine is published for active and retired employees of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, to whom it is distributed free. It is available to others at \$1.00 per year. Retired employees may continue to receive it without cost by sending their addresses to the circulation department, 824 Union Station, Chicago 6, Ill.

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"America's Resourceful Railroad"

One of the first shippers to use Milwaukee Road Flexi-Van service from the Pacific Northwest presented us with a problem which was unique. His loading platform had a rail siding but the driveway where the Flexi-Van truck assembly would normally be placed for conventional loading was in a congested location. Milwaukee Road men on the scene quickly solved the problem by running the Flexi-Van flatcar onto the siding with the empty vans in place on it. The vans were then raised in the usual manner and turned so that they made contact with the loading dock at an angle. A steel ramp closed the gap and in a matter of minutes the loading was completed.

Later, similar handling at the plant of a midwestern meat packer resulted in a satisfied customer and the establishment of regular Flexi-Van terminal operations in his city.

Resourcefulness is a tremendous asset in any business enterprise. For a railroad, with only service to sell, it can make the difference between success and failure.

Many of you may recall that a Milwaukee Road man sparked the idea for our so-called "peek-a-boo" cars by suggesting that a skeletonized gondola car standing in the car shop in Milwaukee with its side panels stripped off might be more serviceable just as it was—at least for some kinds of lading, and with a grated floor to let debris fall through. We have built many of these cars since and there is a constant demand for them.

It was a Milwaukee Road electrical engineer who developed a device for coordinating the acceleration of electric and diesel locomotives so that they could be teamed for greater versatility of use in our mountain operations.

Our passenger traffic and communications departments have worked together to perfect the idea for a new telephone mechanism which will be making friends for us in our Chicago reservation bureau. Employing a taped message, it will greet the caller courteously and then automatically hold the call, or several calls, if all circuits are busy.

The Milwaukee Road has come to be known as an organization of resourceful people—a fact for which we can be thankful. It is an attribute of definite worth in selling our service and building security into our jobs.

A new series of Milwaukee Road advertisements which will soon be seen in national magazines and certain major newspapers characterizes the Milwaukee Road as "America's resourceful railroad". Various groups of Milwaukee Road people are rightly described in the advertisements as "creative crews".

My purpose in calling attention to this new program is to point out that its success calls not only for the exercise of resourcefulness but for a sound, service-minded, heads-up job of railroading on the part of every Milwaukee Road officer and employe.

Nothing could mean more to us as individuals and as a company than to make very sure that our performance in the months ahead matches our promise to the public.

I am confident that all Milwaukee Road people can be relied upon to do their share.

William J. Quinn

SOMETHING **NEW** IN RAILROADING...

"CREATIVE CREWS" of the Milwaukee Road



How they are making the Milwaukee Road
America's resourceful railroad

Illustration of the "creative crew conference" which will touch off the advertising campaign.

"Creative Crews" Inspire New Advertising Campaign

"The trains of the Milwaukee Road are 'our trains' pretty generally all along its tracks. It is a feeling that is strong in the Milwaukee's employes . . . Perhaps it is no more prevalent than a similar feeling on the part of people living along other railroads, but certainly it is more consistent than on any other railroad I have ever encountered."—August Derleth in "The Milwaukee Road—Its First Hundred Years"

IN broadening its program to reach new markets and new customers, The Milwaukee Road has taken a step which will reveal to the public an entirely new concept of its operations and services. The "new look" involves an intensive advertising campaign which will turn the bright light of publicity on its "creative crews"—the men who originate the ideas which are making the Milwaukee "America's Resourceful Railroad".

This important asset to the Road's over-all operations will be the theme of a campaign designed to keep shippers abreast of new developments in the railroad's facilities and equipment, and its ability to meet their service requirements. Emphasis will be placed on the fact that the Milwaukee can do better what the railroads do best because men

of vision on its lines and in offices, yards and shops, understand shipping problems and have the imagination and aggressiveness to engineer methods for their solution.

From the very beginning of its history, The Milwaukee Road has consistently been identified among the nation's forward-looking carriers, with courage to depart from the traditional, and alert to new ideas. And perhaps more than any other railroad it can claim that the pioneering operations which have made its trademark famous resulted largely from the resourcefulness of men who were devoted to the interests of "our railroad". The advertising program will be based on specific services which have been developed as a result of suggestions from employes and experiments within the ranks.

The campaign will be kicked off in September with an advertisement in magazines and newspapers of national circulation. This ad will point out that whereas every railroad has train crews, yard crews, track crews and so on, the Milwaukee has creative crews, and to illustrate the idea will feature a round-table discussion of men from various departments of the railroad with the ex-

planation that it is typical of the "creative crew conferences" which have inspired many innovations in Milwaukee Road service. Continuing in October, a second advertisement will emphasize this theme by citing Flexi-Van service as a specific result of "creative crew" thinking. A third advertisement scheduled for November will stress the Road's new fleet of 15-foot-wide-door freight cars for handling bulky commodities as another outstanding instance of the "creative crew" approach to everything The Milwaukee Road does.

The first advertisement in the series will appear in the Sept. 14 issues of TIME, NEWSWEEK and RAILWAY AGE, the Sept. 19 issue of TRAFFIC WORLD, and the September DISTRIBUTION AGE. Newspapers which will carry it about the same time include the Chicago Tribune, Chicago Sun-Times, Chicago Daily News and Chicago American, the Wall Street Journal, the New York Times, the Milwaukee Journal and the Milwaukee Sentinel, the Minneapolis Star-Tribune, the St. Paul Dispatch and the St. Paul Pioneer Press, the Kansas City Times, the Seattle Times, and the Seattle Post-Intelligencer.



During the train's stop at Harlowton, Mont., on the westbound trip, the directors gathered at the Skytop Lounge car for this informal picture.

Left to right: John B. Gallagher, Jerome C. Eppler, William L. O'Brien, James M. Barker, Philip W. Pillsbury, Joshua

Green, William J. Froelich, Walter T. Mahoney, William J. Quinn, John P. Wagner, J. Patrick Lannan, Arthur M. Wirtz, James D. Norris, and Leo T. Crowley.

A few of the directors did not go beyond the Twin Cities. Director John D. Allen joined the others in Seattle.



As John D. Phillips (right), executive vice president of the Milwaukee Motor Transportation Company, explains the operation, the directors get a close-up view of Flexi-Van at work. The scene is the Flexi-Van loading strip in St. Paul.

DIRECTORS MAKE 4400-MILE TOUR OF THE RAILROAD

DIRECTORS and executives of The Milwaukee Road made a week-long inspection trip of almost 4400 miles over the main line of the railroad in July.

Leaving Chicago on the morning of July 13, the group made a number of stops for planned events and arrived in Seattle on the morning of the 16th, where the regular monthly meeting of the board was held in the board room of the Peoples National Bank, of which Joshua Green, a senior director of the railroad, is chairman.

The week's itinerary included tours

of Milwaukee Road facilities and those of other industries. Also scheduled were luncheons and receptions in the directors' honor at Milwaukee, St. Paul, Minneapolis and Seattle which were attended by large numbers of civic and industrial leaders and other figures of prominence.

This tour represented the first opportunity the directors had had since the fall of 1954 to travel the main line from Chicago through to the Pacific Northwest. Because of additions to the board during the years since, it was the first occasion some of the members had had

to study the railroad and obtain first-hand impressions of industry and agriculture along the route to the coast.

The trip could not have been more ideally timed, the weather being clear and bright, with the scenery along the way at its summertime best throughout the week.

Altogether, 20 of the 22 directors, including Leo T. Crowley, chairman of the board, and William J. Quinn, president, made the trip or joined the group for some of the planned affairs. They were accompanied not only by a number of the company's top executives and several other officers and supervisors, but by the division superintendent and division engineer of each operating division, who rode the train and visited with the directors and officers as the train crossed their respective divisions.

Tour Manufacturing Plants in Milwaukee

Following the luncheon held in the directors' honor at the Milwaukee Athletic Club in Milwaukee on the 13th, the group was pleased to accept the invitations of the A. O. Smith Corporation and Allis-Chalmers Manufacturing Company managements to tour their facilities while in the city. Wearing safety goggles, the directors walked through a large portion of the two vast plants, exhibiting great interest in the operation of these two well known companies which are among The Milwaukee Road's principal shippers.

In St. Paul the following morning the party was taken by chartered bus to observe Flexi-Van operations and the automatic freight classification yard which the Road completed there less than three years ago. This tour was followed by a luncheon at the Minnesota Club in St. Paul and an evening reception at the Minneapolis Club in Minneapolis.

At Seattle the directors were honored at a luncheon given by Joshua Green at which many of the most prominent men in the Seattle area were present. That evening, immediately before the group's departure for the return trip to Chicago, a reception attended by more than 400 was held in Seattle's Rainier Club.

The directors were generous in their praise of the entire week's program, taking particular occasion to compliment the officers, supervisors and employes who assumed responsibility for making the trip a pleasant, trouble-free and on-schedule demonstration of Milwaukee Road service.

July—August, 1959



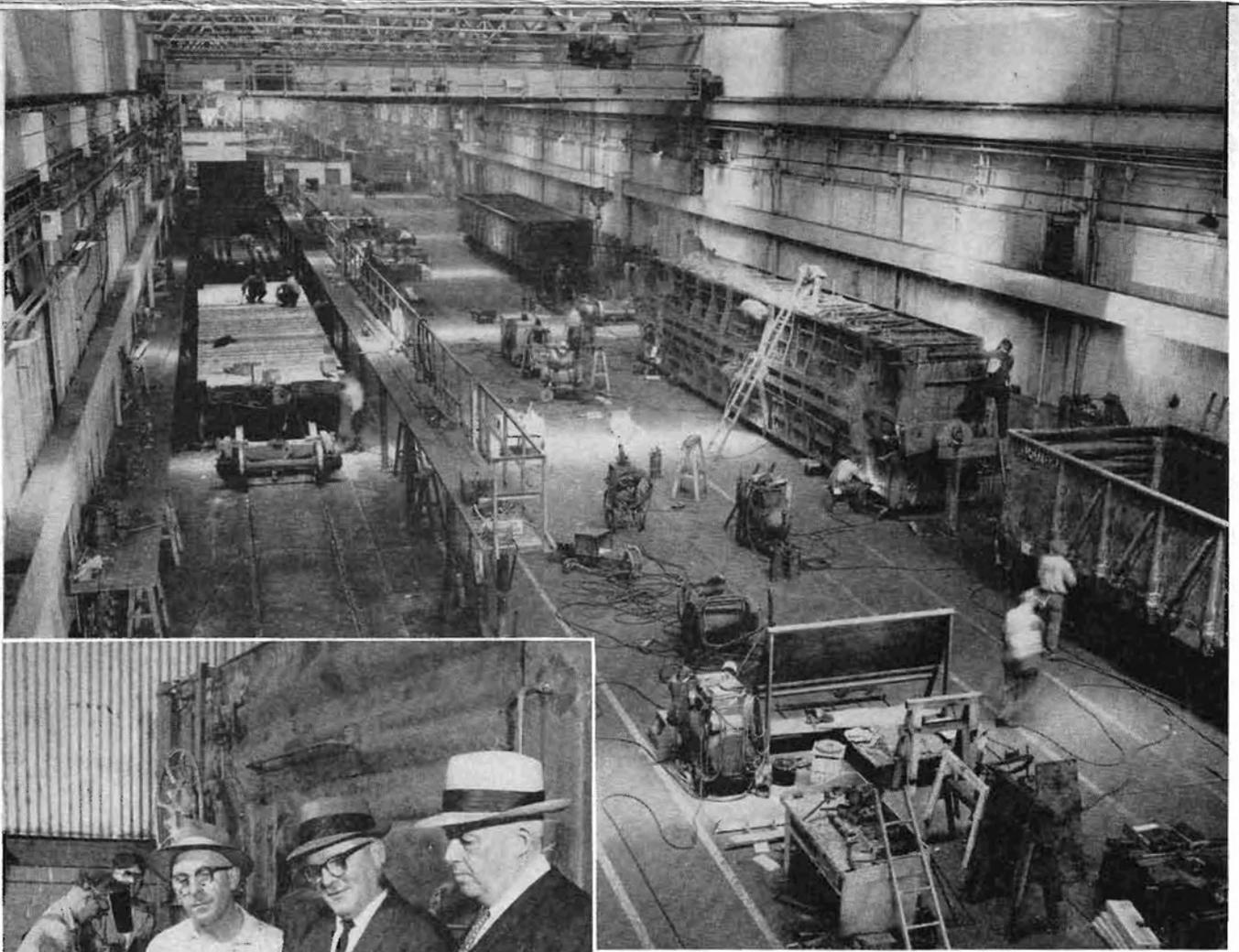
Milwaukee Road directors and officers are met by officers of the A. O. Smith Corporation in Milwaukee as they prepare to make the tour of that plant.



With the fan-out of classification tracks in the background, three of the directors are shown with President and Director William J. Quinn studying a retarder mechanism in St. Paul Yard. Left to right: Joshua Green, chairman, Peoples National Bank, Seattle; J. Patrick Lannan, chairman of the board and chief executive officer of H. M. Byllesby and Company, Chicago, and also chairman of the Milwaukee Road executive committee; Mr. Quinn; and Walter J. Cummings, chairman of the executive committee, Continental Illinois National Bank and Trust Company of Chicago, and chairman of the Milwaukee Road finance committee.

President Quinn is shown addressing the guests briefly at the luncheon in the Williamsburg Room of the Olympic Hotel, Seattle. Seated at the speakers table, left to right: L. H. Dugan, vice president and western counsel; George F. Kachlein, Jr., attorney and president of Greater Seattle, Inc.; Leo T. Crowley, chairman of the board; Joshua Green, chairman of Peoples National Bank, Seattle, who was host at the luncheon; Frederick L. Schuster, consultant in economics retained by the railroad who addressed the group; J. Patrick Lannan, chairman of the board and chief executive officer of H. M. Byllesby and Company, Chicago; and Father Albert A. Lemieux.





Cars moving along the production line in the center bay of the freight car shop. At the right, welding is going forward on the bottom of a gondola car which has been turned on its side by the car positioner. The freight car shop, 1,000 feet long and 200 feet wide, and with seven available production line tracks, is one of the most modern in the country.



F. W. Bunce, chief mechanical officer (right), who is directing the car repair program, goes over the plans with G. L. Wood, superintendent of the car department (center), and Shop

Foreman S. J. Gralewicz. In the background, Carman Cutter Donald Ahl (left) and Carman Apprentice John Appenzeller are putting the finishing touches to a gondola on which welding has been completed.

CAR PROGRAM IN HIGH GEAR

THE recovery trend in the nation's business, which by mid-summer had brought carloadings up to a point considerably ahead of last year, finds The Milwaukee Road well geared to provide a customer with the best transportation values his money can buy. The prime example of what this railroad is doing to meet the current needs of the shipping public is the snappy fleet of upgraded cars rolling daily off the production line at Milwaukee Shops. Added to the company's recent investments in 2,649 new cars, the end result of the Road's 1959 repair

program is a fleet of conventional and special purpose cars which, in terms of percentage of units in good condition, rates as one of the country's best.

The responsibility of keeping our company's rolling stock in good order is a big job. In the interest of economy, the repair program, except for limited work at Tacoma, has been centralized in the modern shops in Milwaukee. Car shop forces there were increased to a full complement of 900 men early this year, since which time the output of upgraded cars has been stepped up from 34 to 100

weekly. During the first six months of the year, a total of 2,062 freight cars were given heavy repairs, the term which defines jobs requiring more than 100 manhours of labor.

In explaining the details of the program, F. W. Bunce, chief mechanical officer, said that \$2,500,000 of the 1959 improvement budget is being spent to finance it. Some of the cars being rebuilt are special equipment for sharper competition with trucks and other railroads. In the freight car shop, two of the seven available production line

THE COVER

An important item on the car repair program currently under way at Milwaukee Shops is larger stenciling of the Milwaukee Road name and trade mark as cars are put through the shops for both repairs and routine painting. Pictured applying the new king-size letters to a Hiawatha box car are Painter Helper R. C. Aken and Spray Stenciler Michael Czarnecki, under the direction of Shop Superintendent Jake Hansen. On box cars, the word "Milwaukee" extends more than 13 feet across the side of the car, and the tilted rectangle more than 5 feet. On other types of equipment the bolder stenciling is being applied in proportionate sizes.

tracks are being devoted exclusively to this work.

As examples of cars restyled to meet the growing demand for special equipment, G. L. Wood, superintendent of the car department, cited 300 hoppers of 50-ton capacity which have been repaired extensively and fitted with rubber gasketing around the doors. This project was undertaken specifically for movements of finely powdered ore concentrate. To further augment ore service, 294 of the Road's short high capacity (70 ton) ore cars have also been fully reconditioned.

Another extensive rebuilding project involved 70 ballast cars of the high capacity hopper type formerly used in hauling and spreading right of way ballast. During the months when ballast work is closed down, these cars are in constant demand for revenue loadings of gravel, sand and coal. Altogether, 150 cars of this type are scheduled to be shopped this year.

Other examples of units which have been reconditioned and custom equipped for specific commodities are:

1. Ten gondolas in pool service, outfitted with steel bulkhead ends and timber pockets in the floors, to haul auto underbodies from manufacturing points to body assembly plants. Also, six flat cars equipped with bulkhead ends and special tie downs for handling auto frames.

2. Thirty flat cars fitted with sturdy steel bulkhead ends for moving plasterboard, wallboard and lumber.

3. Seventy-two gondolas in which four-inch thick floors were laid over the regular wooden floors to accommodate riprap lading. The large pieces of stone in riprap damage conventional gondola floors to such an extent that the program provides for adapting 100 or more cars to this service.

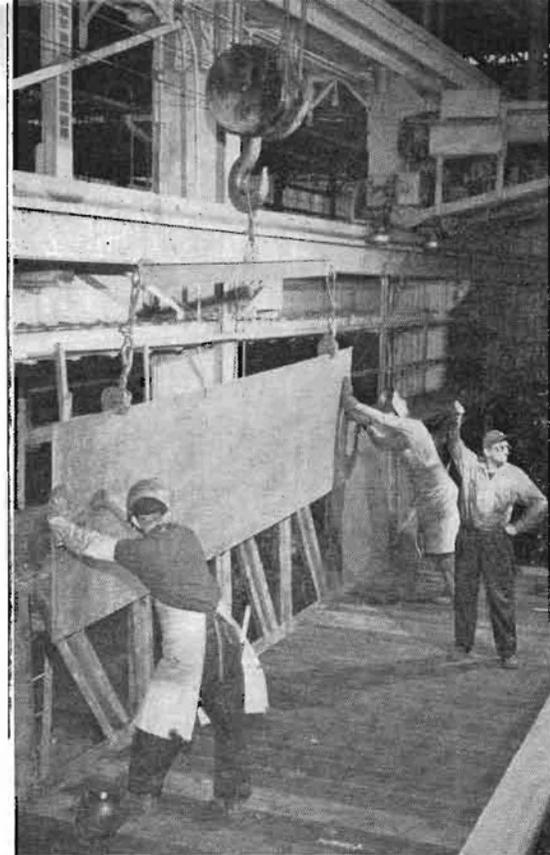
4. Fifteen box cars fitted with additional 1½-inch thick floors, to meet the needs of hide shippers.

5. Twenty-seven box cars equipped with damage free (DF) load restraining cross bars and belt rails, to accommodate high class commodities such as electric household appliances, auto parts and manufactured glass.

6. Eleven steel frame wood sheathed box cars fitted with roof hatches and special hinged side doors for wood chip loading by the Pacific Northwest lumber industry.

In the passenger car shop, where the concentration of activities includes all body and truck shopping as well as all of the railroad's upholstery, air conditioning and cabinet work, the program has also been moving along at a smooth clip. During the first six months of the year, 14 coaches, 14 baggage cars, one mail and express, and two passenger and express cars have come out of the heavy repair shop. This was in addition to the conversion of three Olympian Hiawatha Touralux sleepers and three lounge cars to baggage dormitory cars for dining car crews, and two cafe parlor cars to cafe lounges for service on the Pioneer Limited between Chicago and the Twin Cities. The present heavy repair program calls for shopping four coaches and three head end cars each month, and light repairs to approximately eight passenger cars of various types.

