

THE MILWAUKEE ROAD MAGAZINE

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1959

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



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**PUBLIC RELATIONS
DEPARTMENT**

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

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My Holiday Wish for The Milwaukee Road Family

IN THIS family season I would like to express to all Milwaukee Road men and women my sincere appreciation for the spirit of family cooperation which has marked our relationships throughout this year.

As you know, we were hard hit by the steel strike and by the poor grain harvest in territories which our railroad serves. We estimate that the steel walkout cost us \$2,730,000 in revenues, and the loss in grain loadings was \$4,125,000. These losses came at a time when we were already feeling the pinch of spiraling costs in all areas of our operation.

But it is good to see that on the railroad, as among families everywhere, difficult times seem to bring out resourcefulness in people. I feel that in many ways 1959 was a good year, particularly considering the strides we were able to take in our improvement program, and what those improvements will mean to the railroad company and to all of us in terms of future prosperity.

So it is that I repeat . . . in this happy and holy season we have much for which to be thankful. And as we are caught up in its spirit, I take a warm pleasure in wishing all employes of the railroad a Merry Christmas and a truly Happy New Year.

The Cover

COMPARING the performance of the new Rapidial installation in the caller's office at Muskego Yard with the system formerly in use are S. O. Jones, trainmaster of the Milwaukee Terminals, and Henry Windward, second shift yard caller. The instrument, pictured on the desk in the foreground, is one of 25 experimental models developed by the Thomas A. Edison Industries division of McGraw Edison for the Bell system. Mr. Jones, who contributed the idea which led to its adoption, is posting tags of crew members on vacations. Below the clock is the board which holds tags of employes furloughed for military service, on leaves of absence, or otherwise inactive. See "Rapidial Goes to Work" on page 4.

IT HAPPENED ON THE MILWAUKEE

From **George Neu, Assistant Traffic Manager, San Francisco.** A transfer to another city involves finding a new home for the family, and a strange city always presents some anxiety as to whether something suitable will ever be found. At the same time work goes on—a job must be done. But it pays off.

After four days of intense house hunting, I started off on a Monday morning to call on and solicit shipper, industry, and friendly railroad connections. The second call was on Mr. Pat Stinson, foreign freight agent of the Southern Pacific Lines in San Francisco. Mr. Stinson, I learned, had been notified the previous evening that his tenant was moving!

The house suited our needs, and we rented it. Gratifying relief, all because "It pays to make calls".

From **F. J. Newell, Retired Director of Publicity, Chicago.** Recently in the dining car on the Pioneer Limited I was seated at breakfast with a gentleman traveling with two of his grandsons. He told me he had been a Pioneer Limited traveler for more than 60 years, and related how, as a lad of tender years, he had traveled with his great grandfather on the Pioneer when our troops returned from the Spanish-American

War, continuing that both his father and his son had been regular patrons.

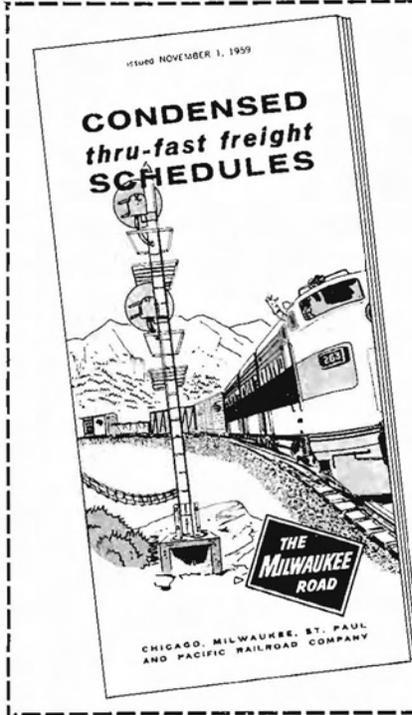
Having routed hundreds, perhaps thousands, on the Pioneer during my days as a ticket seller and a passenger agent, I considered it an interesting happening to encounter the sixth generation of satisfied patrons of our railroad.

From **Tom Birch, Retired Air Brake**

FAST FREIGHT TIMETABLE A NEW TOOL FOR SALES FORCE

THIS is a facsimile of a new tool which has been added to the working kit of the Milwaukee Road's sales force. It is an attractive 20-page booklet printed in two colors which carries an indexed condensation of all of the Road's fast through-freight schedules. For the information of shippers, it also lists the general officers of the traffic and operating departments, together with the location of all on and off line sales and service offices. Included is a brief explanation of the flexibility of Flexi-Van service, and a map showing the route of The Milwaukee Road and its connections with the principal cities of the West.

As a working tool, the condensed timetable fills a long-felt need of the traffic department's salesmen. Copies are also available to shippers. The first edition was issued Nov. 1, with the intention of revising it several times a year.



Supervisor, Oconomowoc, Wis. A few years ago I was one of a party riding a passenger car under which a new design of truck had been installed. It was our purpose to note the operation of the truck while traveling at various speeds, and to aid us in this observation, part of the car floor had been removed directly over the truck and a glass window installed. Inasmuch as we were riding at night, being part of the consist of train 57, a spotlight had been placed in the truck so we could watch its performance.

We left Milwaukee with no scheduled
(Continued on page 17)

Launch Milwaukee Road-Rock Island Consolidation Study

At a meeting of the board of directors Nov. 9, The Milwaukee Road moved to consider the feasibility of a merger with the Rock Island Lines. The announcement by Leo T. Crowley, chairman of the board, and President William J. Quinn said that a special committee had been appointed to undertake the consolidation study.

The lines of both the Milwaukee and the Rock Island either serve or tie in with services to Chicago, St. Paul, Minneapolis, Omaha, Kansas City and the Pacific Southwest. The action to consider the merger followed preliminary studies which indicated that consolidation of the two lines would result in substantial savings and in revenues greater than the total possible through separate operations.

The committee appointed to look into the merger for the Milwaukee is com-

posed of Mr. Crowley as chairman, Walter J. Cummings, Jerome C. Eppler, William J. Froelich, J. Patrick Lannan, James D. Norris, Mr. Quinn and Arthur M. Wirtz. All are members of the board of directors. An announcement by John D. Farrington, chairman of the Rock Island board, and President Downing B. Jenks said that the possibilities of the merged operation will be examined by that road's executive committee.

The Milwaukee Road, with 10,590 miles of track, ranks fourth in the nation for miles of road operated, and has total assets of \$675,455,000. The Rock Island, operating over 7,584 miles of trackage, has assets of \$496,373,000. A consolidation of the two roads would elevate the merged company to the position of first in the country for miles of road operated; fourth in freight car ownership; and sixth in assets.

