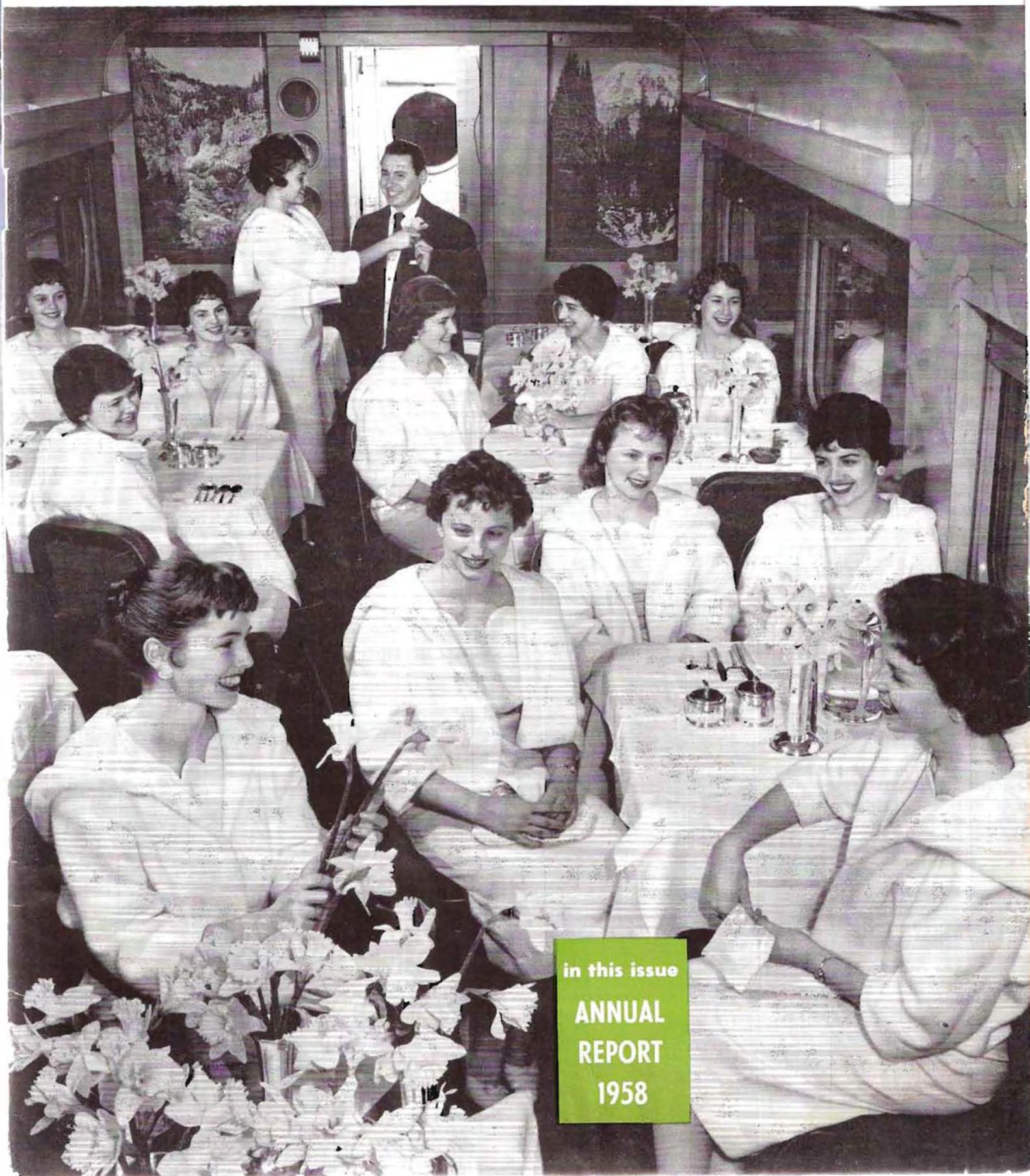


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

march
•
april
1959



in this issue
**ANNUAL
REPORT
1958**

MARC GREEN
Editorial Director

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Managing Editor

PUBLIC RELATIONS
DEPARTMENT

Union Station—Chicago

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URGENT—For The Railroads' Future



William J. Quinn

THE Transportation Act of 1958 and the repeal last year of the federal excise tax of 3 per cent on freight were welcomed by the railroads as indicating a growing understanding of the industry's problems. Of those which remain to be solved, six urgently in need of attention by this Congress were outlined by President William J. Quinn in an address at the University of Michigan March 13, from which the following is quoted.

IT has become increasingly clear during recent years, as the railroads have driven hard toward complete modernization, that there is far more obsolescence in the network of railroad regulation than there is in railroad equipment and practices. In my opinion, legislation that will aid in correcting conditions that now distress the railroads is what is needed, above everything else, to brighten the railroad future.

There are some 20 basic respects in which railroads agree that federal laws do not fit current conditions, laws which should be amended, moderated, or repealed. These, briefly, are six which the railroads regard as urgently calling for legislative action.

- Fully self-supporting, tax-paying railroads are unfairly handicapped by having to meet tax-supported competition.
- Railroads are required to help pay for highways, airways, air fields and waterways, but do not enjoy the same opportunity as their competitors to use these facilities in their business.
- Railroads are deprived of equal opportunity to share in transporting agricultural commodities, which, when transported by motor carriers, are free from regulation by the Interstate Commerce Commission.
- Vitally needed modernization of railroads is frustrated by unsound regulations governing depreciation of plant and equipment.
- Railroads bear the full cost of unemployment insurance benefits for employes, exceeding benefits under programs covering workers in other industries.
- The 10 per cent travel tax levied during World War II to discourage travel by public carriers continues to do that 14 years after the end of the war.

What Congress does this year on these six subjects will have a direct bearing on the immediate railroad future. Popular action seldom has gone wrong in this country when prompted by general understanding and public appreciation of the importance of issues that concern us all. The railroads alone may not be able to brush away all the clouds that obscure their future, but they can do it with the help of the public they serve.



NEW FLEXI-VAN SERVICE—Illustration shows how the van body slides off wheels onto special roller bearing freight car . . . one man places van in just four minutes . . . the loaded cars travel across country on fast Milwaukee Road freight trains.



ANNUAL REPORT • 1958

a brief account of the highlights of the Milwaukee Road's operations in 1958 prepared as information of interest to employees.

RESULTS OF OUR OPERATIONS IN 1958

• we took in:

		increase + or decrease —
Railway Operating Revenues	\$244,262,808	— \$9,764,378
Other Income—Net	2,888,174	+ 97,734
TOTAL	\$247,150,982	—\$9,666,644

• we paid out:

Railway Operating Expenses	\$199,411,847	— \$8,766,964
Taxes and Rents	27,979,968	— 1,449,714
Interest	11,380,110	+ 87,325
TOTAL	\$238,771,925	—\$10,129,353

Remainder for debt reduction,
dividends, improvements to
property and other corporate
purposes

	8,379,057	+ 462,709
TOTAL	\$247,150,982	—\$9,666,644

- The return on our investment was 2.16% as compared with 2.13%.
- We carried 7,228,517 passengers an average distance of 90 miles, and received an average revenue of \$2.01 per passenger.
- We carried 40,117,213 tons of freight an average distance of 346 miles, and received an average revenue of \$5.12 for each ton of freight hauled.
- We paid an average of \$5,480 per year to 23,402 employes.

1958 in brief...

The year 1958 was a critical one for the railroad industry. Considering the depth and length of the recession in general business activity, however, it was a fairly good year for The Milwaukee Road. Despite a decrease of \$9,764,378 in total operating revenues, net income reached \$8,379,057, compared with \$7,916,348 for the year 1957.

The Milwaukee Road's ability to ride out the recession was due to the fact that its traffic has always been fairly well diversified, and that its volume tends to parallel the country's general business activity. The notable exception is that The Milwaukee Road realizes relatively greater revenue increases when grain and other agricultural products move in considerable volume, as they did in 1958.

On the average, 23,402 people were employed by the railroad during 1958; their wages and salaries amounted to \$128,356,603; the railroad also contributed \$8,420,346 for railroad retirement taxes and unemployment insurance. The cost of health and welfare benefits for employes amounted to \$1,934,613. During 1958 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$782,552,504, representing an investment of \$33,440 for each employe's job. The railroad company's return on its investment in 1958 amounted to 2.16 per cent.

Our new Flexi-Van equipment is featured on the first page of this report. Its use differs radically from earlier types of rail-highway equipment in that the special highway trailer units slide from their wheels onto the railway flatcars in but four minutes, the operation being simplified by hydraulic lift tables on the railway cars. The system requires no unusual terminal facilities and permits simultaneous loading or unloading of any number of Flexi-Vans.

This new service was started between Chicago and St. Paul-Minneapolis in mid-December, and was expanded to include Milwaukee, Kansas City and Omaha. In March 1959 it became the first trailer-on-flatcar service provided by any railroad between the Midwest and Pacific Northwest when it was extended to Seattle, Tacoma and Spokane.

Flexi-Van service is proving to be especially advantageous to shippers and consignees who are off rail sidings or whose warehousing practices require expedited delivery of merchandise.

The outlook for 1959 is for greater revenues and, despite increased payroll and other costs, for improvement in net earnings.

**in 1958
our
money
came
from ...**



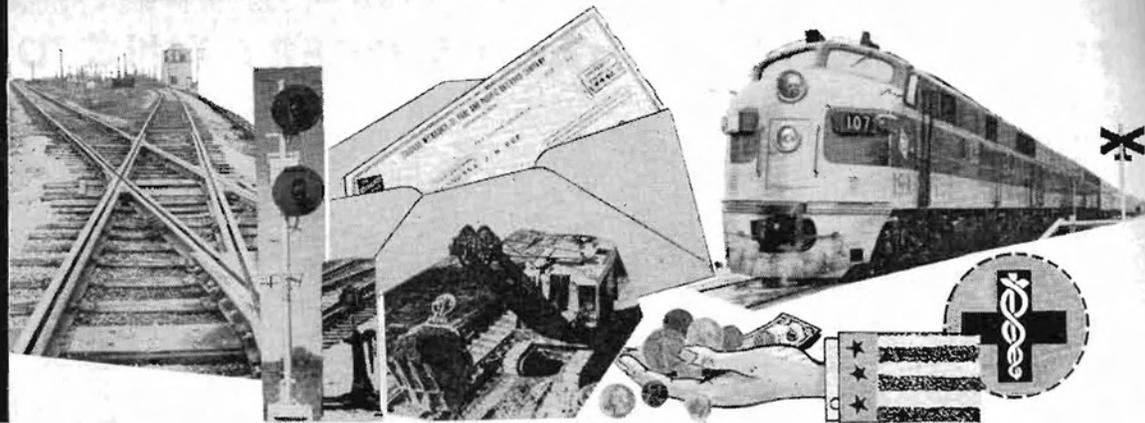
ITEMS	AMOUNTS
Hauling Freight	\$205,329,657
Carrying Passengers	14,475,155
Other Passenger Train Revenue, including Dining and Buffet Car Service	1,904,880
Transporting Mail and Express....	11,461,513
Switching	6,381,289
Other Operating Revenues	4,710,314
Total Operating Revenues..	\$244,262,808
Other Income—Net	2,888,174
TOTAL	\$247,150,982

SOURCES OF REVENUE



Services and Classes of Traffic	Revenue	% Grand Total
FREIGHT TRAFFIC		
Manufactured articles	\$ 86,190,668	35.3%
Wheat, grain, products of agriculture.....	44,110,375	18.1
Coal, ore, products of mines.....	21,849,811	8.9
Lumber, products of forests.....	30,397,183	12.4
Livestock, products of animals.....	12,988,791	5.3
L.C.L. traffic	4,163,181	1.7
Forwarder Traffic	5,612,854	2.3
Total Freight Traffic.....	\$205,312,863	84.0
OTHER FREIGHT SERVICE		
Switching	6,381,289	2.6
Joint facility—Net Cr.	2,092,997	.9
Demurrage	1,039,312	.4
All other	730,009	.3
Total Other Freight Service.....	10,243,607	4.2
Total Freight Service	\$215,556,470	88.2
PASSENGER TRAFFIC		
Passengers in coaches.....	\$ 10,606,533	4.3
Passengers in parlor and sleeping cars.....	3,867,062	1.6
Total Passenger Traffic.....	14,473,595	5.9
OTHER PASSENGER SERVICE		
Mail	8,346,936	3.4
Express	3,033,112	1.3
Dining and buffet.....	1,595,041	.7
All other	1,257,654	.5
Total Other Passenger Service.....	14,232,743	5.9*
Total Passenger Service.....	28,706,338	11.8
FREIGHT PASSENGER & OTHER SERVICES	\$244,262,808	100.0

**in 1958
our
money
went
to . . .**



ITEMS

AMOUNTS

Materials, contract work, depreciation, etc.....	\$74,373,962
Property and income taxes.....	10,765,654
Rental of equipment and joint facilities.....	8,793,968
TOTAL.....	\$ 93,933,584
*For wages and salaries of employees <i>charged to operating expenses</i>	*123,103,272
Payroll taxes for benefit of employees.....	8,420,346
Health & welfare benefits for employees.....	1,934,613
TOTAL for EMPLOYEES.....	\$133,458,231
Interest paid SECURITY HOLDERS.....	11,380,110
Remainder for debt reduction, dividends, improvements to property and other corporate purposes.....	8,379,057
TOTAL.....	\$247,150,982

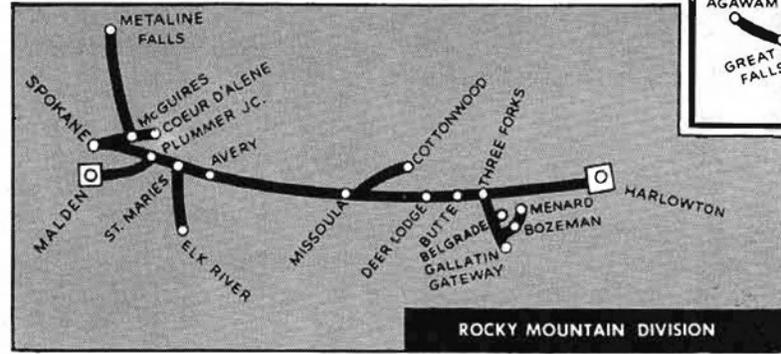
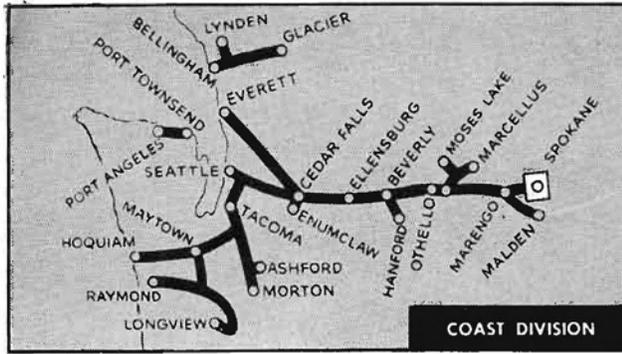
*Compensation of all employees totals \$128,356,603 as shown in table on page 6 and includes such items as wages charged to capital improvements, and manufacturing material.

the Milwaukee Road Dollar in 1958



- 50c** wages and salaries charged to operating expenses
- 4¼c** payroll taxes and employes' health and welfare benefits
- 30c** operating expenses other than wages and salaries
- 4¼c** property and income taxes
- 4½c** interest paid security holders
- 3½c** equipment and joint facility rents
- 3½c** remainder for debt reduction, dividends, improvements to property and other corporate purposes

THE MILWAUKEE ROAD'S OPERATING DIVISIONS



the MILWAUKEE ROAD in the states it served in 1958 . . .

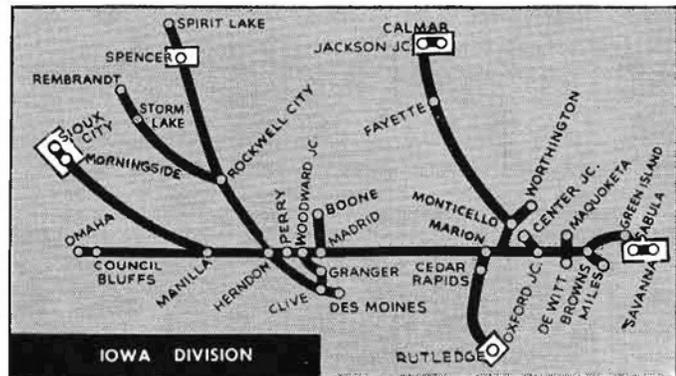
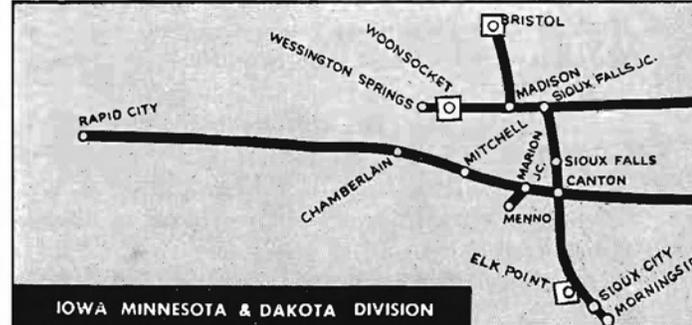
	Average Miles of Road Operated in 1958	Average Number of Employees	Total Compensation All Employees	Property Taxes
Idaho	232.70	139	\$ 679,054	\$ 221,381
Illinois	685.39	6,722	36,862,269	1,700,795
Indiana	193.25	338	1,940,720	197,841
Iowa	1,781.90	2,339	12,878,459	1,340,867
Michigan	180.21	137	898,066	83,019
Minnesota	1,330.98	2,870	15,124,880	1,634,438
Missouri	154.68	381	2,164,482	139,102
Montana	1,251.20	1,407	8,195,723	1,395,877
North Dakota	366.89	122	570,999	240,357
South Dakota	1,734.37	1,040	5,656,513	791,229
Washington	1,066.95	1,616	9,661,054	574,358
Wisconsin	1,599.19	6,126	32,628,180	1,414,966
All Other	12.67	165	1,096,204	10,227
Total	10,590.38	23,402	\$128,356,603	\$ 9,744,457