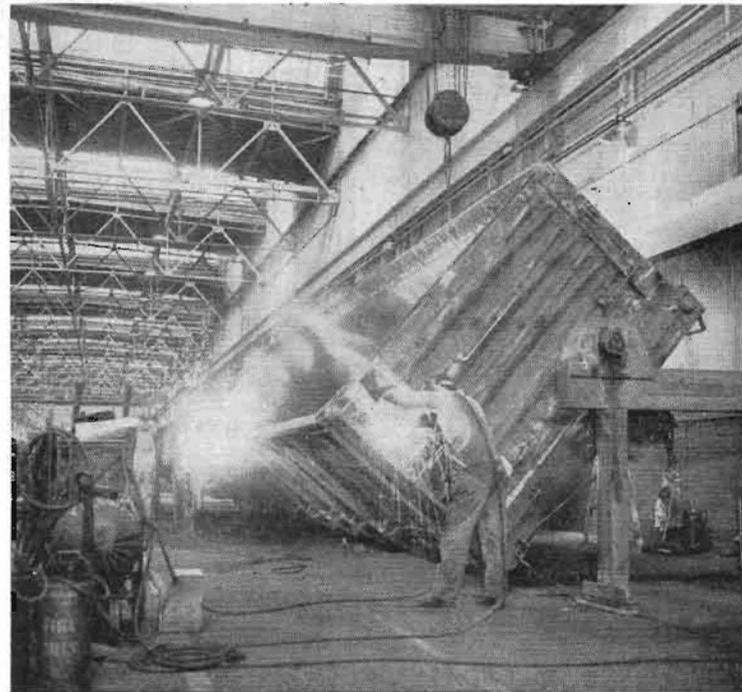
As the program moved into the second half of the year, continuing items on it included the conversion of 183 wooden

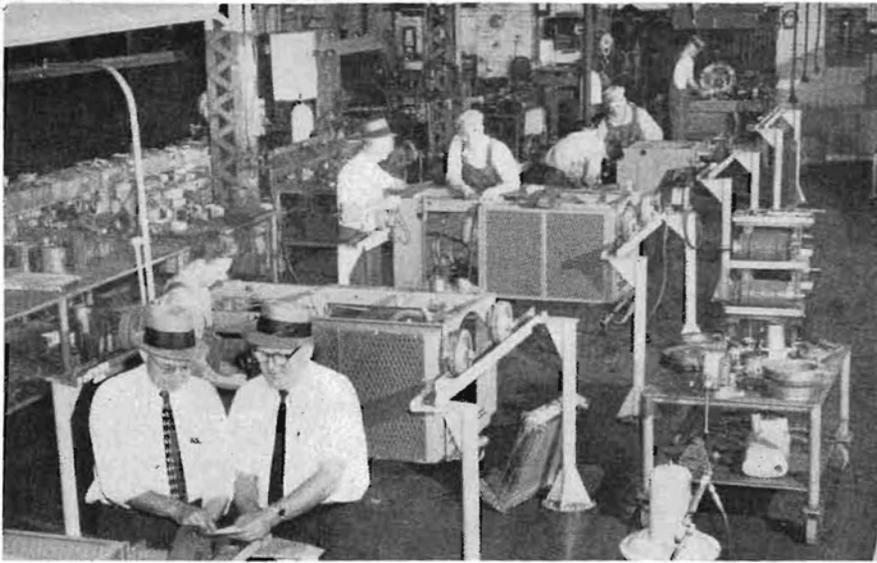


New steel side sheets are applied to a gondola which formerly had wooden sides by Carman Edward Trawczynski and Welder Earl Fickau. Welder Edward Burke is directing the operation of the crane. The program provides for repairing 183 of these cars at the rate of two per day.

gondolas of the 48 foot 6 inch type to all steel, and completing the repair of 182 Evans auto rack cars which are being modified to conform to the Detroit in-

Swiveling action by the car positioner gets the job done faster and better for Welders Bob Schoen (rear) and George P. Street. The trick of tilting a car to eliminate welding overhead is accomplished with two car axles and axle bearings, to which the car is secured by means of its couplers. The device was "home-made" at Milwaukee Shops.





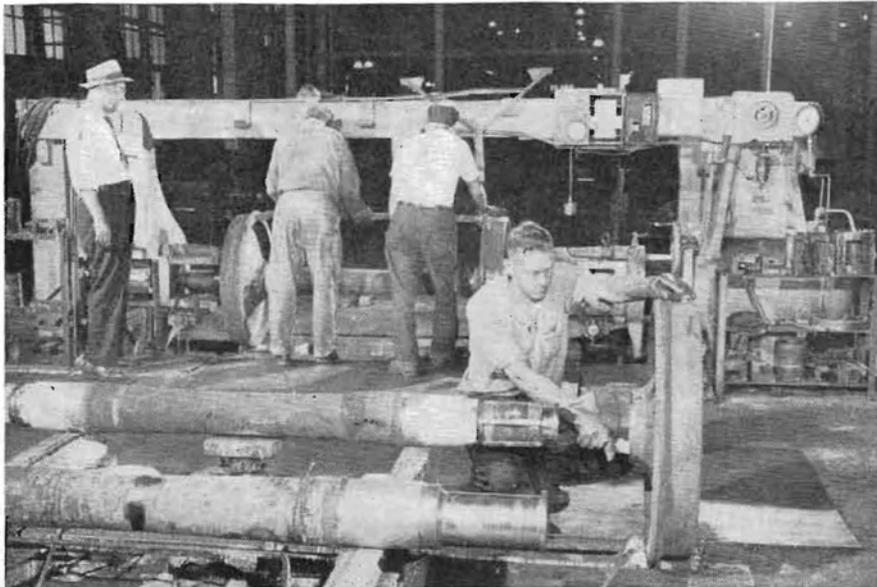
In the electrical shop, G. L. Wood (right) confers with G. J. Bilty, general foreman of the passenger car shop, as work proceeds on the overhauling of an air conditioning unit. On the assembly line are, from left: Electrician Apprentice Ronald Adamczewski, Assistant Electrical Foreman C. A. Borgh, Electrician Frank Drake, Electrician Apprentice Joseph Kosey, Steamfitter Erwin Steltz and Electrician William Hetzel Sr.

dustry's new small models. Also moving along the repair track were a fleet of 40-foot all steel Hiawatha box cars (345 reconditioned through July 1), of 50-foot all steel double door auto box cars suitable for all-purpose lading, and 40-foot box cars earmarked for high class lading.

A big item on the schedule is the rebuilding of 109 gondolas of 70-ton

capacity "from the bottom up". The demand for all purpose gondolas, Mr. Bunce said, justifies the expenditure for making this equipment serviceable. Older freight cars which are worn and obsolete are not being shopped, he said, but are being retired as not warranting extensive repairs.

Another undertaking of this year's program is the application of journal



General Wheel Shop Foreman A. M. Guschl looks on as Wheel Press Operators Norman Ingvaldson (left) and Harold Ellis insert a wheel and axle mounting in the hydraulic press. In the foreground, Wheel Press Operator Jerry Boileau is lining up the next mounting on the assembly line. The average output of the wheel shop is approximately 150 pair a day.

lubricators to all rebuilt or heavy repair cars. This is exclusive of repair work which goes on continuously. Under usual operating conditions, the output of the shops includes three miscellaneous cars per week, such as cabooses, airslide hoppers, mechanical refrigerator and auto parts cars, and similar expensive units which must be restored to service promptly. On the continuous program, cars which have been damaged in wrecks are also heavy shopped at the rate of two per day.

Top quality equipment is the Milwaukee Road's answer to the threatened car shortage, as well as the improvement of its individual economy. Combined with the Road's new fast freight schedules, the stepped up repair program is going a long way toward providing a popular service for shippers. Whether it's all purpose rolling stock or special equipment, no effort is being spared to give the customer what he wants.

W. H. Penfield

WILLIAM H. PENFIELD, who entered the service of The Milwaukee Road in 1899 as an engineer on the construction of Lines West, and who was chief engineer when he retired in 1945 after a 51-year railroad career, died June 1 in the Savanna City Hospital, Savanna, Ill. He had been hospitalized since Feb. 12. Following cremation, committal services were held in Mount Carroll, Ill.

Mr. Penfield was born in Foxbury, Pa., Jan. 12, 1874 and started his career with the Buffalo, Rochester & Pittsburgh in 1894. Transferring to the Milwaukee in 1899, he was employed as a resident engineer on construction and locating until 1903 when he left for two years to work as a locating engineer for the Western Pacific in California. Upon his return in 1905 he was made engineer of construction with headquarters at Butte, promoted to assistant chief engineer at Chicago headquarters in 1911, to engineer maintenance of way in 1913 and appointed chief engineer in May, 1935. He retired from the last position on Nov. 15, 1945.

Since retiring, Mr. Penfield had spent most of his winters in Lindsay, Calif., and the summers in Mount Carroll, which had been the home of his wife, the former Grace Harvey, who died in 1949. There are no immediate survivors. Shimer College, Mount Carroll, was named the beneficiary of his estate.

President Quinn Honored by Alma Mater

THE pride of an Alma Mater in an alumnus who "has not done badly" in his field has been expressed by the College of St. Thomas with the conferring of an Honorary Doctor of Laws degree on President William J. Quinn. He was presented with the symbolic hood at commencement exercises June 5.

Mr. Quinn was graduated from the college in his native St. Paul in 1933, with a bachelor's degree in English. Added to the honors won as a summa cum laude scholar, he captained the hockey team and was president of both the senior class and the student council. However, his greatest honors were won in the field of debate, for which St. Thomas teams have an international reputation. In his junior year he was instrumental in organizing the Northwest College Debate Tournament, and with his partner proceeded to win the 56-team competition twice. Going on to the University of Minnesota law school, he received his degree in 1935.

The honorary doctorate recognized a career which, starting as United States attorney for the District of Minnesota, continued as an attorney for the Soo Line railroad and as a special agent for the Federal Bureau of Investigation during World War II. Then, after the war, 15 years of service in the railroad industry, first as vice president and general counsel of the Soo Line and later of The Milwaukee Road. Of its crowning achievement—Mr. Quinn's election to company president on Jan. 1, 1958, making him at 46 one of the youngest top executives in American industry—it was said, "St. Thomas is immensely proud of the splendid manner in which he has carried the name of his Alma Mater".

How the wide experience gained in forensics at St. Thomas College laid the

foundation for Mr. Quinn's rise to the presidency of the nation's fourth largest railroad was brought out in a television interview which took place during a recent tour made by him of the Road's California-based operations. As the guest on a question and answer program televised from KCOP in Los Angeles and



On the platform of O'Shaughnessy Stadium, President William J. Quinn (right) is welcomed by the Very Reverend James P. Shannon, president of St. Thomas College, who conferred on him the Honorary Doctor of Laws degree.

conducted by Mrs. LaVerne Crumley, consultant to the audio vision section of the city schools, he was asked to prescribe an educational pattern for young people preparing for careers in business.

Interrogated by Mrs. Crumley about his early goals, Mr. Quinn replied that in his high school years he aimed to follow his father in the law; that it never entered his mind he would eventu-

ally become a railroad president. It is his opinion, he said, that both high school and college students should take as general a course as possible, so as to provide a background from which they can branch off into the specialty they ultimately choose.

To the question of whether he would recommend speech as one of the courses, Mr. Quinn answered that he feels his speech and debate work in college was the single activity which has been the most help in his career. "In marshalling your thoughts to make an orderly presentation to others," he said, "you discipline and train yourself, and it's that type of training I have found very helpful. My work now, while it's administrative in nature, nevertheless is involved a great deal with meeting and addressing people." The interview continued as follows:

Q. Now as far as students are concerned, on what should they concentrate, aside from the general courses, perhaps with emphasis on speech?

A. Well, I think they should concentrate on English. The ability to write is becoming more and more important to everyday business affairs. The young man who can investigate a problem and present his thoughts in an orderly fashion has the advantage over those who don't possess that ability.

Q. It's good to have this information from someone who is tops in his field. Would you tell us what some of the advantages are in what you would call big business?

A. Probably the foremost advantage is the stability of the enterprise. For example, the organization that I am affiliated with has been in existence for over 109 years.

Q. Well, will you tell our students what personal characteristics they should have to be in business where you talk with professional people?

A. The characteristic that comes to mind first is the ability to get along with people. I've seen instances where people with considerable ability have been handicapped by their inability to get along with others, and big business is largely the science of meshing conflicting personalities and conflicting views. The person who can do that is the person who gets ahead. So I repeat, the ability to get along with people is something that should be cultivated.

Here the sign-off signal concluded the interview.

NOTICE—New Annual Pass to Recognize 40 Years' Service

As announced by President William J. Quinn, employes who have completed 40 or more years of compensated service with The Milwaukee Road will be given a new type of annual pass when the current annuals expire Dec. 31. The new 40-year service annuals will be issued to employes and their wives (dependents not included), and will be good on all Milwaukee Road trains with the exception of the Challenger. They are term passes and are not to be confused with the Lifetime Silver and Gold Passes held by employes with 45 and 50-year service records.



The gala luncheon in the grand ballroom of the La Salle Hotel which concluded the Chicago district meeting May 16. Chapter presidents are seated at the long table in front of the speaker's dais.

35th ANNIVERSARY YEAR

At three district meetings held in May, The Milwaukee Road Women's Club addressed itself to the task of reviewing the past year's accomplishments and then turned back the clock to observe a milestone in its history. Speaking to the members from the annual-luncheon rostrum, Mrs. C. C. Steed, president general, Milwaukee, struck the keynote with the announcement that 1959 is the club's 35th anniversary year—"35 years of achievement during which cheer has been extended to thousands of Milwaukee Road families. They are years of which we can all feel very proud."

At the meeting in Chicago on July 12, 1924 which started the club on its way, the charter members designated as their objective "the better acquaintance of the families of those in the service of the company, for mutual enjoyment and helpfulness. It would seem to be most desirable that the women of the railroad should be as closely allied for the common good as are the men. As everyone knows, the bond of brotherhood among railroad men is strong and centered."

That the spirit of that gathering was prophetic was borne out by the tenor of the meetings held in Minneapolis (May

12), Chicago (May 15-16) and Seattle (May 26). At the business sessions, delegates from 44 of the club's 56 chapters reported that, in addition to maintaining a balanced budget, last year alone local chapters spent close to \$6,500 for the welfare of 2,825 Milwaukee Road families. In carrying out this neighborly mission, they had sent more than 5,000 messages and made upwards of 6,000 calls in the interest of good cheer.

The reports covered such activities as giving music and other awards to outstanding children of Milwaukee Road families; sending employes' children to Scout and summer camps; sponsoring a bowling team; assisting in hospitals and children's homes; working for the Red Cross, and for polio, cancer and similar



Members of the general executive committee assembled at the meeting in Chicago. Seated, from left: Mrs. W. E. Swingle, general director, Chicago; Mrs. Ralph Vannella, treasurer general, Bensenville; Mrs. C. C. Steed, president general, Milwaukee; Mrs. W. Ray Dolan, second vice president general, Chicago; and Mrs. Roy E. Melquist, first vice president general, Minneapolis. Standing, from left: Miss Etta N. Lindskog, secretary general, and Mrs. Frank T. Ross, general director, Chicago; Mrs. A. O. Thor, general advisory officer, Savanna; Mrs. Oscar Bond, general constitution chairman, Terre Haute; and Mrs. Orrin P. Catlin, general director, and Mrs. Elizabeth Shortall, recording secretary general, Chicago.

fund-raising drives; entertaining servicemen in Veterans' hospitals; sponsoring Boy and Girl Scout troops; beautifying the railroad's station grounds with shrubs and plants from members' gardens, and so on. Summarized Mrs. Steed, "On the basis of amounts spent in recent years, I am sure the club has expended upwards of \$250,000 in this way. More meaningful than money, however, is the happiness we have been able to bring to the railroad family."

In an interesting question and answer discussion, many suggestions were offered for ways of earning money to finance the club's work and the social entertainment of the railroad family. Last year the club's membership totaled approximately 15,500. Delegates to the district meetings reported a current enrollment of 15,072, with 42 chapters exceeding their membership of 1958.

The birthday observance was also a significant anniversary for Miss Etta N. Lindskog, charter member of Fullerton Avenue Chapter. Elected corresponding secretary general at the club's first meeting, Miss Lindskog's supervision of its activities from "home" headquarters in Chicago since that time has been a vital factor in the club's 35-year history of success.

Top: Presidents and delegates from chapters in Montana and Washington who attended the meeting at the Washington Athletic Club in Seattle May 26; Mrs. C. C. Steed, president general, is in the rear, third from the left.

Right: At the Radisson Hotel in Minneapolis May 12, presidents and delegates from chapters in Minnesota, Wisconsin and South Dakota; Mrs. C. C. Steed is standing in the center.

Below: Presidents who represented Illinois, Indiana, Iowa, Michigan, Wisconsin and Missouri chapters at the district meeting in Chicago May 15-16.



• Briefly Noted •

TRAVEL TAX TO STAND. The move to repeal the 10 per cent tax on passenger transportation has failed, and the present tax will remain in effect until June 30, 1960. Although the Senate voted for repeal of the tax, a Senate-House Conference Committee agreed only to reduce it to 5 per cent effective July 1, 1960. The conference report was passed by Congress and signed by President Eisenhower.

FOR "A SAFE DAY". In a contest conducted this spring by the National Safety Council in cooperation with the International Council of Industrial Editors, an Award of Merit was conferred on The Milwaukee Road Magazine "For Exceptional Service in the Promotion of Safety" during 1958. The citation was based on three articles, "A Safe Day in the Electrification Department," "A Safe Day With a Signal Maintainer" and "A Safe Day With a Lineman", which were the 12th, 13th and 14th in the series covering safe working practices which have appeared in the Magazine periodically since 1955. The contest was among 172 industrial publica-

tions, and 17 certificates were awarded, including five to Magazines. Previously the "Safe Day—" series had rated two similar commendations.

NEVER THOUGHT OF THAT DEPARTMENT. At Gasport, N. Y., when the brakes of a truck locked just as the driver reached the NYC tracks, no one was able to move it. Police flagged down two trains, put flares around the truck, called a tow service, and sent for the owner, Mrs. Anthony Moyer. When Mrs. Moyer arrived, she got into the truck and calmly backed it off the tracks. No one had remembered that a vehicle with locked brakes can still be backed up.

SIX-MONTH RISE. By mid year, the Road's operating revenues were up more than \$7 million from the corresponding six months of 1958, and net income totaled \$1,650,185 compared with a net loss of \$1,648,728 in the same period a year ago. The result was an improvement of \$3,298,913 in the economic picture. Carloadings for the six months were 7.7 per cent above those for the

1958 period, and Leo T. Crowley, chairman of the board of directors, predicted that, barring the prolongation of the steel strike, the outlook for the balance of the year is good. An important factor in prospects for the second half is the still undetermined amount of grain that will be shipped by the Commodity Credit Corporation. Operating revenues in the first six months totaled \$120,158,676 compared with the 1959 figure of \$112,906,762. However, operating expenses increased to \$99,473,488 from \$96,604,190 a year earlier.

ELECTION RETURNS. Milwaukee Road men in the limelight of recent elections to railroad organization posts included F. G. McGinn, vice president-operation, who was elected vice president of the Des Moines Union Railway. F. E. Devlin was re-elected general manager and treasurer of the Milwaukee Road-Wabash joint switching line. In Chicago, at the annual meeting of the Purchases and Stores Division of the A.A.R., Chief Purchasing Officer V. E. McCoy was named vice chairman of that unit, and D. L. Wylie, communications engineer, was elected president of the Railroad Communications Club of Chicago for the 1959-60 fiscal year.

Assume New Posts



William Wallace



W. A. Dietze

ANNOUNCEMENTS which became effective July 1 brought promotions to two members of the official family who are veterans of service on this railroad. William Wallace, formerly assistant passenger traffic manager, was appointed general passenger traffic manager, and W. A. Dietze, public relations officer since 1948, was appointed director of public relations and advertising. Both will continue their headquarters in Chicago.

Mr. Wallace, a native of Aberdeen, S. D., began his railroad career in the dining car department there in 1919, upon his discharge from Army service in the first World War. In 1920 he was

transferred to Chicago where in 1929 he was advanced to city passenger agent. Starting in 1937 he served as traveling passenger agent in Detroit until 1947 when he was promoted to general passenger agent, Lines West, in Seattle. He was appointed assistant passenger traffic manager at Chicago in January, 1948 and elevated to the ranking position following the retirement of Harry Sengstacken June 30.

Mr. Dietze is a native Chicagoan who started in the freight claim department in 1911. Following military service in World War I, he was traveling representative for the claim prevention department, secretary to vice president-operation, and in 1924 became secretary to the president. In 1925 he was appointed office assistant to president and served in this capacity until he was advanced to public relations officer on Jan. 1, 1948. He has been a member of the advisory committee on public relations of the Association of American Railroads since 1948 and served on the committee which laid the groundwork for creating the Railroad Public Relations Association in 1952. He has served continuously on the Road's advertising committee since 1950.

A. L. Sedgwick Retires on Lines West



At the retirement luncheon held in honor of A. L. Sedgwick, western director, industrial and real estate development (right), he is pictured accepting the good wishes of S. J. Cooley, director-industrial and real estate development.