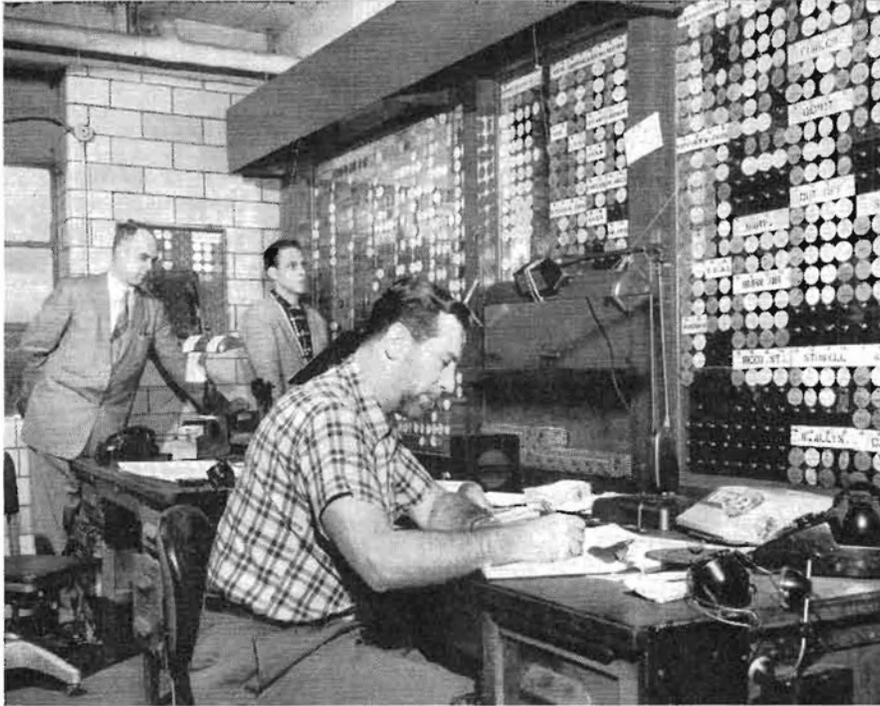


"Speaking of handlers, the boys handling the freight over at The Milwaukee Road are the best I know."

RAPIDIAL Goes to Work

In the caller's office at Muskego Yard, an installation unique in railroad communications is making the job easier for Milwaukee Road employees. With the help of a machine the size of a conventional telephone, they can process as

many as 300 calls in rapid succession without pausing to dial a number. The "no hands" method illustrates what can be accomplished when an employe stops to ask himself, "Is there a better way to do the job?"



The use of the new automatic dialing machine leaves Henry Windward, second shift yard caller with more time to handle his other work. Posting job assignments on the board is Road Caller Larry La Rue Jr., under the supervision of Trainmaster S. O. Jones, who progressed the installation of the time-saving device.

Having completed a call, Virginia Christian, first shift yard caller, turns the knob on the Rapidial to advance it to the next phone number on the magnetic tape and initiate another call.



As the nerve center of all crew calling for the Milwaukee Terminals, the board room at Muskego Yard hums constantly with activity. Here are posted the job assignments of approximately 800 yard and road men on the Milwaukee, Milwaukee Terminal, Madison and La Crosse Divisions who work into the terminal area. Around the clock, seven days a week, the office is never closed.

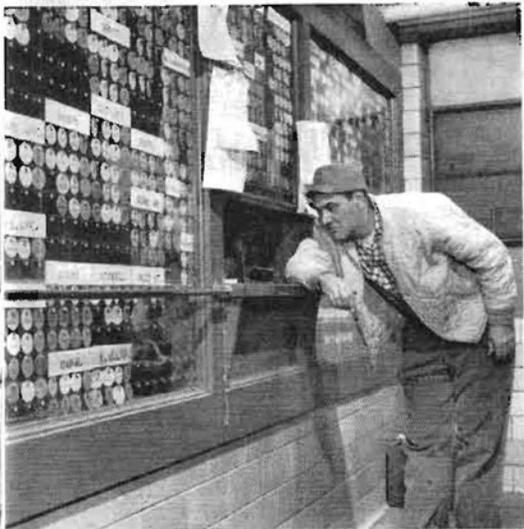
Three shifts of callers handle the yard assignments and another three shifts the assignments for the road. For the road assignments, calls are made as trains are ordered, or at any time throughout the day or night when an employe lays off and it is necessary to fill his job. In the yard, calling starts at 4:30 A.M. to men who report for work between 6:30 and 7:59, at 12:30 P.M. to place calls for the 2:30 to 3:59 P.M. crews, and again at 8:30, to fill jobs starting between 10:30 and 11:59 P.M. During peak periods it may be necessary to make 75 to 100 calls before all yard jobs on a shift are filled. Formerly, during these periods, sometimes one person would dial the phone numbers and another would make the calls, using two lines with jacks and transferring the calls from one line to the other.

The idea of improving on this system started with Trainmaster S. O. Jones when he was placed in charge of the callers about three years ago. After sizing up the situation he thought there might be a better and easier way, and proceeded to make inquiries. The solution seemed to be an automatic dialer, but he found that no such instrument was available. However, a telephone company representative told him he understood one had been invented in Germany, and he would try to get a sample.

Later he did, and it was given a try-out. The German model used metal disks, into which the telephone numbers were cut, but in the event a number had to be changed, it was necessary to remove the disk and cut another. Moreover, the machine accommodated only 50 numbers, which was about one-sixth of the capacity needed, and after a 30-day trial it was removed as being impractical. The phone company was alerted, though, to keep our company informed of progress in the field.

Then in June of this year, Mr. Jones was notified that a new model was available which might fill the need, and a talk with T. J. Hanlon, supervisor of signals and communications in Milwaukee, resulted in having one installed. The machine, called the Edison Rapidial, is one of only 25 which have been made

The Milwaukee Road Magazine



George Apostoloff, Milwaukee Terminals yard conductor, looks in at the Muskego Yard office to ask about his work schedule. The tags posted on the board indicate by color a man's seniority status and position, and his job assignments.

for experimental purposes. It has a capacity of 300 numbers, or six times that of previous models, which are stored on magnetic tape. The caller records the numbers by dialing them on the machine, and erases them when necessary the same way. They are advanced into position by the simple turn of a knob.

The unit is believed to be the first in use on a railroad, and has already proved its efficiency many times over.

John T. Sweeney, The Road's Oldest Pensioner, Dies

JOHN T. SWEENEY, who turned the century mark last year and was the Milwaukee Road's oldest pensioner, died Oct. 28 at the home of his daughter, Mrs. Allen Hill, in Manhattan, Kans. He had observed his 101st birthday Apr. 28.