System Payroll Taxes \$ 8,420,346
 System Income and Misc. Taxes 1,021,197

Total System Taxes \$19,186,000

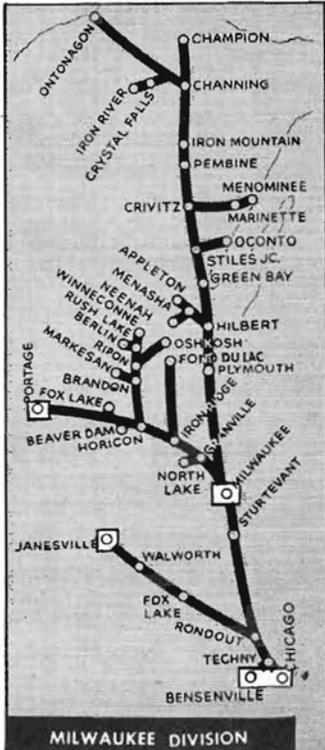
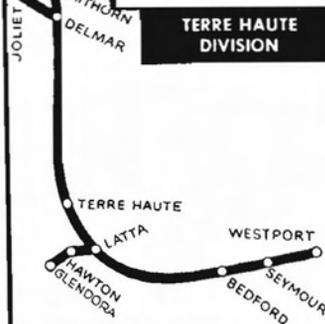
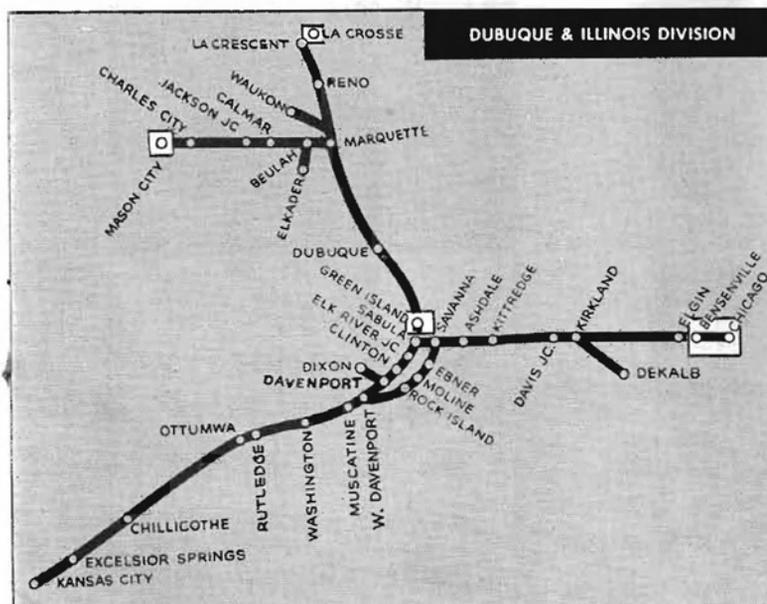
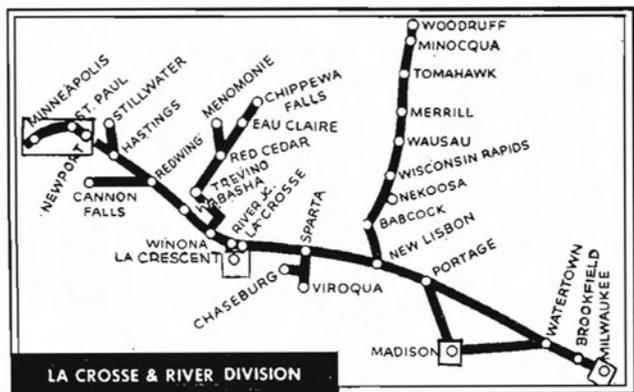
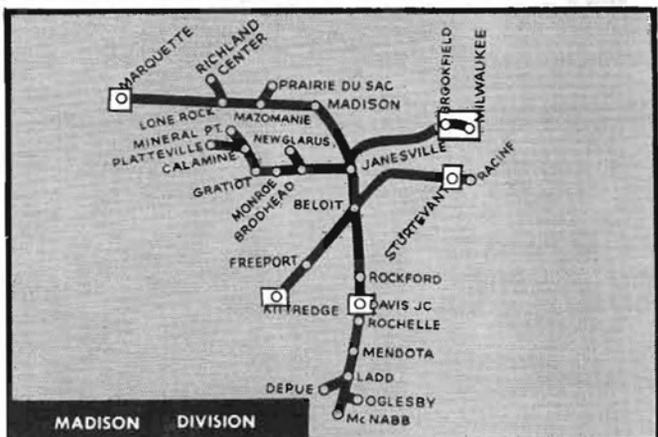
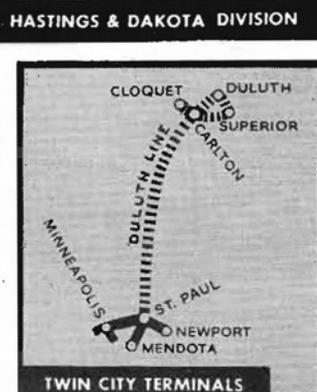
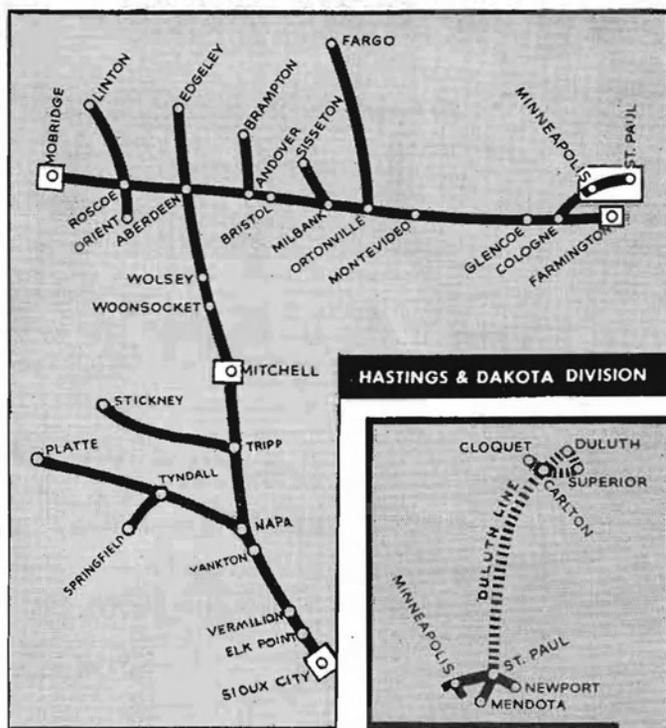
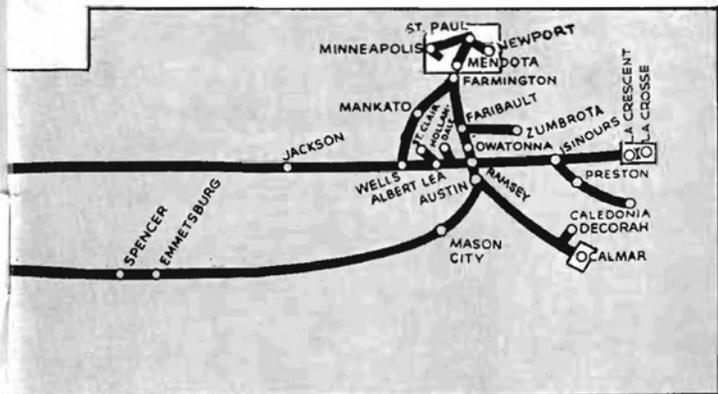
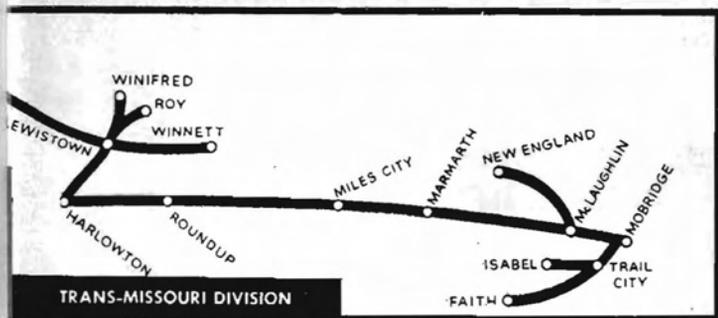
†Includes compensation of part time employees.

*Does not include count of part time employees.

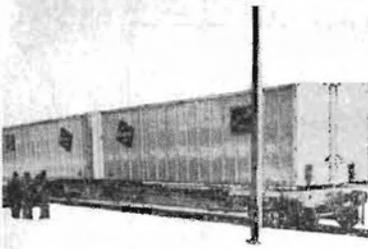


THE 1958 DIVISION OPERATING RECORD

Operating Divisions	Miles of Road Opr.	Miles of all Tracks Opr.	No. of Open Stations	Average No. of Employees	Loaded Freight Car Miles (1000's)	Passenger Car (Miles (1000's)	Avg. Gr. Tons Per Frt. Trn.	Avg. Pass. Cars Per Pass. Trn.	Yard Switching Hours	President's Safety Award Standing
	12-31-58									
Terre Haute	393	656	21	476	19,108	3	4,175	1.04	23,603	12
Chicago Terminals	38	383	7	3,511					217,505	13
Dubuque and Illinois	910	1,622	88	1,943	87,857	8,777	3,477	8.06	89,794	11
Iowa	956	1,285	92	1,212	56,246	15,864	3,225	10.97	55,853	1
Milw. K.C.S. Joint Agency									38,900	
Milwaukee Terminal	23	315	3	3,319					199,893	2
Milwaukee	808	1,132	96	1,171	37,973	11,168	3,090	7.63	42,039	10
La Crosse and River	746	1,366	63	1,699	65,374	17,440	3,652	12.23	50,820	4
Madison	600	816	46	765	13,662	1,140	2,198	5.36	50,694	7
Twin City Terminal	40	251	7	1,352					137,581	6
Duluth	209	419	3	20	5,881		3,910			
Iowa, Minnesota-Dakota	1,649	1,936	163	1,277	15,971	1,197	1,228	4.55	52,684	3
Hastings and Dakota	1,170	1,457	100	884	43,940	3,343	3,457	9.97	19,336	5
LINE EAST—Total	7,542	11,638	689	17,629	346,012	58,932	3,093	9.45	978,702	
Trans-Missouri	1,221	1,445	69	955	44,032	3,920	3,628	10.12	17,145	9
Rocky Mountain	906	1,153	29	932	42,290	3,984	3,740	10.05	15,263	14
Coast	922	1,373	44	1,367	22,984	2,542	2,569	10.00	52,693	8
LINE WEST—Total	3,049	3,971	142	3,254	109,306	10,446	3,349	10.07	85,101	
GENERAL OFFICES				2,519						
SYSTEMS—Total	10,591	15,609	831	23,402	455,318	69,378	3,150	9.53	1,063,803	



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




**EQUIPMENT
STORY**



At the close of 1958 our railroad owned a total of 51,944 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars.

LOCOMOTIVE UNITS

Diesel—Freight	216
—Passenger	82
—Multiple purpose	229
—Switch	286
Electric	98

TOTAL 911

FREIGHT CARS

Box and auto	26,813
Gondola and hopper	13,451
Flat	3,938
Others	6,078

TOTAL 50,280

PASSENGER CARS

Sleeping	60
Coaches	309
Baggage, mail and express	298
Parlor	20
Others	64

TOTAL 751

Rail Motor Cars 2


**NEW
EQUIPMENT**

The cost of new equipment and the improvements made to existing equipment during 1958 amounted to \$19,958,842.

purchased and delivered in 1958 . . .

- 10—1750 H.P. Diesel-electric road switching units
- 211—70-ton steel covered hopper cars
- 100—50-ton steel box compartmentizer equipped cars
- 1000—50-ton steel box cars
- 50—70-ton flat cars
- 55—70-ton steel gondola cars
- 50—70-ton airslide steel covered hopper cars
- 88—50-ton airslide steel covered hopper cars
- 105—70-ton ballast cars (rebuilt)

on order for 1959 delivery . . .

- 52—1750 H.P. Diesel-electric road switching units
- 600—50-ton box cars
- 100—70-ton insulated compartmentizer cars
- 50—70-ton 60' flat cars
- 39—60-ton 80'1" flexi-van rail cars
- 39—70-ton steel covered hopper cars
- 12—50-ton airslide steel covered hopper cars



**1958
ROAD PROPERTY
IMPROVEMENTS**

The cost of improvements made to road property during 1958 amounted to \$6,020,760



EMPLOYEES

Train and Engine Men, Yard and Station	9,404	
Maintenance of Equipment and Stores	5,002	
Maintenance of Way and Structures	3,875	
Professional, Clerical and General	4,750	
Executives, Officials and Staff Assistants	371	
TOTAL	23,402	employees

each = 1,000 employees

JOB VALUE per employe in 1958 . . .

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$782,552,504.

THIS AMOUNT: \$782,552,504

DIVIDED BY . . . 23,402 employes

= \$33,440 Invested in Each Employee's Job.

10 YEAR PAYROLL SUMMARY . . .

YEAR	*TOTAL PAYROLLS	COMPANY CONTRIBUTIONS		TOTAL	AVERAGE PER EMPLOYEE	Straight Time Rate	
		RETIREMENT AND UNEMPLOYMENT TAXES	HEALTH & WELFARE BENEFITS			AVERAGE PER HOUR	% INC. OVER 1939
1949	\$133,117,567	\$7,421,152	—	\$140,538,719	4,000	\$1.442	98.9
1950	128,201,025	7,234,363	—	135,435,388	4,023	1.580	117.9
1951	143,260,363	7,774,582	—	151,034,945	4,463	1.754	141.9
1952	145,397,263	7,696,578	—	153,093,841	4,703	1.852	155.4
1953	138,117,562	7,441,326	—	145,558,888	4,675	1.895	161.4
1954	126,272,397	7,035,232	—	133,307,629	4,768	1.945	168.3
1955	126,447,937	7,276,300	\$ 624,381	134,348,618	4,809	1.959	170.2
1956	134,534,522	8,581,092	1,403,449	144,519,063	5,273	2.130	193.8
1957	133,239,878	8,692,650	2,106,181	144,038,709	5,538	2.290	215.9
1958	128,237,334	8,420,346	1,934,613	138,592,293	5,922	2.465	240.0

*Does not include compensation of part-time employees.

1958 SAFETY STORY



By establishing a casualty rate of 4.78 as a result of 2 fatalities and 211 reportable injuries in the year 1958, The Milwaukee Road finished in sixth place in the comparison with the other major railroads in the Association of American Railroad's tabulation of Group A lines.

Due to changes in the reporting rules during the year 1957, we do not have comparative figures for the years 1957 and 1958.

While we had the lowest number of fatalities since we have been keeping records, we

feel that the employees did not reach their full potential in accident prevention during the past year as our casualty rate of 4.78 would indicate.

The record for 1958, however, is not too far out of line when compared with the years prior to 1957 although the rate for 1958 does show small increases when compared with 1954, 1955 and 1956.

The Iowa Division employees established a casualty rate of 1.77 as the result of four reportable injuries in 1958 and won the President's Safety Award Trophy.



Artist's drawing of an IBM 7070 Data Processing System.

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Things Employees Will Want to Know About the New

ELECTRONIC DATA PROCESSING

WHAT happens when a so-called electronic brain puts on its thinking cap? Can it reason, as a person does? Can it read, make decisions? To what extent does it require human guidance? Will it replace employes on their jobs?

In this day of intense competition, when every railroad stands to survive or fall on its ability to operate at peak efficiency, the adoption of any new tool that will do the job better is significant news. The announcement, therefore, that the Milwaukee Road's modernization program now includes plans for using electronic data processing equipment is a matter of importance to all employes. The equipment, called the *IBM 7070 Data Processing System*, is in IBM's newest line of fully-transistorized electronic machines for business data handling.

To learn more about the system—how it will operate and what it is expected to accomplish—the Magazine asked the men who have directed research on the program. The outcome was this interview with R. S. Stephenson, vice president and comptroller, and R. F. Kratochwill, assistant comptroller.

- Q.** Mr. Stephenson, does this announcement mean that there is a new program in view for the modernization of our accounting?
- A.** I would rather say it marks a significant step in a long series of improve-

ments, possibly more important than our adoption of punched card processing. That dates back to 1915, and it has been expanded steadily since then.

- Q.** Why is this equipment so important?
- A.** Because it will enable us to develop information that is out of reach now. This is an entirely new class of machines.
- Q.** Mr. Kratochwill, we read from time to time about the "electronic brain." Is the 7070 in that class?
- A.** Yes, except that I would rather not use the word "brain," because it suggests abilities the equipment does not have. "Data processing system" is a better label, but computer is used most often.
- Q.** The word "computer" suggests mathematical calculation. Is this the main purpose of the equipment?
- A.** There is a good deal of simple calculation in business data processing, and the 7070 can handle that part with ease. But it will spend more time on tasks like assembling, sorting and classifying. You might say it's a general purpose computer.
- Q.** I notice that you refer to it as a system. Why?
- A.** Because it's a group of units, connected by under-floor cables, so that the operation can be controlled from a central location. Units can be added

or removed as needs change.

- Q.** Here's something I wish you'd explain. Can a computer really think?
- A.** Not as a human does. But it can help the human brain do a better job. It's something like the way a microscope aids the human eye. A microscope cannot "see." In the same way, a computer cannot "think," but it will help us think more effectively.
- Q.** But I've read about computers being taught to play a hand of bridge and translate a foreign language. Doesn't this require thinking?
- A.** Yes, it does. And these things are not just publicity stunts, either. Actually, the machines are following instructions laid out in advance by a human being. Their thinking is limited pretty much to simple decisions, like comparing two numbers and choosing between alternate paths according to whether or not the numbers are equal.
- Q.** This kind of ability does not seem very useful.
- A.** Then I'll explain. Consider the ability to carry data through a long series of these simple decisions, logical steps and arithmetic calculations, all according to self-contained instructions. Combine this with tremendous speed and you have something that is very useful and powerful.
- Q.** What do you mean by tremendous

speed?

- A.** Internal processing speeds are measured in micro-seconds—millionths of a second. The 7070, for example, can move a ten-digit number within its nerve center in six micro-seconds.
- Q.** I'm beginning to understand, but will you illustrate further?
- A.** You can get some idea from what we call tape speed. In a large scale electronic system, information is stored and handled mainly on magnetic tape similar to what you have in your tape recorder at home. The tape-handling units in the 7070 system will "read" information from tape at a top speed of 62,500 digits or letters per second. This is very fast, but still much slower than the internal electronic speed that I mentioned before. Incidentally, magnetic tape is a very

SYSTEM

compact medium. It takes a stack of IBM cards about 100 feet high to hold the information that can be put into one ten-inch reel of tape.

At this point Mr. Stephenson commented that our company has been watching developments in electronic data processing for some time. About a year ago it was decided to make a careful study. A special Methods Research Committee worked for 10 months reviewing our data processing methods and considering the pros and cons of a computer system. The committee was headed by Mr. Kratochwill and included J. Jacob-

NOTICE TO EMPLOYEES

Employees who are interested in being assigned to the conversion staff for the new electronic processing system study should write to G. A. Kellow, Data Processing Manager, Fullerton Avenue, Chicago. An informative booklet about data processing can be had on request from the office of vice president and comptroller, room 744, Chicago Union Station.

son, assistant auditor of freight accounts; S. H. Johnson, supervisor of machine accounting; F. H. Joynt, chief traveling auditor; G. A. Kellow, special representative of vice president-operation; and W. L. Sarakenoff, assistant agent at Seattle. These people were relieved of other duties while the study was in progress.

Q. And the group recommended the adoption of an electronic system?

A. (Mr. Kratochwill) Yes, but not without some words of caution. For one thing, the equipment is expensive, and can't be left idle even for a short time. Also, there is more to it than just substituting machines. We will have to reorganize our data processing activities, and this will require cooperation from employees all over the railroad.

Q. What do you mean by reorganizing the activities?

A. Well, changing the general flow of information, developing ways of bringing up-to-the-minute information to the computer. The processing speed of the 7070 won't help us much if the information we feed it is stale. Our communication and data gathering facilities will have to be expanded.

Q. Are special facilities needed for the computer itself?

A. Because of the use of transistors, housing the newer computers is not a problem. The big job is programming—planning the flow of data through the machine and preparing instructions in a language it can understand. This will require teams of people with special skills and training.

Q. How long do you expect that will take?

A. It's too early to make a fair estimate,



Is it workable? Will it help us do a better job? were the issues which guided the research committee in its 10-month preliminary study of electronic data processing. Pictured are Vice President and Comptroller R. S. Stephenson (seated) with Assistant Comptroller R. F. Kratochwill (left) and G. A. Kellow, special representative of vice president-operation, evaluating a chart designed to show the "flow" of a tentative computer system for car accounting and car tracing.

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Q. How long do you expect that will take?

A. It's too early to make a fair estimate,

but I will say that it's going to take more than a few months.

Q. There must be strong reasons for undertaking this difficult job.

A. (Mr. Stephenson) There are. Our objectives are what we call intangible benefits—things that can't be measured in dollars, but are necessary to keep the railroad strong in the face of stepped-up competition. High on the list is better information. We don't need *more* information, but we do need it more quickly and often in a form that is almost impossible to obtain with our present equipment.

Q. Would you say, Mr. Stephenson, that growing government requirements are a factor?

A. No, not at this time. Of course, the accounting workload increases as the tax laws become more complex, as more states and local governments impose taxes that we must collect and remit, and so on. The big thing, however, is competition. There are constant demands for prompt and to-the-point information. That's where the computer comes in—to help improve service, control expenses, and handle more traffic, particularly the kinds of traffic that are profitable.

Q. Would you give us an illustration of what it can do in that line?

A. Well, a problem that we face every day is empty car distribution—having enough cars at the right places to satisfy shippers requirements, but at the same time keeping our per diem rentals within bounds. This requires current information, unless we are willing to sit back and wait for a crisis to develop. With good communications and a computer, we can have concise daily reports of cars on our lines—by types of equipment, by

(Continued on page 12)



Bill of lading for first Flexi-Van freight to arrive in Seattle, a shipment of tires from Buffalo, N.Y., is received by G. R. Parker (left) of the Parker Tire and Battery Co., from John Verron, manager of Flexi-Van operations in Seattle. In the center is Harold Miller, New York Central general agent, Seattle. Significantly, this first shipment illustrated the transcontinental character of the new service, involving New York Central interchange at Chicago.