A. L. SEDGWICK concluded 40 years of distinguished service to this railroad with his retirement as western director, industrial and real estate development, May 31. He was honored at a luncheon in the Washington Athletic Club in Seattle, at which L. H. Dugan, vice president and western counsel, acted as toastmaster.

Mr. Sedgwick, a native of Steffenville, Mo., attended the University of Chicago and started his career in struc-

tural and railroad engineering with the New York Central and the Chicago Junction railroads. In 1919, after a year of land evaluation work for the Rock Island, he entered the employ of the Milwaukee as a terminal land appraiser at Spokane. Two years later he was sent to Seattle to head the Lines West office of what was then the real estate department.

The position represented a challenge, for during the 38 years Mr. Sedgwick headed the department the western states underwent a great surge of industrialization. In the past 10 years particularly, the development of the Columbia Basin in central Washington has been of prime importance in stimulating industrial activity along our railroad.

An Infantry officer in World War I, Mr. Sedgwick served in the second World War as a lieutenant colonel in Europe and North Africa, and later retired as a full colonel. In the future he expects to do some part time real estate work, and pursue his hobbies of hunting and fishing. With his wife Martha, he is looking forward to a pleasant summer at their Puget Sound home in South Colby, Wash. The Sedgwicks have one son, Dan B. of Tacoma, two daughters, Mrs. Alanson Powell of Bellevue, Wash., and Mrs. Harry Dunlop of Cincinnati, and 10 grandchildren.

My Coach and Eight



WHEN R. H. Western, conductor on the Olympian Hiawatha out of Tacoma, has a spare minute or two, he jots down his thoughts on bits of paper, and eventually he has a poem. The hobby has been rewarding in that several have been published in newspapers and periodicals, and one was chosen last year for the Northwest Poet's Book. The following is a recent composition:

*My Coach and Eight—
A little old caboose.
Not so up-to-date,
Yet it turns my fancy loose.
Oh, the wonders of the world
In the red, red dawn,
And the blue bay peared
Under spindrift spawn.*

*The bright road tracks
Out of sunlight and shade,
Where the fawns' dappled backs
Are striped as the glade.
My coach climbs high,
And the forests shape
On a ragged sky—
On the peak's white cape.*

*The sun slips down
On the western rim,
And the lights of town
Flicker bright, now dim.
With dreams so great,
I have turned them loose
In my Coach and Eight,
My little old caboose.*

Dr. Thomas M. Redmond

IN Monticello, Ia., stores were closed June 15 in respect to the memory of Dr. T. M. Redmond who died there in John McDonald Hospital June 13. He had been the surgeon for The Milwaukee Road at Monticello since 1916.

Thomas M. Redmond was born on Dec. 23, 1878 in Dysart, Ia., and started the practice of medicine in Monticello following his graduation from the Northwestern University medical school in 1904. He was a charter member of the Monticello Rotary club, a member of the board of directors of the Monticello State Bank, of the John McDonald Hospital board, and city health physician for more than 50 years. He was holding the latter office at the time of his death. In 1956 he was chosen by the Iowa State Medical Society to receive its general practice award of the year.

Funeral services for Doctor Redmond were held in Sacred Heart Church, Monticello. Surviving him are two sons, Dr. James T., Cedar Rapids, Ia., and Dr. Ralph N., Sterling, Ill.; two daughters, Mrs. L. P. Klausen, Los Angeles, and Maxine Redmond of Oak Park, Ill.; and nine grandchildren.



Cited for sponsoring the railroad apprenticeship program, F. W. Bunce, chief mechanical officer (right), is presented with a Civic Apprenticeship Award by Dr. G. A. Parkinson, director of Milwaukee Vocational and Adult Schools.

Diplomas for Apprentices; Civic Award for F. W. Bunce

SEVENTEEN craft apprentices at Milwaukee Shops who supplemented their on-the-job training with studies at the Milwaukee Vocational and Adult Schools were graduated during the 1958-59 school year. To make it official, diplomas were conferred on them at the annual all-trades apprentice banquet May 20. All of the electrician graduates were Milwaukee Road men.

The occasion also served to highlight the career of the Road's chief mechanical officer, F. W. Bunce, who was presented with a Civic Apprenticeship Award for his contribution to the development of training opportunities for apprentices in the Milwaukee area. The award recognized the economic and social benefits which the community and its skilled craftsmen have gained through apprenticeship programs.

Frank Bunce, a native of Milwaukee, began his trade training as a machinist apprentice at Milwaukee Shops in 1915 and subsequently was a roundhouse foreman and shop superintendent at various points. In 1948 he was appointed mechanical superintendent of steam power at Milwaukee headquarters, and in 1950 promoted to superintendent of motive power. He has been chief mechanical officer with jurisdiction over the locomotive, car and mechanical engineer organizations since 1953.

Specifically, he was recognized for his supervision of the Road's change-over from steam to diesel power, which required revamping the training schedule of apprentices. Also, for arranging the company's participation in the National Railroad Apprentice Conference, whose objective is assisting management and labor to develop and maintain high standards of apprenticeship. Wayne Bittner, shop superintendent of the locomotive shops in Milwaukee, is a director of the organization.

July—August, 1959

Harry Sengstacken, Hiawatha Chieftain, Retires

THE retirement of Harry Sengstacken, the Road's veteran passenger traffic manager, which became effective June 30, was marked by the spirit of bonhomie which is universal among passenger business people. Associates of the chieftain of the Hiawatha tribe, the Milwaukee's honorary good fellowship organization, held a reception in his honor in Chicago June 17, and he was the guest of other tribesmen at a luncheon of the American Association of Passenger Traffic Officers in the Union League Club June 22.

The career of Mr. Sengstacken, one of the travel industry's leading spokesmen, spanned 39 years of railroad service. He is a native of Middletown, N. Y., and started in 1915 at Maybrook, N. Y., as a clerk for the Central New England. During World War I he served with the Army's 27th Division as a stretcher bearer and ambulance driver attached to British and Australian forces in France and Belgium.

After the war he went with the Atlantic Port Railway, which he left in 1926 to become chief clerk in the Milwaukee Road's New York City office. The following year he was appointed city freight agent in New York, and in 1937 general agent in Boston.

On Feb. 1, 1938 he was promoted to general passenger agent in Chicago, where he was appointed assistant passenger traffic manager on Mar. 1, 1944. He had been passenger traffic manager since Jan. 1, 1948. It was under his supervision that The Milwaukee Road



Hearty congratulations are extended to Harry Sengstacken (right) by F. N. Hicks, his predecessor as passenger traffic manager, who was up from his home in St. Petersburg, Fla., to attend the retirement get-together.

pioneered the adoption of the book type rail ticket to replace the cumbersome long strip ticket in interline use. A test of the book tickets undertaken in August 1950 was so successful that the Milwaukee immediately expanded their use, and since that time about 28 Class I railroads have followed suit.

Mr. Sengstacken and his wife Louise will continue to live in their home in Glenview, Ill., on the Road's north suburban line. His plans, he says, include trying to lower his golf handicap, train his Airedale, Mr. McTavish, to let him sleep later mornings, and do some traveling on the tourist end of the business.

Track Scale First in South Dakota

A 150-ton heavy capacity track scale installed by The Milwaukee Road at Dell Rapids, S. D., is the first of its kind in the state. Members of the South Dakota Public Utilities Commission met with railroad engineers and scale inspectors June 2 to approve final tests.

Designed for multiple draft weighing of loaded freight cars in motion, the scale is 20 feet long and anchored at each end to about 50 feet of concrete sunk to bedrock. As cars roll across, it weighs each truck separately and their weight is printed automatically on a recorder. This feature also detects uneven loading of cars. To assure its accuracy, a rail test car and several loaded rock cars were run over it, after which their weight was double checked on another scale.

The new scale can weigh two cars a

minute, whereas the former manually operated scale weighed one. Last year 10,000 cars were weighed at Dell Rapids. H. F. Lucas, assistant engineer-structures, Chicago, supervised construction, with C. E. Harrington of Austin, Minn., as resident engineer.



Men from various states of the Midwest on hand to observe final tests of the scale.



P. J. Cullen



G. H. Kronberg



C. C. Dilley



O. R. Anderson



George Neu



R. T. White

appointments

Office of President

Effective July 1, 1959:

W. A. Dietze is appointed director of public relations and advertising with headquarters at Chicago. (See article elsewhere in this issue.)

Traffic Department

Effective July 1, 1959:

William Wallace is appointed general passenger traffic manager with office at Chicago. (See article elsewhere in this issue.)

P. J. Cullen is appointed assistant general freight traffic manager, sales and service, with office at Chicago. Mr. Cullen is a native Chicagoan who has been with the department since 1925. He has served in Chicago as assistant general freight agent and assistant to vice president-traffic, and since July, 1955 had been western traffic manager in Seattle.

G. H. Kronberg is appointed traffic manager with office at Seattle, succeeding P. J. Cullen. Since starting in Detroit in 1936, Mr. Kronberg has served as traveling freight agent in Atlanta and Mason City, district freight agent in Washington, D. C., and general agent in San Francisco. He has been assistant to freight traffic manager, sales and service, Chicago, since last November.

C. C. Dilley is appointed assistant to freight traffic manager, sales and service, with office at Chicago. Mr. Dilley

started in the city ticket office in Minneapolis in 1928 and transferred in 1938 to Chicago where he has served as traveling passenger agent, travel promotion agent, and since 1948 as advertising manager.

Oliver R. Anderson is appointed assistant to freight traffic manager, sales and service, with office at Chicago. Mr. Anderson entered service at La Crosse in 1918 and in 1926 transferred to St. Paul where he was subsequently advanced to general agent passenger department. In 1948 he was appointed general passenger agent, Seattle, and on Nov. 1, 1958 general freight agent there.

George Neu is appointed assistant traffic manager with headquarters at San Francisco following the retirement of L. P. Freeman. Starting in 1927, Mr. Neu has served in various departmental capacities in Chicago, Tacoma, Portland, Spokane and Aberdeen, as division freight agent in Minneapolis, and general agent in Pittsburgh. He has been general freight agent in Milwaukee since April, 1958.

R. T. White is appointed assistant traffic manager with office at Milwaukee, succeeding George Neu. Mr. White, who has been with the Road since 1926, has served as traveling freight agent and division freight agent in Chicago. He has been assistant to vice president-traffic since last November.

P. L. Cowling is appointed assistant to vice president-traffic with office at Chicago, succeeding R. T. White. Since

starting with the Road at Tacoma in 1941, Mr. Cowling has served the department in Great Falls, Seattle and San Francisco. Most recently he has been district freight and passenger agent at Sacramento.

W. V. Dilworth is appointed general agent, San Francisco. Mr. Dilworth started in the Philadelphia traffic office in 1937, since when he has been city freight agent in Washington, D. C., and San Francisco, traveling freight agent at the last point, and most recently district freight and passenger agent at Oakland, Calif.

E. W. Jacobson is appointed district freight and passenger agent at Oakland, Calif., succeeding W. V. Dilworth. Since starting at Aberdeen, Wash., in 1937, Mr. Jacobson has been with the traffic department in Seattle and Portland, in Spokane as city freight and passenger agent as well as traveling freight and passenger agent, and since 1951 in the last capacity at San Francisco.

D. H. Parker is appointed district freight and passenger agent, Sacramento, Calif., succeeding P. L. Cowling. Mr. Parker entered the traffic department at Salt Lake City in 1939, since which time he has been city freight agent in San Francisco and most recently traveling freight agent at Sacramento.

Industrial and Real Estate Development Department

Effective June 1, 1959:

J. F. Grier is appointed western director-industrial and real estate development with headquarters at Seattle, following the retirement of A. L. Sedg-



P. L. Cowling



W. V. Dilworth



E. W. Jacobson



J. F. Grier



W. R. Manion



C. L. Nesbitt

wick. Mr. Grier, a graduate of Iowa State University, started with the engineering department in 1926 and transferred to the real estate department in 1936. He has served as right of way engineer, industrial engineer and since March of last year as assistant industrial commissioner.

Operating Department

Effective May 19, 1959:

W. R. Manion is appointed supervisor passenger train personnel, system, with headquarters at Minneapolis. Mr. Manion has been with the Road since 1917, as a trainman out of Minneapolis. Starting with the first trip of the Afternoon Hiawatha, he was on the Minneapolis-LaCrosse run of that train for 23 years, and most recently on the Olympian Hiawatha.

Effective July 1, 1959:

Effective this date, the position of superintendent of the Chicago Terminals-Terre Haute Division is abolished. General Superintendent R. R. Brown will have jurisdiction over the Chicago Terminals-Terre Haute Division, with headquarters at Bensenville, succeeding D. O. Burke who is assigned to special duties in the office of vice president-operation.

M. W. Van Sickle is appointed general agent at Cedar Rapids, Ia., following the retirement of O. R. Lambertsen. Since entering service in 1940 as an agent-operator, Mr. Van Sickle has been employed at the agencies in Greeley, Ia., Cedar Rapids and Beloit, and since 1956 as general agent in Rockford.

J. S. Lawbaugh is appointed general agent in Rockford, Ill., succeeding M. W. Van Sickle. Mr. Lawbaugh, who has been with the Road since 1928, has been agent at various points in Illinois and most recently in Beloit, Wis.

W. W. Kopp is appointed agent at Beloit, Wis., succeeding J. S. Lawbaugh. Mr. Kopp started as extra agent-operator at La Crosse in 1949 and has been assistant agent at Rothschild, Wis., since 1951.

M. R. Picht is appointed assistant agent at Rockford, Ill., succeeding W. W. Kopp. Mr. Picht has been with the Road since 1947, starting as a telegrapher, and has worked at various stations in Iowa, most recently as agent at Rockwell City.

Engineering Department

Effective June 1, 1959:

A. M. Olson is appointed assistant general roadmaster with headquarters at Chicago. Mr. Olson started in 1932 at Baker, Mont., as a maintenance of way employe, and was roadmaster with headquarters at Mobridge, S. D., from

July—August, 1959

When Kim Novak's Father Stole the Show

ON a warm evening in May the railroad station at Milano, Italy, swarmed with a crowd of people. Suddenly they surged forward as an old locomotive, its cab decked with flowers, steamed into the train shed. Bulbs flashed, cameras clicked, the locomotive expelled a whistle blast at full steam, and from the cab emerged—J. A. "Joe" Novak of the Milwaukee Road's Galewood freight office force in Chicago!

It takes a heap of doing to eclipse the charm of movie star Kim Novak, so when it happened the story made UP and AP headlines. The near-riot occurred when Mr. and Mrs. Novak, who had arranged their vacation to travel with their daughter to the Cannes (France) film festival, accompanied her to Milano where she had been asked to officiate at a railwaymen's celebration. Its features were the retirement of Italy's oldest engineer and a farewell ceremony for a 44-year-old steam locomotive. Mr. Novak was invited to handle the controls on the last run.

Plans called for Kim to deliver a bouquet to the engineer and then be interviewed for radio, but when the locomotive arrived the schedule collapsed. In the commotion, just as she started to speak, the railwaymen's band let go, and the interview was lost to posterity. Emerging from the cab, Mr. Novak was drawn into the glare of the spotlights,



Piloting the 44-year-old locomotive, Joe Novak is assisted by an engineer, or in Europe, "engine driver".

and as the brass band played, was presented with an engineer's uniform. Kim received a conductor's signaling device, and to the accompaniment of cheers, kissed her father for the photographers.

For another reason, the experience was one Joe Novak won't soon forget. Said he, "I was afraid the old locomotive would blow up."



At the Cannes film festival, the Novaks are surrounded by fans and newsmen. Kim's current film, "Middle of the Night," was one of the United States entries in the international film competition.

1940 to 1954, since which time he has been roadmaster in Lewistown, Mont.

Milwaukee Motor Transportation Co.

Effective June 26, 1959:

C. L. Nesbitt is appointed terminal manager of The Milwaukee Motor Transportation Co. in Kansas City, with headquarters at 646 Board of Trade Building. Mr. Nesbitt has been in the trucking business for 11 years, for the past three as district sales man-

ager for Merchants' Motor Freight with headquarters in Kansas City. Formerly he was employed there as off-line representative of Navajo Truck Lines.

Mechanical Department

Effective June 19, 1959:

R. H. Kentner is temporarily appointed traveling engineer of the Madison Division with headquarters at Beloit, due to the illness of W. J. Brossard.

retirements



during May-June 1959

General Offices—Chicago and Seattle—System Employees

Angove, Elsie M. Chief Clerk. . . Seattle, Wash.
 Baldwin, Mary G. Secretary. . . Chicago, Ill.
 Beberger, A. L. Asst. Engr. . . " "
 Blackwell, Rollie M. Chief Clerk. . . " "
 Edgren, Victor C. Clerk. . . " "
 Hallada, Frank J. Chief Clerk. . . " "
 Hopson, Frank Waiter. . . " "
 Kavanagh, M. T. Stenographer. . . " "
 Knuehman, J. P. Asst. Eng. . . Seattle, Wash.
 Lee, Clifford H. Porter. . . Chicago, Ill.
 McElwain, Warren Z. . . Chief Clerk. . . Seattle, Wash.
 Nixon, Marie A. Clerk. . . Chicago, Ill.
 Sedgwick, Alfred L.
 West. Indust. Comm. . . Seattle, Wash.
 Sengstacken, H.
 Passenger Traffic Manager. . . Chicago, Ill.
 Stern, Wm. J. Clerk. . . " "
 Strand, E. C. D.C. Steward. . . " "

Chicago Terminals

Benedict, Walter Laborer. . . Chicago, Ill.
 Borycka, Martin Blocker. . . " "
 Cadero, Emilia C. Feeder. . . " "
 Chontos, William A.
 Ex. Gang Laborer. . . " "
 Edwards, James D.
 Spec. Live Stock Agent. . . " "
 Harbek, Edward J.
 Asst. Labor Agent. . . " "
 Johnson, Harry Frt. Handler. . . " "
 Lebo, Samuel Switchman. . . " "
 Lewin, E. H. Switchman. . . Bensenville, Ill.
 Ligenza, Joseph Chief Blocker. . . Chicago, Ill.
 Melloy, A. J. Locomotive Engineer. . . " "
 Sherman, Charles Laborer. . . Bensenville, Ill.
 Suniga, Carlos J. Laborer. . . Chicago, Ill.
 Walker, Elizabeth C. . . Coach Cleaner. . . " "
 Watts, Edna M. Coach Cleaner. . . " "
 Webb, Eugene J. Switchman. . . " "
 Wolff, Eldred D. Labor Agent. . . " "
 Zaucha, Ignacy Stower. . . " "

Coast Division

Berry, James E. Carman. . . Seattle, Wash.
 Carbone, J. Blacksmith Helper. . . Tacoma, Wash.
 Cousins, Sidney B. . . . Conductor. . . Spokane, Wash.
 Giebel, Jake G. Conductor. . . Tacoma, Wash.
 Hamilton, Chester Edgar. . . Carman. . . " "
 Hildebrand, R. Conductor. . . " "
 Kimose, James N. Machinist. . . " "
 Maddox, Clarence W. . . . Helper. . . " "
 Roe, Calvin H.
 Locomotive Engineer. . . Bellingham, Wash.
 Scharosch, Jacob F. . . . Laborer. . . Seattle, Wash.
 Service, Cecil R. Engineer. . . " "
 Stewart, James L. . . . Sec. Laborer. . . Tacoma, Wash.
 Wiley, Vernie G. Switchman. . . Seattle, Wash.

Dubuque & Illinois Division

Blackman, C. M. Agt.-Teleg. . . Powersville, Mo.
 Blair, Edward J.
 B&B Carpenter. . . Kansas City, Mo.
 Brewer, Frank E. R.H. Foreman. . . Ottumwa, Ia.
 Bustamonte, Filiberto. . . Laborer. . . Kansas City, Mo.
 Erickson, Arthur J. . . . Conductor. . . Dubuque, Ia.
 Finkenaar, George P. . . . Brakeman. . . " "
 Gibson, Arthur J. Agent. . . Dixon, Ia.
 Johnson, Artie G.
 Sta. Boiler Fireman. . . Ottumwa, Ia.
 Larsen, Edward W. . . . Carpenter. . . Davis Junction, Ill.
 Luman, David E. R.H. Foreman. . . Ottumwa, Ia.
 Rupp, George E. Engineer. . . Savanna, Ill.
 Schott, Lloyd E. Switchman. . . Marquette, Ia.
 Steffens, Carl W. Carman. . . " "
 Thomas, J. L. Conductor. . . Dubuque, Ia.
 Wartenluft, E. F.
 Ex. Gang Laborer. . . Ottumwa, Ia.
 Wolter, Fred H. Crossing Watchman. . . Genoa, Ill.