Mr. Sweeney's railroad career spanned 58 years, all in the service of The Milwaukee Road. He started as a fireman on the old Council Bluffs Division in 1879, was promoted to engineer in 1884, and made his last run in that capacity on May 22, 1937. On his 100th birthday he was feted at a reception in Manhattan and took an airplane ride. At that time it was also remarked by the Elks that he was the oldest member of the fraternity in the nation.

Funeral services were held in Manhattan, with burial in Memorial Park Cemetery, Kansas City. In addition to Mrs. Hill, he is survived by another daughter, Mrs. Mary Churchill of Independence, Kans.

November-December, 1959



About the New Olympian Hiawatha Travel-Dine-Sleep Plan

THE annual "home for the holidays" trek finds travelers who enjoy quality rail transportation getting a break from The Milwaukee Road. Beginning Nov. 15, a unique travel-dine-sleep plan went into operation on the Olympian Hiawatha which introduced thrift features heretofore unavailable on a transcontinental luxury train. Reproduced above is an attention-getting badge currently being worn by the Road's traffic representatives to spark inquiries in the new travel bargain.

The plan, which will have a six-month tryout, includes train fares, sleeping car accommodations, and all meals at prices well below those for air coach travel, the railroads' principal competition for transcontinental business. Following are the features of the package plan, which, in combination, constitutes a "first" for transcontinental railroad passenger service:

1. Coach tickets are honored for the purchase of space in Touralux cars (longer, wider and higher than standard berths and individual to the Olympian Hiawatha) between Chicago and Seattle-Tacoma, and for private room space between St. Paul-Minneapolis and Seattle-Tacoma. Previously private room space was available only with the purchase of a first class ticket. Charges for bedrooms and roomettes are at the current rate. For the duration of the experiment however, Touralux rates have been reduced 15 per cent.
2. Coupons issued at reduced prices entitle revenue passengers to higher priced meals from the regular menu. The breakfast coupon is \$1.00, with a menu choice up to \$1.65; luncheon \$1.25, with a choice up to \$2.25; and dinner \$1.50, allowing for a selection up to \$2.35. Half portion meal coupons for children are priced in proportion. Passengers wanting a higher priced meal need only to pay the difference between that and the top price for the coupon meal.
3. The complete package makes it possible for travelers to pay for all of their transportation, including meals,

before starting a trip (coupons not sold on the train).

William Wallace, general passenger traffic manager, pointed out that the plan offers travelers the Olympian Hiawatha's fast schedule plus the comfort of its complete standard equipment, including the Super Dome car with the lower level lounge, the diner, the Skytop Lounge observation car, and reclining



"Did I Tell You" buttons designed to spark inquiries in the new Olympian Hiawatha travel plan, are worn here by William Wallace, general passenger traffic manager (left), and G. W. Hyett, general agent-passenger department, Chicago.

coach seats with full-length leg rests. Comparing its money-saving features with the rates charged for air coach travel, he remarked that a husband and wife, on a round trip between Chicago and Seattle-Tacoma, can save \$119.45 traveling in a pullman, or \$155.21 by coach. These savings are based on the Road's family fare plan, in effect Mondays through Thursdays, including the Federal transportation tax.

He said he anticipates it will also attract many travelers who habitually use their automobiles for long trips. "We feel," he said, "that the travel-dine-sleep package, particularly in combination with low family fares, represents the kind of service and pricing the public wants."

Education is man's going forward from cocksure ignorance to thoughtful uncertainty.

9, Vice President F. G. McGinn stated that the changes came as a result of studies which made it evident that broadening jurisdictional authority would expedite communications between general and division headquarters in certain areas, and generally improve the quality and efficiency of the Road's operation.

The continued prosperity of The Milwaukee Road and of the men and women connected with it, he observed, requires that we continually seek ways to improve our efficiency. In connection with the consolidation, there will be a system general manager and two assistant general managers, one with jurisdiction from Miles City, Mont., west, with headquarters in Tacoma, and one with jurisdiction over lines east of Miles City, in Chicago.

Summarized briefly, the consolidation resulted in the southern part of the Madison Division being absorbed by the Milwaukee Division, and of the northern part by the La Crosse & River Division. The latter was designated the La Crosse Division, with headquarters in La Crosse, Wis., as before.

Concerning the Trans-Missouri Division, the eastern part was consolidated with the Hastings & Dakota Division, which was renamed the Aberdeen Division, with headquarters remaining in Aberdeen, S. D. The western part was

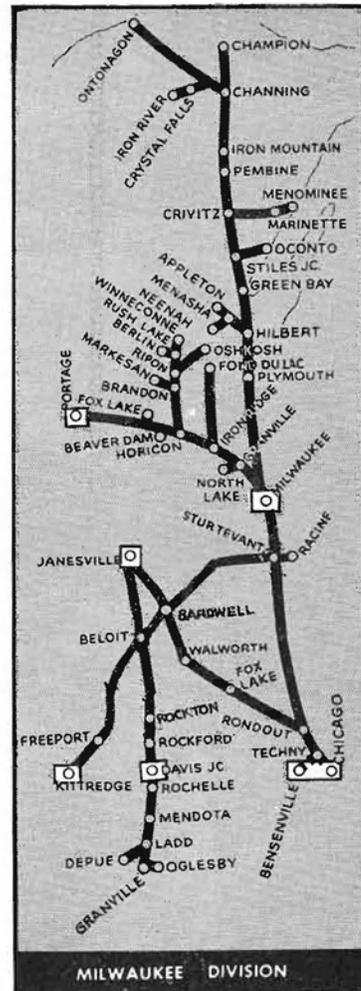
merged with the Rocky Mountain Division, and at the same time the extreme western section of the Rocky Mountain became a part of the Coast Division.

As a result of these changes, the offices of the Madison Division at Madison, Wis., and of the Trans-Missouri at Miles City will no longer function as division headquarters. In Madison, the assistant superintendent, assistant trainmaster and a secretary will remain, while in Miles City the assistant superintendent will continue his headquarters there, together with a secretary and a time revisor.

Also effective Dec. 1, although not occasioned by the foregoing changes, the operating department offices in the White-Henry-Stuart Building in Seattle were moved to Tacoma, in offices adjoining the headquarters of the Coast Division. The transfer was made to unify their related functions and place them in a more favorable relationship to their major operational activities.

Tacoma also became the new headquarters of the electrification department, which was moved from the Seattle Union Station to quarters in the shop office building in Tacoma, and of the signal department, which was formerly in the freight station in Seattle.

Position appointments occasioned by the division changes are announced in this issue of the Magazine.