The Electronic Data Processing System

(Continued from page 11)

system or foreign, and by major locations. This may not be the complete answer, but we feel it would be a big help.

Q. What effect is the computer going to have on employes and jobs?

A. Over-all, a comparatively small net reduction in force can be expected. By "net," I mean that while there will be reductions, new positions will also be created. Another effect will be a tendency to up-grade jobs, because the reductions will affect mainly lower-rated positions, while the new positions will be generally at a higher level.

Q. Concerning the new positions, what kinds will there be?

A. There will be a constant need for creative people to study new computer application processes, and to improve established applications. We will also need a staff to operate the computer, and additional people to operate and maintain the enlarged communications network.

Q. Are you referring to the situation after the equipment is in operation?

A. Yes.

Q. What about the period before the computer is installed?

A. A conversion staff of about 25 people will be needed to design the new procedures, prepare computer programs, and otherwise make ready. They will be selected from among our employes on the basis of tests and interviews, and will be trained for the work, but they must have special aptitudes to begin with. The staff will be directed by Mr. Kellow.

Q. Something was said before about the program requiring the cooperation of employes. What can they do to help?

A. Yes, I meant to talk about that. Well, those who are directly concerned with the program will have ample opportunity to work along with the conversion teams in changing over to the new procedures, and it is hoped they will give the teams the benefit of their ideas during the coming months while the procedures are being mapped out. I think that about covers what you want to know, except to add that these changes are being considered for the definite purpose of strengthening the railroad. It goes without saying that a stronger railroad provides better job security.

Flexi-Van Service to West Coast

MILWAUKEE ROAD Flexi-Van service was extended to the Pacific Northwest on Mar. 10 as rates between points in that area and Chicago, Milwaukee and the Twin Cities went into effect. The inauguration of service followed demonstrations of the new equipment before large groups of interested businessmen in Seattle, Tacoma and Spokane in February.

This being the first extension of any kind of transcontinental trailer-on-flat-car service into that area, all television stations in the three cities gave the demonstrations motion picture coverage as

news of interest to the general public.

The flexibility implied in the Flexi-Van name has become increasingly evident during the short time the service has been in operation. Encouraging prospects for the future of the service are indicated by such actions as that of one large steamship line in purchasing 1,000 Flexi-Van type containers for highway-rail-shipboard cargo handling.

President William J. Quinn recently stated that the Road's Flexi-Van traffic volume is climbing steadily and that he anticipates its doubling in the next few months.



Scene near the Spokane Union Station during the Flexi-Van demonstration on Feb. 24. This is not the loading site regularly used but was conveniently located for the many people who witnessed the day-long demonstration. In the upper left are special types of Milwaukee Road freight cars which were also on display.



Iowa Division supervisors and officers from Chicago gathered in Perry, Ia., for the presentation of the President's Safety Trophy. (Perry Chief photo)

THE IOWA DIVISION WINS; Safest in 1958

WITH colors flying, the Iowa Division has gone into orbit. Employees got the front-page news by way of the following announcement from Superintendent J. T. Hayes:

"I am very happy to tell you we have been advised that the Iowa Division ended up in first place in 1958 in the contest for the President's Safety Trophy. Congratulations are extended to all of you for this fine showing. It is the first time since the contest started in 1941, that the Iowa Division has succeeded in coming in ahead of all other divisions on the railroad, and I am sure all of you take a great deal of pride in this worthwhile performance."

For the first time, also, Superintendent Hayes and District Safety Engineer J. A.

Ogden shared in the homage paid to a league winner. Standing in for the employees, Mr. Hayes accepted the trophy from General Superintendent R. R. Brown, Chicago, at a staff meeting in Perry headquarters Feb. 26. In Perry, where railroading is one of the city's major industries, the occasion excited considerable interest.

Some 60 division officers and several from Chicago, including Superintendent of Safety A. W. Shea and Assistant Superintendent of Safety G. M. Dempsey, witnessed the presentation of the award. In addressing the group, Mr. Brown observed that "1958 was a great year for Iowa teams.

"I have heard Jim Hayes refer to the outstanding teamwork necessary to win this award," he said, "and I am sure this is true. On New Year's Day I watched another Iowa team [in the Rose Bowl] and tried to pick the most valuable player. I defy you to pick that man. The success of those backfield stars was due to the combined efforts of all the other men.

"I am presenting this award to Jim as the captain of your team—the best safety team for 1958."

Among the Road's 14 divisions, Iowa's first place rank was based on a record of no fatalities and only four reportable injuries in the course of more than 2,000,000 manhours worked during the year. The resultant casualty rate was 1.77. With 330 miles of centralized traffic control, the Iowa Division is the most completely automated on the railroad.

As announced by Mr. Shea, every employe on the division will receive a special "safety" billfold inscribed with the Road's trademark and a statement



Superintendent J. T. Hayes (right) accepting the trophy from General Superintendent R. R. Brown as A. W. Shea, superintendent of safety, looks on.

THE COVER

The flowers that bloom in the spring, tra la, yielded star billing to 12 pretty girls when the princesses of the Puyallup Valley Daffodil Festival descended on the Road's sleeping and dining car department in Tacoma to arrange floral displays for an Olympian Hiawatha diner. It takes a little looking to find the man in the picture. Yes, at the back, Dining Car Steward D. G. Darche. The Puget Sound country's annual salute to its two-million dollar bulb growing industry, held this year Apr. 6-12, attracts visitors from all over the Northwest. As a tribute to those from the 49th state, the theme of this year's show is "Daffodils Salute Alaska". Traditionally, throughout the festival season, the dining cars of the Olympian Hiawatha are daffodil-decorated.

over the signature of President William J. Quinn reading, "In appreciation of a job well done". During the course of the year each employe will also have an opportunity to see the safety trophy, as it is moved to various locations on the division.

The casualty record shows that two fatalities occurred on the entire system during 1958. This was the lowest number in the railroad's history. In the division contest, second honor was earned by the Milwaukee Terminals Division with a casualty rate of 2.76, while the Iowa, Minnesota & Dakota Division placed third with 3.51. Among the various departments, a special commendation went to the employes of the division of stores, which, for the third consecutive year, suffered no reportable casualties.

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



R. K. Merrill



R. H. Harding

Law Department

Effective Apr. 1, 1959:

R. K. Merrill, commerce counsel, is appointed general attorney and commerce counsel. Mr. Merrill, who was born in Wheaton, Ill., and is a graduate of the Chicago Kent College of Law, has been with the Road since 1937. He was formerly assistant general solicitor, and has been commerce counsel with headquarters in Chicago since June, 1955.

F. M. Long, attorney, is appointed assistant general attorney. Mr. Long, a native of the Chicago area, was admitted to the Illinois Bar in 1954, following his graduation from the Law School of the University of Michigan. He was with the law firm of Mitchell and Conway before coming to the Road last April.

R. F. Munsell is appointed assistant general solicitor with headquarters at Chicago. Mr. Munsell, who received his LL. B. degree from the University of Illinois in 1954, has been an attorney in the law department of the Association of Western Railways for the past four years.

Due to the retirement of W. L. Hunter, effective Mar. 10 all motor carrier work formerly handled by him, including all work in connection with The Milwaukee Motor Transportation, is assigned to J. J. Nagle and all labor work heretofore handled by him is assigned to J. P. Reedy. Inquiries on all other work handled by Mr. Hunter should be addressed to E. O. Schiewe, general solicitor.

Traffic Department

Effective Mar. 1, 1959:

R. H. Harding is appointed freight traffic manager with office at Minneapolis. Mr. Harding has been with the Road since 1920, starting in Kansas City where he held various traffic department positions. He has served as division freight and passenger agent in Terre Haute, assistant general freight agent in Milwaukee, and since 1948 as assistant freight traffic manager, sales and service, in Chicago.

G. H. Kronberg is appointed assistant freight traffic manager, sales and service, with office at Chicago. Since starting with the traffic department in 1936, Mr. Kronberg has served as traveling freight agent, district freight agent in Washington, D. C., general agent in San Fran-



G. H. Kronberg



S. E. Pilson



G. W. Hyett



L. W. Kelly

cisco, and most recently as assistant to freight traffic manager, sales and service. Effective Mar. 16, 1959:

O. R. Anderson is appointed assistant to passenger traffic manager, Chicago. Mr. Anderson started with the Road in 1929 in Chicago, where he has served in the reservation bureau and city ticket office, and as station passenger agent. He was traveling passenger agent, Chicago, from 1944 to 1954, since when he has been district passenger agent in charge of travel promotion.

J. P. O'Neil is appointed traveling freight and passenger agent, Tulsa, Okla., following the retirement of H. C. Preston. Mr. O'Neil has been with the Road 18 years, starting in Mitchell, S. D. Since August, 1957 he has been city freight and passenger agent in Omaha.

C. F. Brady is appointed city freight and passenger agent at Omaha. Since coming to the Road in 1921, Mr. Brady has served as city ticket agent at Omaha and most recently as city passenger agent there.

Effective Feb. 1, 1959:

S. E. Pilson is appointed division freight agent, Milwaukee, following the retirement of F. Hagendorn. Mr. Pilson,

who started with the Road in his native Milwaukee in 1940, has served the traffic department in Detroit and Minneapolis. He was appointed district passenger agent at La Crosse in 1952 and general agent passenger department, Chicago, in 1955.

G. W. Hyett is appointed general agent, passenger department, Chicago. Mr. Hyett has been with the traffic department in Chicago since 1927. He has served as city passenger agent, and since 1950 as assistant general agent passenger department.

L. W. Kelly is appointed assistant general agent, passenger department, Chicago. Starting with the traffic department at Omaha in 1922, Mr. Kelly has been city passenger agent there, traveling passenger agent in St. Louis, travel promotion agent in Chicago, and since 1950 city passenger agent, Chicago.

Effective Apr. 1, 1959:

A. J. Dittmar is appointed city freight and passenger agent at New Orleans, following the retirement of L. K. Schindler. Mr. Dittmar, who had some prior service with the L&N, has been chief clerk to general agent in New Orleans since 1953.

Operating Department

Effective Feb. 1, 1959:

T. E. Witt is appointed trainmaster of the Twin City Terminals with headquarters at St. Paul, following the transfer of L. W. Harrington.

H. J. Mahoney is appointed trainmaster of the Dubuque & Illinois Division Third District with headquarters at Davenport, succeeding T. E. Witt.

W. F. Weiland is appointed trainmaster of the Milwaukee Division Third District with headquarters at Horicon, following the resignation of E. P. Bunce.

Dividends Declared on Stock

At the monthly meeting of the board of directors in Chicago Feb. 19, a dividend of \$5 per share on the Series A preferred stock of the company was declared out of the 1958 earnings of \$16.16 per share of such stock. It is payable at the rate of \$1.25 per share on Mar. 26, June 25, Sept. 24 and Nov. 25 in 1959, to holders of record at the close of business on Mar. 6, June 5, Sept. 4 and Nov. 6, 1959, respectively.

On Mar. 19 a dividend of \$1.50 per share on the common stock was declared out of the 1958 earnings, payable at the rate of 37½ cents per share on Apr. 23, July 23, Oct. 22 and Dec. 17 in 1959, to stockholders of record at the close of business on Apr. 3, July 3, Oct. 2 and Nov. 27, 1959, respectively.

DIAMOND ANNIVERSARY

"Neither snow nor rain . . . nor gloom of night—" No. 55, the first Chicago-Twin Cities mail train, is 75 years young

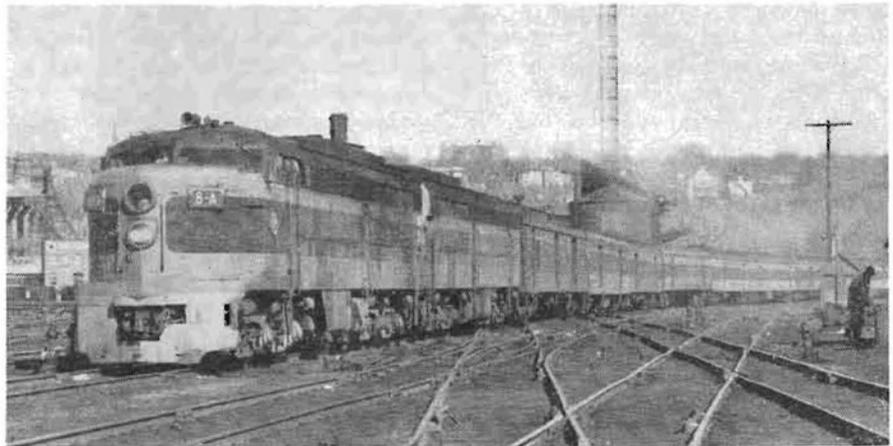
The party of the first part and the party of the second part had reached an understanding:

"And you can give us a mail train operating on the schedule we have prescribed?" asked the postmaster general. "Yes," said the railroad's spokesman. "How soon can you begin?" The answer was, "Tomorrow".

Thus, it is said, the contract was made, and the next day No. 55 steamed out of Chicago in the dark of 3 A.M., on its maiden trip as an official courier of the United States Post Office. It carried five cars of mail—no passengers—for the Twin Cities, and for relaying beyond to the Northwest, Canada, and Alaska.

The rest is history. On Mar. 13, when The Milwaukee Road observed the diamond anniversary of that inaugural run, it could point to an unusual record as a public servant. Seven days a week, for 75 years, No. 55 has been on the job. During three-quarters of a century, "Neither snow nor rain nor heat, nor gloom of night" have once stayed it from completing its appointed rounds.

The story of this durable veteran is the story of the life and times of our nation's growth. Back in the early 1880's, as population was moving west, the Post Office department was faced with the need to establish new channels for improving service involving first class and other classes of mail. In 1884, when The Milwaukee Road (at that time the Chicago, Milwaukee & St. Paul) was approached by the then postmaster general, Walter Q. Gresham, to operate a mail train between Chicago and the Twin Cities, the terms of the contract were such that it could scarcely hope to profit from the deal. The Milwaukee undertook to pioneer the service, however, in the belief that it would help to open and develop the states and territories of the



Today's counterpart of No. 55, the first mail train from Chicago to the Twin Cities, has come a long way from its original consist of a "teakettle" locomotive and five wooden cars. Here it is shown approaching the Union Station in St. Paul.

still primitive Northwest.

The contract signed on Mar. 12, 1884 by Assistant General Manager Roswell Miller (later president and chairman of the board of directors) was renewed in 1885 for a period of three years, and again from 1889 to 1892, when the government dispensed with such contracts. After that it was provided merely through a "gentlemen's agreement," with the understanding that it would continue as long as the arrangement was satisfactory to both the Post Office and the railroad. Eastbound service was instituted in 1888. By 1899, the volume of mail had become so heavy that it was necessary to add two trains.

For as the nation it helped has grown, so has the post office business of The Milwaukee Road. Today, according to Carl F. Rank, manager of the Road's mail department, the Chicago-Twin Cities service handles 90 per cent of the first class mail, and funnels mail of all classes from the entire East to Minnesota, the Dakotas, Montana, Idaho,

Washington, the western provinces of Canada, and Alaska. Mail from west to east moves in the same manner. The trains involved are No.'s 55 and 57 westbound, and 56 and 58 eastbound. All are devoted essentially to providing postal service.

Although No. 55 is the old timer of the fleet, it is a far cry from the "train of yesterday" which made that first historic run. In the course of three-quarters of a century, its "teakettle" locomotive has given way to a sleek three-unit diesel, its five wooden cars to modern cars of steel construction—16 of them on days of light traffic. More often, the train is longer. Its departure time has also changed, from 3 A.M. to 1:30 A.M., and in addition to mail and express, it now carries passengers.

Seventy-five years young, it matches performance with the best of them. On Mar. 13, while the city slept, it left the Chicago Union Station from track 17, as usual. Diamond anniversary or no, the mail must go through.



Roswell Miller. He signed the first mail contract on Mar. 12, 1884.

"Neither snow nor rain . . . nor gloom of night—" Mail handlers load a storage car for No. 55's on-time departure from the Chicago Union Station at 1:30 A.M.



W. L. Hunter, General Attorney, Retires

A SMILE comes readily to W. L. Hunter's amiable features. "Well, it was like this," he said. "I was working as secretary to the general manager, and we had a lot of dealings with the law department. When I saw how easy those lawyers had it, I decided to be a lawyer."

It's a good story, even though the facts don't bear it out, for invariably Bill



W. L. Hunter
first in the morning, last at night

Hunter, general attorney in Chicago, has been the first in the office in the morning and the last to leave at night. Moreover, when he retired at the end of March, only one four-day absence for illness (in 1957) marred a record of 43 years of perfect attendance on the job.

Mr. Hunter, a native of Chicago, was hired in 1912 from a field of 100 applicants for the post of secretary to assistant chief engineer. Subsequently he was secretary to both general manager and vice president before leaving the Road in 1916 to practice law, having in the meantime received a degree from the John Marshall Law School. During the war which followed, he served overseas with the 304th Cavalry and the 54th Field

Artillery.

Returning to the railroad as an attorney in 1922, he was later appointed assistant general solicitor, and in 1941 assistant commerce counsel. He served in the latter capacity until 1947 when he was appointed assistant general solicitor. His appointment as general attorney became effective Jan. 1, 1951.

One of his early assignments was the reorganization of the railroad during the receivership period between 1925 and 1928. As the attorney for the Chicago, Milwaukee & St. Paul Railway Company, his name appears on almost every document of the proceedings.

Mr. Hunter's career was unusual in that it touched on all facets of railroad law. He is a long-time authority on labor matters, in addition to specializing in motor transport and commerce work. His retirement the day before his 65th birthday found him still protesting that he wanted no "work" job in the future. That as soon as he wound up some business, he and Mrs. Hunter were visiting their daughter and son-in-law, the James Olsons, and their three children in St. Paul. Later they will have a long stay in Virginia with the family of their son Paul, a Des Moines architect, who is currently serving with the Transportation Corps at Ft. Eustis. Paul, who worked for the engineering department while he attended college, is the father of two.

Perhaps the best evaluation of Mr. Hunter's personal popularity is the following commentary included in the law department's formal announcement of his retirement: "His sincerity of purpose, his rugged honesty and his gentleness of character endeared him to his associates and won for him an enviable reputation not only as a lawyer but as a true gentleman. The wish of all of us is that his retirement may be long and happy."

A. O. Tate

A. O. TATE, who retired from the industrial and real estate development department as industrial engineer on July 31, 1953, passed away at his home in Pearsall, Tex., Jan. 29. Services were held at the Pearsall Methodist Church.

Mr. Tate started his career with the Santa Fe (1909-1918) and was subsequently employed by the CB&Q and on contract appraisal work in his native Texas before coming to The Milwaukee Road. He entered service on Jan. 11, 1924 as a right of way engineer with headquarters in Chicago, and for a number of years was active in locating

industrial sites in the territory included in the states of Iowa, Missouri and Kansas, northern Illinois and southern South Dakota. As industrial engineer, he helped to negotiate the purchase and sale of right of way in connection with many line changes and construction projects.

Mr. Tate had been ailing since the death of his wife on Aug. 29, 1957. Present at his funeral rites were W. D. Swanson, industrial engineer, Chicago, and H. S. Zane, retired general freight traffic manager, now of Dallas.

QUIZ



(Answers on page 42)

1. Which takes the larger slice of the railroad dollar—fuel or taxes?
2. What is a Class II railroad—one which performs freight service only; one which has annual operating revenues of less than \$3,000,000; or one which is less than 1,500 miles in length?
3. Of the total of new locomotives installed by railroads in the United States in 1958, what proportion were diesels—85 per cent, 91 per cent, or 99 per cent?
4. When were rotary snowplows first introduced in railroad service—in the 1870's, 1880's, or 1890's?
5. Is 12:01 midnight shown in dark-face or light-face type in railroad timetables?
6. How much did Peter Cooper's famous steam locomotive, the "Tom Thumb", weigh—1 ton, 2½ tons, or 5 tons?
7. In what year were United States mails first carried by railroad—1831, 1851, or 1871?
8. When were dining cars introduced on railroads in the United States—before or after 1900?
9. Is the weight of rail expressed in pounds per foot, pounds per yard, or pounds per rail?
10. In what year was the first power operated car retarder system placed in regular operation in a railroad yard in the United States—1924, 1935, or 1941?