Hastings & Dakota Division

Choate, Beatrice A.
 Station Agent. . . Nora Springs, Ia.
 Lewnau, H. F. Brakeman. . . Minneapolis, Minn.
 Shermit, Igan I. . . . Ex. Gang Laborer. . . Summit, S. D.
 Young, Ernest E. . . . Conductor. . . Minneapolis, Minn.

Iowa Division

Bennett, E. E. Pipefitter. . . Perry, Ia.

Iowa, Minnesota & Dakota Division

Cahalan, G. W. Conductor. . . Mason City, Ia.
 Cooley, Charles E.
 Roundhouse Laborer. . . Mitchell, S. D.

La Crosse & River Division

Cole, Fred F. Loco. Engr. . . Minneapolis, Minn.
 Gillette, Robert B.
 Telegraph Operator. . . La Crosse, Wis.
 Heberlein, Carl F. Engineer. . . Portage, Wis.
 Lapensky, Frank J. . . . Conductor. . . La Crosse, Wis.
 Lewandowski, W. Crossingman. . . Wausau, Wis.
 Ohm, Gustave J. Loco. Engr. . . Milwaukee, Wis.
 Strege, H. F. Sec. Foreman. . . Pewaukee, Wis.
 Wise, Paul G. Loco. Fireman. . . La Crosse, Wis.

Madison Division

Churchill, H. D. Ex. Watchman. . . Janesville, Wis.
 Corcoran, Michael T. . . Freight Caller. . . Madison, Wis.
 Hazen, Frank R. Loco. Engr. . . " "
 Hutter, Raymond Loco. Engr. . . " "
 Parkin, Robert H. . . . Section Laborer. . . " "

Veteran "White Collar Girl" Retires



Miss Baldwin and friends at a retirement dinner in her honor: From left: R. N. Edman, chief statistician; V. E. McCoy, chief purchasing officer; J. J. Roche, corporation secretary; R. S. Stephenson, vice president and comptroller; J. M. Hazelton, assistant treasurer; R. F. Kratochwill, assistant comptroller; W. P. Heuel, assistant comptroller; and W. E. Ross, general accountant.

MISS GRACE BALDWIN, secretary to vice president and comptroller, and the first woman employe to receive a Gold Pass, turned in her typewriter June 19. The retirement of the Road's "first lady" in years of service closed a career of 55 years of uninterrupted employment in the Chicago accounting department, where she had been secretary to ranking officials since World War I.

Unquenchably youthful in spirit and endowed with native Irish wit, Miss Baldwin is as sprightly as when, a bright-eyed graduate of business college, she applied for her first job in 1904. Previously she had trained for a teaching career. That she chose to cast her lot with an industry which at that time employed few "white collar girls" was

characteristic of her forthright nature.

She started in the freight auditor's office in August, 1904, and within a year her secretarial skill was acknowledged with a promotion to the office of the comptroller, where she has been ever since. As the oldest member of the force, she occupied a unique position in which she confounded her younger associates with her exactitude, her capacity for work, and her broad knowledge of the department's operations.

Miss Baldwin's retirement plans center around the home she occupies with a sister and pleasure trips in her car, which she enjoys driving. Also included is volunteer work at Hines Veterans Hospital. "I think there will always be something useful I can do there."

Milwaukee Division

Andrejak, Stanley . . . Sec. Laborer . . . Davenport, Ia.
 Antilla, Alfred E.
 . . . Agt. & Teleg. Crystal Falls, Mich.
 Brehmer, Lawrence E. . . . Engineer . . . Milwaukee, Wis.
 Davidson, Axel H. . . . Sec. Laborer . . . St. Paul, Minn.
 Kaiser, Harry M. . . . Conductor . . . Milwaukee, Wis.
 Kromraj, Zygmund . . . Blacksmith . . . " "
 Mares, Jesus S. Laborer . . . " "
 Powell, Donald J. Brakeman . . . Juneau, Wis.
 Ratzow, Albert Store Helper . . . Milwaukee, Wis.
 Schmidt, Christ Track Laborer . . . " "
 Schug, Joseph L. . . . Section Laborer . . . Cologne, Minn.
 Staples, F. E. Foreman . . . Rondout, Ill.

Milwaukee Terminals & Shops

Bartel, Otto Robert
 Sta. Tkt. Agent . . . Milwaukee, Wis.
 Belongia, Walter P.
 Cabinet Maker . . . " "
 Buchholz, Otto Janitor . . . " "
 Cerebar, Cyril F. . . . Track Laborer . . . " "
 Frindell, J. L. Telegrapher . . . " "
 Geib, C. J. Timekeeper . . . " "
 Gregoresch, T. S. Carman . . . " "
 Hanna, Tom . . . Ex. Gang Laborer . . . " "
 Inman, George Ferman
 Machinist . . . " "
 Kernan, Harland E. . . . Machinist . . . " "
 Lippert, Paul T. Engineer . . . " "
 Lowery, Matthew C. . . . Clerk . . . " "
 Mednikoff, Alex. . . . Blacksmith Hlpr. . . . " "
 Parchim, Stanley J. . . . Helper . . . " "
 Petryszak, John Laborer . . . " "
 Pramer, Ralph A. . . . Tinsmith . . . " "
 Wallis, Ernest Frt. Trucker . . . " "

Rocky Mountain Division

Kinman, Buena C. . . . Loco. Fireman . . . Butte, Mont.
 McLaughlin, Marion E.
 Carman Helper . . . Harlowton, Mont.
 O'Donnell, Harry T.
 Loco. Engr. . . . Three Forks, Mont.
 Snure, Helen G. Clerk . . . Spokane, Wash.

Terre Haute Division

Galvin, Frank E.
 Chief Carpenter . . . Terre Haute, Ind.
 Hunt, Oscar W. . . . Sec. Laborer . . . West Clinton, Ind.
 Lehman, Earl H. . . . Yark Clerk . . . Terre Haute, Ind.

Trans-Missouri Division

Gorman, Winslow C. . . Conductor . . . Miles City, Mont.
 Tonn, Alvin R. . . . Loco. Engineer . . . " "
 Vaughan, V. V. . . . Sec. Laborer . . . Eagle Butte, S. D.
 Welch, Clifton E. . . . Engineer . . . Miles City, Mont.

Twin City Terminals

Ahrens, A. H. Custodian . . . Newport, Minn.
 Anderson, Theo. H. . . . Mail Trucker . . . St. Paul, Minn.
 Bremseth, Oliver A. . . . Engineer . . . Minneapolis, Minn.
 Gibson, Richard T. . . . Switchman . . . " "
 Herriges, John G. . . . Signalman . . . " "
 Nyberg, Arthur E. . . . Carman . . . " "
 Rose, Henry Fireman . . . St. Paul, Minn.
 Troolin, Andrew G. . . . Janitor . . . " "
 Udeen, Axel H. Fireman . . . Minneapolis, Minn.

Amazing 75 Years

"I have just received from my son, Dr. Roswell Miller III, who lives in Salt Lake City, the interesting article in your magazine about the amazing 75 years of service of mail train No. 55 [March-April issue]. I was most interested to see that my father, then assistant general manager of the railroad, signed the contract on Mar. 12, 1884, which inaugurated the service. I wish to send all of you my congratulations on the diamond anniversary of No. 55. I assure you I always follow with interest 'the Milwaukee'."

Roswell Miller
 Migdale House

Millbrook, N. Y.

July—August, 1959

It's a Pioneer Limited Tradition



Restyled diner lounge cars of the Pioneer Limited accommodate 24 persons in the diner section and approximately the same number in the lounge in relaxed comfort.

If you've never tasted onion soup you haven't really lived, according to St. Paul Dispatch columnist OLIVER TOWNE, who after returning recently from his "At Night" rounds tipped off St. Paulites that "The Milwaukee Road's famous French onion soup is again featured on the menu of the Pioneer Limited. Almost worth riding from Minneapolis to St. Paul about midnight to eat a bowlful. After that: sleep guaranteed."

His bon vivant experience referred to the fact that service on the Milwaukee's popular overnight train between Chicago and the Twin Cities is now still more attractive. For years the Pioneer has offered patrons an appetizing menu of dining car specials. Starting June 10, however, its cafe parlor cars were restyled into diner lounges, where, in a relaxed atmosphere, they may now enjoy a wide variety of beverages and evening snacks. At the top of the menu, where it can't be missed, is the traditional "Tureen of Onion Soup Au Gratin".

Although the onion barrier separates much of the human race, the delicate and subtle flavor of this soup, as prepared by Pioneer Limited cooks, should induce even people who aren't enthusiastic about onions to promptly change their minds. The recipe remains unchanged since it was introduced years ago by Rene Chauveau, the Road's famous retired chef-instructor, who brought it from his native France. Prepared as follows, it's a real treat:

First you need some nice sweet onions, and here it doesn't pay to be stingy. Slice them fine, and braise gently in a little butter until they attain a trans-

parent golden tan. Never, never allow them to brown. While the onions are braising you may start heating the stock, which should be half consomme and half chicken broth. When the onions are cooked, add the stock and simmer until they are on intimate terms. This should take about half an hour. Now cut a round of bread, or a slice of crusty French roll, toast it lightly, add—and here again be lavish—a covering of Parmesan cheese, and brown it in the oven to an even gold. To serve, place the toast round in a soup plate, fill the plate with stock, and there's your genuine French onion soup. As Rene Chauveau has said many times, "Any housewife can do it".

If you cook it at home, it's wise to make a large potful, for the aroma alone is enough to start mouths watering. As served on the Pioneer, it comes to table piping hot in a fat little silver tureen, from which it is ladled ceremoniously into the soup plate. All this—and it's heaven, too—for only 40 cents, and well worth the midnight ride from Minneapolis to St. Paul.

The lounge menu lists other tasty bedtime snacks, of course, including such tidbits as creamed scrambled eggs with crisp strips of bacon, the perennially popular Pioneer Club Sandwich, imported sardines on rye, a variety of cold cut sandwiches and cheese, and any number of beverages. At breakfast there is the choice of a full menu in the diner or, for weight watchers, a popular price Continental breakfast in the lounge. Going and coming, patrons of the Pioneer Limited are always assured of dining lavishly and well.

Terre Haute Division

Frances Pettus, Correspondent
Asst. Superintendent's Office, Terre Haute

L. A. Fiorello, agent at Chicago Heights, Ill., was elected president of the Chicago Heights Traffic Club for the 1959-60 term at the annual dinner held at Lincoln Heights Restaurant.

C. E. Harrington has joined our staff as assistant division engineer in lieu of H. C. Paton, transferred to Minneapolis.

We were saddened by the sudden death of Clerk Bruce V. Blaker, who suffered a heart attack June 24. An employe of the Road for 30 years, he was working at the Terre Haute freight house and had also worked in the superintendent's office at Terre Haute. His fellow workers served as pallbearers at his funeral.

Mrs. Edna Chambers, widow of former conductor, accompanied by daughter Dianna, left July 4 for Seattle via the Milwaukee, then by USNS Funston to Alaska to visit her son, Walter Chambers Jr., SFC, Alaska Communications System of the Army. She will be there a year.

Vacationing during June were Assistant Superintendent J. J. Nentl and family in Minnesota; P. F. Mueller, agent at Terre Haute, and family, also in Minnesota; R. Williams, clerk at the Terre Haute freight house, in Florida, and Derrick Engineer Kenneth Austin of the car department, and family in Pittsburgh.

Mrs. Austin, wife of Chief Clerk A. H. Austin, who has been confined to the hospital for more than a month, has returned home but is still under the doctor's care at this writing.

Chicago General Offices

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Katherine Guerrieri, Mildred Kissinger and Myrel Robertson of the chief disbursement accountant's office spent part of their vacation in "fabulous" Las Vegas. Mildred and Myrel went on to California later and Katherine to Phoenix, Ariz., to visit relatives and friends.

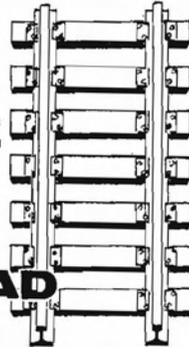
Frances Meyers of the AFE bureau and her mother motored to Canada where they spent a day as guests of the Archbishop of St. Boniface, whom they had

met in 1950 while enroute to Europe by ship.

Grace Culhane of the keypunch section and her husband spent their two week vacation touring the Ozarks.

For a while it looked as though Time Inspector S. J. Farley was going to catch up to Traveling Accountant John Ritter in the "grandfather department", when Sol's daughter Patricia gave birth to a baby girl May 1, bringing the score to

ABOUT PEOPLE OF THE RAILROAD



nine grandchildren for Sol. Then came the news that John's daughter Marilyn had a baby boy Apr. 30 and, May 6, daughter Lois, who was a member of the AFE bureau before her marriage, made it a count of 11 grandchildren for John when she added a baby boy to the clan.

Mrs. Maria Bondi of the keypunch section left the office recently to await the heir to the Bondi fame and fortune.

Carol Leu of the miscellaneous accounts receivable bureau became Mrs. Richard Lynd May 9, in a ceremony at Grace Lutheran Church, after which the happy couple honeymooned in Wisconsin. Gail Wilson of the typing bureau was married to Jay Johnson June 20 at St. Peter's Lutheran Church. The newlyweds left the next day on a motor tour of the Eastern States. Also on June 20, Katherine Lencioni of the keypunch section exchanged vows with Richard Moretti at St. Sebastian's Church. Their honeymoon was spent in Miami, Fla.

Marie Nixon of the miscellaneous ac-

counts receivable bureau retired May 11 after more than 41 years of service with the Road. A dinner party was given in her honor June 17 at the Svithoid Club by friends and co-workers, and good wishes were extended by all for a long and happy life.

Time Inspector Bill Stegman's son, 2nd Lt. Russell Stegman, was graduated fourth highest in his Signal Corps class at Fort Monmouth, N. J.

Elaine Zidron, formerly of the payroll bureau, became the mother of a son, Lawrence Robert, May 27.

The former Kathleen Mulchrone of the keypunch section received her veil May 28, and will henceforth be known as Sister Mary Justine of the Glenmary Sisters.

Nancy Ritter of the miscellaneous accounts receivable bureau left to visit her sister who has been living in England with her husband and two children. Nancy will spend three months touring England and Europe and will return home about Labor Day.

Peggy Smith of the miscellaneous bureau climbed aboard an airliner at O'Hare Field, bound for Shannon, Ireland, and thence to her home town, County Cavan, for a visit with family and friends. She will return about Aug. 1.

Congratulations were in order when Traveling Accountant Charles J. Kleeman was appointed special accountant in the office of vice president and controller. Mr. Kleeman has over 44 years of service on various positions in the accounting department.

Clair W. Capron has taken a position in the office of the communications engineer, and John Dennison is now assistant bureau head of the train and engine miscellaneous timekeeping section.

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

Frank Hallada, chief clerk in the signal department, retired May 29 after 44 years with the Road. A party in his honor was given in Fred Harvey's Cross Country Room, at which time he was presented with a gift. Seventy-six of his friends were present to wish Frank and Mrs. Hallada many enjoyable years of retirement.

Eldred D. "Ed" Wolff, employment agent, retired May 31 and was honored at a luncheon held May 20 at the Illinois Athletic Club. Mr. Wolff started with the Road July 3, 1920 in the police department and was appointed employment agent May 1, 1945. Mr. and Mrs. Wolff, who are now living in their new home at 2345 Magnolia Drive, North Miami 61, Fla., extend a cordial invitation to all their friends to visit with them.

It is with sincere regret we announce the death of George J. Griesenauer which occurred May 12 in Clearwater, Fla. Burial was from Moss Funeral Home, Clearwater, May 15. George is survived by his widow, May, and a son and daughter who live in the Chicago area. Mr. Griesenauer was born Aug. 11, 1875 in

(Continued on page 20)



45 YEARS ON THE JOB

F. T. Ross takes time out from his duties as relay office supervisor-system to be presented with his Silver Pass by D. L. Wylie, communications engineer, at the Chicago relay office. Waiting to extend congratulations are, from left, Mrs. Ruby Drennen, teletype operator, Miss Barbara Born, secretary to Mr. Wylie, and Chief Operator Cal Reed.

Elected to National Railway Business Women's Office



Grace Johnson

THE National Association of Railway Business Women, meeting in Philadelphia May 21-23, elected Mrs. Grace Johnson, secretary to general superintendent, Milwaukee, national recording secretary for a two-year term. Previously she had served

the organization as program chairman of District No. 3.

Mrs. Johnson, who has been with the Road since 1943, is a member of Milwaukee Chapter of the association, in which she has been active on the music committee, the committee on membership, and as program chairman. Currently she is chairman of civics and revisions.

She is also the current vice president of the Woman's Traffic Club of Milwaukee (elected in March), which she recently represented at the Central States Women's Traffic Conference in Chicago on a panel discussion of "Woman's Place in Transportation."

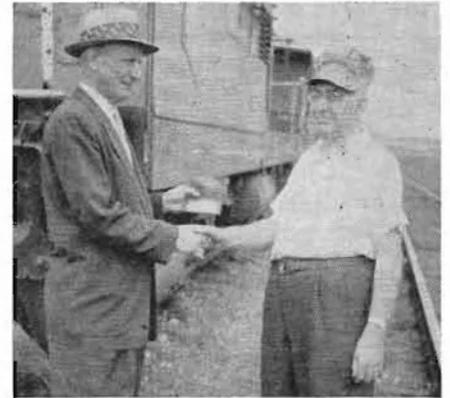


BELLES OF MONTANA. A luncheon for the ladies in the business car "Montano" was a feature of the Montana Stockgrowers Diamond Jubilee at Miles City May 20-23. Milwaukee Road hostesses of the stockgrowers' wives pictured here were Mrs. A. C. Novak, wife of the superintendent of the Trans-Missouri Division (standing, far left), and (seated, from right) Mrs. A. S. Price, wife of division freight and passenger agent, Miles City; Mrs. L. J. Kidd, wife of assistant western traffic manager, freight sales and service, Seattle; and Mrs. V. E. Straus, wife of assistant general freight and passenger agent, Butte.



40TH ANNIVERSARY of her service in the office of the general superintendent of transportation was observed by Chicago Union Station co-workers of Dorothy Hallwachs with a dinner in Harvey's Gold Lion restaurant. Mrs. Hallwachs (front, third from left), who started as a steno on June 2, 1919, is secretary to superintendent

of transportation-passenger. She is a former press and publicity chairman of the Railway Business Woman's Association of Chicago and for many years has been active in Union Station Chapter of The Milwaukee Road Women's Club, of which she is currently corresponding secretary.



A RED LETTER OCCASION in the life of Milwaukee Terminals Engineer Earl G. Rogers shows him being presented with his Gold Pass by Assistant Superintendent of Motive Power Paul Lucas. He started his half century of service as a telegrapher at Milwaukee Shops and since going into train service has been on the Burnham Bridge job for many years. His hobby is fishing.



OFFICE PIN-UP selected by the Chicago Tribune for the week of June 28 was the Milwaukee Road's La Vergne Misiak, whose picture was submitted by a fellow employe. La Vergne is a clerk-typist at Western Avenue, where her father is machinist helper, her brother Ronald is a machinist, and two uncles, Edmund and Larry, are an electrician and pipe fitter, respectively. An outdoor girl, she likes bowling, tennis, swimming and water skiing.

FOR 45 YEARS OF SERVICE, Oscar T. Anderson, Mason City conductor, is presented with his Silver Pass by Yardmaster Carter Thoma. He started at Mason City in 1912, became a conductor in 1918, and is still active on the meat run between Mason City and Sioux Falls. (Mason City Globe Gazette photo)





	MAY		FIVE MONTHS	
	1959	1958	1959	1958
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$20,539,742	\$19,298,952	\$99,090,688	\$94,213,793
PAID OUT IN WAGES	10,145,348	9,906,678	49,804,800	48,343,723
PER DOLLAR RECEIVED (cents)	49.4	51.3	50.3	51.3
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	747,710	705,229	3,543,517	3,429,088
PER DOLLAR RECEIVED (cents)	3.6	3.7	3.6	3.6
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents, and interest ..	9,530,853	8,850,733	45,360,898	44,920,834
PER DOLLAR RECEIVED (cents)	46.4	45.9	45.8	47.7
NET INCOME	\$115,831		381,473	
NET LOSS		\$163,688		\$2,479,852
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	107,713	100,663	510,405	479,897
Increase 1959 over 1958 ..	+7,050		+30,508	

(Continued from page 18)

Dardenne, Mo., and started work for the Milwaukee in April 1898 as a timekeeper. He retired Nov. 30, 1940 as an instrumentman in Chicago Terminals, and he and Mrs. Griesenauer moved to Clearwater several years ago.