Announcement of Division Consolidations

Effective Dec. 1, 1959:

That part of the Trans-Missouri Division Moberidge to Miles City, including the New England and Faith Lines, will be merged with and become part of the Aberdeen Division, formerly known as the Hastings & Dakota Division.

That part of the Trans-Missouri Division, Harlowton to Agawam, to Winnett, Roy and Winifred; Harlowton to Miles City inclusive, will be merged with and become part of the Rocky Mountain Division.

That part of the Rocky Mountain Division Malden to Avery, including Spokane; Manito to Plummer Junction; Dishman to Metaline Falls; McGuires to Couer d' Alene; St. Maries to Elk River, will be merged with and become part of the Coast Division.

That part of the Madison Divi-

sion Racine to Kittredge; Janesville to Beloit Junction; Rockton to Oglesby, will be merged with and become part of the Milwaukee Division.

That part of the Madison Division Brookfield to Milton Junction; Janesville to Mineral Point, inclusive of branch lines; Janesville to Prairie du Chien, inclusive of branch lines, will be merged with and become part of the La Crosse Division, formerly known as the La Crosse & River Division.

That part of the present Hastings & Dakota Division Mitchell to East Wye Switch; Napa to Platte; Tyn-dall to Springfield; Tripp to Stiekney, will be merged with and become part of the Iowa, Minnesota & Dakota Division.

Paul Wilson

PAUL WILSON, who was western traffic manager in Seattle when he retired in 1955, suffered a fatal heart attack there Oct. 31. Funeral services were private. He is survived by his widow, Eileen; a daughter, Mrs. Willis E. Peacock of Tacoma; two sisters and three grandchildren.

Mr. Wilson's railroad career spanned 50 years, of which 44 were in the service of The Milwaukee Road. He started in 1904 as a clerk for the CB&Q at Council Bluffs, and was also employed as a joint clerk by the Northern Pacific-Milwaukee at Aberdeen, Wash., before he signed on with the Milwaukee in Tacoma in 1909. Before World War I he held various clerical positions in Tacoma.

After military service in the war he was chief clerk at Tacoma and later assistant agent as well as agent at that point. Starting in 1920, he served consecutively as agent in Seattle, division freight and passenger agent at Green Bay and subsequently in Tacoma, and assistant general agent in Seattle. He was advanced to general freight agent in Seattle in 1948 and appointed western traffic manager there in 1950.

Marion, Ia., Hails Freezer Trainload



Left to right at trainside ceremony: C. P. Cassidy, DF&PA, Des Moines; W. S. Hunsaker, locomotive engineer; Claire G. Ely, Maytag marketing vice-president; William J. Quinn, Milwaukee Road president; George H. Brewer, mayor of Marion; and James T. Hayes, Iowa Division superintendent.

THE Milwaukee Road shared the center of the stage with The Maytag Company in unique "Million Dollar Trainload" ceremonies at Marion, Ia., on Sept. 30 as approximately 50 carloads of Maytag home freezers departed for destinations throughout the country.

President William J. Quinn headed a group of Milwaukee Road representatives who joined officials of The Maytag Company from Newton, Ia., in marking the occasion.

The train was assembled at Marion as the climax of a special sales promotion in which freezer dealers throughout the country had participated. A sampling of

the destinations of the cars in the train was suggested by souvenir "lifetime passes" distributed by The Maytag Company, to be honored on the *Maytag, Marion, Maine & Mojave R.R.*

The Marion Chamber of Commerce and city officials cooperated with The Maytag Company in creating a carnival atmosphere for the many hundreds of people who attended the speaking program and trainside ceremonies. Youngsters flocked to free rides, balloons and refreshments, as lively band music filled the air.

Other events of the day included a Maytag luncheon and a Chamber of



Scene at Marion just before the locomotive and long string of Milwaukee Road boxcars loaded with home freezers climaxed the day's program by pulling forward to break through the banner.

Commerce dinner at which all visiting officials were guests. In the afternoon, Mr. Quinn was host to the press and Maytag and city representatives in a Milwaukee Road business car.

Addressing the crowd in the city park, Mr. Quinn observed that the public is afforded too few such opportunities to "look beyond the boxcar doors" and to appreciate how important railroad service is to the living of their everyday lives.

"If the contents of the cars in the average freight train were visible," he said, "the best show in any town across America would be at the railroad crossing while a freight train is rolling by."

Comments From Our Customers

WHERE CREDIT IS DUE

"Recently I had occasion to pick up at your freight office a small table which had been shipped to us from the East. The man who ordinarily would help me was busy, and one of the other employees [Check Clerk Elroy A. Thompson] promptly said he would help. When it appeared that we would not be able to get the large packing case into my car, your man took the trouble to open the case and help me remove the table. Then he noticed there was a good deal of straw in the table, and obligingly cleaned it out for me and disposed of the straw.

"I felt that the assistance given me was exceptionally fine, and I want you to know about it so your employe will have due credit."

Franklin D. Gray
Cant, Taylor, Haverstock,
Beardsley & Gray

Minneapolis, Minn.

"ON A HIGH NOTE"

"This is to advise you of a very enjoyable experience while riding between Milwaukee and Chicago on Oct. 14 on train number 2. The wonderful service I received in the dining car, from both the steward and the waiters, which included several checks to see that I was thoroughly enjoying my meal, and the friendliness of the Pullman conductor were a welcome surprise in this day of general indifference. . . . My trip ended on a high note as the conductor stood at the bottom of the steps of my coach and thanked me for having ridden with The Milwaukee Road.

"I am what you might call a case-hardened traveler, traveling on an average of about 1,000 miles per week, and this attention on the part of railroad employees is certainly encouraging. . . . I look forward to more trips of this nature on The Milwaukee."

A. L. Hunt
Chicago, Ill.

CAR-SCOPE Goes Into Operation

THE Milwaukee Road's shift to an integrated system of car reporting was accomplished successfully Dec. 1. As this magazine went to press, programming for the new central freight service department in the Chicago Union Station had just been completed, and Car-Scope, as the service is called, was fully staffed and ready with a prompt answer for any question a shipping patron might ask.

The plan to establish a single clearing point for expediting inquiries concerning movements of carload freight, announced at the general staff meeting in May, had been progressed steadily since that time. Setting it up involved the installation of new communications facilities and a large unit of International Business Machine electronic data processing equipment. A group of 30 employees from the company's ranks, qualified by experience and ability to operate the equipment, were trained in its use, and throughout the system car reporting personnel were instructed in the new reporting procedures. D. O. Burke, formerly superintendent of the Chicago Terminal Division, was appointed superintendent of the department.