A. G. Newell Heads Wisconsin Passenger Group



A. G. Newell

THE Wisconsin Passenger Club has elected a Milwaukee Road man, A. G. Newell, to the post of president for 1959. Mr. Newell, ticket clerk in the Union Station in Milwaukee, had previously served as

secretary and vice president.

Mr. Newell started railroading in Rochelle, Ill., with the North Western in 1949. He transferred to The Milwaukee Road's passenger department in 1951 as a reservation clerk in Chicago, and moved to Milwaukee in 1953.

The Milwaukee Road Magazine

retirements



during January-February 1959

General Offices—Chicago and Seattle—System Employees

Bauchwitz, Eugene... Tel. Operator... Chicago, Ill.
 Chauveau, Rene I.... Inspector... " "
 Griffin, Andrew... Porter... " "
 Hansen, Alfred W.... Clerk... " "
 Johnson, Herbert T.... Clerk... " "
 Klomp, William C....
 Asst. to Gen. Pass. Agent... " "
 Nelson, Wesley R.... Asst. Engr... Seattle, Wash.
 Richardson, Earl L.... Cook... Chicago, Ill.
 Rizzo, Lucille G.... Seamstress... " "
 Sexton, Bertha O.... Clerk... " "
 Stasiak, Anastasia... Janitress... " "
 Weinzirl, Josephine C.... Clerk... " "

Chicago Terminals

Armitage, Dave L.... Machinist... Chicago, Ill.
 Baumgardner, William F....
 Mach. Helper... Bensenville, Ill.
 Belcastro, Nick... Laborer... Chicago, Ill.
 Buriansk, Francis A.... Machinist... Bensenville, Ill.
 Collier Samuel R.... Switchman... " "
 Doyle, William D.... Trucker... Chicago, Ill.
 Gates, Albert... Car Repairer... " "
 Husak, Anton... Ex. Gang Laborer... " "
 Johnson, Clarence O....
 Ex. Gang Laborer... " "
 Johnson, Knute C.... Yardmaster... Bensenville, Ill.
 Kaminski, Henry... Cutter... " "
 Kerr, James... Clerk... Galewood, Ill.
 Miller, Henry... Ex. Gang Laborer... Chicago, Ill.
 Olechna, Fabian... Mach. Helper... " "
 Peterson, Marie E.... Comp. Operator... " "
 Rebacz, Andrew S....
 Crossing Watchman... " "
 Rosado, Esteban... Ex. Gang Laborer... " "
 Wulff, Herman... Switchman... Bensenville, Ill.
 Young, Charles... Ex. Gang Laborer... Chicago, Ill.

Coast Division

Bill, Albert L... B&B Foreman... Port Angeles, Wash.
 Boyle, Daniel... B.M. Helper... Tacoma, Wash.
 Carlson, Anton C.... Tie Insp... " "
 Collier, Louis J... B&B Carpenter... Spokane, Wash.
 Elston, Lowell E.... Storehelper... Tacoma, Wash.
 Fraser, Earl S.... Sec. Foreman... Bellingham, Wash.
 Geisert, Edward G.... Switchman... Tacoma, Wash.
 Glochnauer, William L.... Carman... Othello, Wash.
 Grandstaff, John C.... Sec. Laborer... Easton, Wash.
 Hartman, Edward M.... Agent-Oper... Manito, Wash.
 Haskins, Raymond Y.... Clerk... Seattle, Wash.
 Johnson, John A.... Loco. Fireman... Tacoma, Wash.
 Jones, Solmon P.... Loco. Fireman... Spokane, Wash.
 Jordan, James E.... Loco. Engr... " "
 Kalama, Francis J... B&B Carpenter... Tacoma, Wash.
 Kelly, Frank H.... Conductor... " "
 Klapp, Herman H.... Lumber Insp... " "
 Rehnberg, Erick L.... Loco. Fireman... Spokane, Wash.
 Rusch, Helen... Clerk... Tacoma, Wash.
 Smith Jr., James H....
 Ex. Gang Laborer... Seattle, Wash.

Dubuques & Illinois Division

Cooper, Bryant... Sec. Laborer... Cedar Rapids, Ia.
 Edwards, Hal Z.... Sec. Foreman... Blakesburg, Ia.
 Fulton, Robert W.... Conductor... Ottumwa, Ia.
 Hagensick, Leo... Sec. Foreman... Marquette, Ia.
 Kleinow, Henry J.... Sec. Laborer... " "
 Lowe, Glenn W.... Agent-Tel... Lansing, Ia.
 Mills, Victor L.... Switchman... McGregor, Ia.
 Mitchell, Holly W.... B&B Carpenter... Savanna, Ill.
 Oswald, Jule J.... Spec. Officer... " "
 Reed, Harry F.... Laborer... Dubuque, Ia.
 Vosburgh, Elmer D.... Loco. Engr... Cedar Rapids, Ia.
 Welch, John C.... Conductor... Ottumwa, Ia.
 Wickler, Frances E.... Agent-Tel... Savanna, Ill.
 Williamson, Frank E....
 Pipe Fitter Helper... Ottumwa, Ia.
 Wilson, Harold H.... Loco. Engr... Chicago, Ill.

Hastings & Dakota Division

Batty, Leslie H.... Loco. Engr... Minneapolis, Minn.
 Christie, Charles O....
 Pass. Conductor... " "
 Dafnis, John B.... Clerk... Aberdeen, S. D.
 Dickinson, W. O. Ray... Counterman... " "
 Lovesteen, Rasmus... Loco. Engr... " "
 Ochs, Anton J.... Conductor... " "
 Sanders, Michael G.... Inspector... " "

Iowa Division

Buckley, Ruth H.... Clerk... Perry, Ia.
 Hall, Milford F.... Switchman... Cedar Rapids, Ia.
 Harrand, John H.... Sec. Foreman... Melbourne, Ia.
 Hunt, Charles H.... Loco. Engr... Perry, Ia.
 Hurd, Frank E.... Mach. Helper... Council Bluffs, Ia.
 McDevitt, Francis H.... Conductor... Perry, Ia.
 Miller, George H.... Crane Oper... " "
 Schmidt, Joseph... Sec. Laborer... Spragueville, Ia.
 Smith, Earl E.... Sec. Laborer... Defiance, Ia.
 Thompson, Fay E....
 Coal Chute Foreman... Nahant, Ia.
 Thompson, Warren C.... Loco. Engr... Marion, Ia.
 White, Fred... Sec. Foreman... Clive, Ia.

Iowa, Minnesota & Dakota Division

Blackmarr, William T... Loco. Engr... Mason City, Ia.
 Crellin, Thomas E.... Conductor... Sioux City, Ia.
 Dains, Harold D.... Agent-Oper... Algona, Ia.
 DeFor, Vernon A.... Clerk... Austin, Minn.
 Eppens, William P.... Loco. Engr... Calmar, Ia.
 Hall, Charles L.... Sec. Laborer... Farmington, Minn.
 Hedlund, Ivor H.... Sta. Fireman... Sioux City, Ia.
 Hollister, Roldon E.... Sec. Laborer... Egan, S. D.
 Mahnke, Herman F.... Loco. Engr... Sioux City, Ia.
 Oates, Francis R.... B&B Carpenter... " "
 Perry, Michael T.... Boilermaker... Madison, S. D.
 Raub, Rose D.... Agent... Dismock, S. D.
 Smith, Leroy E.... Sec. Laborer... Woonsocket, S. D.
 Soper, George H.... Conductor... Mitchell, S. D.
 Streeter, Forrest E....
 Brakeman-Cond... Mason City, Ia.

La Crosse & River Division

Barnholdt, George W.... Trucker... Hastings, Minn.
 Brindle, Frank R.... Conductor... St. Paul, Minn.
 Cherwenka, Richard... Sec. Laborer... Merrill, Wis.
 Gibbs, Howard C.... Carman... LaCrosse, Wis.
 Hartley, Walter E.... Laborer... " "
 Maloney, John S.... Brakeman... Milwaukee, Wis.
 Mobert, Walter H....
 Loco. Engr... Minneapolis, Minn.
 Nelson, Oscar A.... Loco. Engr... St. Paul, Minn.
 Thone, William E.... Sec. Laborer... Winona, Minn.
 Wielecki, Frank J.... Sec. Foreman... Hastings, Minn.
 York, Thad. E.... Sec. Laborer... " "

Madison Division

Black, Richard... Agent... Mazomanie, Wis.
 Butler, Charles H.... Laborer... Janesville, Wis.
 Falter, John R.... Machinist... " "
 Kaproth, Paul R.... Coach Cleaner... Madison, Wis.
 Launder, Arnold E.... Trainman... " "
 McKenzie, Ernest... Sec. Laborer... " "
 Ruck, Edgar W.... Machinist... Beloit, Wis.
 Seyfert, Joseph J.... Sec. Laborer... Genesee, Wis.
 Smith, Robert B.... Loco. Engr... Beloit, Wis.

Milwaukee Division

Bertucci, Dominic...
 Engine Watchman... Waupun, Wis.
 Hargroves, Mary E.... Agent... Merton, Wis.
 Pedo, Emil E.... Sec. Laborer... Sidnaw, Mich.
 Phillips, John B.... Chief Clerk... Green Bay, Wis.
 Seal, Earl L.... Agent... Lannon, Wis.
 Shebelske, Walter J.... Agent-Teleg... Berlin, Wis.

Milwaukee Terminals & Shops

Arseneau, Howard J....
 Blacksmith Helper... Milwaukee, Wis.
 Ashley, George H.... Switchman... " "
 Beiter, Matt... Sec. Laborer... " "
 Bergmann, Norman G.... Welder... " "
 Blackmon, Willie...
 Ex. Gang Laborer... " "
 Brown, Walter P.... Painter... " "
 Bubolz, Herbert J.... Helper... " "
 Connors, Patrick J.... Chauffeur... " "
 Costello, James C... Baggage Man... " "
 Crowley, Earl L.... Mach. Helper... " "
 Cullen, John E.... Laborer... " "
 Gierzycki, Anthony... Car Cleaner... " "
 Grahovac, Michael...
 Blacksmith Helper... " "
 Kohler, Joseph H.... Boilermaker... " "
 Langan, James... Loco. Engr... " "
 Lopez, Alvino... Lampman... " "
 Luhm, Arthur J.... Molder Helper... " "
 Neal, Cleo W.... Ex. Gang Laborer... " "
 Ody, Paul P.... Brick Mason... " "
 Olkowski, Paul... Molder... " "

(Continued on page 18)

F. R. Doud, Retired Superintendent, Dies

F. ROY DOUD, who was general superintendent with headquarters in Minneapolis when he retired in 1955, died Feb. 26 in a Milwaukee hospital. He was 67 years of age.

Mr. Doud, a native of Emery, S. D., joined the railroad as a caller at Mitchell in 1907. When in 1910 he became a dispatcher at the age of 18, he was the youngest assigned to that position on any railroad in the country. Appointed a superintendent in 1932, he served in that capacity on the former Iowa & Dakota and Kansas City Divisions, and La Crosse & River and Madison Divisions. He was appointed general superintendent at Madison in 1951, and was general superintendent at the Twin Cities from 1952 until he retired.

Mr. Doud was active in military serv-

ice, starting in World War I, in which he enlisted as a first lieutenant in the 13th Engineers and was discharged as a captain in the Reserve Corps. During World War II, as a lieutenant colonel in the 712th Railroad Operating Battalion, he was awarded the Bronze Star, and after VE Day served on the Theatre General Board under General Patton. An organizer of the American Legion in South Dakota, he had served as commander of V.F.W. posts at various points on the railroad.

Since his retirement, Mr. Doud had lived in Wauwatosa, Wis. Funeral services were conducted in Milwaukee, with interment in Wisconsin Memorial Park. He is survived by his wife Florence, a son, Wallace C., and a daughter, Mrs. Barbara E. O'Connell.

Rene Chauveau Retires From the Range

WHEN Rene Chauveau speaks of food, he exudes the mannerisms of his native France. "What shall I do, now that I retire? I shall fish, and if I catch a trout I shall have ready a fire. First you clean your trout nicely, then dip it in your milk, from your milk into your flour, then into your frying pan with some butter. You baste it until it is a nice golden color, and when the butter is a light brown color, you pour some over the trout with some lemon juice. Very simple. Any housewife can do it."

Thus "Reence," the Road's well known instructor-chef, discussed his plans when he retired Feb. 28 after some 45 years as a caterer to the traveling public. At 65, he has lost none of the zest for cooking in the epicurean tradition which served as his introduction to railroading. Here's how it happened:

In 1928, when the famous restaurateur George Rector was director of the Road's dining car cuisine, he instituted a search for a chef with Old World training and dining car experience as well, to instruct the railroad's cooks in his craft. He found his man in Rene Chauveau, a native of Dijon, who had served his apprenticeship in the celebrated hotels of Europe and "graduated" under Escoffier, "the master." Following a five year stint in the French army, Rene had been a dining car supervisor for the London, Midland and Scottish Railway.

Coming to the Road as Rector's assistant, Rene soon became a fixture in the Chicago commissary, where he served as instructor and supervised menu planning. Between times, he traveled the length of the railroad giving demonstrations at trade shows and cooking schools. Presiding over a range in his tall chef's cap, he has introduced hundreds of housewives to culinary artistry. In recent years he had served as dining car inspector, instructing chefs and pantry-

men on the job.

A self-styled "life member of the bachelor club," Rene nevertheless has a fine opinion of the average housewife's cooking. "She learned it from her mother." He doesn't hold, though, with her influence on her husband in the matter of diet, blaming it for the decline of the great American breakfast of ham and



At a retirement luncheon given by fellow employes of the sleeping and dining car department in Chicago, Rene Chauveau (right) is presented with remembrance gifts by Superintendent M. P. Ayars. The watch is engraved with the Hiawatha emblem.

eggs, wheateakes and fried potatoes: "Now everybody wants to be thin, so it's just fruit juice, cereal and coffee." Rene favors a hearty breakfast, a simple lunch and a "nice" dinner, and leisure for their enjoyment. "Why hurry, unless you are going to a funeral?"

Leisure, Rene emphasized, is the factor to which he is looking forward in retirement—time for the opera, the symphony, visiting his friends, exploring the far corners of Chicago, his adopted home. And occasional trips to the Wisconsin lakes, where he envisions spending many contented hours angling for wary trout with a frying pan at his side.

Pugh, Wiley R. Hammersmith. Deer Lodge, Mont.
Taylor, William E. Loco Fireman. Spokane, Wash.

Terre Haute Division

Allen, Lewis V. Brakeman. Terre Haute, Ind.
Brown, Aaron Sec. Laborer. Danville, Ill.
Flater, Paul Carman. Latta, Ind.
Glass, Walter C. Storekeeper. Terre Haute, Ind.
Heck, Henry C. Agent-Teleg. Andrea, Ill.
Messelles, Garland T.
Switchman Terre Haute, Ind.
Roberts, Homer R. Yardmaster. Bedford, Ind.
Tolliver, Herman D. Conductor. Terre Haute, Ind.

Trans-Missouri Division

Anderson, Andrew P.
Conductor Miles City, Mont.
Arellano, Lorenzo
Ex. Gang Laborer Roundup, Mont.
Buck, Raymond S. Agent. Wahpeton, N. D.
Eisenbeis, Jacob Sec. Laborer. Mahto, S. D.
Fiechtner, Jacob H. Agent-Oper. Hettinger, N. D.
Hanrahan, Martin E. Conductor. Miles City, Mont.
Hatton, Clyde K. Conductor. Lewistown, Mont.
Haworth Sr., Virgil V.
Boilermaker Miles City, Mont.
Henry, Albert Sec. Foreman. Highwood, Mont.
Holmes, Glenn D. Agent-Oper. Choteau, Mont.
Pluhar, Joseph Carman. Miles City, Mont.
Smith, Albert L. Lineman. Harlowton, Mont.
Snow, Oliver F.
Sec. Foreman Timber Lake, S. D.
Strand, Elmer O. Carman. Roundup, Mont.
Sweiser, Roy C.
B&B Carpenter Great Falls, Mont.
Weil, Arthur Sec. Foreman. Forsyth, Mont.

Twin City Terminals

Bacha, John G. Carman. Minneapolis, Minn.
Deschamps, Archie F.
Ex. Gang Laborer St. Paul, Minn.
Fiedler, Robert H. Machinist. Minneapolis, Minn.
Grun, John S.
2nd Asst. Chf. Oper. " "
Haynes, George H. Car Cleaner. St. Paul, Minn.
Hobrough Harold C. Machinist. " "
Jefferson, Melvin Laborer. Minneapolis, Minn.
Karlberg, Karl A. Laborer. " "
Kingsrud, Eric
Ex. Gang Laborer " "
Luckner, John J. Carman. St. Paul, Minn.
Martinez, Jesus Sec. Laborer. " "
Pezine, Alek Sec. Laborer. " "
Rue, Edith H. Clerk. St. Louis Park, Minn.
Smith, John R.
Ex. Gang Laborer Minneapolis, Minn.
Weber, Martin W. Mail Trucker. St. Paul, Minn.

J. E. Griller Heads St. Paul Passenger Unit



J. E. Griller

At a meeting of the St. Paul Passenger Association on Jan. 14, J. E. Griller, general agent passenger department, St. Paul, was elected president for the 1959 term. He served as secretary in 1957

and vice president in 1958. Mr. Griller, who started with the Road in Sioux Falls, S. D., in 1919, has been a ticket clerk in Omaha, city passenger agent in Detroit, and city ticket agent in Sioux City. In 1945 he was appointed city passenger agent in Des Moines, and in 1948 to the same position in Sioux City. He was promoted to general agent, passenger department, in St. Paul on May 1, 1955.

RETIREMENTS

(Continued from page 17)

Ott, Paul H. Painter Helper. Milwaukee, Wis.	
Petrie, John H. Switchman. " "	
Plawski, Julius	" "
Ex. Gang Laborer	" "
Ratko, John J. Crossingman. " "	
Sagadin, John Clerk. " "	
Saxe, George. Leverman & Oper. " "	
Schilling, George A.	" "
Blacksmith Helper	" "
Schneider, Arthur C. Loco. Engr. " "	
Shaw, Eugene C. Crossingman. " "	
Tadich, Mike Laborer. " "	
Tolstik, Anton Mach. Helper. " "	
Toman, Frank	" "
Mail & Baggage Handler. " "	
Thompson, Henry Machinist. " "	
Wichert, Charles O. Foreman. " "	

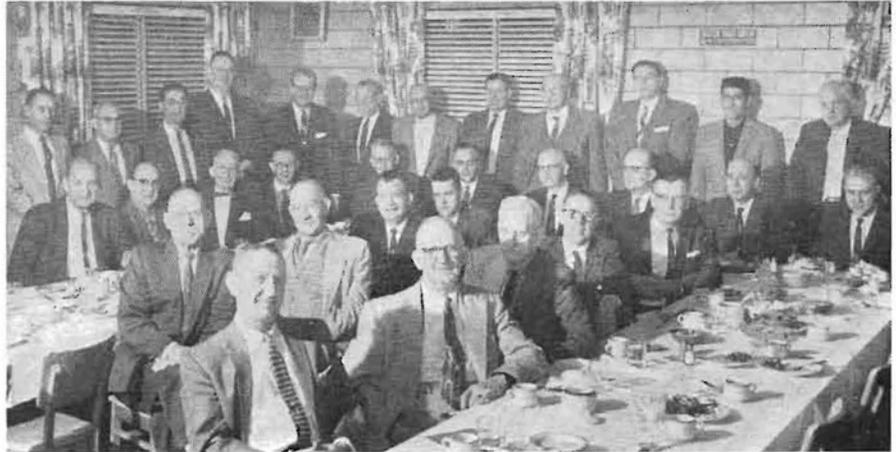
Wittig, Raymond. Asst. Foreman. Milwaukee, Wis.	
Wojciech, John S. Carman. " "	
Wood, Marshall W. Janitor. " "	

Rocky Mountain Division

Beaudette, Joe Ex. Gang Laborer. Adax, Mont.	
Brasch, Harry W. Loco. Engr. Alberton, Mont.	
Buraw, Theodore L. Conductor. Three Forks, Mont.	
Darrow, Floyd A.	" "
Ex. Gang Laborer. Deer Lodge, Mont.	
Ellingson, John L. Welder. " "	
Ensign, Harry L. Carman. Avery, Idaho	
Healey, Joseph D.	" "
Conductor Deer Lodge, Mont.	
Hoff, Charles S.	" "
Chf. Sub. Sta. Oper. Avery, Idaho	
Jenkins, Homer H.	" "
Conductor Three Forks, Mont.	
McManus, Joseph W.	" "
B&B Carpenter Deer Lodge, Mont.	
Mikkelson, Anton N. Carman. " "	
Potter, Robert F. Agent & Teleg. Spokane, Wash.	