Started into orbit June 26—Donald Thomas—son of Donald J. Ziemann, draftsman in the signals and communications department.

GENERAL

Miss Jane Emma Pierpont, formerly secretary to the traffic vice president, died May 25 in Woodlawn Hospital at the age of 91. Miss Pierpont, who was best known as "Jennie", had been an employe of the traffic department for many years when she retired in 1937. She was a sister of the late H. E. Pierpont, veteran traffic vice president, who passed away in 1948. Funeral services and burial were at Two Rivers, Wis. A niece and two nephews survive.

Mrs. Emma Waage, mother of Mrs. Marie W. Mueller, telephone operator at Fullerton Avenue, and George B. Waage, Pullman conductor on the Olympian Hiawatha, passed away July 6 at the age of 96. Another daughter, Mrs. Morehouse, survives. Mrs. Waage had been a resident of Chicago 81 years. The family deeply appreciated the flowers, memorials, cards and many other expressions of sympathy from their friends.

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Anthony L. "Tony" Beberger, assistant engineer, retired in May following many years of railroad service. He was first employed by the old Chicago and Alton as a car checker in 1909. In 1912 he went to the Chicago Great Western and in 1952 came to the Milwaukee. His last day in the office was marked by the presentation of a purse and expressions of good wishes by his fellow employes. Shortly thereafter Mr. and Mrs. Beberger left for an extended visit to the Ozarks. They will, however, continue to make Chicago their permanent home.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

May Kavanagh surprised us by announcing her retirement on May 15 and on June 2 her friends surprised her with a party at Math Iglers.

Martha Schwartz, Inger Johnson, Edna Anderson and Hazel Reetz are on leave due to illness.

Vacations were as follows: Mary Kelley, Philadelphia—Railway Business Women's convention; Hedwig Kohler, Arizona; Wanda Wlos, Providence; Annette Wiercinski and Bessie Gryzbeck,

California; Naomi Johnson and June Mathisen, Washington, D. C., Ann Gole, Seattle; Mary Distad, northern Minnesota; Evelyn Mazier, West Indies cruise, and Ardell Westerberg, Portland and Seattle.

Carol Weiss recently became engaged to Bob Pondelicek.

Elaine (Gibson) McGovern and Jim are the proud parents of a baby girl, Christine Marie.

A. M. Dryer, who retired as auditor of passenger accounts last July, since when he has made his home in Ft. Lauderdale, Fla., was back in Chicago July 2-4 to attend the S.P.E.B.S.Q.S.A. (Society for the Promotion and Encouragement of Barber Shop Quartet Singing in America Inc.) contest and convention at the Civic Opera House. He sang with the Ft. Lauderdale chorus, champion of the Dixie Region, which is comprised of seven southern states. Before his retirement, Mr. Dryer was a member of Pioneer (Chicago) Chapter for 14 years. He sings in the baritone section.

PURCHASING DEPARTMENT

Jim Maloney, Correspondent

Evangeline (Billie) Galbreath suffered a stroke the evening of June 5, and was rushed to the Little Company of Mary Hospital. However, at this writing she is at her daughter's home, and is showing signs of improving. We all hope she has a full and speedy recovery.

Jim (Mac) McPherson is a papa for the third time. The McPhersons were blessed with a baby boy, Jim Jr. The other members of the household are two pretty colleens.

We welcomed Don Barnes to our department where he has taken over the duties of office man. Don was formerly with R. J. Kemp's office. He was recently married at St. Benedict's Church and is on a short honeymoon at this writing.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Wedding bells rang for June Liga, typist, and Peter Ziegler, May 9 at St. Bonaventure's Church. They honeymooned in Rockton, Ill. Another newlywed is Peter Church, adjuster, who married Kathryn Kalter at St. Priscilla's Church May 24. The couple honey-

Attention—725th Railway Operating Battalion Vets

THE 14th annual reunion of the 725th Railway Operating Battalion (MRSV) will be held Sept. 17-18-19-20 in the Leamington Hotel, Minneapolis, Minn. All former members of the battalion, which served in India during World War II, are invited to attend. For information, write to Fred L. Rice, secretary-treasurer, 2301 N. 43rd Terrace, Kansas City, Kans.



MISSIONARIES TO AFRICA. Mr. and Mrs. Arnold Egeler, with their son Danny, left May 30 to serve a five-year assignment as missionaries under the African Inland Mission in Tanganyika Colony. Mrs. Egeler is the former Dorothy Lowrie, daughter of Assistant Engineer G. H. Lowrie of the auditor of capital expenditures force, and a former employe of the freight auditor's staff and the central typing bureau in the Chicago Union Station. She and her husband received their missionary training at the Moody Bible Institute. He has a master of theology degree from Wheaton College and she is an R.N., a graduate of Grant Hospital, Chicago.

DeGidio and a pre-optometry student at Pacific University, Forest Grove, Ore., was recently elected to the student council and appointed activities chairman for 1959-60. He also received a Pledge of the Year (Pi Beta Tau) trophy award at a banquet held in Portland.

Harold, son of Engineer and Mrs. Everett Ruegamer, enlisted in the Air Force at Butte. He will be stationed at Lackland Air Force Base, San Antonio, Tex., for his basic training.

Engineer W. J. Schecter has moved to Butte where he will go into helper service.

We are sorry to report the death of Retired Ditcher Engineer Harvey L. Clemmons. Prior to retirement he worked 45 years for the Road.

The following section foremen were recently presented with 29-year Superior Service Award Cards by the safety department: B. B. Eloff of Butte Yard; Felix Orrino, Bonner; Andrew Savas, Tarkio; E. W. Stratton, Worley, Ida., and T. Thompson, Superior.

After 57 years of railroading, Engineer H. T. O'Donnell retired recently. Mr. O'Donnell worked for the Northern Pacific on a bridge crew and in the round-

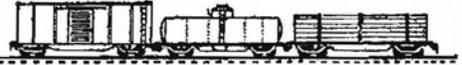
house in his early years. Later he went firing and was promoted to engineer in 1905. On Oct. 14, 1907 he hired on the Montana Railroad, better known as the "Jawbone", running from Lewistown to Lombard. In 1908 The Milwaukee Road took over the "Jawbone" and this gave Mr. O'Donnell seniority rights out of Three Forks.

Trans-Missouri Division

Mary Ann Niedringhaus, daughter of Trainman H. W. Niedringhaus of Moberg, who was awarded a J. T. Gillick Scholarship in 1958, has completed her first year at Augustana College, Sioux Falls, where she is taking a four-year nursing course, and is currently attending summer school. Starting next year, she will go out on affiliation for two years, returning in her last semester to finish her senior year on the campus. In addition to her prescribed program, Mary Ann is studying organ and is active in the Women's Athletic Association. She was recently elected vice president of the Phi Rho Beta Social Society.

At the state festival of the National Federation of Music Clubs held recently

Carloadings



JANUARY-JUNE 1959 compared with the same period of 1958

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in 1959 over 1958	NUMBER OF CARLOADS			
		SIX MONTHS		INCREASE	
		1959	1958	1959 over 1958	% of increase
12.9%	Forest Prod., (Excl. Logs & Pulpwood)	56,596	47,504	+ 9,192	+19.3%
5.9	Coal and Coke	56,770	54,672	+ 2,098	+ 3.8
4.7	Iron and Steel	39,123	25,397	+ 13,726	+54.0
3.4	Meat and Packing House Prod	20,966	20,889	+ 77	+ .4
3.1	Oil and Gasoline	24,431	23,541	+ 890	+ 3.8
2.9	Automobiles and Parts	22,438	14,745	+ 7,693	+52.2
2.6	All Other Prod. of Mines	8,722	7,084	+ 1,638	+23.1
2.6	Forwarder Traffic	16,216	16,167	+ 49	+ .3
2.3	Grain Products	28,177	25,906	+ 2,271	+ 8.8
2.1	Gravel, Sand and Stone	24,392	23,419	+ 973	+ 4.2
1.8	Fruits and Vegetables (Fresh)	13,828	13,768	+ 60	+ .4
1.8	Cement, Lime, Plaster & Stucco	11,172	11,006	+ 166	+ 1.5
1.6	Logs and Pulpwood	31,700	27,526	+ 4,174	+15.2
26.5	All Other Mfrs. & Miscl.	154,809	135,275	+ 19,534	+14.4
74.2%		509,440	446,899	+ 62,541	+14.0%
	loading of these commodities DECREASED in 1959 under 1958	SIX MONTHS		DECREASE	
		1959	1958	1959 under 1958	% of decrease
14.3%	Grain and Soy Beans	38,286	46,698	- 8,412	-18.0
3.2	Agri., Impl., Machinery & Parts	12,694	14,036	- 1,342	- 9.6
2.1	Merchandise	30,038	33,754	- 3,716	-11.0
1.9	Liquors, Malt	9,834	12,639	- 2,805	-22.2
1.8	All Other Animals & Products	5,563	6,037	- 474	- 7.9
1.6	All Other Prod. of Agriculture	8,040	8,575	- 535	- 6.2
.9	Livestock	6,754	7,555	- 801	-10.6
25.8%		111,209	129,294	-18,085	-14.0%
100.0%	Total	620,649	576,193	+44,456	+ 7.7%

mooned in Indiana.

John Kuptz and Charles Vaught left their positions with the freight claim department for employment elsewhere.

Promoted to higher adjuster positions were Rheinhardt Kopplin, Louis Arnone, Edward Deutschlander, Eugene Smuda, Edward Marciszewski, Ervin Zielke, Henry Starzek, Michael Kalter and Robert Prescott. Promotions in the other bureaus included James Alopogianis, Dennis Syverson, Thomas Kelly and James Resner.

We understand that Eunice Maxim, who is on a furlough due to illness, was recently confined to the hospital again but is now recovering at home. Maryellen Asay recently was absent an extended time due to illness.

Loretta Hilsher of the typing bureau celebrated her 25th wedding anniversary June 16, and the girls of the freight claim department gave her a gift to mark the occasion.

Paul Heppert, OS&D clerk, and wife Sarah announced the birth of Paul Jr. June 1.

Rocky Mountain Division

EAST END

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

Engineer and Mrs. Letcher Gibbs are spending their vacation in Spokane, working on their new home there.

Retired Boardman William H. Merrill and Mrs. Merrill, who now live in Seattle, visited friends in Three Forks recently.

Bob, son of Engineer and Mrs. Julian

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- Water-tight Bolts
- Lock-tight Floor Clips
- Collar Bolts

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GOLD AND SILVER PASSES AWARDED

Gold - 50-Year - Passes

Barrett, M. E., locomotive engineer... Savanna, Ill.
Brock, J., locomotive engineer... Savanna, Ill.
Bouthilet, W. E., brakeman... St. Paul, Minn.
Courtney, G., train conductor... Perry, Ia.
Green, Harold F., locomotive engineer... Merrill, Wis.
Leafstone, J. V.,

locomotive engineer... Sioux City, Ia.
Moran, Ed, train conductor... Milwaukee, Wis.
Petrie, Urban H., locomotive engineer... Milwaukee, Wis.
Slater, George R., write-up man... Perry, Ia.
Steers, Leroy, triple valve cleaner... Aberdeen, S. D.
Sucha, W. J., locomotive engineer... Austin, Minn.

Silver - 45-Year - Passes

Anderson, O. T., train conductor... Mason City, Ia.
Brennan, F. O., freight house foreman... Genoa, Ill.
Comdohr, Alfred, upholsterer, car department... Milwaukee, Wis.
Drexler, C. W., equipment engineer... Chicago, Ill.
Fenner, Robert W., welder, car department... Wauwatosa, Wis.
Goodman, Gustav, machinist... Milwaukee, Wis.
Moore, K. C., locomotive engineer... Madison, Wis.

Pedersen, Peder, locomotive engineer... Franklin Park, Ill.
Ross, Frank T., relay office supervisor... Franklin Park, Ill.
Ruder, William F., warehouse foreman... Merrill, Wis.
Schroeder, A. C., assistant to chief mechanical officer... Thiensville, Wis.
Welch, C. E., locomotive engineer... Miles City, Mont.

in Great Falls, Julia Claire Novak, daughter of Superintendent A. C. Novak, Miles City, was awarded a "superior" rating in piano in the Class Difficult 1 Division. Julia, a fifth grader in Sacred Heart School, has studied music five years and is a member of the Juvenile Music Club. Previously she had won four "superior" ratings, two in Missouri and two in Iowa.

The safety department recently presented 29-year Superior Service Award Cards to the following section foremen: George Rankin, Marmarth; Jess C. Houston, Sumatra; Carl W. Johnson, Tusler; A. E. Sherman, Forsyth; R. C. Lehfeldt, Ryegate; Z. O. Hummel, Selfridge; W. L. Bosanco, Mott; F. C. Peterson, LaPlant; M. Makich, Square Butte, and A. Henry, Highwood.

I M & D Division

MASON CITY AREA

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

Kay Frances, Mason City, daughter of Mr. and Mrs. C. W. (Charlie) Reichardt, B&B department, Canton, S.D., and Gary Wayne, son of Mr. and Mrs. H. O. Hickok, Mason City, were married in the Trinity Lutheran Church June 7. A reception in the church parlors followed the ceremony.

Sympathy was extended to the Eau-Claire family upon the death of their father George W., retired blacksmith. Mr. EauClaire came to work for the Milwaukee in 1917 and retired in 1950. Surviving are three daughters and three sons, one of whom, Walter, works for the car department in Mason City.

William N. Gross, foreman of the roundhouse at Sioux Falls, S.D., died suddenly at his home in June. Mr. Gross was born in Minneapolis in 1911 and had been employed by the Road since 1928. Until five years ago he lived in Mason City. Among the survivors are his wife and a daughter, Patricia, of Sioux Falls. Another daughter is Sister Barbara Marie of the Presentation Order of Nuns at Dubuque. A son, Thomas, lives in Mitchell, S.D. There are also two brothers and two sisters surviving.

Sympathy was extended to the family of Antonio Dovali, sectionman, who passed away June 22 at Mason City. Mr. Dovali was born Jan. 2, 1895 in Mexico. He came to this community in 1938. Surviving are his wife, a son, two stepsons, three adopted sons, an adopted daughter, and six grandchildren.

Mr. and Mrs. Harold Johnson have returned from a vacation trip spent in the West. Mr. and Mrs. J. L. Burns (operator) will spend their vacation in Portland, Ore.

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W. G. Schrader

The Gold Pass awarded recently to Conductor William G. Schrader of Mason City evoked a smile as gilt-edged as the testimonial to his 50 years of service. Mr. Schrader started on May 9,

1909 as a brakeman and worked in that capacity until his promotion to conductor on Jan. 25, 1915. In the past 10 years he has been in service on trains 11 and 22. Currently he is working on the meat train between Mason City and Sioux Falls. (Mason City Globe-Gazette photo)

Our Chief Clerk Rollie D. Walston is mighty happy these days due to the arrival of a son, John Bryan, May 31. The Walstons also have a daughter Linda who will be starting school this fall. She is pretty interested in helping with the new baby.

Engineer S. W. Veit of Mason City is in the Park Hospital recovering from a stroke suffered at Sanborn, Ia.

Mrs. William G. Schrader, wife of W. G. Schrader, conductor, is at home recovering from an operation and is reported feeling very well.

It has been brought to our attention that R. L. Robson, retired Sioux City passenger agent, died in a Sioux City hospital Apr. 9, just short of his 82nd birthday. He is survived by three nieces, his wife having passed away last July. Mr. Robson started his railroad career in 1895 as an agent for the Grand Trunk and came to the Road as a relief agent at Miles City in 1912. He transferred to the traffic department as a ticket agent at Seattle in 1917 and was appointed city passenger agent at Sioux City in 1925. He had been retired since Dec. 31, 1947.

The following section foremen have recently been presented with 29-year Superior Service Award Cards by the safety department: C. W. Burris, Akron, Ia.; A. Aleck, Sioux Falls; M. D. Fish, Canton; W. H. King, Emmetsburg; G. I. Stockwell, Algona; E. A. Bork, Carpenter; E. L. Rasmussen, Wells; G. E. Tonsager, Elko; P. O. Weber, Albert Lee.

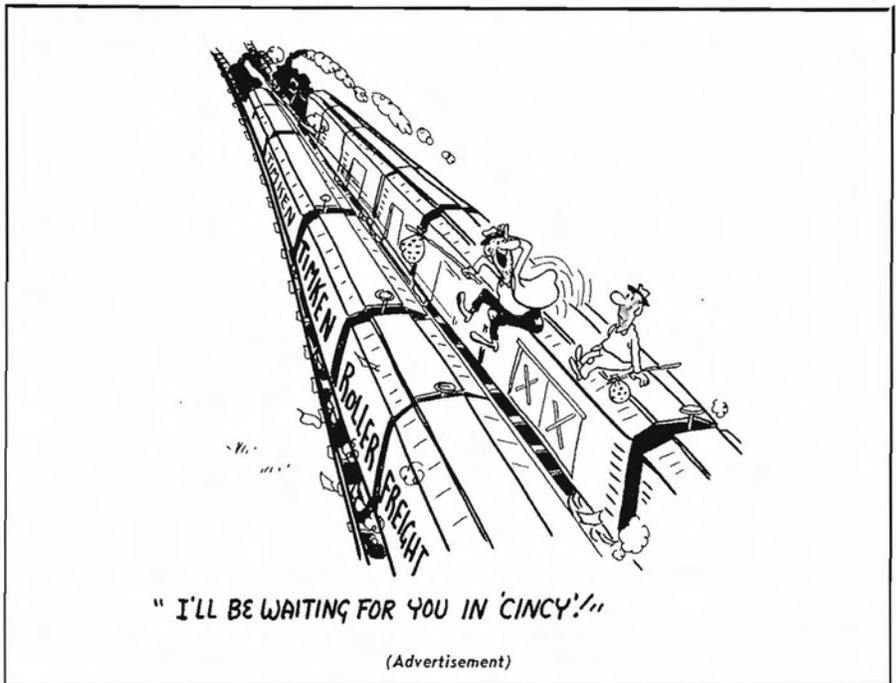
Twin City Terminals

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

J. E. Griller reports the rainbow trout are biting well in Montana. Mr. Griller, general agent passenger department in St. Paul, spent a week at Three Forks with Bill Hutson of the Union Depot Company and others.

Kurt Dynesious of the Rock Island is peddling his tickets in the Milwaukee Road ticket office in St. Paul, while Lee Bessitti, city passenger agent, sits side by side with the Milwaukee passenger men. The merging of the two ticket offices



took place June 1, and from all appearances they are "going to live happy ever after".

Bob Young, city freight agent, alerted all St. Paul personnel to watch the 6 o'clock news June 26, and sure enough, there were the Young'uns in the front line watching the elephants from the Barnum & Bailey—Ringling Bros. Circus as they arrived in the city to present a three-day program. Bob says he hasn't signed any contracts yet for appearances of the Young-sters.

TWIN CITIES CAR DEPARTMENT AND COACH YARD

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

Congratulations to James A. Dahl, former car-and-write-up-man at Minneapolis Light Repair, on his appointment as relief assistant foreman at St. Paul repair track May 18. Jim and his family have our sympathy in the loss of their

15-year old daughter, Darleen Ann, who died June 8 following six weeks illness with pneumonia.

Foreman L. J. Foley, Minneapolis coach yard, vacationed at home as master painter, exterior and interior. His son Joel was home on furlough after 17 months service with the Marines at Okinawa. He returned July 6 to base in North Carolina for new assignment.

Former Carman John H. Falk is visiting in Sweden for three months. Retired Passenger Carman Carl W. Rodin is enjoying a two months visit with relatives and friends in Norway.

Foreman Robert C. Carlson, St. Paul repair track, is vacationing at Fox Lake, northern Minnesota, at this writing, and plans to catch all the big fish.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Recent visitors to the freight office were Henry Rudd, retired disposition clerk; Ingvald Hogenson, retired freight house foreman, and Johnny Hemmingson who is now with the C.G.W. in Kansas City.

Elizabeth Hessburg was a Twin Cities delegate to the R.B.W.A. national convention in Philadelphia May 21-23.

Congratulations to Glen Kassick, freight handler, who was married June 6. Glen and his wife are residing in a new house they built in the village of Crystal.

H. E. Gee, baggage agent at Minneapolis depot, retired effective July 1 after 50 years service.

After you watch the crowd at a game where the referee makes a decision against the home team, you have some idea of the problem of world peace.—Herbert V. Prochnow

Date Set for Twin Cities Retirement Party

THE date for the big All-Employe Retirement Party held annually in the Twin Cities has been set—Oct. 8—and the place is the Calhoun Beach Hotel in Minneapolis. This is the traditional party to honor all Twin City area employes who have retired since Jan. 1 or who will do so before the year ends. The program will feature a smorgasbord, entertainment and dancing. Watch for announcements on local bulletin boards, or contact the general chairman, W. R. Manion, supervisor of passenger train personnel, Room 6, Minneapolis station.