Service From One Location

The consolidation of various functions previously performed by several departments resulted in an up-to-the-minute information center which enables the Road to operate more efficiently while providing shippers and consignees with better service than was possible before. From one location, clerks can answer in a matter of minutes inquiries concerning the tracing, diversion and re-consignment of any shipment of carload freight on the entire system.

In addition to expediting shipments, Car-Scope keeps tab on the location of various types of special purpose cars, loaded and empty, so this expensive equipment may be utilized to the fullest extent. Another of its functions is informing shippers and consignees of delays which result from unusual circumstances, such as storms or mechanical failures. As soon as cars resume movement, that fact is reported also. Data of this nature are important to patrons in planning manufacturing schedules, warehousing, marketing and other operations dependent on the transportation of materials and finished products. Here is

how the system works:

From the time a carload of freight originates on the railroad, or is interchanged to it, and until it is delivered or leaves Milwaukee Road tracks, it is under constant surveillance. As trains are made up, waybill data concerning each car are punched on an IBM card, and this information is channeled immediately, by means of the Road's teletype and telegraph network, to Car-Scope in Chicago. As the train proceeds, passing reports furnished by selected intermediate stations enable the center to

table file, where it is available to employees at finger tip end.

The same information, classified by Car-Scope for specific areas, is also dispatched to the Road's traffic representatives throughout the country. Present plans provide for transmitting these reports at regular intervals, with the cut-off time scheduled so they have complete information concerning freight shipments to and from their territory early every morning.

While Car-Scope is primarily a customer service, it also provides the com-



A group of personnel from various division offices who supervise car reporting are instructed in the use of the motorized rotary file by W. L. Sarakenoff, night assistant superintendent of the central freight service department. From left: C. H. Kunberger, assistant agent, and W. E. Doyle, general car supervisor, Bensenville; J. A. Jakubec, assistant to vice president-operation, Chicago; W. J. Zahradka, chief clerk to superintendent, St. Paul; K. V. Zimmerman, chief clerk to superintendent, Muskego Yard; J. G. Messicci, general car supervisor, Twin City Terminals; R. G. Cary, assistant agent, Muskego Yard; D. J. Staley, assistant manager of the central freight service department; W. K. Peterson, assistant data processing manager, Chicago; C. P. Richardson, assistant auditor equipment accounts, Chicago; C. H. Plattenberger, chief clerk to superintendent, La Crosse; D. W. Woodhouse, chief clerk to superintendent, Milwaukee Division; R. E. Duhigg, chief clerk to superintendent, Savanna; F. H. Joynt, agent, Galewood; and V. W. Merritt, assistant supervisor wage schedules, Chicago. The file, which was custom built, holds the records of all daily movements of carload freight over the railroad in car number and location order, and has positions for eight phone clerks to answer inquiries. Push buttons spin the files to any position desired.

follow the car to its destination, or to a junction transfer with another line. The destination or interchange station then submits an arrival or delivery report, thus completing the record for the entire trip.

At Car-Scope, where the data are processed as soon as they are received, a duplicate record is maintained in an eight-position motor powered rotating

pany with a means for improving car utilization and reducing per diem costs. A drawback to the former method was the fact that delay on these reports could cause revenue losses and operating expense. Car-Scope, on the other hand, operating 24 hours a day, seven days a week, points the way to a better method of control.

"Trains" Tells the St. Paul Yard Story

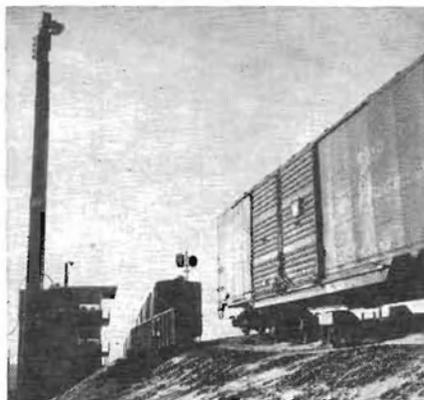
"TRAINS" magazine for October was a banner issue, insofar as The Milwaukee Road was concerned. Reason: Smack on the front cover was a picture of a Milwaukee "cow and calf" hump engine, and for its feature of the month "the Magazine of Railroading" had chosen to tell the story of the Road's 5 million dollar St. Paul freight classification yard ("Push Buttons at Pig's Eye").

The pride of The Milwaukee Road in its handsome automated facility near downtown St. Paul is in no way tempered by St. Paulites' habit of referring to it as "Pig's Eye Yard", thus immortalizing Pierre Parrant, the one-eyed French Canadian whiskey trader who was the city's first white settler. Its opening in August, 1956, which was reported in this magazine, was an important milestone in the railroad's drive toward complete modernization. "Trains" referred to it as a first-rate example of the railroads' unique ability to mass-produce transportation, in a story which included the following statistics:

Forty-seven miles of track, including 35 classification tracks with a capacity of 1,692 cars, and 13 receiving and departure tracks which can hold another 1,553 cars; an icing facility that feeds by continuous conveyor to 30 reefers at once; a repair yard that can handle light repairs to 130 cars at a time; tracks for cleaning and washing 50 cars a day; 170 single turnouts, 38 of them power operated, two power-operated lap turnouts and two mechanically interlocked power switches; a brick-and-plate-glass yard office, switch control and retarder tower buildings; a six-stall roundhouse and diesel repair shop; a hump that can classify 2,400 cars a day; a dragging equipment detector; equipment for lubricating every car that goes over the hump; telephone and teletype circuits, 18 paging speakers, 66 talkback speakers, 53,000 feet of pneumatic tubing.

There was a great deal more in this vein, in an article which ran to six pages. Illustrating it was a dramatic sequence of pictures taken by the author, William D. Middleton, an Air Force lieutenant stationed in Minneapolis, who has written many down-to-earth-railroading stories for railroad publications. Some of them are reproduced here, with the original captions.

An aerial view of the yard with the hump in the foreground, looking toward the classification yard. The east-bound receiving yard is on the left.



Cars roll past the switch control tower and hump office at the top of the hump. The car in the foreground has just rolled free from the cut and is entering the master retarder.



A lineup of diesel power at the engine terminal.

A view from the hump office looking down into the classification yard. A box car is just leaving the master retarder. The retarder tower can be seen at the right.



Industrial Development Moves Forward In Des Moines and Davenport Areas

New evidence of the Milwaukee Road's continuing efforts to acquire and develop property with a growth future was the opening on Oct. 22 of the new 135-acre Des Moines Industrial District, and following on its heels, an announcement on Nov. 3 of the purchase of a 178-acre industrial site in the immediate vicinity of Davenport.

Both actions emphasized the potential of those Iowa cities as manufacturing and distribution centers for state and regional markets.