INDUSTRIAL SITERS checking areas which are served by The Milwaukee Road at Winona, Minn., are, left to right: City Engineer James Kleinschmidt; W. G. Roesler, city planner; T. A. Hunt, Milwaukee Road industrial engineer, Chicago; and G. E. Benz, general northeastern freight agent, Minneapolis, a Winona native. The discussion concerns areas which the city is proposing to define along the lines of industrial parks. (Winona Daily News photo)



FAREWELL DINNER for A. J. "Jack" Wright, chief train dispatcher in Terre Haute, at Bohanan's Restaurant Feb. 21. Mr. Wright, who retired with 42 years of service, is seated at the rear third from the left, between Assistant General Manager W. E. Swingle, who was master of ceremonies (at his left), and J. J. Nentl, assistant superintendent of the Terre Haute Division. He and Mrs. Wright will make their home in Indian Rock Beach, Fla.



MARRIED 65 YEARS, Mr. and Mrs. Frank Bean posed for this wedding anniversary picture in January at their home in Bagley, Ia. The celebration was attended by all of their children and grandchildren. Mr. Bean retired in 1951 as agent at Jamaica, Ia., after 49 years of service.

WASHINGTON'S BIRTHDAY OUTING

of the National Association of Railway Business Women at the Greenbrier, White Sulphur Springs, W. Va., was enjoyed by these Milwaukee Road members of Milwaukee Chapter. Rear, from left: Grace Johnson, secretary to general superintendent, district program chairman on the N.A.R.B.W. national committee; Cele Abraham, chief clerk to general passenger agent; Mildred Leack, store department secretary, and Nancy Houting, secretary in the law department, vice president and membership chairman, respectively, of Milwaukee's unit. (Front, unidentified.)

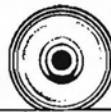


AMONG THOSE PRESENT. At Beloit, Wis., The Milwaukee Road takes a hand in honoring J. J. Phillips, traffic manager of the Beloit Iron Works whose retirement was marked with a banquet at the Elks Club Jan. 8. In this group are, from left: A. J. Finnegan, who succeeds Mr. Phillips as traffic manager of the Beloit firm; Mr. Phillips; the railroad's A. J. Berry, traveling freight agent; W. D. Sunter, general freight traffic manager; and R. T. White, assistant to vice president, traffic, all of Chicago; Agent J. S. Lawbough and Chief Dispatcher A. C. Morrisey, Beloit; and J. E. Shannon, division freight agent, Chicago. In the early years of his career, Mr. Phillips worked for the Road as a cashier in the Beloit freight office.

NEW GARDEN CLUB PRESIDENT Mary F. Shields, secretary to the general agent in St. Paul, takes over the gavel from the outgoing president of the Garden Club of Ramsey County, K. W. Fisher. Mary came to the Road in 1955 from the Waterous Company in St. Paul where she assisted in setting up the company magazine and handled reporting. She is now St. Paul correspondent for The Milwaukee Road Magazine. (St. Paul Dispatch photo)



here's how we're doing



	JANUARY	
	1959	1958
RECEIVED FROM CUSTOMERS		
for hauling freight, passengers, mail, etc.....	\$18,742,855	\$19,729,162
PAID OUT IN WAGES	10,197,026	10,313,026
PER DOLLAR RECEIVED (cents)	54.4	52.3
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	694,349	701,179
PER DOLLAR RECEIVED (cents).....	3.7	3.6
ALL OTHER PAYMENTS		
for operating expenses, taxes, rents and interest.....	8,777,671	9,356,507
PER DOLLAR RECEIVED (cents).....	46.8	47.4
NET LOSS	\$926,191	\$641,550
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:		
Number of cars.....	101,455	102,657
Decrease 1959 under 1958.....	-1,202	



KITTEN ON THE KEYS. Twelve years of practicing her piano lessons paid off recently for Mrs. D. A. McVay, daughter of Car Foreman J. Glenn Kasak of Sioux Falls, S. D., when she joined Carmen Cavellero in an audience participation entertainment at a Reno, Nev., supper club. Mrs. McVay's (the former Jeanne Kasak) husband is stationed at the Stead Air Force Base near Reno.

I M & D Division

MASON CITY AREA

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

Miss Delo Woonas, daughter of Section Foreman J. A. Woonas, was crowned queen of the annual midyear conference of the Greek Orthodox Youth of America at the Mayfair Hotel in Sioux City Feb. 21. She



Delo Woonas

has been a member of the organization for six years and served two years each as secretary and treasurer. The crowning of the queen climaxed the banquet program of the conference, which was attended by 200 young people from Iowa, Minnesota, North and South Dakota and Nebraska.

Engineer William T. Blackmarr retired after 52 years of service. He began railroading Jan. 1, 1907, was promoted to engineer Mar. 17, 1911 and worked out of Mitchell, S. D., six years. He helped to build the line between Chamberlain and Rapid City, S. D. Mr. Blackmarr returned to Mason City in 1912 and worked both ways from there. Since 1949, he has been running the yard engine. He plans to do a little fishing and take life easy.

An article taken from The Quill, a magazine for journalists, was brightened by a cartoon from the skillful hand of

Paul F. Conrad, son of R. H. (retired D.F.&P.A. and presently traffic manager of the Mason City Chamber of Commerce) and Mrs. Conrad. Paul, who was named "cartoonist of the month," has, since 1950, produced six editorial page cartoons a week for the Denver Post. Paul grew up in Des Moines, and after three years service in the U. S. Corps of Army Engineers, enrolled at the State University of Iowa in 1946 to study art. He received his B.A. degree in 1950 and joined the staff of the Denver Post. He is a member of the executive board of the Association of American Editorial Cartoonists and of Sigma Delta Phi, the professional journalism fraternity which publishes The Quill. Mr. and Mrs. Conrad are visiting another son Robert in

Puerto Rico at the present time.

Jack Burns, operator, had the misfortune to fall during our icy period Feb. 16 and broke a bone in his foot. We expect him back on the job soon even though his foot will be in a cast.

R. J. Coleman (agent) and Mrs. Coleman of Sheldon, Ia., proudly present their daughter Mary Carmel born Jan. 8. She is also welcomed by sisters Maureen and Molly and three brothers Mike, Mark and Marty.

B. R. Tipp, station clerk and roadmaster's clerk at Sanborn, has returned to work after a long forced vacation due to an injury.

H. H. Jacobs, division freight and passenger agent, Mason City, was guest speaker at a meeting of the Civic League of Clear Lake, Ia., Feb. 3. He showed a sound film in color, "At This Moment," which is designed to tell the railroad story of accomplishments. It took the audience from New England across the Mississippi, through the great plains, over

UNION SPRING & MANUFACTURING CO.

Springs - Journal Box Lids
Wear Plates - Pedestal Liners
Spring Plates

General Office and Works
New Kensington, Penna.



On his last run with the yard engine at Mason City, Ia., Jan. 26, Engineer William T. Blackmarr is congratulated by Traveling Engineer R. R. Replogle, Yardmaster C. H. Thoma and Engineer E. A. Walter. For details read the column of Correspondent Sophia P. McKillip. (Mason City Globe-Gazette photo)

and secretary, H. W. Nissen, Western Weighing and Inspection Bureau.



Matt Medinger

Matt Medinger, safety engineer at Minneapolis when he retired in 1950 after 50 years of service, is going strong these days as a salesman for the Grand Avenue Ford Company in St. Paul, with which he has been associated since 1952. At a recent gathering of the sales force he was honored with a testimonial plaque, which was inscribed, in part, as follows: "We salute you, Matt—you have set a high standard in life as an example for other men . . . an abundance of personality, and character unlimited. It's nice to know you. Fordfully yours—". Matt, who is 77, was also honored recently at a dinner in the Elks Club for more than 50 years of membership in that organization.

At the annual election of officers of the Transportation Club of St. Paul, Jan. 20,

the Rockies and to the Pacific coast giving an impressionistic view of the country's economic activity, and emphasizing the need for keeping the railroads strong. Questions from those present were answered by Mr. Jacobs.

C. S. Sharrar, veteran of 51 years with the Road, retired Dec. 31 when he brought train 220 into Sioux City from Sioux Falls. He started as fireman in September, 1907 and began his 46 years as an engineer in 1912. During most of his service he worked out of Sioux City.

January 16 marked the end of 50 years service for Herman F. Mahnke, Sioux City. He started in January, 1909 as a fireman and was promoted to engineer in 1913. Three "firsts" are on his record—fireman on the first Hiawatha on its initial run from Sioux City to Sioux Falls; engineer on the first L-2 type of locomotive to come into Sioux City, and on the first diesel locomotive run from Sioux City to Manila. Mr. Mahnke has been a member of local 678 of the B. of L.F.&E. for 49 years and his wife is a charter member of the Auxiliary. Immediate plans call for visiting their two daughters and four sons who live in California. Then Mr. Mahnke's attention will be devoted to his bowling ball, gardening equipment, fishing rod and hunting gear.

An interesting letter from Retired Agent P. X. Kennedy of Montgomery, Minn., let us in on the fact that his home was recently the headquarters for a family reunion with his three living brothers and sister, their first in 40 years. The brothers are Thomas S., an attorney in Washington, D. C., Richard V., an accountant in Houston, Tex., and Bernard A., superintendent of the public schools in Prairie du Chien. Newspapers in their parts of the country carried the story. "P. X." was born in a log house at Otumwa in 1877, long before the railroad passed through that section of the country. He began railroading at Omaha in 1899, working for various railroads, and was the Road's agent-telegrapher at Montgomery from 1910 until he retired in 1945. He was one of the first Safety First committeemen on the line, and lays claim to having put the finishing touches to many fledgling telegraphers in their start to better positions. At 81, he is still active and well.

Gossip is a sound that goes in one ear and out the mouth.

March—April, 1959

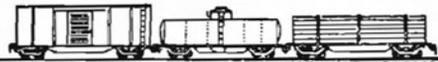
Twin City Terminals

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

W. P. Radke, freight agent, St. Paul, is the newly elected vice-president of the St. Paul Freight Agents Association. Other officers of the association are: president, H. H. Beckstrom, Great Northern; treasurer, F. J. Lecher, Soo Line,

Carloadings



JANUARY-FEBRUARY 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			
		TWO MONTHS		INCREASE	
		1959	1958	1959 over 1958	% of increase
10.6%	Forest Prod., (Excl. Logs & Pulpwood)	16,072	13,650	+ 2,422	+17.7%
7.8	Coal and Coke	25,239	24,753	+ 486	+ 2.0
4.6	Iron and Steel	11,179	8,950	+ 2,229	+24.9
3.8	Oil and Gasoline	10,430	9,386	+ 1,044	+11.1
3.6	Meat & Packing House Prod.	7,202	7,180	+ 22	+ .3
3.1	Automobiles and Parts	7,503	5,251	+ 2,252	+42.9
2.3	Grain Products	9,506	8,677	+ 829	+ 9.6
2.2	Forwarder Traffic	5,157	4,822	+ 335	+ 6.9
26.0	All Other Mfgs. & Miscl.	48,464	43,786	+ 4,678	+10.7
64.0%		140,752	126,455	+14,297	+11.3%
	loading of these commodities DECREASED in 1959 under 1958	TWO MONTHS		DECREASE	
		1959	1958	1959 under 1958	% of decrease
16.4%	Grain and Soy Beans	12,500	16,540	— 4,040	—24.4%
3.0	Agri. Impl., Machinery & Parts	3,832	4,979	— 1,147	—23.0
2.1	Fruits & Vegetables (Fresh)	3,818	4,185	— 367	— 8.8
2.1	All Other Prod. of Mines	1,809	1,851	— 42	— 2.3
1.9	Merchandise	9,273	10,623	— 1,350	—12.7
1.8	All Other Prod. of Agriculture	2,470	2,750	— 280	—10.2
1.8	Logs and Pulpwood	7,777	9,281	— 1,504	—16.2
1.7	All Other Animals & Prod.	1,795	2,184	— 389	—17.8
1.7	Gravel, Sand and Stone	4,752	5,187	— 435	— 8.4
1.6	Liquors, Malt	2,573	3,545	— 972	—27.4
1.1	Livestock	2,499	2,581	— 82	— 3.2
.8	Cement, Lime, Plaster & Stucco	1,801	1,857	— 56	— 3.0
36.0%		54,899	65,563	—10,664	—16.3%
100.0%	Total	195,651	192,018	+ 3,633	+ 1.9%

Provident's RENEWAL SECURITY POLICY

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**Railroad Department
PROVIDENT
LIFE AND ACCIDENT
INSURANCE COMPANY
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BUCKEYE

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FOR RAILROADS

*Truck Side Frames
Truck Bolsters
Couplers*

Yokes and Draft Castings
Miscellaneous Car Castings
Six- and Eight-Wheel Trucks

— THE —
BUCKEYE STEEL CASTINGS CO.
COLUMBUS 7, OHIO

G. F. Quinlan, general agent of the Road, was elected second vice president. He will also handle the publicity for the transportation unit. Jack Gibbons, son of Mike Gibbons, famous boxing promoter, and nephew of Tom Gibbons, former heavy-weight contender, and recently retired sheriff of St. Paul, was elected president of the Transportation Club.

As the new president of the Garden Club of Ramsey County, this correspondent can compare notes with John W. Dehmer, chief clerk to the freight agent in St. Paul—he held the office in 1931 and 1932. John celebrated 53 years of service with the Road Feb. 5.

TWIN CITIES CAR DEPARTMENT AND COACH YARD

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



Craig Anderson

Craig Anderson, 17-year-old son of Henry L. Anderson of the Minneapolis depot ticket office, who is a junior at Hopkins High School, was declared the winner of the Minnesota "Voice of Democracy" contest. His speech, "I Speak for Democracy", topped 60 state entries. He will compete in the finals in Washington, D. C.

Bennie Lubow of Minneapolis coach yard is a proud grandfather, Christie Joe Hubbell having been born to his daughter Feb. 8.

Frank Huweiler, former steamfitter at Minneapolis coach yard, who resides in Burbank, Calif., is fine and expects to visit here soon. Also, former Carman John F. Anderson, now of Chatsworth, Calif., planned to call on Minneapolis friends in March.

Sympathy was extended to Henry



MARKING HIS 45TH YEAR of service Feb. 25, H. M. Larson, assistant general passenger agent, Minneapolis (left) was presented with his Silver Pass by W. W. Kremer, vice president-traffic, Chicago. He started in 1914 as a stenographer in St. Paul and was city passenger agent in Detroit before returning permanently to the Twin City area where he has served as traveling passenger agent, general agent passenger department, and in his present capacity since 1946.

Myrtwedt, carman at Minneapolis light repair yard, in the loss of his mother who passed away Feb. 4 at age 65, following a long illness. Also, to the surviving family of Edward L. Erickson, 54, car foreman at the light repair yard, who passed away Feb. 25 after a week's illness in Deaconess Hospital. "Ed" had worked for the Road over 30 years, and had been a supervisor for 20. He will be missed by all.

According to telegraph companies, Americans pay more than \$10,000,000 a year just to put the word "please" in their telegrams.

**UNION REFRIGERATOR TRANSIT LINES
4206 N. GREEN BAY AVE.
Milwaukee 12, Wisconsin**

H & D Division

EAST END

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

Charlie Hadrath, crossing flagman at Montevideo, has been off duty for some time because of having had eye surgery.

Among the "lovelies" competing for the Queen of the Snows title recently at the St. Paul winter carnival was Lorelie Kissling, 18-year-old daughter of Engineer Virgil Kissling. She represented the Remington Rand Company of St. Paul where she is employed. She was crowned queen at their Christmas party.



Lorelie Kissling

Many of you will remember Otto Heckert, retired engineer. For some years Otto has been repairing antiques at his little shop in Phoenix but, due to advancing years and a pesky case of arthritis, he has now retired and makes his home with a brother and wife in Missoula, Mont.

A tragic homecoming awaited Retired Engineer Matt Gross recently, when he was discharged from Minneapolis Veterans Hospital. It was discovered that Mrs. Gross had died in her sleep a couple of days before. The Grosses, since retiring, had been living in Mora, Minn., but had taken an apartment in Minneapolis for the winter.

Retired Conductor Oscar (Ike) Moe passed away recently at Montevideo after having suffered a stroke. Brakeman Royal Vanderlick also died recently at Minneapolis. He had taken the disability pension a year ago.

The year old daughter of the Tom McKeowns died en route to Rochester for

GOLD AND SILVER PASSES AWARDED

Gold - 50-Year - Passes

Andersen, A. P.,
train conductor Miles City, Mont.
Belanger, E. J., loco. engineer Aberdeen, S. D.
Connor, C. R., yard conductor Minneapolis, Minn.

Mahnke, H. F., loco. engineer Sioux City, Ia.
Stiemann, Henry A.,
loco. engineer Tacoma, Wash.
Wilson, Edwin, blacksmith Tomah, Wis.

Silver - 45-Year - Passes

Bartel, Otto R., sta. ticket agent Milwaukee, Wis.
Bjork, Arthur, agent Eureka, S. D.
Curilla, George, car cleaner Minneapolis, Minn.
Frellsen, James F.,
loco. engineer Minneapolis, Minn.
Healey, J., train conductor Deer Lodge, Mont.
Holden, E. C., conductor Milwaukee, Wis.
Hungerford, J. C.,
loco. engineer Montevideo, Minn.
Johnson, Gertrude,
asst. bookkeeper Chicago, Ill.
Jull, Albert H., loco. engineer Sanborn, Ia.
Kuether, John, welder Milwaukee, Wis.

Lapensky, F. J.,
train conductor Minneapolis, Minn.
Larson, Hilmer M.,
asst. gen. pass. agt. Minneapolis, Minn.
Murawska, A. L.,
loco. engineer River Grove, Ill.
Pagels, Lydia, clerk Chicago, Ill.
Smeltzer, E. A., loco. engineer Three Forks, Mont.
Southard, C. W., brakeman Elgin, Ill.
Stock, Albert, welder Milwaukee, Wis.
Tarchala, Frank, car checker Chicago Ill.
Wissing, John J., loco. engineer Milwaukee, Wis.

emergency surgery. Little Pamela was the granddaughter of Engineer J. H. McKeown and Agent John Dangel of Letcher. Both sets of grandparents attended the funeral at St. Benedict, Ia.

While using a power saw recently, a board "kicked" and Fireman Jerry Ross made a hurried trip to the hospital for surgery to repair the damage. We're glad to report that he's back home and mending.

Roundhouse Laborer George Schropp is off duty at the present writing due to illness.

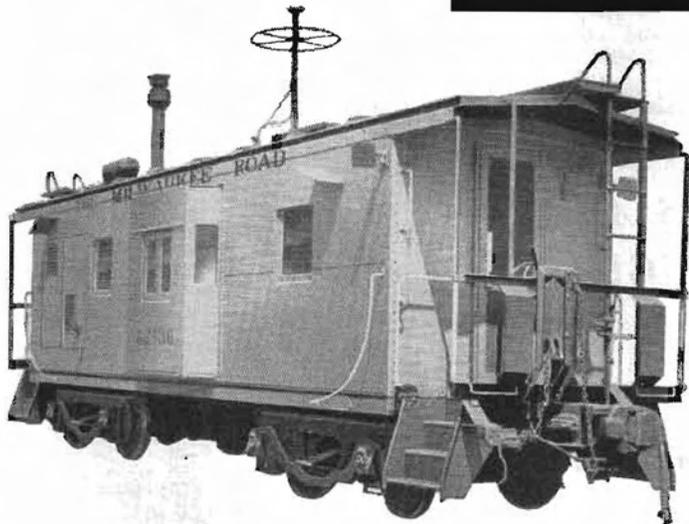
Engineers Ashville Austin and O. H. Tweeter, who retired during the past year, were honored at a party given by the B. of L.E. at the REA hall in Montevideo Feb. 18. The Auxiliary served a very fine dinner. Gifts of money were given to the honored guests and there was a short program, the highlight of

which was an unrehearsed rendition of "Jeg har no bananas idag" by Retired Engineers Sorby and Nemitz. Company Doctor L. R. Lima showed colored slides of a recent trip to Europe which he and Mrs. Lima had taken.