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D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Richard Gleich and his bride have returned from a northern honeymoon and are settled in their new home in Savanna. Richard, who is employed in the communications department at Savanna, was married to Judith Whitmer, daughter of Engineer Harold Whitmer of Savanna, in an afternoon wedding in St. Peter's Lutheran Church June 21.

Petty Officer Robert W. Lynn, son of Conductor Luther Lynn, Savanna, enjoyed a 15-day leave with his parents recently. He had anticipated being on the USS Mitscher, Admiral Taylor's flagship, as the fleet entered the new St. Lawrence Seaway June 28, but boiler trouble developed which put the ship in drydock at Boston, where Bob will be stationed during the period repairs are being made. Bob is a radioman and has completed his first year in the Navy.

Barbara Dunham, daughter of Yard Clerk Maynard Dunham of Sabula, departed June 27 with three other girls from Los Angeles by plane for a month's tour of Hawaii. The group will return by boat to San Francisco, thence to Chicago. Barbara is a teacher at Maquoketa, Ia.

"Thomas Allen" arrived in the home of Mr. and Mrs. Edward Rogers, mechanical department, Savanna, June 16, and now there are three boys and a girl in the family.

George Anagnost, retired section foreman, passed away suddenly in DuPage Memorial Hospital, Elmhurst, June 19, the result of falling from a ladder while painting his home. Funeral services were held June 22 at the Richert and Son Funeral Home in Roselle, with interment in Lake Street Memorial Park. Mr. Anagnost retired Sept. 4, 1958, after 45 years with the Road. Surviving are his widow, and a stepsister in Greece.

Iowa Division Engineer Donald Heimbaugh of Savanna, who has been a patient in Wesley Memorial Hospital, Chicago, for the past month, underwent further surgery. Mr. Heimbaugh had been confined to the Savanna City Hospital for a couple of months due to a highway accident in which he suffered a fractured leg and other injuries. We hope he will soon be home.



Donald L. Fowler, son of E. F. Fowler, signal maintainer at La Crescent, was one of 29 University of Minnesota students recently elected to Beta Gamma Sigma, national business administration honor society. He was graduated from the university in June with a Bachelor of Business Administration degree, ranking in the upper 10 per cent of his class. Donald has been active in Beta Alpha Psi, national accounting fraternity, and for the past two years has served as secretary of Alpha Phi Omega, national scouting fraternity. For his senior year of study he was awarded the Maurice L. Rothchild Scholarship. The Fowlers' older son, Leonard, is a 1956 J. T. Gillick Scholarship graduate of Wisconsin State College at La Crosse.

Mark Sutton, dispatcher at Dubuque, passed away June 24 in Excelsior Springs, Mo., the home of his father, Agent F. B. Sutton. Surviving are the father, stepmother, a brother and two sisters. Funeral arrangements are pending at this writing because of his brother being in Germany.

Mr. and Mrs. Kenneth Arneson welcomed a little daughter, Lauri Louise, into their home May 23. She joins a brother, Steven. Kenneth is employed as

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The Milwaukee Road Magazine



45 ACCIDENT FREE YEARS were observed by Milwaukee Terminal Engineer Pat Gallagher when he was recently presented with his Silver Pass by T. J. Kubal, general road foreman of engines. Starting as a fireman, he has been an engineer since 1919. Currently he is on the West Yard assignment in Milwaukee.

yard clerk and Inez as clerk in assistant superintendent's office. Lucille Dickman is filling in on Inez' position while she is on leave.

Recently, H. B. Hamilton, section foreman at Washington, Ia., was presented by the safety department with a 29-year Superior Service Award Card.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Mrs. Rose M. Cary, wife of Chief Yard Clerk William Cary, passed away June 27. Surviving are four daughters: Mrs. Dolores Gintner, Mrs. Charlotte Coyle, Mrs. Marjorie Caggio and Jacqueline. Sons are William J. and Eugene R., who are employed at Muskego Yard. A Requiem High Mass was said at Holy Assumption parish, West Allis.

We also extend sympathy to the family of Harvey Corbett, demurrage clerk, whose mother passed away May 10. The deceased made her home at the Corbett residence. Funeral services were held at Sacred Heart Church.

Report has been received of the death of two retired employes. Hugo C. Gastell passed away June 26, survived by his widow May, daughters Erna Rogge, Lucille Wadina, and sons Harry Merle and Bruce. Interment was at Wisconsin Memorial Park. Clyde Spellman passed away on May 30, survived by his widow Lula, and daughter, Mrs. Alice Heide- rich. Interment was at Highland Memorial Park.

The Joseph Wuerls are the parents of a son, Christopher Francis, born May 13 at St. Joseph Hospital. Mr. Wuerl is a night chief clerk at Muskego Yard.

Railroad ties of a different nature came to light recently when the son and daughter of two of our employes were united in marriage at St. Matthew's Church. James Spende, son of Joseph Spende,

Meno Belt yard clerk, and wife, and Ann Strong, daughter of Al Strong, yardmaster, Air Line Yard, met at Wisconsin Motors Corporation where James is employed as a draftsman. A reception was held at Hindman's.

Wedding bells rang in June for John Corbett, son of Mr. and Mrs. Harvey Corbett, and Betty Martin. Following the nuptials at Immaculate Conception Church a reception was held at Garibaldi's Hall.

Mary McCormick, carload bill clerk, hubby Robert, who is a yard clerk at the A. O. Smith plant, and son Timmy spent a delightful vacation in Denver where they visited former clerk, Mrs. Beatrice Orgish. The Orgishes received notice that they could have their newly adopted son, so the reasons for celebrating became twofold.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Congratulations to Ronald Schimmelfenyg. Ronald and Dorothy Napionpek were married June 11, the ceremony taking place at Holy Family Church, Cudahy.

Switchman Sigmund Anderson and his wife are spending a wonderful vacation this year, three months traveling in Norway visiting with their families at Stavanger and also spending some time in Oslo, Siggie's old stamping grounds as a child.

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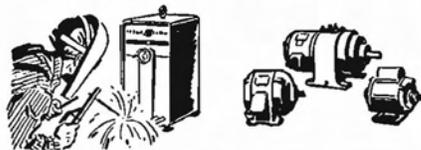


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Switchman Don and Mrs. Thorne are proud parents of a baby girl, Elizabeth Ann, born May 16. The Roger Moffatts have a baby boy, Kris, who arrived May 6. Mike Rooney and the Mrs. have a fine boy, Kevin Patrick. The Robert McLaughlin family welcomed baby Brenda Sue and, not to be outdone, the Art Analla family have a little girl born June 1, Lisa Marie.

The Muskego yard train clerks have some important announcements too. Joe Wuerl and wife have a fine little son, Christopher Francis, born May 13. The John Manders have a son, Jeffrey John. Mr. and Mrs. Jimmy LaCroix have a daughter, Joan, born May 19.

Steno Phyllis Kowalski spent a grand vacation in Mexico, her third excursion there, taking in all points of interest. The former Bernice Graf (one time steno at Muskego) and her husband accompanied Phyllis on this trip.

Mrs. Fuller, wife of Southwestern Conductor Ed Fuller, passed away June 23.

A very pretty wedding was solemnized at Bethany Evangelical Church, Milwaukee, when Marcia, daughter of Chief Clerk Kenneth Zimmerman, was married to Ralph Hombsch. A reception was held following the wedding at the Civic Center, Wauwatosa. The former Miss Zimmerman is a primary teacher and her husband is presently in business with the engineering firm of Holland and Besske in Milwaukee. They spent their honeymoon in northern Wisconsin.

We extended sincere sympathy to the Carys in the loss of Mrs. Rose M. Cary who passed away June 27 after a short illness. Mrs. Cary was the wife of William J. of the Fowler Street office, mother of Eugene, clerk, and sister-in-law of Ray, assistant agent, both at Muskego Yard. Services were held from Holy Assumption Church and interment was in Holy Cross Cemetery, Milwaukee.

Wedding bells rang June 6 for Margaret (Maggie) Hanlon, stenographer from the passenger department at Milwaukee, when she and Robert Malloy were married in a lovely ceremony at St. Fridolin's Church, Glen Beulah, Wis. A reception was held at Hotel Mitchell, Plymouth. The bride and groom will make their home at 2000 E. Kensington Boulevard, Milwaukee. We are happy that Maggie will remain in our employ so that we will continue to see her smile in Mr. Dahnke's office as usual.

Engineer George Polaski wins \$1,000 bowling sweater! Many of you are ardent fans, and a lot of you are good bowlers, so you will be more than interested to learn that George Polaski, Milwaukee Terminal engineer and a bowler for 30 years, really hit the jackpot June 15 by topping the Strachota Sweeper at Milwaukee. He was entered in the 170 class, hit 860 across eight alleys and this score not only headed his class but the 185 division which chalked up 854. Well, \$1,000 is a nice payoff for a season's bowling. Congratulations, George. Mrs. Polaski is his head coach, and leading fans are his twin daughters, Jean and June. Encouragement comes also from son Kenneth, now with the Army in Okinawa.

Southwestern Conductor Frank J. Cluskey retired as of July 1.

Madison Division

SECOND DISTRICT

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

Engineer Roy Satre of Rockford had an overnight visit from his son Roy, associate professor of science at the State University of New York, Geneseo. He has been awarded a National Science Foundation Fellowship in desert biology and will spend this summer at Arizona State University in special study.

Members of the Second District bowling teams who went to the annual Milwaukee Road tournament in Miles City this year had an enjoyable time. The

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IMPORTANT RETIREMENT OPTIONS ➔

OPTION 1. This insurance may be continued in force—on an individual basis—at the same rate, if you leave railroad service on account of retirement, or for other reasons, and your beneficiary will receive the full amount of insurance in case of death. Monthly premium for \$1,000.00 of insurance, under age 29 incl. \$1.00
 Age 30 and over 1.50

OPTION 2. Under this option, to be selected when applying for policy, if the insured member shall maintain the policy in continuous force for ten years or more, he may upon retirement, authorize within 31 days of premium due date that, **WITHOUT FURTHER PAYMENT** of monthly premiums, the insurance shall be continued in force and premiums be deducted from insurance on death and remainder be **PAID TO BENEFICIARY WITHOUT INTEREST** or carrying charge. Monthly premium for \$1,000.00 of insurance, under age 29 incl. \$1.25
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THIS APPLICATION IS FOR A \$1,000.00 LIFE INSURANCE POLICY ON MY LIFE.

and I have selected RETIREMENT OPTION No. 1 () Amount of monthly premium (check option desired) No. 2 () (under option selected) \$

The beneficiary is to be Relationship

POLICY FOR DEPENDENT WIFE

Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife.
 Wife's name Date of birth
 Amount of monthly premium for wife's policy \$
 (See rate above according to age)

POLICIES FOR DEPENDENT CHILDREN

Please issue Life Insurance Policy or Policies in the amount of \$500.00 each for each of my dependent children listed below:
 Premium 50 cents a month for each child insured.
 Amount of monthly premium for policy or policies on dependent children \$

First Name	Age	Birth Date
.....
.....

The Employees Mutual Benefit Association of St. Paul, Minnesota, is hereby authorized to make deductions in the amount of the Total Monthly Premium shown through my employer THE MILWAUKEE ROAD. I hereby certify that each applicant is in good health and has had no medical attention or disability of any kind the past three years, except as follows:

TOTAL MONTHLY PREMIUM \$
 Date
 Signature of applicant

folks out there sure do extend themselves in a friendly manner.

General Agent M. W. Van Sickle was presented with a golf cart by Rockford employes on his recent transfer to Cedar Rapids.

FIRST DISTRICT

Walter J. Seitz, 74, retired Milwaukee engineer, died in Mercy Hospital, Janesville, early in May. Burial was in Mt. Olivet Cemetery. Two daughters, Mrs. Stuart Ullius of Des Moines, and Mrs. Norman McCarthy of Chicago, and five grandchildren survive. Mr. Seitz started his career as a fireman in 1905, but left in 1907 to attend the University of Wisconsin. He made his date as an engineer late in 1910, and ran the first diesel engine into Janesville in 1939. He retired in the fall of 1955. The greater part of his service was between Janesville, Monroe and Mineral Point. He was holder of a Gold Pass and of the 40-year badge and life membership card of the B. of L.E.

Section Foreman J. F. Salava of Richland Center was recently presented by the safety department with a 29-year Superior Service Award Card.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

The Milwaukee Road Bowling Sweepstakes tournament was held June 20 in beautiful Lewis & Clark Bowling Alley on Pacific Highway, South Seattle. Participating in the event were Milwaukee employes from Seattle, Tacoma and Everett. First place went to Dr. J. F. DePree, chief surgeon; second place to Q. W. Torpin, superintendent of transportation. Honorable mention was given to Leo Fettick of the Local Freight, Seattle, and Elliot Kinzer of the Tacoma car department. It is planned to make the tournament an annual affair.

W. R. Nelson, retired engineer from the Seattle engineering department, is

still able to grow some of the best roses in this part of the country. At the 46th annual Seattle Rose Society Show held June 20 and 21 he was awarded the Grand Challenge Award for his display of 10 roses of different varieties. The prize was a sterling silver platter and the society's Gold Medal Certificate. He also won third place in the English Box Class. Mrs. Nelson won a hand-painted dish for the best miniature arrangement.



Mary Lou Barry

Mary Lou Barry, daughter of H. J. Barry, assistant general adjuster, Seattle, will start teaching in the secondary schools at South Bend, Ind., this fall. She is a recent graduate of Clarke College, Dubuque, where she majored in art, and earlier this year was given a one-

man show at the school's art festival. Her exhibit featured paintings in both oil and water color, graphics, mosaics and jewelry. The oils were principally landscapes, including a number of the Pacific Northwest, and because of her rearing in a railroad family, a striking painting of the Olympian Hiawatha, complete with Superdome, going through the Cascades.

Walter Jorgensen, son of District Adjuster Roy Jorgensen, was recently graduated with honors from Queen Anne High School and is at this writing on an educational tour of Philadelphia, New York, and Boston. He plans to enter the University of Washington this fall.

Ann Mulholland, secretary in the auditor's office, started her vacation the last week in June heading for southern California, accompanied by her sister, Mrs. Elsie Merritt of Auburn. Their plans include stops at Salt Lake, Las Vegas, Los Angeles, San Diego, Disneyland and visits to San Francisco and Portland enroute home.

W. Z. (Steve) McElwain, chief ticket clerk Seattle city ticket office, retired July 1 after 47 years' service, all in the Seattle territory. Mr. McElwain started with the Road Mar. 12, 1912 as a clerk in the depot ticket office, and transferred to the city ticket office in 1914 as ticket clerk. He was cashier from 1921 to 1933 and then rate clerk in the office of assistant passenger agent from 1936 to 1951 when he was appointed chief ticket clerk.

Rhonda Elaine is the new daughter of Merlin Weil, telegrapher in the Seattle relay office, born June 29. The Weils have a son, Alan, three and a half years old. Merlin formerly worked at Marmarth and Lemmon.

Let no man imagine that he has no influence. Whoever he may be, and wherever he may be placed, the man who thinks becomes a light and a power.
—Henry George

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621



A TOTAL OF 150 YEARS OF SERVICE in the car department at Aberdeen, S. D., is represented in this picture showing Air Brake Man LeRoy Steers, Retired Car Foreman Oscar W. Henrikson and Car Inspector William Mertz (left to right) at a party held recently in the Women's Club at Aberdeen when Mr. Henrikson had the honor of presenting his former co-workers with their Gold Passes. His own pass for 50 years of continuous service was presented to him shortly before he retired in January, 1958. Mr. Mertz' father was also a member of the Aberdeen car force for many years, and his son Arthur has been in train service at Aberdeen for the past 20 years.

H & D Division

EAST END

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

What can rightfully be termed "serving beyond the call of duty" was the service performed recently by Agents Martin Ogren of Appleton and H. A. Tisch of Peever. Both men were inspecting trains on their off days—just because they were in the habit of doing it—and both discovered hot boxes that were right at the point of causing real trouble. They have been commended for their alertness.

Congratulations to K. J. Anderson, former section foreman at Odessa, who has been appointed roadmaster with headquarters at Lewistown, Mont.

Conductor Jack Hamling has reached the status of "Grandpaw" with the arrival of young Paul at the home of son Jay.

At the home of Fireman Tom Quinn in Minneapolis child No. 15 has arrived. Nine girls and six boys are seated around the dining room table at chow time.

Brakeman Tom Gant died at Veterans Hospital in Minneapolis May 1. He had retired in 1956. Conductor C. B. Lewis, long associated with the Andover Line, passed away at Sioux Falls Veterans Hospital June 21. Section Laborer Ben Dorscher of Linton died June 23. Retired Engineer James W. McLaughlin of Minneapolis passed away June 22. Mark

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Sutton, formerly dispatcher at Montevideo but lately of Dubuque, Ia., died suddenly at the age of 32 at the home of his parents in Excelsior Springs, Mo., where his father is agent. After a long illness, Felix Poeschl, agent at Prior Lake, died May 20. William Mason, formerly of the section forces at Corona, and retired since 1945, died June 4.

The J. Byron McKeowns (night clerk

Mike Kiroff and his wife are always very happy when the mailman brings a letter from Germany. That's where their daughter Pat went recently to be with her Army husband Arden Anderson. Mike misses Pat and declares that Frankfurt is just too far from Montevideo.

Who says switchmen don't have hearts? A few days ago Switchmen Les and Harold Natzel and Harold Stuber proved

stopped in for a visit while on vacation. So did J. W. Wolf, former assistant superintendent at Montevideo who is now an enthusiastic resident of the Black Hills. Retired Engineer Charlie Ross of St. Petersburg also dropped in to see how we were running the engines without him.

Conductor Ernie Young of the passenger forces felt that the only way he could spend more time with his grandchildren was to take the pension, so he did. Agent F. U. Fleming of Ashton, S. D., has also taken the pension.

When Retired Agent W. D. Smith breezed into town for a few hours recently, he called up his former co-worker, Retired Cashier Arnold Moe, and they had a reunion. In comparing each other's waist lines, it was conceded that retirement can make one un-thin.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Richard, son of John J. Seiler, chief clerk in the office of the division engineer at Aberdeen, was recently graduated "with honor" as a Doctor of Optometry from Ohio State University.



He had previously received a B.S. in Specialized Fields from Northern State Teachers College, Aberdeen. At Ohio State Richard was named Sophomore of the Year for scholastic achievement, was secretary of Epsilon Psi Epsilon fraternity, and was recently awarded the Beta Sigma Kappa silver medal for the highest scholastic record in his class. Mr. and Mrs. Seiler attended the graduation ceremonies at Columbus. During his school vacations, Richard was employed in the engineering department at Aberdeen.

Richard Seiler

We regret that in this column last issue we omitted the name of Raymond R. (Dick) Fuller, section foreman at Groton, when reporting the recent death of his mother, Mrs. Jane T. Fuller.

Yardmaster Gene Palmer and wife accompanied by Mr. and Mrs. Pat Palmer visited the Black Hills on their recent vacation.

Gordon Beck was recently appointed permanent agent at Linton, N.D., vice W. W. Gentz who bid in at Prior Lake.

Sympathy was extended to the family and many friends of Retired Chief Clerk William (Bill) Kane who passed away June 17. Funeral services were held at Sacred Heart Catholic Church and military rites were conducted at Sacred Heart Cemetery, Aberdeen, June 20.

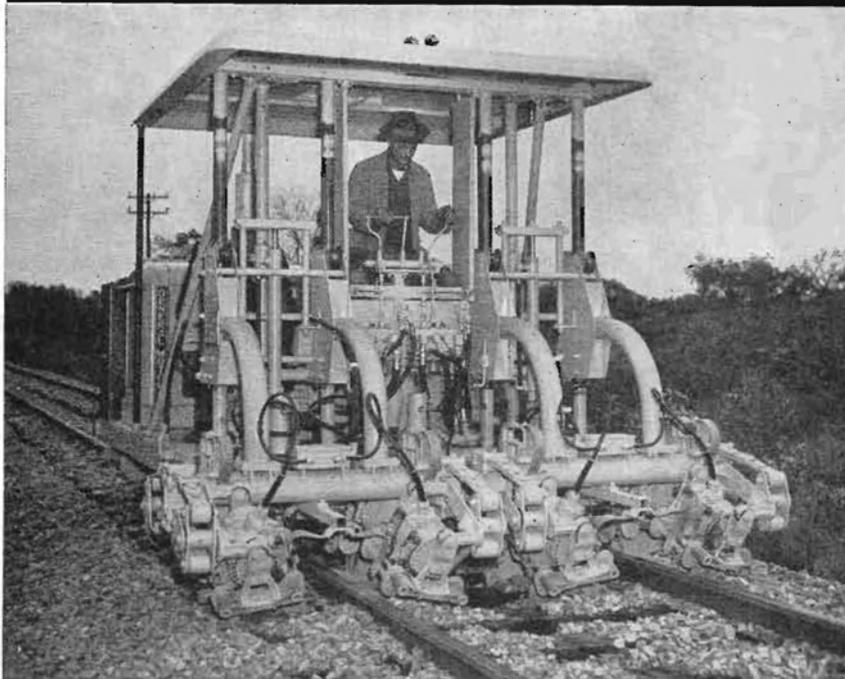
Chief Dispatcher R. D. Mathis is enroute to the Carolinas to visit his son Robert and family. He will probably come back with that "drawl" again.