The Des Moines district, a mile and a half west of the city limits, is served by the Milwaukee's Des Moines - Woodward line. It is a triangular area bounded on the north and east by the railroad tracks, and on the south by U. S. Highway 6. S. J. Cooley, director of industrial and real estate development, announced that the first industry to locate there will be the United States Plywood Corp., which has purchased from the Road a seven and a half-acre tract fronting on the highway on which it will build a \$125,000 warehouse. Work on the 16,000 square foot structure is scheduled to start in spring.

The Milwaukee now serves two industries at that location, the new plant of

the Pittsburgh-Des Moines Steel Company just across the highway from the plywood company site, and the Iltis Lumber Company, whose main distribution center adjoins the development on the north.

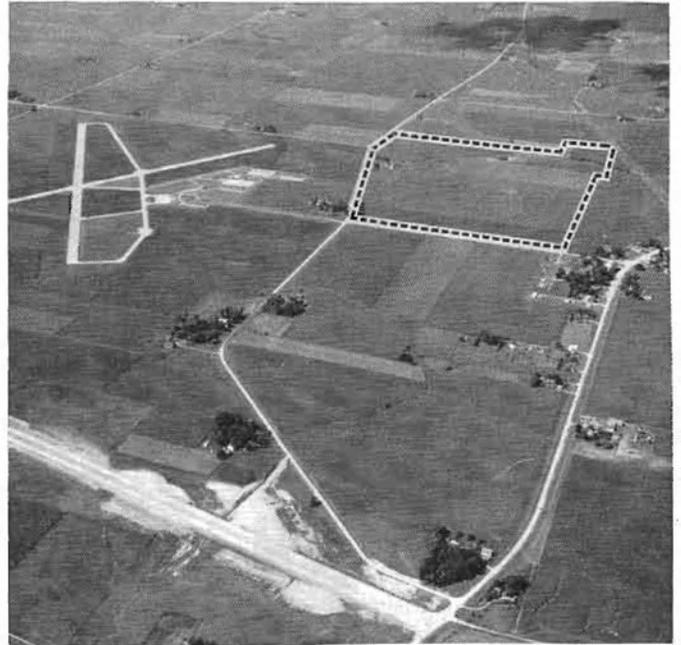
In Davenport, the Road's land purchase was reported in a front page ban-



The operator in the retarder tower consults his switch list to determine the proper setting of the retarder for the cars being humped. Outside a box car rolls down the hump into the classification yard.



The pin puller at the top of the hump releases a tank car in a string being humped. To the left is the switch control tower and hump office.



An aerial view of the new Davenport Industrial District (outlined) looking in a northerly direction and showing, at the upper right, its location on the Road's Davenport-Dixon branch line. In the foreground is Interstate 80, at the right U. S. Highway 61, and at the upper left the Davenport Municipal Airport. (Davenport Daily Times photo)

ner headline. The tract, comprising 178 acres, lies immediately east and north of the Davenport Municipal Airport and west of the suburb of Mt. Joy, on the railroad's branch line to Dixon. It is also in close proximity to U. S. Highway 61 and Interstate 80, thus making it accessible to all forms of transportation.

Negotiations for the purchase were conducted through the Business Expansion Committee of the Davenport Chamber of Commerce. Mr. Cooley cited the acquisition as representative of the railroad's interest in helping to develop attractive industrial subdivisions for shippers in the communities along its lines. "We believe Davenport has a tremendous industrial potential", he said, "and are glad we can aid the city by reserving industrial areas for the future."

The burden of the Presidency in times of crisis is well illustrated by the gradual but sure exhaustion of Lincoln. Noah Brooks, who knew him in Illinois, said the change a few years had made was appalling. Lincoln rarely complained, but he did speak out regarding the exhausting duties that confronted him day after day.

"I sometimes fancy," he said, "that

every one of the numerous grist ground through here daily, from a Senator seeking a war with France down to a poor woman after a place in the Treasury Department, darted at me with thumb and finger, plucked out their special piece of vitality, and carried it off."

When urged to rest more, he replied, "The tired part is inside me and out of reach."—Mr. President—How Is Your Health? by Karl C. Wold, M. D.



V. E. Glosup



L. V. Anderson



R. G. Scott



E. E. White



G. F. Quinlan

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

Operating Department

Effective Dec. 1, 1959:

V. E. Glosup is appointed assistant vice president-operation, with jurisdiction over the entire system, with headquarters in Chicago. Mr. Glosup started with the Road's engineering department in 1928 and subsequently was division engineer in Miles City and principal assistant engineer in Seattle. He was appointed principal assistant engineer in Chicago in 1953, later assistant chief engineer signals and communications, and in 1957 engineer in charge of maintenance of way. He was promoted to general manager with headquarters in Chicago in April of this year.

L. V. Anderson is appointed general manager-system, with headquarters in Chicago. The office of general manager-Lines West with headquarters at Seattle is abolished. Starting in 1941 in train service, Mr. Anderson has been trainmaster at various points, special representative to vice president, and superintendent of transportation, Lines West. He was appointed assistant to vice president-operation in charge of claim prevention, refrigeration and merchandise service in 1956, assistant general manager, Lines East, in 1957, and general manager, Lines West in May, 1958.

R. G. Scott is appointed assistant general manager with jurisdiction Miles City, Mont., inclusive of all territory west, with headquarters at Tacoma. Mr. Scott has been with the Road since 1928, as roadmaster and trainmaster at various points, assistant superintendent of the Milwaukee Division, and superin-

tendent of the former Idaho Division. Since January, 1958 he has been assistant general manager at Seattle headquarters.

W. E. Swingle, assistant general manager with headquarters in Chicago will have his territory extended to Miles City, Mont.

L. W. Palmquist is appointed special representative of vice president-operation, with headquarters at Chicago. The office of general superintendent at Minneapolis is abolished.

S. E. Herzog is appointed assistant superintendent of the extended Coast Division with headquarters at Tacoma, following the assignment of W. F. Bannon to other duties.

L. H. Walleen is appointed superintendent of the Rocky Mountain Division with headquarters at Deer Lodge, Mont., following the transfer of S. E. Herzog.

M. Garelick is appointed superintendent of the Aberdeen Division with headquarters at Aberdeen, S.D., following the transfer of L. H. Walleen.

K. R. Schwartz is appointed superintendent of the Milwaukee Division with headquarters at Milwaukee, following the transfer of M. Garelick.

A. C. Novak is appointed special representative of assistant general managers with headquarters at Miles City, Mont.

M. T. Sevedge is appointed assistant superintendent of the Dubuque & Illinois Division with headquarters at Savanna, Ill.