Engineer A. H. Stroben reports the arrival of "David Dean" at his home. Since the other two Stroben children have been in school for some years, this little fellow is quite an attraction.

Charlie Arnold had his 85th birthday recently and many of his neighbors called leaving supplies for his pantry and ice box. Back of this nice gesture is the fact that Charlie, despite his age, cuts their lawns in summer and shovels their sidewalks in winter, and it was their way of showing appreciation. A party was given for him by his daughter Lois, Mrs. Jerry Harris, and while Charlie enjoyed it he complained that it broke up too

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REBUILT FREIGHT CARS AND
NEW AND USABLE FREIGHT
CAR PARTS**

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Blue Island, Ill.

early—11 P.M. Mr. Arnold retired in 1939 after 27 years of railroading, but has been busier than ever since then, keeping house for himself and looking after everybody on the block and even away from the home block.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Car Inspector Clarence Anderson recently underwent surgery and at this writing is recuperating at home.

"Deborah Louise" arrived at the Louis Mack residence Feb. 6. She is their fourth girl.

A. F. Reuland, district freight and passenger agent, is in St. Luke's Hospital, Aberdeen, at this writing, to undergo surgery.

Wire Chief C. K. Todd and wife recently vacationed with their family in California.

Sympathy was expressed to Brakeman Floyd Aggas in the sudden death of his wife.

Recent agency changes sent M. D. Hudson to Frederick, S.D.; C. I. Cowle to Wahpeton, N.D., and L. J. Schaefer to Barnard, S.D.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

We regret to report the death of George (Curley) Kapke, yard clerk at Stowell Scale for the past 41 years. His entire service was spent there, handling the interchange to and from the Grand Trunk car ferries. He is survived by his wife Delia; sisters, Mrs. Frieda Gebel, Hattie Zahn, Anna Westphal, and brothers William, Alfred and Walter.

Sympathy is also extended to the family of Elmer Keller, inbound rate clerk, on the death of his mother, Mrs. Mathilda Keller, Feb. 14.

After several years of retirement from his position as foreman of House 7, Edward P. Franzen passed away in January at St. Camillus Hospital, where he had been a resident. He is survived by a sister, Katherine, and other relatives, including the Hoerl family.



DOUBLE CELEBRATION. When Arnold Moe, ticket clerk at Montevideo, Minn., retired recently, his last day on the job was also his birthday. The double events called for a birthday cake and a gift from fellow employees.

Mrs. Carol Kruger, very active daughter of Elmer Keller, ended a term as secretary of the Jaycettes (Jr. Chamber of Commerce), in time to be installed Feb. 7 as Mother Advisor of Milwaukee Assembly 2, Order of Rainbow for girls at McKinley Lodge, Acadia Chapter, O.E. S. The group consists of 160 girls, but Carol will receive the able assistance of Dad and Mother, who will be serving on the advisory board this year.

Perennial traveler Willard Kinast wrote from the island paradise, Hawaii, where he spent three weeks vacation, that in spite of much rain he acquired a nice tan, but did not have much luck with the surf board. This sport seems to take native skill and a little time.

January 3 marks the arrival of Number Seven in the home of Henry Koehler, driver for MMT. "Bernadette Jean" is her name.

Robert Hoerl, son of Joseph Hoerl, head outbound rate clerk, has left for Fort Leonard Wood to begin his military training.

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

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

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

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First Name Initial Last Name

Date of Birth.....

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

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

Home Address.....

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

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

★ ★ ★ ★ ★

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

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

★ ★ ★ ★ ★

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

First Name Age Date of Birth

.....

.....

.....

(If additional children add attachment)

Signature _____

Date _____

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Steno-Clerk Judy Maurice, traffic department, was married to Terry Aimoné at St. Mary's Church, Kansasville, Wis., Feb. 7. A personal shower was held for Judy at Mickey Lewin's Steak Ranch by office co-workers. Following the wed-

ding ceremony, a reception was held at the bride's home in Union Grove, Wis.

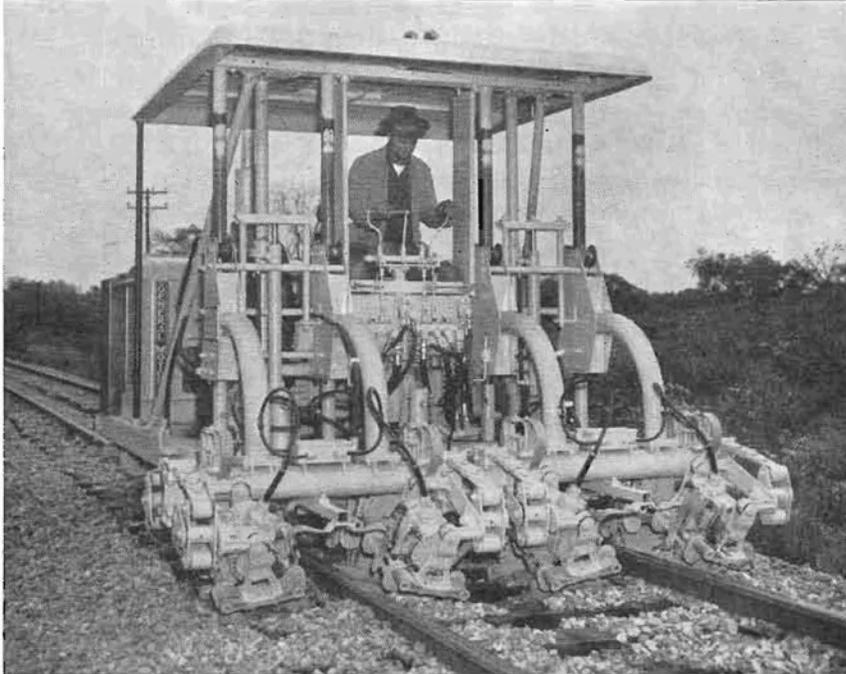
of his recent retirement. Caller Virginia (McCarthy) Christian has returned to work after having been on leave since last fall. Her son, Donald Richard, Jr., is now six months old and Virginia is lucky in having her parents occupy one flat of her lovely new home, since her mother serves as a "built in" baby sitter.

Switchman Dick Sagesar and wife have

Marguerite E. Bamberg of Los Angeles, that her father, Edward F. Miller, had passed away in Culver City, Calif., Jan. 20. Mr. Miller was born in Chicago in 1886 and retired as a locomotive engineer in the Milwaukee Terminals June 14, 1953 after 42 years service. Interment was in Inglewood, Calif.

Effective Feb. 1, Milwaukee Terminals Fireman Monroe Hampton assumed charge of The Milwaukee Road Blood Donors Club. His address is 5414 N. 41st Street—Hopkins 6-1708.

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ding ceremony, a reception was held at the bride's home in Union Grove, Wis.

Messenger Anneliese Fritz was married Feb. 7 to Hans Prehn at St. Anne's Rectory, Milwaukee, in an afternoon ceremony, after which a wedding supper was served at the home of Hans' uncle.

Train Clerk Clyde Gordon was presented with a fine radio on the occasion

a baby daughter, Laura Ann, born on Washington's Birthday.

E. W. "Dutch" Wifler has retired under disability pension and now lives in Sagola, Mich. Drop in, or write P.O. Box 3, says "Dutch."

John Petrie, switchman, retired Feb. 7 and Herb Fischer Mar. 1.

Notice was received recently from Mrs.

Off Line Offices

PHILADELPHIA, PA.

Officers and directors of the Philadelphia Passenger Association for 1959 include Dean W. Cooksy, city freight agent, who was elected treasurer, and District Passenger Agent E. P. Schilling as a director. Mr. Cooksy has been with our company since 1948, starting in the Chicago traffic office. He was chief clerk in Philadelphia before being appointed to his present position in 1957. Mr. Schilling is a former president of the Philadelphia passenger group.

PORTLAND, ORE.

New vice president of the Railroad General Agents Association of Portland is our general agent, Ray J. Daniel. Since entering service in 1932 at Los Angeles, where he was formerly city freight agent, Mr. Daniel has been traveling freight agent out of Portland, and general agent since 1954.

Madison Division

SECOND DISTRICT

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

"Dawn Michele," a fourth daughter, arrived for your correspondent and wife Feb. 9. On Feb. 18 "Joette Kay" was born to Mrs. W. W. Kopp, wife of assistant agent.

R. D. McLean, agent, Freeport, was elected vice president of the Freeport Traffic Club at its monthly meeting and election of officers Feb. 18 at the Germania Club.

The retirement recently of Robert B. Smith of Beloit marked the end of 48 years with the Road. He started as a fireman in Milwaukee Sept. 28, 1910 after graduation from Haske Institute, Lawrence, Kans., four years later became an engineer, and in 1917 moved to Beloit with his wife Helen. All of his service was in Wisconsin and northern Illinois. Mr. Smith is a charter member of John T. Corbett lodge 466, B. of R.E., and has been an officer in the organization during its entire 32-year history, serving nine years as chief. Added to the more usual hobbies of gardening and fishing, Mr. Smith is interested in making pine needle baskets. He and Mrs. Smith recently celebrated their 46th wedding anniversary. They have one daughter, Mrs. Dale Story, who lives in Beloit.

The Milwaukee Road Magazine



A PRIVILEGE enjoyed by H. Sengstacken, passenger traffic manager, Chicago (left) Feb. 25 was presenting a Silver Pass to O. R. Bartel, well known to the traveling public as the Road's station ticket agent in Milwaukee. Looking on is C. F. Dahnke, general passenger agent at that point. All of Mr. Bartel's service since October, 1913 has been in Milwaukee, starting as a clerk in the telegraph office, from which he went to the baggage department before joining the traffic force. He has been ticket agent in the station since 1952.

FIRST DISTRICT

J. W. Loftin, Correspondent
Yard Office, Janesville, Wis.

Bernard C. Sommerfeldt of Janesville passed away unexpectedly Feb. 2 at his home on North River Road. "Bernie," as he was known by his many friends and fellow workers, was rate clerk in the freight office for most of his rail career. He was an active member of the B. of R.C., holding various offices in the local lodge during his 33 years membership. Survivors are his wife and one son.

W. J. Brossard has been appointed traveling engineer of the Madison Division with headquarters in Janesville. He succeeds A. T. Ireland who has been transferred to the Milwaukee First and Third Districts with headquarters at Milwaukee Shops.

On the evening of Dec. 10, a large group of fellow employes and friends of Storekeeper Frank J. Dempsey met at the Spanish Cafe, Madison, to honor him

on his retirement, upon completion of 47 years of most faithful service. Frank was presented with gifts in recognition of his many years of service. R. K. Baker, assistant general storekeeper, Milwaukee Shops, was toastmaster.

Attending the party were the Dempseys' two daughters, Mrs. Marilyn Wasco and her daughter Jamie of Kansas City, Kans., and Patricia of Madison. The Dempseys also have one son, Frank Jr. of Manitowoc.

Richard Black, agent at Mazomanie, retired recently after 53 years of service. He started as a telegraph operator, having learned his profession from J. E. Broderick who still lives in Mazomanie, and worked at many stations between Milwaukee and Prairie du Chien until 1911 when he was appointed agent at Blue River. In 1937 he returned to Mazomanie as agent.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

On Feb. 13 the annual party of the Milwaukee Road Credit Union was held at Stanton's Hall. About 150 members and friends gathered for the business meeting, dancing and refreshments. Silver dollars were awarded as door prizes. Ruth Habegger, secretary to Superintendent Garelick, and Safety Engineer Fred Ludwig were elected to the board of directors. Jane Mayer was elected treasurer, and Baggage Handler Walter Zarling to the credit committee. The Credit Union marked its 25th year of growing service to members by reporting that assets and loan service continue to show increases.

William Maille, chief dispatcher's clerk, and Barbara Nowicki were married Feb. 7 and have taken up residence in West Milwaukee.

Mrs. M. W. Roth, wife of retired Madison Division conductor and mother of C&M Division Fireman George Roth, passed away Feb. 6.

December 31 brought to a close the 52 year-6 months' railroad service of Walter Shebelske, Berlin agent. When only 13 years old he started work as a section

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hand for the Chicago & North Western. In 1930 he came to Berlin as a telegraph operator for the Milwaukee and was made agent in 1938. Mr. Shebelske is a veteran of World War I and has been prominent in American Legion affairs.

The indirect result of a trip taken recently by about 90 members of the Milwaukee Junior Achievement to Milwaukee on No. 12 (return on No. 1) was a phone call from the group's program director, Ken Weidt, concerning No. 12's conductor. Impressed with the conduct of the young people and appreciative of the business given our company, Conductor Bailey had taken time to write Mr. Weidt and say so. His initiative in promoting goodwill for the railroad has been commended.

SECOND DISTRICT

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

The Brotherhood of Railway Clerks, Local 231, held their annual installation of officers dinner Jan. 12. Milwaukee Road employes elected were John L. Brown, vice-president, and Martin Jansen, inneguard.

A girl, "Virginia Sue", was born to Mr. and Mrs. Bill Rahn. Bill is a lieutenant with our police department.

Congratulations to Bill Weiland, former roadmaster at Green Bay, on his promotion to roadmaster-trainmaster at Hori-

con.

Cecil Huntley, chief clerk in the agent's office, Green Bay, is at this writing convalescing at home after an automobile accident.

Erv Hemb, operator at Menasha, won runnerup honors in the "All Events" in the Menasha City bowling tournament. He led his team to first place in the "Team Event" with a 641 and a 260 single. This gave him a total of 1898. He had nine straight strikes in the big single. Hats off to Erv, as this is his first year of league bowling. Miles City, here we come.

February 16, at a dinner held in the Hotel Northland, Green Bay, Agent R. E. Chalifoux was presented with a "Good Citizenship" plaque award in behalf of the local employes for having 100 per cent contributions to the 1958-59 Community Chest campaign. The employes are very proud of this plaque, which will be on public display in the agent's office.

Congratulations to Mr. and Mrs. John Millard on the arrival of their daughter born Feb. 24. John is a traveling auditor, with headquarters at Green Bay.

Agent R. E. Chalifoux was accepted into the Delta Nu Alpha Transportation Fraternity at a dinner meeting in De Pere Feb. 24.

Welcome to "Duke" Hawkins, our new roadmaster, and to Kenneth J. Kulk, new storekeeper at Green Bay shops.

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ta Kuhn, secretary; and A. E. Johnson, assistant to chief purchasing officer. For details read the purchasing department news.

Mrs. Bertha Sexton of the purchasing department in Chicago with some of the members of the force who honored her retirement Feb. 26. From left: B. B. Melgaard, assistant to chief purchasing officer; C. B. Hanover, purchasing agent; Mrs. Sexton; V. E. McCoy, chief purchasing officer; Lore-

L & R Division

THIRD DISTRICT

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

Engineer Stephen A. Schultz, 65, died suddenly Jan. 5 in his home at Wausau. Burial was in Restlawn Memorial Park, following services in St. Paul's Evangelical Church. Fellow associates in engine service and the mechanical department served as pallbearers. Mr. Schultz had been with the Road for 40 years. Survivors are the widow, four sons, four daughters and 18 grandchildren.

Herman E. Paulus, 67, retired bridge and building foreman, died Nov. 9 in his home at Wausau after a brief illness.

Another honor has been earned by James O'Brien, son of Engineer J. H. O'Brien. He has been selected as a member of the Men's Court at Ohio Wesleyan University, Delaware, Ohio.

Joe Braun, a roundhouse laborer for 22 years, was presented with a purse of money by his fellow workers, when he retired recently.

George Boehm, 84, died suddenly during January. One of the pioneer engineers on the Valley division, Mr. Boehm had 42 years of service, much of which was on the old logging trains. One of the logging spurs was named "Boehm's Spur" as he was the first engineer to operate over it. After his retirement in 1939, Mr. and Mrs. Boehm moved to Hazelhurst, where they operated a resort for 15 years. Since 1955 he has lived near Waukesha in a house named by his daughters "Boehm's Spur". Funeral services were held in St. Mary's Catholic Church, Pewaukee, with interment in the church cemetery. Survivors are his widow, a son, and two daughters.

Charles Conklin, former car department laborer who joined the Marine Corps, has been promoted to the rank of lance corporal. Presently stationed in Georgia, Charles has been in Cuba and other foreign countries. He is the son of Machinist Ned Conklin and the grandson of Engineer Charles Conklin.

Minard "Ike" Borman, 67, retired car repairer, passed away Feb. 15 after a brief illness. Mr. Borman was a car department employe from 1911 to retirement in 1956. He is survived by his widow and one daughter.

March—April, 1959

Chicago General Offices

PURCHASING DEPARTMENT

Jim Maloney, Correspondent

A luncheon was held Feb. 26 in the Legion Room in honor of Bertha Sexton's retirement. She was completing 26 years of loyal and faithful service, all in Purchasing. In addition to her immediate co-workers, the luncheon was attended by some of the telephone operators and two former employes, Jean Springer (now Mrs. J. Sipes) and Herb Maass. Herb and C. B. Hanover should take a bow for their after-dinner-speaking, and the ladies who helped prepare and serve the excellent lunch deserved a vote of thanks. "Man with a Camera" part was played by Dorrell Thelander.

Bertha started her service in 1918, left to be married in 1927, and returned to the Road in 1941 after her husband's death. She has many plans for the future, among them to pay an occasional visit to her friends here.

V. E. McCoy and wife have just returned from a wonderful vacation spent acquiring suntans in the sunny state of Florida.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Josephine Botzon, formerly of the payroll bureau, became the mother of a baby girl, Lynn Marie, Dec. 31.

Donald Pokorney of the bill and voucher bureau started the New Year in a memorable fashion by taking Barbara Maddox as his bride in a ceremony in St. Peter's Church Jan. 3.

William Masloske of the dining car accountant's office and Clifford Lehman of the accounts receivable bureau returned to railroad service after being on active duty with the Army. Bill served for 19 months with the 269th Ordnance Battalion at Ft. Knox. Clifford was stationed in Germany for 14 months with the 57th Engineers.

Mathilda Cully of the shop timekeeping bureau and Dorothy Sodman of the accounts receivable bureau suffered similar accidents recently, resulting in a broken hip for each of them. Mathilda slipped and fell while visiting her sister in Aberdeen, S.D., and will be hospitalized at St. Luke's hospital there, possibly until

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Railway Division Depew, N. Y.

June. Dorothy slipped and fell in her kitchen in Elgin. She was hospitalized and at present is at home making progress toward complete recovery.

Elaine Zidron of the payroll bureau left Feb. 6 to await the birth of her baby.

Herbert T. Johnson of the accounts receivable bureau took with him the very best wishes of friends and co-workers for a long and happy retirement when he left Jan. 21 after having served over 33 years in the auditor of expenditure's office on various positions.

The office was saddened on receiving the news that William Braid died suddenly of a heart attack Jan. 17. Bill retired in 1955 after 50 years of service. He

is survived by a sister, Mrs. Phil Herbrand of Waukesha, Wis.

The beautiful diamond ring gracing the third-finger-left-hand of Patricia Piwoni was placed there by LeRoy Kaczynski when she promised to become Mrs. Kaczynski. The wedding is scheduled for October.

Congratulations were the order of the day Jan. 2 when the following new appointments were announced: Eric B. Gehrke, chief disbursement accountant; George A. Berghauer, chief clerk to the auditor of expenditure; Leo A. Montgomery, chief traveling time inspector, and Wayne L. Rentel, traveling time inspector on Lines West.

John H. Gannon

JOHN HENRY GANNON, a retired employe of the assistant comptroller's force in Chicago who was well known among accounting department people in Chicago, died suddenly in St. Anthony's Hospital, Michigan City, Ind., on Feb. 23.