Trainmaster W. J. Peta handed out cigars recently when announcing the birth of a daughter June 19.

Agent Fred Fleming, at Ashton for

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at Monte) are moving into the home they just built. Another H&D "builder" is Fireman Wayne Hill who is erecting a home at Watson, Minn., and doing most of the work himself.

Retired Engineer Charlie Walters, who has been living at New Richmond, Wis., has sold his home and gone to Youngtown, Ariz., to join his retired friends in that rapidly growing city.

that idea is poppycock. They were switching a snow plow that was to be sent to the shop and discovered a family of young robins renting one section of the machine. Tenderly they shifted the babies to a cut widener and Mama Redbreast kept right on with her busy household duties.

Paul Haling, formerly dispatcher at Montevideo and now of Terre Haute,



FATHER OF THE BRIDE, H&D Brakeman Fred Falk is pictured escorting his daughter Charlotte down the aisle of Messiah Lutheran Church, Minneapolis, for her recent marriage to Earl Blocher. The bride is a teacher of speech correction in Minneapolis.

many years, retired July 1 after long and faithful service to the Road.

The long awaited moment for the city of Aberdeen became an actuality when the overhead bridge spanning our Milwaukee tracks two blocks east of the main street was dedicated. There is no question but that the city is proud of this community project.

The following section foremen were recently presented with 29-year Superior Service Award Cards by the safety department: Thomas Hilt, Zeeland; Frank Thares, Java; T. J. Cusick Jr., Britton; H. Gilyard, Groton; T. Bagaus, Summit; G. A. Johnson, Sacred Heart; J. A. Buttons, Vermillion; A. J. Green and W. E. Novak, Tripp, and H. J. Miller, Yankton.

Chicago Terminals

UNION STREET

Carolyn DiCicco, Correspondent

It was a great day for Retired Cashier George and Mrs. Searles when they celebrated their golden wedding anniversary June 21 at a dinner party at the First Methodist Church of Glenview. Among the guests were "old-timers" of The Milwaukee Road. The entertainment consisted of a musical program. Mrs.

Searles received nice compliments on her pretty blue gown.

Stanley J. Jr., son of Stanley Rebacz, cashier Jefferson Street, received his Doctor of Surgical Chiropody degree at the Illinois College of Chiropody and Foot Surgery May 23, and on June 27 was married to Geraldine Bach at St. Stanislaus Bishop and Martyr Church.

Sympathy was extended to the families of Michael Sarley, retired janitor, who died May 19; Frank SanFillipo, retired stower House 5, Kenzie St.; Joseph Trifilio, brother of Louis Trifilio, stower House 6, Division St.; and Mrs. Thomas Kocan, wife of Thomas Kocan, stower House 6, Division St., who died in June.

Pat J. Debs, foreman House 5, Kinzie St., has been released from Ravenswood Hospital after undergoing surgery. Frank McPherson, yard clerk Kinzie Street, suffered a stroke and is confined to his home at this writing.

Leonard Peterson, yard clerk Division Street, retired July 1.

GALEWOOD

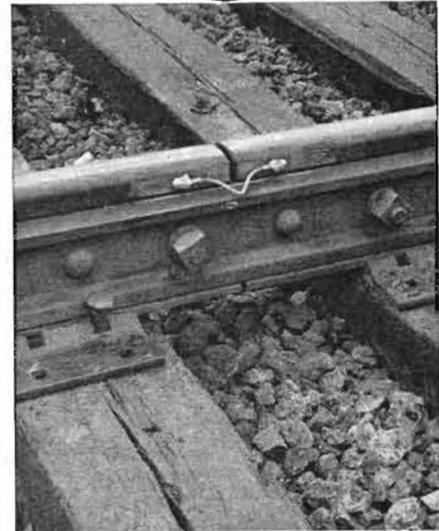
Ray Bishop, Correspondent

In the last issue of the Magazine I promised to tell of the European trip of Mr. and Mrs. Joe Novak with their film star daughter, Kim, so here goes: The Novaks left New York May 10 and flew to Paris, went on to Nice, and then took a wonderful drive to Cannes, where they all attended the International Film Festival dinner. Kim's current film, "Middle of the Night", in which she is starred with Frederick March, was one of the productions chosen to represent the United States in the festival competition.

In Cannes they were guests of Aly Khan at his beautiful Chateau l'Horizon for a week, after which they drove to Milano, Italy. Their arrival will be a never-forgotten event for the Novaks as well as for the people of Milano, who were celebrating the retirement of both their last coal burning engine and their oldest engineer. That story is told elsewhere in this issue of the Magazine.

Afterward the family continued their tour through Italy, Germany, Czechoslovakia, Switzerland, Austria, France and England, with stops in Rome and

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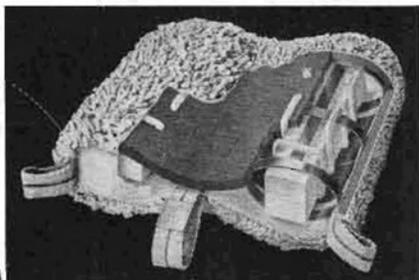
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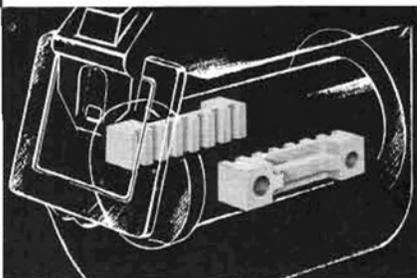


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Paris. At all of these places they were greeted by enthusiastic crowds. Then, going on to London, they were Aly Khan's guests at the races before they returned home. All in all, judging by Joe's account of their sightseeing, it must have been a wonderful trip.

At this writing, Anthony Piovesan, candy house checker, with his wife and son, is on the high seas headed for a three-month visit to Italy, Germany, France, and other European countries.

When you inspect the food instead of the waitress, you're getting old.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Bert Heggie, Jayline conductor, and wife Katherine welcomed a baby son, Bruce William, May 10. The Heggies have two daughters and another son, all eager to help with the new baby.

Pete Morelli, retired general section foreman, Chicago Terminals, passed away July 9 following surgery. To Mrs. Morelli, Mary, Frank, John (City of Los Angeles brakeman), Louie and Minnie our deepest sympathy. Pete was not only a fellow employe but a very good friend of your correspondent for over 35 years.

Retired General Yardmaster Vern Bradshaw has returned from a long vacation in Florida, via trailer house. He reports a much less expensive and much more pleasant winter because of the trailer. For a while he visited with Retired Switchman Pat McManniman, now a Florida resident.

Many cards and telephone calls have been received during my own and my mother's illness, and all were deeply appreciated. Looks as though it will be a while longer before there is much improvement. At this writing Mrs. Sherwood (mother) is having a rough time with asthma.

Harold (Butch) Crouse of the USS Forrestal, and P.F.I. man when not in the Navy, had a short and snappy leave. But ol' faithful "Butchie" took time out of his short trip to visit the gang at the office.

Members of five generations gathered at Republican headquarters, Elmwood Park, May 23, to celebrate the golden wedding anniversary of Mr. and Mrs. Frank Morgan Sr. Their four children, 14 grandchildren, two great grandchildren, and Mrs. Morgan's mother made up the immediate family group. Since retiring from the Road in 1955 after 51 years of service, Frank and his wife have continued to live in River Grove. Mr. Morgan last worked as over and short department clerk at Galewood.

Section Foreman J. R. Fielder of Knowles, Ill., was recently awarded a 29-year Superior Service Award Card by the safety department.

Milwaukee Shops

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

Lawrence E. Brehmer, engineer, First District, retired May 1, after 40 years of service. Recently Larry has been firing No. 24 and No. 15 between Milwaukee and Chicago. He is a brother of Frank Brehmer who retired in 1941. All his friends in the operating and locomotive departments wish him many happy years of retirement.

Edwin Lahmsen, machinist, passed away May 2 and Joe Pitl of the electrical department died May 24.

Earl Hogan, former truck shop foreman, is the new night gang foreman in the shops. Bob Litzau succeeded him as truck shop foreman. New assistant shop engineer in the superintendent's office is Jack Mulholland, former draftsman. Elmer Libert is now assistant to the reclamation engineer, having been transferred recently from the mechanical engineer's office.

Alex Bross and his wife recently returned from a western vacation and while they were not lucky at Reno they did stand next to the winner of a \$5,000 jackpot.

Ramona Kopitsch, steno, reports that she visited many of our retired people while on vacation in Florida and found them well and happy.

Ken Voss caught no muskie at Moose Lake, but had the experience of having

The Milwaukee Road Magazine



VETERAN TICKET SELLER RETIRES. With a smile familiar to the traveling public, Walter Piehl, ticket seller in the Milwaukee depot, put in his last day of 46 years of service July 31. He is moving to Dousman, Wis., about 30 miles from Milwaukee, where he has purchased a "country" home. (Photo by Jim Scribbins)

ming, boat riding and resting; no fishing. They'll buy them on the way back.

Albin Schnable, machinist apprentice from the Diesel House is learning drafting in the mechanical engineering office. He replaced Dick Hogan, who completed his electrical apprenticeship and is now a mechanic.

Art Schultz reports that his musical family is growing. Two grandsons are playing in a band at Brookfield, Wis. Dennis plays trombone and Tim the trumpet. They are children of Art's daughter Priscilla, who is a piano teacher, and her husband Don Crull, engineer in the Milwaukee Terminals.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Examinations for promotion to conductor ranks have been passed by H. C. Birge, L. E. Kreps and L. W. Letteer.

Milwaukee Division men who competed in the Hiawatha Bowling Tournament at Miles City May 16 and 17 included L. R. Rosenbaum, agent at Sturtevant; M. Lester, signalman; H. C. Lewandowski, gang foreman; R. W. Petrovick, operator at Lake; R. W. Hurzeler, sectionman, and B. R. Merta, signal inspector, who placed in the singles. The boys all enjoyed the bowling and western style hats.

Two veteran engineers retired during June, W. C. Selig and John K. Bolton. Bill Selig has been the regular engineer on the Healy switch job for years and John has worked the suburban passenger jobs for a long time.

Sympathy was expressed to the family of Engineer W. C. Hofmann who passed away June 6 after a short illness.

The Station Employees Association held their annual picnic at Elkhart Lake June 27 with 158 in attendance. Despite heavy rain earlier in the day, a ball game was

run off, bingo and other games were played, and a lovely dinner added to the enjoyment. The assistance of the Union Refrigerator Transit lines was greatly appreciated, as well as the donated services of the train-and-engine-men on the special.

Nathan Scofield, clerk in the superintendent's office, Milwaukee, was married to Georgianna Boswell of Green Bay June 20. Their honeymoon was spent in Florida.

The safety department recently presented 29-year Superior Service Award Cards to the following section foremen: A. G. Flom, Iron Mountain; L. G. Glasnapp, Oshkosh; F. E. Hafemeister, Granville; A. A. House, Pardeeville, and A. R. Otte, Hartford.

News has just reached us that Eda Frances, wife of Joseph A. Ebert, died suddenly at their home in Fredonia, Wis., May 2.

SECOND DISTRICT

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

The Milwaukee Road Chippewa's bowling team, consisting of Harvey Andersen, traffic manager of the Northwest Engineering Company, Walter Huegel of the Larsen Canning Company, Bud Quigley of Northwest Engineering, John Millard, former traveling auditor, and Gail Meintzer, traveling freight agent, won second place in the Green Bay Traffic Bowling League's 1958-59 bowling year. Their team won the high net game with a score of 1004. Gail had high three of



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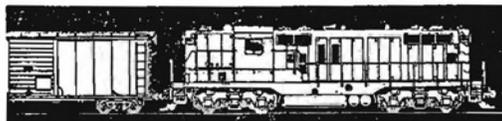
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LAST DAY ON THE JOB, Glen I. Russell, ticket clerk of Tacoma (right), hands over his office keys to Agent O. R. Powels. Mr. Russell, who retired July 11, started railroading with the Northern Pacific in 1907 and joined the Milwaukee in 1913, since when he had been with the passenger department in Tacoma. He and Mrs. Russell have planned a two-month trip, taking in the New England coast, Montreal, New Orleans, Texas, Mexico City and California.

664.

Sympathy was extended to Agent R. E. Chalifoux upon the death of his father May 5.

Monroe H. Leeman, engineer, and wife welcomed their 14th child recently, a baby girl.

G. W. Hawkins, roadmaster, has moved his family to Green Bay.

Congratulations to Erv Rentmaster on his new position of warehouse foreman.

At this writing, Dan Bronoel, rate clerk, and wife are touring sunny California.

Cecil Huntley is home from the hospital and recovering very well at this writing.

W. M. Freund, assistant superintendent, has been appointed to the board of directors of the National Railroad Museum in Green Bay.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Belated sympathy was extended to Mrs. E. A. Schumacher and family whose husband passed away in May. Mr. Schumacher retired several years ago as city passenger agent in Tacoma.

Agent O. R. Powels has been elected president of the Tacoma Downtown Lions Club for the term 1959-60. He has been a very active member of this group, having served as second vice president and the past year as program chairman.

W. L. "Bill" Delaney, retired general foreman, car department, is undergoing major surgery at this writing.

Jack Kindle, invoice clerk in the store department, was married May 8 to Marjorie Deakes.

Engineer John James Gjuka and Flor-

The Milwaukee Road Magazine



FOR SMALL FRY. A retirement project of Harry Zoelle, former switchman, is this playhouse he built for his three-year-old granddaughter at his home in Watertown, Wis. It is seven feet long, four feet high and four feet wide. At the left is the elaborate playhouse he built back in 1936 for his own three daughters. (Watertown Daily Times photo)

ence Brooker exchanged vows in a double ring ceremony May 22 in the Summit Methodist Church. The bride is the daughter of O. R. Brooker. Her foster mother is Mrs. E. A. Tuttle of Puyallup. The bridegroom is the son of Mrs. N. J. Gjuka of Tacoma. The bride is a member of Epsilon Sigma Alpha. Their home will be in Tacoma.

A very distinguished guest at the home of Mr. and Mrs. Edward S. Annas is Steven Wayne, born June 9. Mrs. Annas is the daughter of Ingrid Mann, switchboard operator.

Ann Johnson, formerly employed as clerk in the chief carpenter's office and now living in Los Angeles, spent a few days in Tacoma recently visiting friends.

Lori Denise is the new daughter born to Mr. and Mrs. Jack Wadkins Apr. 30. She joins a sister, Crystal. Mrs. Wadkins, Stella, is an extra clerk in the billing department.

Forrest A. Chalk, 74, died June 24 in a local hospital. He was born in Stivy, Kans., and moved to Tacoma in 1931 from Deer Dodge, Mont. Mr. Chalk was a retired dispatcher for the Road. He was a member of the Methodist Church and the Deer Lodge No. 14 F&AM. Sympathy was extended to his family.

The Catholic Church of the Visitation was the scene of the nuptial rites June 6 which united Marie Therese Hines, daughter of Mr. and Mrs. Wilbur Craig Hines, and George Martin Jurich, son of Mrs. George Jurich and the late Mr. Jurich. Guests were welcomed at an afternoon reception at the home of Robert P. Huntsman, brother-in-law of the groom. Mrs. Jurich attended the College of Puget Sound, where she was affiliated with Otlah and Mu Sigma Delta honoraries. Mr. Jurich served with the Army in Germany. Their new home will be in Tacoma where Mr. Jurich is a clerk in our yards.

The evening of June 1 will long be remembered as the occasion when about 250 fellow workers attended a dinner at the New Yorker Cafe to pay tribute to Superintendent J. T. Hansen who has been transferred to Minnesota. L. K. Sorensen, retired general manager; John H. Agner, assistant to western traffic manager, Seattle; T. C. Harvey, general chairman for conductors; A. E. Moxness,

roadmaster; Sam Winn, locomotive engineer, and R. C. Schwichtenberg, assistant superintendent, Spokane, formerly of Tacoma, gave brief talks, and a poem written for the occasion was read by the author, Clyde Williams, representative of maintenance of way. Henry Foss of the Foss Launch and Tug Company spoke in behalf of the industries of the area, and the railroads as a business. Among the guests were Mrs. J. T. Hansen and daughter, Mrs. Judy Fritz; also our new superintendent, Mr. McKegey, who was introduced by T. M. Pajari, division engineer and master of ceremonies. The program was arranged by Ivar Berven, chief clerk to superintendent, and Juanita Modglin of the trainmaster's office.

The following section foremen were recently presented with 29-year Superior Service Award Cards by the safety department: Edward Cave of Sumas; Joe Forte, Everett, and F. Cuff, Moses Lake.

Charles Richard (Dick) Lanphear, retired DF&PA, Bellingham, passed away early in June in Providence Hospital, Seattle, following a long illness. He was 69 years of age. Funeral services were held at Jones Funeral Home, Bellingham. His closest surviving relative is a sister, Sarah E. Lanphear of Phoenix, who had come to Seattle to be with her brother during his final illness. Mr. Lanphear started service with the general freight department of the Road in Chicago in

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1909. During World War I he served with the U.S. Railroad Administration in Washington, D.C., following which he transferred to the general freight department and city freight office in Seattle. In 1936 he was appointed DF&PA in Bellingham, from which position he retired in 1954. A collector of glass, he was regarded as an authority on the subject.

### Iowa Division

MIDDLE AND WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

A daughter born in Perry June 19 to Frederick and Mrs. Starliper is another grandchild for Retired Engineer George Starliper.

June 18 was moving day for Gertrude Donahoe, relief agent at Redfield. One of the B&B crews was making extensive changes in the depot there and during that time the agent's office was in a box car. The new office is smaller, but much more conveniently laid out.



Glenda Jacobson Dorothy Bates

Dorothy Bates, daughter of E. Bates of Keystone who is foreman of the Cedar Rapids section, and Glenda Jacobson, daughter of Conductor Glenn Jacobson of Perry, were chosen by the American Legion Auxiliary to attend Girls State in Cedar Falls June 14-20. Dorothy was awarded the honor for her activities as life guard and instructor's aide at the Belle Plaine municipal swimming pool, her school activities (cheer leader, glee club and chorus, editor of the annual, class reporter and secretary), and in St. John's Lutheran Church (vice president of the Walther League and chairman of Christian Growth). Glenda, who will be a senior in Perry High School this fall, was also chosen for her activities in school and church. Conductor Jacobson is commander of Perry Post of the Legion.

Retired Traveling Engineer Skulie Einarson and his wife of Green Bay, Wis., had a chance to see many of their friends when they were guests of Mrs. A. A. Brown on the day the National Association of Retired and Veteran Railroad Employes held their regular June meeting. Skulie is enthusiastic about the railway museum which is in course of construction at Green Bay.

Retired Freight Handler John Grote attained 50 years of membership in the Masonic lodge at Marion in June, and

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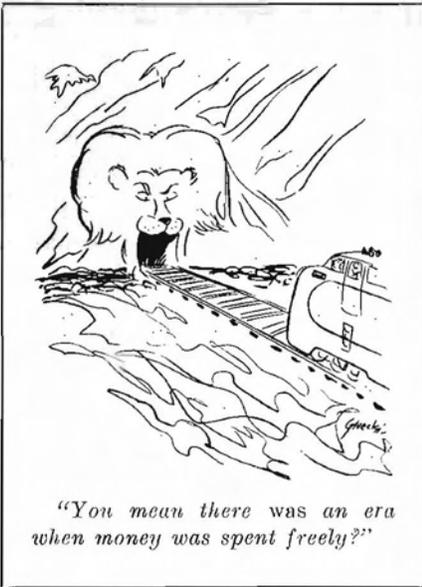
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was presented his life membership and button.

Mr. and Mrs. Carl Dueland of Jamaica recently announced the engagement of their daughter, Karen Rae, to Airman Glen Saylor of Eldora, Ia., and the marriage took place Aug. 1. They will live at Offutt Air Force Base near Omaha. Carl is the signal department maintenance man at Perry.