Effective Oct. 22, 1959:

D. O. Burke is appointed superintend-

ent of the central freight service department with headquarters in Chicago. Mr. Burke started as an operator in 1935, and has served as chief dispatcher, transportation assistant to general manager, trainmaster, and assistant superintendent of the Chicago Terminals. He was superintendent of the Iowa Division from June 1, 1958 to May 1, 1959 since when he had been superintendent of the Chicago Terminals-Terre Haute Division.

Effective Dec. 1, 1959:

D. J. Staley is appointed assistant superintendent of the central freight service department, Chicago. Mr. Staley started in the accounting department in 1925, from which he transferred to the traffic department. He has been city freight agent in Detroit, traveling freight agent, Cincinnati, chief clerk to various department heads in Chicago traffic headquarters, and since Nov. 1, 1958 service agent in Chicago.

W. L. Sarakenoff is appointed night assistant superintendent of the central freight service department. Since starting with the Road in Spokane in 1941 as a clerk in the operating department, most of Mr. Sarakenoff's service has been in Seattle, as chief car distributor, chief clerk to superintendent of transportation, and as assistant agent from 1956 to 1958, when he was appointed to the methods research committee in Chicago. In January of this year he was appointed assistant data processing manager, and most recently to special duties.

Effective Nov. 1, 1959:

J. J. Komurka is appointed agent at Madison, Wis. Mr. Komurka started as a student telegrapher at Muscoda, Wis., in 1948 and was agent at various points



M. J. Martin



H. A. Sauter



D. O. Burke



D. J. Staley



W. L. Sarakenoff

on the Madison Division until 1953 when he became traveling auditor in Milwaukee. He has been assistant agent at Fowler Street, Milwaukee since September, 1956.

D. A. Dunning is appointed assistant agent at Fowler Street, Milwaukee. Mr. Dunning, who started as an operator in 1940, was an agent on the Milwaukee Division until 1953 when he was promoted to traveling auditor. He transferred to the operating department as agent at Mayville, Wis., in April, 1956.

J. E. Applebury is appointed agent at Austin, Minn., following the retirement of E. J. Full. Mr. Applebury has been with the Road since 1945, starting as a telegrapher at Ludlow, Mo., and was most recently agent at Mason City.

R. D. McLean is appointed agent at Mason City, Ia. Mr. McLean started as an agent-operator in 1942, entered military service in 1943, and since his discharge in 1946, has been agent at New Glarus, Wis., Rockford, Ill., and Freeport, Ill.

M. R. Picht is appointed agent at Freeport, Ill. Starting as an operator at Rockwell City, Ia., in 1947, Mr. Picht has served as agent at Adaza and Rockwell City, Ia., and most recently as assistant agent at Rockford, Ill.

E. A. Hemb is appointed assistant agent at Rockford, Ill. Mr. Hemb started as an agent-operator in 1946 at Elkhart Lake, Wis., and was most recently agent-operator at Menasha, Wis.

Traffic Department

Effective Nov. 1, 1959:

E. E. White is appointed assistant to traffic manager, Seattle, following the retirement of J. H. Agner. Mr. White started in the operating department in 1924 in Chicago, transferred to the traffic department, and later became city freight agent there. He has served in turn as traveling freight agent in Cleveland, general agent in Portland, division freight and passenger agent in Spokane, and since April, 1958 as general agent in Pittsburgh.

G. F. Quinlan is appointed general agent, Pittsburgh, Pa. Since starting with the Road in St. Paul in 1922, Mr. Quinlan has served in the traffic department in Minneapolis and Duluth, returning to St. Paul in 1938 as city freight agent. He was appointed traveling freight agent in Detroit in 1942, assistant general agent in Chicago in 1948, and general agent in St. Paul in 1952.

M. J. Martin is appointed general agent in St. Paul. Mr. Martin started with the Road in Minneapolis in 1938 and was appointed chief clerk to general northwestern freight agent there in 1952. He has been traveling freight agent with headquarters in Minneapolis since March, 1954.

November-December, 1959

SOMETHING NEW IN RAILROADING...

"CREATIVE CREWS"

of the Milwaukee Road

Engineering expanding doors open six wide six 15 feet for easier loading and unloading of lumber and other bulky items

Expandable car doors that open wider for faster, easier freight handling

THE MILWAUKEE ROAD
America's resourceful railroad

New Ad Cites Custom Tailored Service

THE capacity of Milwaukee Road employees for coming up with ideas to improve customer service is illustrated above. This is the third advertisement designed around the Milwaukee's "creative crews" to be featured in the new advertising program now in progress. It directs shippers' attention to the fact that a management "creative crew" made the decision for the recent purchase of 1,000 freight cars with expandable doors, while noting that the action was triggered by a "creative crew" of freight salesmen working with lumbermen to expedite handling of bulky commodities.

An example of the lumber industry's reaction to the advertisement is expressed in the following letter from Torger L. Oaas, president and manager of the Montana Pole & Treating Plant in Butte, to W. W. Kremer, vice president-traffic. "Concerning the advertisement the Milwaukee Road is running in national magazines," he wrote, "I think it is eye-catching and aggressive—something that should be done."

Starting in November, the advertisement was introduced in magazines and newspapers of both national and regional circulation.

Eugene Liese is appointed traveling freight agent, Minneapolis. Since starting with the Road in 1943, Mr. Liese has served as chief clerk in the traffic office in Indianapolis and city freight agent in St. Paul since 1953.

J. H. Wylder is appointed city freight agent, St. Paul. Mr. Wylder started his service in the traffic department in 1954, later transferred to the engineering department, and in June, 1958 returned to the traffic department, where he has been secretary to vice president.

Effective Oct. 1, 1959:

H. A. Sauter is appointed division

freight and passenger agent, Terre Haute, Ind., following the retirement of R. G. Davisson. Mr. Sauter started with the Road in 1928 in the general freight department in Chicago where he held various positions until May, 1948, when he was appointed city freight agent there. He has been traveling freight agent in Cleveland since September, 1951.

L. H. Hinrich is appointed traveling freight and passenger agent, Cleveland, Ohio. Since starting his service in Tacoma in 1945, Mr. Hinrich has held various positions in the traffic department, including chief clerk to western

traffic manager, Seattle, and most recently city freight agent in Seattle.

W. J. Stack is appointed traveling freight and passenger agent, Detroit, following the resignation of H. C. Kamlah. Mr. Stack started in 1947 in the St. Louis office where he became chief clerk in 1949 and was promoted to city freight agent in 1953.

J. L. Werner is appointed city freight agent in Seattle. Mr. Werner has been chief clerk to general agent in Seattle since June, 1955.