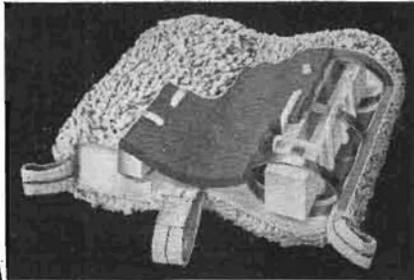
Mr. Gannon started his railroad career with the Southern Pacific in New Orleans in 1902 and left the service of that company in 1920 to take the position of field accountant with the U. S. Railroad Administration in Montreal, Canada. He came to The Milwaukee Road the following year as special representative in the miscellaneous bureau of the auditor of station accounts office. He was chief clerk to the assistant comptroller at the time of his retirement, Dec. 31, 1948.

Funeral services were held in St. Mary's Church, Niles, Mich., where Mr. Gannon had been living until shortly before his death. Surviving him are three daughters, Mrs. Emily Trezek of the auditor of passenger accounts force in Chicago, Mrs. Mary Bauer and Mrs. Margaret Gawne, and a son, Marion Arthur.

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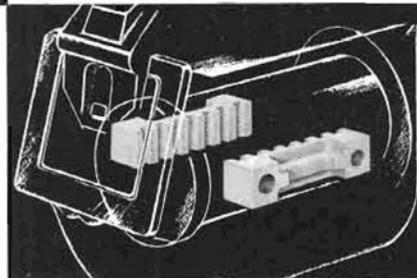


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AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Ronald E. Zillner and wife Marion, a former employe of the freight auditor's office, are rejoicing over the birth of their first child, a son Christopher, born Feb. 27.

Frank Seiser has announced his engagement. A fall wedding is contemplated.

We welcome Joseph P. Donncell to the service of our company.

It is good to see Anthony W. Slodowy and Oscar O. Jensen back after several months absence due to illness.

OPERATING DEPARTMENT

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

I would like through the Magazine to again thank Mr. Sohn, general superintendent of transportation, and his staff who made it possible for me to stay at St. Ann's Hospital with my sister Phyllis during the illness which resulted in her death Jan. 16. Also, Michael Cavallo and Howard Beckler, who served as pallbearers at her solemn Requiem Mass in Our Lady of Grace Church and interment in St. Adalbert's Cemetery, as well as my many co-workers and friends throughout the Road, including Mr. and Mrs. J. L. Brown (retired) for their sympathy in my loss.—*Harriet Schuster.*

Rev. Frank C. Lowry, clerk in the president's office, who has devoted many years to the ministry of the African Methodist Episcopal Church, was the guest speaker at the annual Race Rela-

The Milwaukee Road Magazine



ARMY WIFE. Pat Guza of the freight auditor's force in Chicago and Ken Ropel pictured after their recent marriage in St. Alphonsus Church. Following a reception at Harmony Hall, they honeymooned for a week in Chicago before the groom returned to his Army post. Charlotte Otte and Jane Hager of Pat's office were members of the wedding party.

tions religious service held at the Bethel AME Church in Kewaunee, Ill., Feb. 8. Other pastors participated in the service, which featured an inter-racial chorus made up of various church choirs. Rev. Mr. Lowry's guest speaking appearances have included monthly visits to the Cook County jail, the penitentiary at Joliet, and to Stateville.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Stella Murphy spent a month visiting friends in Honolulu, Hawaii, and also visited other islands while there.

Ann Doran celebrated her 30th anniversary with the Road and was showered with gifts and good wishes from her many friends.

Lillian and Jack Frasier's son Jack was home for a month's furlough. He is serving in the Armed Forces in Greece.

Mr. and Mrs. Henry F. Koretke proudly announce the birth of their first grandchild, Thomas Francis, born Mar. 4.

OFFICE OF FREIGHT AUDITOR

Norman R. Hendrickson, Correspondent

Dina Scro of the keypunch bureau and Donald Schultz were married recently in St. Bonaventure Church. Their reception was held at the Sheridan Plaza Hotel after which they honeymooned in Miami Beach.

Ralph Gatto of the review bureau and his wife Mary Ann wish to make known the arrival of Daniel James, born Jan. 7.

Marion Zillner of the waybill filing bureau and her husband Ronald have announced the arrival of their first born, a boy named Christopher.

"Gail Ann," their first child, was born recently to Doloris Zeravich of the keypunch bureau and her husband Bob of the revising bureau.

March—April, 1959

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Lloyd Rugen, a member of our staff for 12 years, and Leonard Cmiel, a more recent addition, have left to attend I.B.M. training.

Among those recently promoted were Edward Knapp, Leonard Palla, and Donald Devitt.

Sympathy was extended to Lucille Williams on the death of her father; to Eleanor Feeley and her brother, Richard Olson, who lost their mother, and to retired employe Andy Anderson, whose wife passed away.

Jim Dietz, a 13-year employe of the department, left to accept employment with the Prudential Company.

Mike Kalter has rejoined our office after two years in the Army.

Louis Arnone was recently hospitalized for surgery, and Eunice Maxim has taken a leave of absence following an operation. Dick Johnson, who was recently injured in an automobile accident, has returned to work.

Grace Ferguson, typist, and Bob Diversey, also an employe of the Road, were married recently at St. Vincent's Church. They spent their honeymoon in Tennessee and Mississippi.

Proud new fathers are Jake Mathiesen with Lesley Ann, Charles LaRue with Debra Ann, Bob Prescott with James, Alan Osmundsen with Robin, Ervin Zielke with Barry, and Mike Kalter with Mike Jr.

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GENERAL

Maurice L. Bluhm, the Road's retired vice president and general counsel, and Mrs. Wellington Coolidge, both long-time residents of Winnetka, Ill., were married Feb. 7 in the Little Chapel of the Winnetka Congregational Church. The ceremony was performed in the presence of immediate members of the families and was followed by a wedding dinner at the bride's home. Mr. Bluhm is currently serving as police justice of the Village of Winnetka.

A Washington's Birthday note from Martha Prestin, who retired last year as head typist in the auditor of capital expenditure's office, contained an encouraging report on her condition following a fall during our icy weather in which she broke a hip. She wrote, "I would like, through the Magazine, to express my thanks for the cards and greetings I received while I was hospitalized, since it is impossible to thank everyone personally. I am now at home (5648 N. Rockwell St., Chicago 45), and although it will be from 3 to 6 months before I will be able to walk again, I consider myself lucky in having to spend only a month in the hospital. Thank you all for your thoughtfulness."

Window placard in pet shop: Lonely kitten desires position with little girl. Will do light mousework.

Trans-Missouri Division

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

Trustees of the Railway Young Men's Christian Association of Miles City recently liquidated the affairs of that long dormant organization and turned funds amounting to almost \$11,000 over to the Carnegie Library to be used for much needed additions and improvements. Organized in 1909, the "Y" served for many years as the recreational center for the city until it closed its doors in 1932. Its building was eventually purchased by the Eagles Lodge in 1943.

Funeral services were held in Miles City, Jan. 13, for Guy Haling, 81, retired agent-operator, who passed away at a local hospital after a long illness.

John J. McGuire, son of Mr. and Mrs. J. J. McGuire, was graduated from Montana State University, Missoula, with an M.A. degree in mathematics at the end of the winter quarter. He has accepted a position with the Boeing Aircraft Company in Seattle.

A. E. Cote, 82, retired section laborer, Mildred, died at his home just before noon on New Year's Day. Burial was in the Mildred cemetery.

Mrs. Helen May Carey, 86, mother of Mrs. Esther Holts, passed away early Jan. 4 at her home in Miles City.

Funeral services were held in Miles City, Jan. 7, for Mrs. Kittie Mays, 85,

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- FITTINGS

mother of Mrs. Olan Timberman, who had passed away at the home of her daughter in Aberdeen, S. D., the preceding Saturday.

Miles City Milwaukee Employees Federal Credit Union held its annual meeting Jan. 11 at 2 p.m. in the American Legion Hall. Officers elected were Mrs. H. A. Dahl, president; Pete Leo, vice-president; Cassio Hashisaki, secretary-treasurer; board members, Mrs. Ray Glover and I. H. Rodgers. The supervisory committee is composed of Virgil Rask, Dan Gilmer and Walt Herndon. The members of the credit committee are Al Kelm, Don Campbell and Jack O'Reilly. The annual report showed the credit union to have assets of \$97,000 and to have done a loan business of \$107,000. A 4 per cent dividend was declared on shares and a 5 per cent interest refund was made on loans.

Walter W. Wright, retired machinist, died at a Miles City hospital Jan. 6 of injuries received in an automobile accident on New Year's Day. Mr. Wright was born in Nashua, Ia., Feb. 24, 1883 and entered apprenticeship in 1902. He came to Miles City in 1925 and was employed as machinist until his retirement in 1950. He is survived by his widow, nine sons and daughters, a sister and 13 grandchildren. Burial was in the family plot in Custer County Cemetery with graveside rites by the Masonic Lodge.

At the regular February meeting of the Miles City Milwaukee Women's Club it was voted that the club pave the grounds adjacent to the club house. The City of Miles City and Custer County Junior College also propose to pave the roadways and parking area of the former Milwaukee depot park.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Major T. R. Watson, son of Engineer T. L. Watson, Savanna, left late in January for a three year stay in Germany. Major Watson, who is a graduate of West Point Military Academy, had previously served at Fort Benning, in the Pacific area and Korea, at Fort Knox, as liaison officer between Army and Air Forces at Formosa, and as instructor at Creighton University, Omaha, Nebr.

Welcoming their first grandchild are Mr. and Mrs. George Schmidel, chief clerk to agent at Savanna freight house. "Susan Leigh" arrived Jan. 31 in the home of their son-in-law and daughter, the Donald Bixbys of Galesburg, Ill.

The Savanna City Hospital could almost have been called a "railroad unit" during the latter part of January and entire month of February with the following being confined there during some period of that time: W. H. Penfield of Mt. Carroll; Engineer George Hobbs of Itasca, Ill.; Maintenance of Way Employee Chrest of Sabula, and Sam Kampas of Savanna; Supervisor of Communications W. H. Stevens, Retired Trainman Bill Shipley, Retired Engineer William Ervin, Retired Switchman Gervase Smith, all of Savanna; and Iowa Division Engi-

neer Heimbaugh who was injured in an automobile accident and is still in traction at this writing.

Mrs. Clarence Manson, widow of deceased yardmaster, Savanna, passed away Feb. 8 in the City Hospital after a long illness. Funeral services were held in St. John's Catholic Church with burial in the Catholic cemetery. Surviving are two daughters and three sons, one of whom is Yardmaster Guy Manson, Davenport.

Mrs. Cora Daley, widow of former freight house employe at Savanna, and grandmother of Agent Frank Daley, La Crosse, passed away in a Savanna nursing home Feb. 3. Funeral services were held Feb. 5 with burial in the Savanna cemetery. Surviving are one son, two sisters, and two grandchildren.

Jules Oswald, formerly of the police department, Savanna, and father of Virginia Householder of the superintendent's office, passed away suddenly in the City Hospital Jan. 25. Funeral services were held in the Hunter-Fuller Memorial Chapel, with burial in the Savanna cemetery. Surviving are the daughter, one son, and one grandchild.

Mrs. Lloyd Kuntzelman, wife of Retired Engineer L. Kuntzelman, Savanna, passed away in the City Hospital following an illness of several months. Funeral services were held in the Methodist Church, Feb. 22, with burial in the Savanna cemetery. Surviving are the husband, two sons, one sister and three grandchildren.

Switchman and Mrs. Herbert Holcomb, Savanna, suffered the loss of their first baby, a son, "Donald Herbert," who was born in the City Hospital Feb. 17, but lived only one day. Surviving are the parents and grandparents.

Each summer the Carroll County Bankers' Association, Mt. Carroll, Ill., as an added incentive to the 4-H club members in this vicinity, provides for transportation and two weeks' stay at some large ranch or farm in another part of the country for two lads who have been outstanding in club work. This year,



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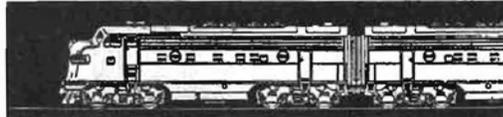
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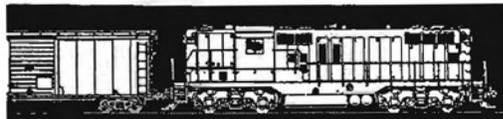
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MONTREAL



Gary Carbaugh, son of Clerk Max Carbaugh of the superintendent's office, through his excellent work and participation in various programs of the 4-H organization, was one of the young chaps selected for the trip to Rawlins, Wyo., where he and the other 4-H'ers will live with and participate in the life and activities of a typical ranch family. This plan is worked out through an exchange agreement whereby two 4-H members from Rawlins will come to Carroll County and be guests for two weeks on farms in this locality. Not to be out-done in the Carbaugh family is Gretchen, Max's daughter, who also is an ardent 4-H member and this past season received a blue ribbon for her ability as a seamstress. Both are students in the Mt. Carroll High School.

Byron E. Poust, at one time agent at Itasca, Ill., passed away in Idaho during the early part of February and was brought back to Kingston, Ill., for burial on Feb. 8.

Robert Dale who has been clerk at Lanark station since Apr. 1, 1946 passed away at his home of a heart attack Jan. 9. Funeral services were held in Lanark Jan. 12 with G. M. Griswold of the clerks' organization, F. W. Standish, signal maintainer, and M. E. Meyers, agent, acting as pallbearers. Among the survivors are his widow and daughter.

Pauline Isenhart, cashier, Savanna freight house, who had been on a 90-day sick leave returned to work Mar. 2. R. Kehl, who has been filling this position, has been assigned the position of clerk at Lanark, Ill., which position was made vacant by the death of Robert Dale.

SECOND DISTRICT

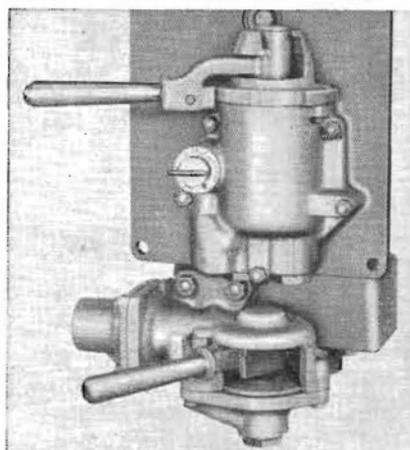
Mrs. Frank Cawrey of Dubuque, wife of deceased conductor, passed away in Mercy Hospital, Dubuque, Feb. 26. Burial was in Linwood Cemetery.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Joseph L. Germain, 75, brother of Margaret Longpre, dispatcher, Tacoma, died in Lynnwood Manor Rest Home, Seattle, Feb. 3. He was born in Wisconsin and came to Seattle in 1920, moving to Edmonds 20 years ago. He was employed by the Road as a car inspector out of Avery-Cedar Falls and Port Angeles for



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many years. Even after retirement, Mr. Germain occasionally worked with the wrecking crew to help with the cooking. Among the survivors are his widow Bessie; three daughters, Mrs. Joseph Thompson of Edmonds, Mrs. Harry LeFever, Seattle, and Mrs. Richard Arvidson, San Mateo, Calif., several grandchildren and seven great grandchildren.

Those from here attending the traffic convention in Portland, Feb. 22 and 23 were Helen Ivory and Bernice Clark.

Lowell E. Elston ("Lee"), who had been employed as a storehelper since Feb. 3, 1942, was honored with a retirement party Jan. 30 and presented with a wallet.

Chuck Bahr, son of District Storekeeper E. J. Bahr, was recently married to Irene Carlson of Dawson, Minn. Chuck was recently discharged from military service and is now employed in the car department at Tacoma.

W. M. "Mort" Eshelman, who has been ill for several months, is back in the hospital at this writing.

Raymond Y. Haskins, messenger in Seattle, retired Jan. 23. He had been in Tacoma Yard and also a messenger in Tacoma before moving to Seattle several years ago.

The infant son of Yard Clerk Donald P. Mooney and wife of Tacoma died recently in a local hospital. Services were held in the Church of the Holy Communion, where the baby had been baptized, followed by entombment in the Tacoma Mausoleum.

The Milwaukee Women's Club honored its past presidents and charter members at a luncheon meeting in Polish Hall, Feb. 21. Mrs. P. J. Cowling was luncheon chairman and corsages were presented to the honored guests.

Former Chief Dispatcher Neil C. Grogan, 65, died Jan. 26 in a local hospital. Mr. Grogan was born in Roslyn and had worked as dispatcher in Miles City, Moberge, and Butte before coming to Tacoma. Among the survivors are his widow, Martha; a son, Daniel of Tacoma; two daughters (Evelyn) Mrs. Jack Spillman of Tacoma, and (Kathryn) Mrs. Richard Gallant of Magna, Utah; two stepdaughters, Mrs. William Fray of Kent, and Mrs. William Kelleigh of Fairbanks, Alaska; three brothers, four sisters, several grandchildren and one great-grandchild. Services were at the Lakewood Mortuary with members of the Elks Lodge officiating.

Alfred Goldsbrough, 77, retired rate clerk, died Mar. 2 at his home in Tacoma. Interment was in Tacoma Cemetery. Mr. Goldsbrough was a member of the B. of R.C. and had been in service at the Tacoma station for over 40 years at the time of his retirement in 1951. Survivors are his widow Sarah and a sister, Mrs. Mary Christofferson of Tacoma, and a brother, Charles of Denver.

On Jan. 12 Agent O. R. Powels was presented with the 45 year pin of the Veteran Employees Association—a belated presentation since on Apr. 15 he will have completed 47 years service. Agent Powels began as a station clerk on the Coast Division in 1912, worked briefly on the

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electrification of the Rocky Mountain Division in 1914, came to the Oriental Docks here in 1916, and served in various clerical capacities in the Tacoma station prior to his appointment as agent in 1952.

Chicago Terminals

UNION STREET

Carolyn DiCicco, Correspondent

John Prazak, retired foreman, died Feb. 22 at the age of 72 after a long illness. He retired in October 1953 after 30 years of service at Union Street. Services were held at the Cooney Funeral Home with interment in Wunders Cemetery. Surviving are his wife Pansy, four sisters and three brothers.

Emil Larson, retired blocker House 2, Union Street, died suddenly Jan. 22. He began his service with the Road in 1936 and retired in September 1953. His son Wilford is employed at House 5, Kinzie Street.

Sympathy is extended to Tony Ivanic, stower House 5, Kinzie Street, whose father passed away Mar. 2.

Agent Burt Smith was appointed chairman of the safety committee, Chicago Freight Agents' Association, for the year 1959.

Mariellen Sweeney, daughter of Dick Sweeney, timekeeper at Division Street, won first prize in an art contest sponsored by the Olsen Rug Company, and was awarded a one year scholarship at the Chicago Art Institute. She attends St. Giles School in Oak Park and is presently painting a mural for one of the rooms in the school.

At this writing, Stanley Rebaz, cashier, Jefferson Street, is entering St. Anne's Hospital to undergo surgery.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

Ed Bohlman, Chicago Terminals engineer, fell while on his way to work Feb. 11. He enjoyed the Bailey Courts, Hot Springs, Ark., while convalescing from a sprained left wrist and arm.

Frank Bailey, retired Chicago Terminals engineer, passed away recently. He is survived by his widow, Dorothy. Since 1947, Frank had been co-manager of the Bailey Courts in Hot Springs, Ark., and many Milwaukee Road folks had been among the guests there.

Ed Eichwald, clerk, has been spending the winter in Arizona and reports great relief from his asthma.

Tommy Myers (crew caller), who had been seriously ill for some time, passed away early this year, mourned by his widow Clara and sons.

Another death early in the year was that of Ed Erickson, train clerk. Sympathy was extended his family.

Convalescing at this writing are Jim Whittemore, Mrs. Bill Standard, Sr., wife of Switchtender Bill, and Nellie Helton, wife of Retired Sturtevant Operator Robert, who has had a heart attack and several bouts with flu this winter.

Mrs. Sherwood, mother of your cor-

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At this writing Betty Larsen, stenographer for air brake superintendent, is convalescing at home after an enforced rest. She is hoping to return to the office soon.

Rocky Mountain Division

EAST END

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

Retired Yardmaster John Lacey of Deer Lodge, Mont., died Jan. 18 in the hospital at Porterville, Calif., where he had resided since retirement. Mr. Lacey was a native of Necedah, Wis., and came to Deer Lodge in 1910 where he was employed as brakeman for the Road. He worked for the Milwaukee 37 years and was general yardmaster when he retired.