Engineer George Balsbaugh had eye surgery by a specialist at Marshalltown and later entered the Veterans' Hospital for further rest and treatment. He has been off duty for several weeks.

Two of Engineer Charles Stout's children were hospitalized in Des Moines recently. Patrick has a disease which has been slow in responding to treatment, but his little brother Andrew was able to leave the hospital after several days care.

Two of Perry's retired Milwaukee men shared the same hospital room in a Des Moines hospital during June. Harry Boyens, a former roundhouse employe, and Earnest Hayward, signal maintainer, are both recovering nicely from surgery.

Nine of our section foremen were recently presented by the safety depart-

ment with 29-year Superior Service Award Cards: C. Hensen, Sigourney; D. Evanoff, Templeton; C. Galiher, Portsmouth; G. M. Kostis, Morning-side; J. G. McClatchey, Manilla; A. G. Stangl, Neola; William Myers, Rockwell City; V. F. Reed, Milford, and E. Huston, Oxford Junction.

A boy who, if he follows in the footsteps of his father and uncle, will be a Milwaukee brakeman and conductor some 18 to 20 years hence, was born to Conductor and Mrs. Gene Orman, Memorial Day. Another addition to the Milwaukee Road family was the son born to Mr. and Mrs. Thomas Vodenik. Retired Conductor Fred Vodenik is the lad's grandfather.

Julie Kanealy, whose father was the late Edward Kanealy, a Milwaukee trainman at the time of his death, was received into the novitiate of the Clinton Franciscan Sisterhood the middle of June. She will be known in religion as Sister Mary Bernard. Relatives including her mother and brother, Retired Switchman and Mrs. Elmer Brooks, Fireman Jack Kanealy and wife, and the family of deceased Operator Don Kanealy attended the ceremonies held at Mount St. Clare Chapel. Julie was the granddaughter of the late Conductor James Kanealy, a long time Iowa Division employe.

June 14 was the day Terry Leighty, son of W. L. Leighty of the Cedar Rapids agent's force, and Carolyn Jane Walker of Little Sioux, Ia., exchanged their wedding vows at the First Christian Church in Onawa. The wedding was attended by a large company of relatives and friends. Terry worked as a relief clerk during summer vacation periods while he was attending the State University of Iowa. The young people will live in Palatine, Ill.

Retired Superintendent W. J. Hotchkiss of Austin, Minn., recently renewed acquaintance with many of the men who worked with him when he was assistant superintendent of the Iowa Division some 20 years ago. In June he brought Mrs. Hotchkiss to Perry enroute to Denver where she is staying with her grandchildren while their mother and dad are looking for a new home in Los Angeles. Jennings, who has been with the traffic department in Denver for some time,

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was recently promoted and transferred to Los Angeles.

Harry Hull, who worked as a tinsmith in the Perry Shops until ill health forced his early retirement in 1953, died suddenly at his home in Dawson in June. His widow, two sons and a daughter survive. Harry was 63 and had worked 39 years for the Road.

Frank Freeman passed away at his home in Cedar Rapids in June. He had been a Milwaukee Road switchman for many years.

Yardmaster Jack Snyder of Perry was off duty in May because of his mother's death. She passed away shortly after her 88th birthday. Funeral services and burial were at Byron, Ill.

When Ronald Cross went to work as a machine operator with an extra gang on the Iowa Division, upon release from Army duty, he followed in the footsteps of his father, grandfather and uncles. One or more of the Cross family has been on track department lists since before the turn of the century. Ronald's grandfather was section foreman at Dedham and all his boys started work with him.

Earl Scagg, brother of Mrs. I. J. Chubbuck and uncle of Engineer Harry Moolick, passed away in Davenport recently.

A watch which was carried by George Buehler during the Civil War, and later when he worked as one of the first employes in the Dubuque Shops, has recently come into the possession of his great grandson, Engineer Donald Hoes. Another relative who had the watch sent it to Donald when he learned that one



SPECIAL GIFTS were waiting for Axel Udeen, fireman on the Minneapolis-La Crosse run of No. 58, when he arrived in La Crosse May 28 on his final run of 52 years of service. At the station was Dr. G. E. Anderson, national chaplain of the Waiting Room Pulpit, an operation of the Traveler's Spiritual Aid Foundation, to present him with an inscribed copy of an amplified New Testament and a signpost for his summer home near Hackensack, Minn., where he and Mrs. Udeen will spend their summers. Mr. Udeen has been a layman supporter of the local pulpit group since 1953. (La Crosse Tribune photo)

*The Milwaukee Road Magazine*



**RETIRING WITH 50 YEARS' SERVICE**  
 July 1, Otto R. Lambertsen, general agent in Cedar Rapids, is pictured with Mrs. Lambertsen at a dinner held by friends at the Elmcrest Country Club. He started at Cedar Rapids as a messenger Apr. 1, 1909, was promoted to chief clerk in 1919, and to assistant agent in 1929. Subsequently he was agent at Freeport and later at Kansas City before returning to Cedar Rapids as general agent in 1951. He was also honored at a testimonial luncheon given by Cedar Rapids traffic men.

of his hobbies was collecting old clocks and watches.

Barbara Burke, daughter of former assistant superintendent at Perry, won the top prize—a \$100 savings bond—for her essay on The Promise of Democracy. The award was given by the Rotary Club and will provide Barbara with a valuable remembrance of her year in the Perry High School. Salutatorian of the graduating class of 71 was Alice Vodenik, daughter of Engineer Clifford Vodenik.

A son, Robert Norris, born to Mr. and Mrs. Richard Flinn of Perry, is the first grandson for Conductor and Mrs. Norman Rondsvedt.

Engineer G. D. (Jerry) Gordon, who retired from the mechanical department staff in 1952, moved to Okoboji at that time. Having lived along the Mississippi as a boy, he is an old hand at catching catfish and recently he had the thrill of landing a six and a half pound one from the dock in front of his lakeside home. There are not many in the lake and seldom has such a large one been landed. Another happy event for Jerry came in June when he was invited to attend a meeting of Masonic Lodge No. 6 at Marion and was there presented with a certificate showing 50 years' membership in the lodge. Both events were featured in news stories in the Milford, Ia., Mail. Mr. Gordon's son is one of the music arrangers for Lawrence Welk's orchestra.

When Mr. and Mrs. J. M. Reel celebrated their 54th wedding anniversary in June, it developed that Mr. Reel's younger brother Peter and his wife were married 53 years in June and that John, another brother, and his wife will celebrate their 59th anniversary in September. That makes 166 years of married life for the brothers. All three of them worked many years for the Milwaukee, as did another brother, Dan, who died some years ago. They are members of the National Association of Retired and Veteran Railroad Employees unit in

Perry.

James Johnson, who worked a long time as a crane operator for the Road until his health failed, passed away in Milwaukee recently. He was the son of Ethan Johnson, a Milwaukee roundhouse employe at the time of his death.

Engineer James Garnet recently spent some time in Wesley Memorial Hospital, Chicago, for treatment of a leg infection.

Mrs. Otis Fullhart, 80, widow of a long time employe of the Road and mother of Retired Machinist Frank Fullhart, passed away at the home of her daughters in Libertyville, Ill., in June. Burial was in Perry.

Jack Richardson, son of late engineer on the Iowa Division, died in Milwaukee in June, four months after his wife's death. Jack's mother lives at Strawberry Point.

Gary Lee McKim, son of Engineer and Mrs. W. D. Gardner, was married June 20 to Dorothy Marie Eckhardt of St. Louis. The wedding took place in Perry and was followed by a reception for their many friends. Both young people are in the Air Force and are stationed at March AFB near Riverside, Calif.

Hart Reich of Faribault, Minn., a Milwaukee Road engineer, collapsed and died just after winning the 18-20 yard handicap division of the Northwest Iowa Zone trap-shoot in Fort Dodge.

#### EAST END

Leola Gonsa's, Correspondent  
 Freight Office, Cedar Rapids

About 54 members of the Women's Club enjoyed a dinner May 14 at the K. V. Cafe in Marion. The tables were decorated with trays of pansies and pussy willows which were given as prizes. Mrs. Elsie Pringle was the oldest person attending. The prize for the grandmother with the most grandchildren was won by Mrs. Mathewson. President Vavra's daughter-in-law sang, and two ladies who had recently visited in Hawaii showed pictures of the Islands.

Ten members from the Marion chapter of the Women's Club attended the district meeting at the LaSalle Hotel, Chicago, May 15 and 16. They were Mesdames Vavra, Emerson, Underwood,



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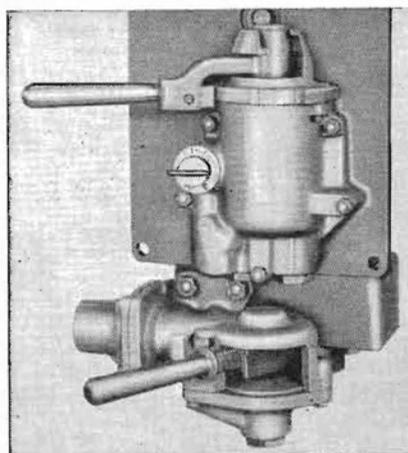


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### MISS MADISON AND THE GOVERNOR.

Congratulations extended to the family of R. K. Hurlbut, general agent at Madison, Wis. (standing) on the recent selection of 19-year-old Mary Jane as the capital city's candidate for the Miss Universe beauty crown included the personal good wishes of Governor Gaylord A. Nelson. Pictured enjoying the pleasure of his company are daughters Bobette, Patricia and Mary Jane, and Mrs. Hurlbut (left to right). In a contest held at Fish Creek to choose the state's entry in the Long Beach, Calif., beauty derby, Mary Jane was a finalist.



Hughs, Williams, Bartlett, Dunlap, Ness, Cooper and Mellish. The banquet tables in the grand ballroom were decorated with maypoles which were later given to the presidents. Corsages were presented to the grand officers.

Mrs. A. B. Lake, 81, passed away Apr. 1 in Mercy Hospital, Anamosa. Burial was in Riverside Cemetery. Mrs. Lake was a member of the Methodist Church, the Women's Society of Christian Service and the Eastern Star. She is survived by her husband, Albert, retired operator at Anamosa, and one brother, Harper Zoller of Grand Rapids, Mich.

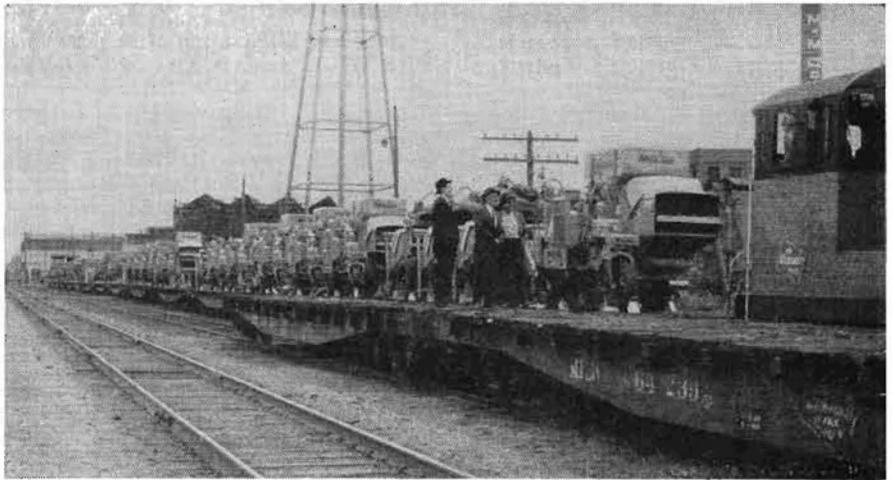
Frank Hines Freeman, former Milwaukee switchman, passed away June 3 at his home in Cedar Rapids. Burial was in Cedar Memorial Cemetery. He is survived by his widow and a sister. Mr. Freeman was a member of the American Legion.

Howard Briggles, retired brakeman, passed away May 26 in a Council Bluffs hospital after a long illness. He had resided in Marion for many years.

George E. Luense, retired carman, passed away May 6, his 79th birthday, in a Cedar Rapids hospital. He was a member of the Retired and Veteran Railway Employees. Surviving is a son, Leo L., with whom he had made his home. Burial was in Mount Calvary Cemetery.

Our sympathy is extended to Engineer John Fosdick whose wife passed away June 18 at her home in Marion after a long illness. She taught school and was an assistant at the public library for 15 years. Mrs. Fosdick was a member of the Methodist Church, the Milwaukee Road Women's Club and several other organizations. She is survived by her husband, a daughter, Mrs. Howard Parks of Marion, and three sisters. Burial was in Oak Lawn Cemetery, Dixon, Ill.

In a service at St. Matthew's Catholic Church in Cedar Rapids June 20, Carol Anne Gorman, daughter of Assistant Trainmaster N. J. Gorman, exchanged marriage vows with Second Lt. Gerald Joseph Donohue of Des Moines. The bride's four attendants included Mrs. James Gorman of Denver, and Miss Mary Gorman. After the service, a reception for 200 was held at the Elmcrest Golf and Country Club. The couple, who are graduates of Iowa State College, will make their home at Quantico, Va., where the groom is stationed with the Marine Corps.



**MILLION DOLLAR MOVEMENT.** The first 20-flatcar section of a million dollar shipment of Minneapolis-Moline combines, disc plows, cultivators, corn planters and tractors pictured as it recently left the M-M works at Hopkins, Minn. Pilot on the movement was Engineer William J. McGuire (in the cab) who is discussing it with, left to right: M. E. Carroll, vice president-marketing for Minneapolis Moline; Donald H. Baldwin, manager of the Hopkins plant; and Jerry Feyereisen, manager of the shipping department.

## L & R Division

### FIRST DISTRICT

One of the best known "rails" in Portage retired recently after 40 years of service. Carl F. "Riley" Heberlein started his railroad career Aug. 7, 1917 as a fireman and ended it as engineer on "55" when he brought it into Portage June 4. There was a two year interruption while he served with the 66th Engineers in England and France during World War I. "Riley" and his wife have one son, Richard, who started work as a fireman in 1943. Mr. Heberlein was president of the Tri County Conservation club for 11 years and fishing is one of his principal interests.

Paul E. Matejou, 73, a veteran Milwaukee employe, died at his home in Portland, Ore., Apr. 15. He is survived by his widow, Kathryn, and a son and daughter, all of Portland. Mr. Matejou, familiarly known as "Dugan", started service about the turn of the century at the shops in Austin. He served on the old Southern and Minnesota Division, and later on the LaCrosse and River. In 1926 he was em-

ployed as a hoisting engineer and remained in that work until disability forced his retirement in 1948. From 1920 to 1948 he lived in LaCrosse, then moved to Portland.

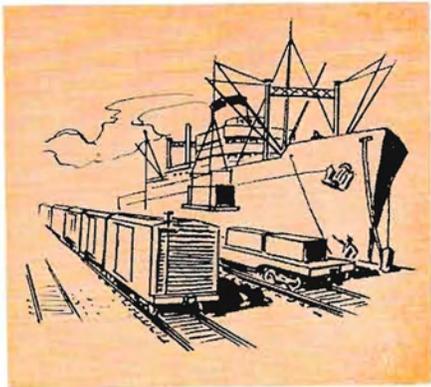
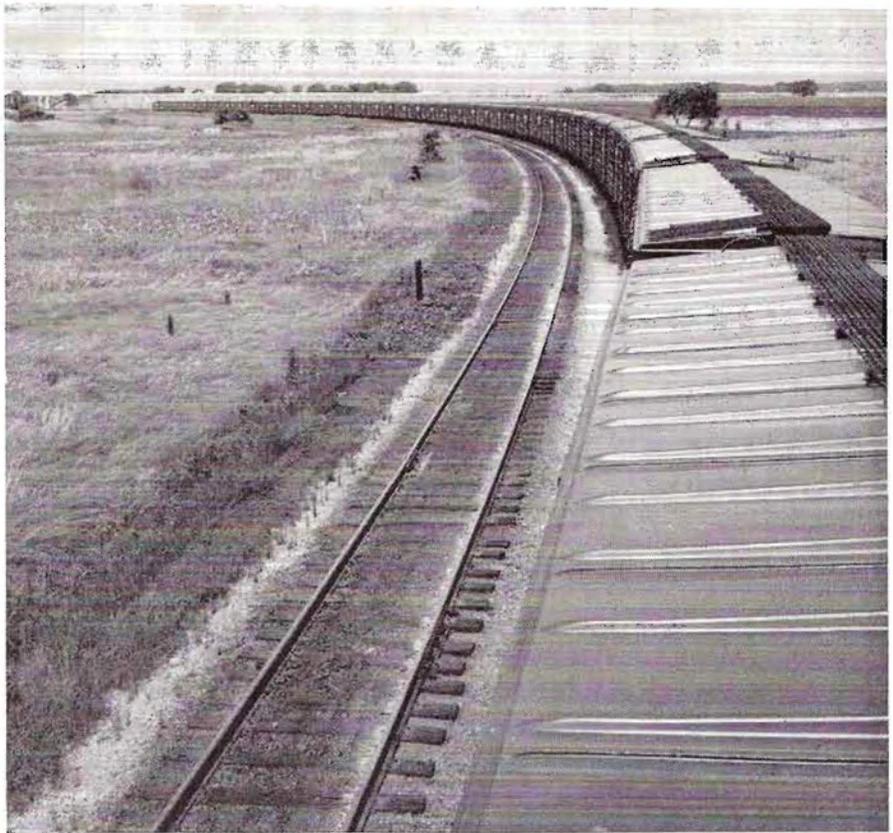
The following section foremen were presented with 29-year Superior Service Award Cards by the safety department: R. Leistikio, Doylestown; H. C. Sackmaster, Camp Douglas; G. Udell, West Salem; F. J. Wielecki, Hastings, and W. Rush, Tomahawk.

*A Soviet worker left the factory every night pushing a wheelbarrow full of straw. Every night the guard searched the straw but found nothing and passed the worker through. This went on night after night. After a month the guard broke down and pleaded with the worker: "I'm going to be sent to the Urals so you can talk freely to me. I give you my word I won't tell. What are you stealing?"*

*"Wheelbarrows", the worker confessed.*

*The Milwaukee Road Magazine*

**TAILORED TO SIZE.** Fresh from a complete overhauling at Milwaukee Shops and ready to roll, this long string of Milwaukee Road box cars was an arresting sight when it was spotted at Rondout, Ill. The cars are the 40-foot auto loader type which were modified specifically for shipping the new small models now being offered by the Detroit auto industry. A total of 182 are scheduled to be shipped and thus equipped this year. See "Car Program in High Gear" on page 6.



**DEDICATE NATIONAL RAIL MUSEUM.**

Memorial Day ground breaking ceremonies for the National Railroad Museum to be built at Green Bay, Wis., in memory of Major General Carl R. Gray Jr., director general of military railway service throughout World War II who conceived the idea of a museum to preserve the story of steam railroading, was attended by railroad executives from all over the country. Watching as Museum President Harold Fuller wields the shovel are, from left: J. A. Golobick, director of sales relations, Union Pacific; W. A. Dietze, Milwaukee Road director of public relations and advertising; Fred W. Oakie, president of the Bessemer and Lake Erie (rear); V. A. Bushman, president of the Ahnapee and Western; H. B. Northcutt, general advertising manager, Union Pacific (rear, since deceased); Clyde J. Fitzpatrick, president, and F. V. Koval, assistant to president-public relations (rear), Chicago and North Western; Clair M. Roddewig, president, Association of Western Railways; Don McNeil, acting director of the State Historical Society; E. R. Eckersall, Milwaukee Road vice president and general counsel; James M. Hood, president, American Short Line Railroad Association (rear); Lieutenant Governor Philleo Nash; H. Weldon McGee, vice president, Green Bay and Western (rear); and Daniel P. Loomis, president, Association of American Railroads. In the background is the famous General Pershing, battle-scorred veteran of three American wars which was officially installed in the museum park. The first permanent exhibit was the Milwaukee Road's 480-ton S3 which was donated to the museum about two years ago. (Milwaukee Journal photo)

**FAIREST OF THE FAIR.** Queen of Fiesta Days at Montevideo, Minn., the July 4 week end was Diane Kurtzbein, daughter of H&D Brakeman Al Kurtzbein, who is pictured ascending her throne with the courtly assistance of Fiesta Chairman Dan Moline and Gaucho Vern Gront. The civic celebration was the 14th annual salute of the Minnesota city to its namesake city in Uruguay.



THE  
MILWAUKEE  
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MAGAZINE

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**BRIDGE BUILDERS ART.** This fine example of a covered bridge spans the Skykomish River on the Road's Cedar Falls-Everett line, near Monroe, Wash. It has long attracted camera artists.