Retired Engineer Chester Markel was married to Mrs. Dora Pryor Feb. 9 at United Congregational Church in Butte, Mont. We wish them many years of happiness.

Retired Engineer Mark Frank Elliott passed away Feb. 8 at the home of his nephew, John C. Yelland of Pasadena, Calif.

Carman and Inspector E. W. McKinnon of Avery, Ida., has transferred to Deer Lodge where he is an inspector.

Conductor Theodore Burow retired Jan. 1 after serving the Milwaukee for 50 years. Mr. Burow came to Montana from Hebron, Wash., when the Road was being built from Mobridge to the Coast. From 1909 to 1911 he worked with the

telegraph and telephone crew at Finlen. In 1911 he hired as a brakeman and was promoted to conductor in 1917. Mr. and Mrs. Burow will continue to make their home in Three Forks.

Conductor Homer Jenkins retired recently after 46 years service. Mr. Jenkins moved to Three Forks from Seattle in 1911, and hired as a brakeman for the Milwaukee in 1912. In 1917 he was promoted to the position of conductor. Mr. and Mrs. Jenkins will continue to live in Three Forks.

Terre Haute Division

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

Walter Glass, storekeeper at Terre Haute, retired Feb. 1, having been with the railroad for 38 years. A party was held at Louise's Restaurant Jan. 31 in his honor and he was presented with a wrist watch. We extend our best wishes.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Kenny TuTruff, formerly car foreman at Perry, is lessor of the Standard Oil Station at Marion, Ia.

Mr. and Mrs. Roger Daly have a son, Scott Allen, born Jan. 25.

Mrs. John C. Smith, 68, wife of retired employe, passed away Jan. 8 at her home

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H. B. Brownell

H. B. BROWNELL, retired assistant general freight and passenger agent at Butte, died in a Butte hospital Jan. 19, after a brief illness.

Mr. Brownell, well known on Lines West, started with the traffic department in 1918 as a rate clerk in the general freight department at Seattle. He was appointed chief clerk there in 1925, and division freight and passenger agent at Great Falls in 1941. He served as assistant general freight and passenger agent at Butte from 1944 until he retired in 1952.

Survivors include his wife Martha, a daughter, Mrs. Nordhal Johnson of Brainerd, Minn., a brother, Max of Conrad, and a sister, Martha Davis of Chicago.

in Marion after a long illness. Mrs. Smith was a member of the Methodist Church. Surviving in addition to her husband are two sons, Leroy S. of Arcadia, Calif., and John D. of Cedar Rapids; two daughters, Mrs. Leo Voss of Marion, and Mrs. Donald Brooks of Temple City, Calif.; also a brother and three sisters. Burial was in Oak Shade Cemetery.

W. Glen Koppenhaver, 59, flagman at Cedar Rapids, passed away Jan. 4 in a Cedar Rapids hospital after a long illness. He was a member of the Presbyterian Church and of the B.M. of W.E. Surviving are a daughter, Glenda Marie of Palo, and seven sisters. Burial was in Woodbridge Cemetery near Tipton, Ia.

Our sympathy is extended to Trainman Bruce H. Fulton whose wife, Alma Marie, passed away Feb. 2 in a Cedar Rapids hospital after a long illness. Mrs. Fulton was a member of the First Baptist Church, Marion, and the Auxiliary to the B. of R.T. Surviving are her husband; two sons, S/Sgt. Charles with the Air Force in Japan, and T/Sgt. Harold with the Air Force in Monte Vista, Colo.; a daughter, Mrs. Joe Turkal, Oxford Junction; a brother, Clarence Taylor of Tomah, Wis., and a sister, Ethel Brooks of Savanna, Ill. Burial was in Cedar Memorial.

George E. Bristol, 58, retired railroad switchman, passed away Feb. 1 at the Iowa City Veterans Hospital. Born June 12, 1900 at Savanna, Ill., he came to Marion with his parents when 12 years old and was married Aug. 30, 1922 to Berenice Klumph. George operated the popcorn stand in the Marion city park for several years. He was an army veteran of World War I and a member of the Marion American Legion post. Surviving are his widow; three daughters, Mrs. Dale Wicke, Mrs. Fred Wills and Judy, all of Marion; a brother, Richard of Marion, and his father, Orville Bristol of Cedar Rapids. Burial was in Oak Shade Cemetery, Marion.

Our sympathy is extended to Retired Machinist Helper Fred Liddle, whose

wife, 71, passed away Feb. 15, at her home. Mrs. Liddle was in charge of Christian Education for Linn County young people for nearly 20 years. She was a member of the Marion Christian Church. Burial was in Shiloh Cemetery.

Mrs. Charles Carrington, George Speake and Mr. and Mrs. Mellish spent three weeks in Texas recently, and at this writing Mr. and Mrs. Mellish are leaving to visit in California.

William Hummell, retired brakeman, had a leg amputated while spending the winter in California.

Merrill Bartlett, retired employe, left recently to visit his brother in Roseville, Calif.

Jack Beeson, retired conductor, is convalescing at home after a hospital stay.

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Mrs. Marie Kerlin Upton, daughter of late Engineer Clayton Kerlin, died at the family home in Newton in January.

Fireman R. L. Nichols and family were in Canton, S.D., the latter part of December to attend funeral services for Mr. Nichols' father, a retired Milwaukee B&B department employe.

When a conductor retires just after his 65th birthday and claims a service record of 54 years, it takes a little explaining. However, Passenger Conductor F. H. McDevitt didn't mind admitting that he had added years to his age when he got his first job as a caller in 1905. Release papers for minors were not required then, and a boy who was large for his age could get a job.

John D. Shipley, general agent for the Union Refrigerator Transit Co., died at his home in Omaha in January. He had a wide acquaintance with Milwaukee Road employes through his territory which included the Iowa and Des Moines divisions and as far north as Mitchell.

The birth of a daughter to Yard Clerk Richard Wood and his wife Jan. 19 gave Agent J. I. McGuire of Council Bluffs the title of grandfather. The baby is very much a member of the Milwaukee family

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as many of her mother's relatives are Milwaukee employes.

Retired Conductor R. F. Bollard died at the Perry hospital during December. Mr. and Mrs. Bollard moved to Missouri after his retirement, but returned to Perry three years ago and have lived on a farm west of town since then. His work was all done on the Des Moines division.

Friends have learned of the death of Mrs. W. C. Ralston, 80, wife of retired engineer, which occurred recently at Othello, Wash., where Mr. and Mrs. Ralston have made their home since 1936. She is survived by her husband, who suffered a stroke soon after his wife's death. Mr. Ralston is the last of a large group of Iowa Division engineers who went to Lines West during the early days of the building of that part of the Milwaukee. He made his first student trip on the middle Iowa Division in 1902 with your correspondent's father. Seymore Brown, who was the regular fireman on the job, is now retired and living in Tennessee.

Assistant Trainmaster and Mrs. N. J. Gorman have announced the engagement of their daughter Carol Anne. She will be married June 20 to Gerald Donahoe of Cedar Rapids. Both young people are Iowa State College seniors and Carol Anne was "Varsity I Queen" in 1958.

Herman Jensen, 74, retired engineer, passed away recently at a Council Bluffs hospital. He had worked for the Road 45 years before his retirement in 1952. Mr. Jensen was a lifelong resident of Council Bluffs, a member of the B. of R.T. and the National Association of Retired and Veteran Railway Employees, Unit 30. He is survived by his widow, Golda O.; a daughter, Olive M., with the U.S. Consulate in Manila, P.I., who was at home on leave at the time of her father's death, and a sister, Mrs. Margaret Johnson of Council Bluffs.

James Reel, son of Conductor and Mrs. Raymond Reel, was married in Chicago, Jan. 24 to Arlene Wallace of Chicago. A wedding dinner and dance for 300 were held in the evening, after which the young couple made a trip to Perry to visit the groom's parents who held open house for friends and relatives.

Sampson T. Legvold Sr., who had been employed by the Milwaukee since 1920, was instantly killed Jan. 21 when his car missed a curve near Spencer where he had been working with a B&B crew. Sampson had been water service maintainer until recently when his position

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LEISURE IN VIEW. The retirement on Jan. 2 of John Harrard, section foreman at Melbourne, Ia., since 1938, was marked with a gift presentation by his crew. Starting as a laborer in 1922, he had been extra gang foreman and foreman on the Iowa Division since 1926, with a 20-year Superior Service Award card to attest to his record for on-the-job safety. The Harrards have two sons, one in Spokane and the other in England with the Air Force, a daughter in Melbourne, and seven grandchildren.

fore her retirement, was one of a group of 44 ladies awarded a Gold Bell symbol by the Linn County Association of Mental Health in February. Since her retirement, Miss Gohmann has been living in Cedar Rapids and has devoted many hours to the work of the volunteer aides for special service in the psychiatric ward of St. Luke's Hospital. In addition to their work in Cedar Rapids, these ladies have sponsored a drive to furnish the children's ward at the Mental Health Institute in Independence, Ia.

Frank Hoes Jr., son of Retired Roundhouse Foreman F. R. Hoes, was recently appointed to the teaching staff of Rice school in Des Moines. Frank, who took art while attending Drake University, was employed as an interior decorator with one of the stores in Des Moines when he decided to return to college. He was graduated at mid year and was immediately employed to teach art and mathematics at Rice.

Mrs. Anthony Dietz, a daughter of the late Jerry Briggie one of the first conductors on the Iowa Division, and a sister of late Conductor John Briggie, passed away at a nursing home near Chicago recently. Burial was at Aurora, Ill. Two sisters, whose husbands were long time Milwaukee employes, Mrs. James Pringle of Marion and Mrs. Roy Wicheal of Council Bluffs are among the survivors.

With the closing of some Iowa Division stations several changes have taken place.

was abolished. Among his survivors are his wife, three daughters, a son, and his father, Lars Legvold, a retired Milwaukee B&B foreman.

Mason Hildrith, who worked in the master mechanic's office and in the store department for many years before his retirement 10 years ago, passed away in a Long Beach hospital Jan. 21 following a short illness. Mason was a life long member of the Methodist church and had served for more than 35 years as secretary of the Sunday School without an absence.

Frank Chapman, retired conductor, died in the Perry hospital in January after a short illness. He worked in train service from 1900 until his retirement in 1949. He was the last member of his family, a brother who was an engineer having passed away a few years ago.

Mrs. Helen Moore DeFore, daughter of late Engineer B. H. Moore, died in Hopkins, Minn., the latter part of January. She had been in failing health for several years. Her husband and son, William Jr., survive.

Richard Fish, who was with the signals and communications department before going into the Army, enrolled at Simpson College following his release. He was awarded a B. S. degree in business administration at the mid-year commencement ceremonies in February. He is a son of Carl Fish, who worked for many years at the roundhouse, and a brother of Engineer Keith Fish.

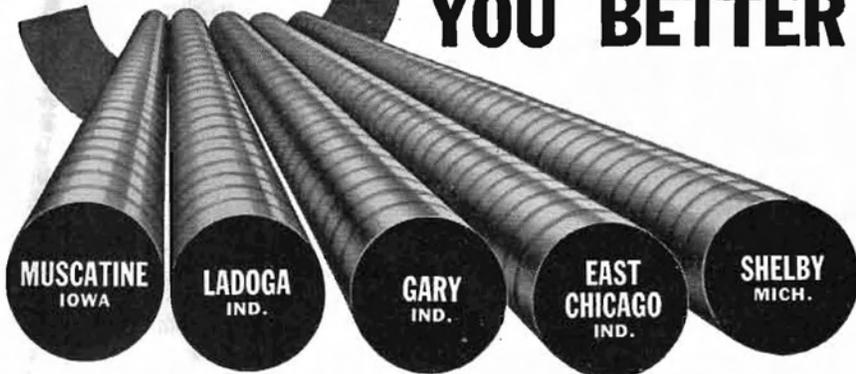
Katherine Gohmann, who worked in the division engineer's office at Perry be-

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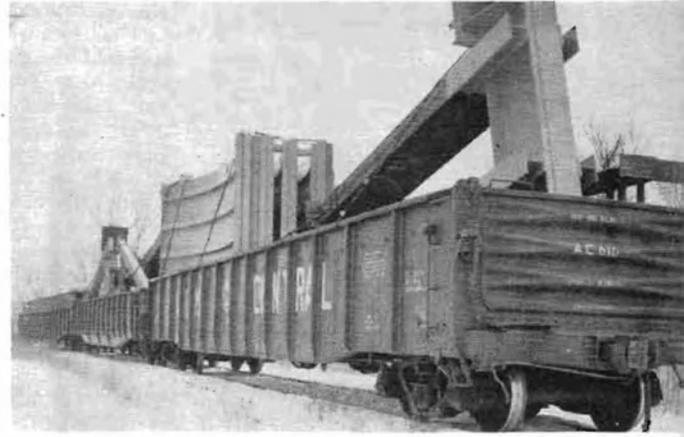
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FARM YOUTH LEADERS. Regional vice presidents of the Future Farmers of America, representing some 380,000 boys studying vocational agriculture, pictured at the Chicago Union Station Feb. 24 as they were greeted by L. B. Horton, the Road's commissioner of agricultural and mineral development, during a tour of industries in 22 cities. The FFA leaders are, from left: Thomas E. Stine, Ozark, Mo.; Richard J. Van Auken, Monroe, N. J.; William Lee Todd, Bells, Tenn.; Norman A. Brown, Temperance, Mich.; Bryan K. Haven, Mesquite, Nev.; and William Paul Gray, national executive secretary of the FFA, U. S. Office of Education, Washington, D. C. Escorted by Mr. Horton, they were shown the Road's reservation bureau and communications center in the station and visited with President William J. Quinn and staff officers.



ONE IN THREE. The first gate for the dam across the Des Moines River at Ottumwa, Ia., fabricated at Portland, Ore., and shipped to Ottumwa in three gondola cars, pictured upon its delivery Jan. 9 by The Milwaukee Road, which took over the dimension load at Council Bluffs. When assembled, it will be 60 feet long and 18 feet high. The dam across the widened channel of the river will include seven more matching gates and one bascule gate 75 feet wide. (Ottumwa Courier photo)

Lyle McClintock is now agent at Clive. Gertrude Donahoe is doing relief vacation work. Don Schroeder went to Eldridge where he displaced a junior agent.

Edward Stoner, son of the late Jerry Stoner, long time Iowa Division engineer, and Carl Jansen, retired Des Moines division engineer, shared the same hospital room at a Des Moines hospital during January. Edward was hospitalized following a heart attack and Carl had surgery.

February 4 is the date the newest member of the Ronald Tolle family will celebrate as his birthday anniversary. Ronald is a ticket clerk at Perry depot.

D. E. Lee, agent at Dawson for many years but anticipating the proposed closing of his station, recently built a new home in Perry into which the family moved. Eddie's daughter is a nurse in the Perry hospital and Mrs. Lee is employed

in the telephone office. Before leaving Dawson the family were honored at a big party at the church. Lee has served Dawson as mayor, city clerk, head of the fire department, on the school board and in all other public offices and the family will be missed from the small community. Eddie is commuting to and from his work while the station is still being operated.

Operator Larry Fister now has his tour of military duty behind him.

Edward Finnane, 92, one of the oldest retired employes of the Des Moines division, died at a Des Moines hospital early in February. He worked in the track department for 60 years and was a section foreman at Waukee, Ia., when he retired.

Fireman and Mrs. John Fischer Jr. became the parents of a daughter in February.

Mrs. Hattie Thomas, mother of Assistant Division Engineer Stanley Thomas, had the misfortune to fall during February and break her hip.

C. C. Carnes, agent at Williamsburg, started on his 51st year with the Road in February. He says he plans to work a while longer before retiring to devote all his time to his hobby of wood working.

Mrs. Fred Osborne, widow of engineer, had the misfortune to fall in her home during December and break her ankle. She was hospitalized in Perry for several weeks and then went to Albert Lea, Minn., to stay with a son for a while.

Engineer and Mrs. L. Moss became the parents of a son during January.

Donald Stoelk, who worked a number of years as an Iowa Division operator, is now employed in the traffic department in Des Moines.

J. T. Gillick Scholarship Student Wins Rockefeller Fellowship



James J. Frstrom

JAMES J. Frstrom, winner of the J. T. Gillick Scholarship in 1955 who will graduate this year from Reed College, Portland, Ore., has been awarded a Rockefeller Institute Fellowship, one

of 10 conferred annually. The award, which is the largest undergraduate fellowship in the country, consists of \$3,500 plus tuition for four years, the first three years to be spent at the Institute and the last year at a college of his choice, here or in Europe.

James, who is the son of Carl J. Frstrom of the freight auditor's force in Chicago, spent two summers in biology research at Reed and one summer studying cancer genetics at the R. B. Jackson Memorial Laboratory, Bar Harbor, Me. Last summer he was one of eight students in this country chosen to work at the Oak Ridge National Laboratory of the Atomic Energy Commission on a study of the genetical aspects of radiation. In addition to the Milwaukee Road's four-year scholarship, last year he was awarded the Smith Klein French Scholarship of \$1,000 presented to Reed's outstanding junior biology student.

QUIZ answers

1. Taxes
2. One which has annual operating revenues of less than \$3,000,000
3. 99 per cent
4. 1880's
5. Light-face type
6. 1 ton
7. 1831 (out of Charleston, S. C.)
8. Before 1900 (some as early as 1863)
9. Pounds per yard
10. 1924—Indiana Harbor Belt (jointly owned by The Milwaukee Road); installed at Gibson Yard in Indiana and placed in operation Dec. 1, 1924



A WORKSHOP FOR THE SALES FORCE conducted in Kansas City Feb. 6 shows traffic department officers and regional sales representatives in a panel discussion of the Road's accelerated traffic promotion campaign. At the far right is W. W. Kremer, vice president-traffic, with the Chicago headquarters staff of (left to right) William Wallace, assistant traffic manager (with timetable); J. E. Marshall, assistant freight traffic manager, sales and service (rear); R. E. Hibbard, assistant general freight traffic manager, rates and divisions; W. D. Sunter, general freight traffic manager, sales and service; and E. W. Chesterman, director of Flexi-Van sales. Joining in

the question and answer session are, from left: C. P. Cassidy, DFGPA, Des Moines; R. J. Casey, DFGPA, Davenport (rear); L. B. Raper, TFGPA, Dallas; D. C. Workman and J. F. Haggerty, TFGPA's, Des Moines; J. M. Leahy, traffic representative, Davenport (rear); R. G. Parker, Flexi-Van sales representative, and W. B. Tigerman, assistant to general southwestern agent (front), Kansas City; H. C. Preston, retiring TFGPA, Tulsa; H. H. Jacobs, DFGPA, Mason City; and E. C. Derr, general southwestern agent, Kansas City. This was the first regional meeting held this year to promote "More Business in '59".



THE MUSIC MAN. Meredith Willson, long-time radio personality who is currently best known as the composer of the tuneful show hit "The Music Man", pictured with Mrs. Willson in the Chicago Union Station Feb. 11 after detrainning from the Milwaukee Road's City of Los Angeles. G. W. Hyett, general agent-passenger department, is their Milwaukee Road greeter.



MILWAUKEE WELCOMES ITS NEW ARCHBISHOP, the Most Rev. William E. Cousins, former bishop of Peoria, Ill., who was elevated to the Milwaukee archdiocesan post last December. He is pictured on a specially built platform in the Milwaukee Road station addressing some 1,000 Milwaukee area Catholics who greeted him as he arrived to take over his new see Jan. 26. In the background is the 13-car Milwaukee Road special which carried his party from Chicago to Milwaukee, together with the St. John Cathedral High School band, whose music ushered the train into the station. (Milwaukee Sentinel photo)



A ROTHSCHILD TRAVELS. Baron Eugene de Rothschild, reigning head of the European banking family, and his wife Jeanne arrive in Chicago Mar. 3 on the Milwaukee Road's City of Los Angeles. Traveling from California, they were en route to their apartment in New York City before returning to the Rothschild estate near Vienna.



CALLING ALL FREIGHT HANDLING DEPUTIES! Loss and Damage are marked men during April, with Marshall Johnny Careful supporting the 23rd Perfect Shipping Campaign. PERFECT SHIPPING MONTH, he reminds his freight handling deputies, is the time to reload the shooting irons for a fresh charge on these rustlers who steal the earnings of the railroad.