Law Department

Effective Oct. 1, 1959:

H. R. Whatmore is appointed western freight claim agent with headquarters in Seattle, following the retirement of C. D. MacLennan. Mr. Whatmore started with the Road in the freight claim department in 1938 in Seattle, where he has served as loss and damage inspector, claim adjuster, traveling freight claim agent, and since March 1956 as chief clerk in the freight claim department.

Mechanical Department

Effective Dec. 1, 1959:

H. R. Anderson is appointed district general car foreman with headquarters at Davies Yard, following the retirement of H. A. Grothe. Mr. Anderson was formerly assistant district general car foreman at La Crosse and since July, 1958 assistant district general car foreman of the Milwaukee Terminals, with headquarters at Muskego Yard.

L. P. Barry is appointed assistant district general car foreman in Milwaukee Terminals, with headquarters at Davies Yard.

Purchases and Stores Department

Effective Oct. 1, 1959:

H. A. Unmacht is appointed district storekeeper (lumber) at Milwaukee Shops, Wis. Mr. Unmacht started in 1919 in the district store office in Dubuque where he held various positions until 1951 when he was appointed district storekeeper at Tacoma. He has been district storekeeper of the middle district in Milwaukee since 1957.

J. N. Wandell is appointed district storekeeper of the middle district with headquarters at Milwaukee Shops, Wis. Mr. Wandell entered service in the car department in Tacoma in 1918, transferred to the store department at Miles City, and later to the store department in Milwaukee. He has been maintenance of way storekeeper at Tomah, Wis. since 1952.

R. R. Metzfeld is appointed maintenance of way storekeeper, Tomah Shops, Wis. Mr. Metzfeld started in the store department in Tomah in 1935 and has held various positions, including most recently that of stationery storekeeper.

retirements

during September-October, 1959



General Offices—Chicago and Seattle—System Employees

Doll, T. -----Draftsman--Chicago, Ill.
 Grey, C. P. -----Secretary-- " "
 Johnson, L. V. -----Spec. Officer-- " "
 Mullaney, E. -----Clerk-- " "
 Nelson, M. W. -----Sec'y. to Trf. Mgr.--Seattle, Wash.
 Peters, M. B. -----Feeder--Chicago, Ill.
 Schadt, A. L. -----Sorter-- " "
 Reck, E. B. -----Comp. Opr.-- " "
 Roth, A. -----Designing Detailer-- " "

Chicago Terminals

Bobora, A. S. -----Truck Driver--Chicago, Ill.
 Gish, G. -----Agent--Dunning, " "
 Hahn, H. H. -----Stationary Engineer--Chicago, " "
 Lucas, M. D. -----Coach Caller-- " "
 Madden, P. -----Laborer-- " "
 Paradise, L. J. -----Conductor-- " "
 Poull, C. -----Switchman-- " "
 Rooney, J. A. -----Clerk-- " "
 Stumpf, G. L. -----Storehelper--Bensenville, " "
 Thompson, Ella-----Coach Cleaner--Chicago, "

Coast Division

Dutrow, E. E. -----Carman--Seattle, Wash.
 Furlong, M. F. -----Engineer--Tacoma, " "
 Larsen, E. -----B&B Carpenter-- " "
 Linville, F. J. -----Engineer-- " "
 Longpre, M. A. -----Tel. Opr.-- " "
 MacLennan, C. D. ----- " "
 West. Frt. Clm. Agent--Seattle, " "
 McLorinan, B. W. -----Machinist--Tacoma, " "
 Rohrer, J. D. -----Agent--Port Angeles, " "
 Rowland, P. -----Switchman--Seattle, " "
 Winn, S. B. -----Engineer--Tacoma, "

Dubuque & Illinois Division

Balzell, A. -----Coal Shed Opr.--Dubuque, Ia.
 Bertelson, C. C. -----Sec. Foreman--New Hampton, " "
 Blair, R. C. -----Switchman--Savanna, Ill.
 Butcher, W. T. -----Engineer--Elgin, " "
 Cooper, C. L. -----Sec. Laborer--Chillicothe, Mo.
 Dillig, F. W. -----Frt. House Foreman--Davenport, Ia.
 Gillon, A. E. -----Per Diem Clerk-- " "
 Hatchitt, C. -----Conductor--Kansas City, Mo.
 Heitman, R. A. -----Car Inspector--Savanna, Ill.
 LaPlaca, C. -----Crossing Watchman--Elgin, " "
 Montgomery, C. L. -----Sig. Maintainer--Davenport, Ia.
 Reitz, L. N. -----Sec. Laborer--Savanna, Ill.
 Sullivan, R. F. -----Conductor--Dubuque, Ia.
 Todahl, D. W. -----Brakeman--Davis Jct., Ill.
 Vance, C. E. -----Sec. Laborer--Seymour, Ia.
 VanDyke, L. O. -----Conductor--Ottumwa, " "
 Volrath, G. V. -----Rdhse. Foreman--Davenport, "

Hastings & Dakota Division

Crosby, G. E. -----Agent--Sisseton, S. D.
 Fosnes, O. -----Agent--Alpena, " "
 Jacobson, H. J. -----Sec. Laborer--Sisseton, " "
 Johnson, C. A. -----Agent--Dimock, " "
 Schiffman, A. G. -----Engineer--Minneapolis, Minn.
 Synoground, G. -----Firebuilder--Aberdeen, S. D.

Iowa Division

Balsbaugh, G. C. -----Engineer--Perry, Ia.
 Chapman, J. B. -----Machinist--Council Bluffs, " "
 Henson, C. -----Sec. Foreman--Sigourney, " "
 Kuebler, H. M. -----B&B Carpenter--Perry, " "
 Martin, G. A. -----Agent Tel.--North English, " "
 Smith, L. G. -----Switch Foreman--Cedar Rapids, " "
 Volquartsen, J. L. -----Sec. Foreman--Arion, " "
 Wagner, F. J. -----Engineer--Perry, "

Iowa, Minnesota & Dakota Division

Baier, F. C. -----Engineer--Red Wing, Minn.
 Collin, E. C. -----Machinist--Sioux City, Ia.
 Dunavan, C. W. -----Chief Yd. Clerk--Mason City, " "
 Full, E. J. -----Agent--Austin, Minn.
 Gahagen, G. J. -----Conductor--Austin, " "
 Gambill, C. -----Ex. Gang Laborer--Lawler, Ia.
 Hall, E. A. -----Stenographer--Mitchell, S. D.
 Hendrickson, W. B. -----Conductor--Mason City, Ia.
 Herbel, W. J. -----Carman--Sioux City, "

Myers, F. G. -----Chief Clerk--Sioux Falls, S. D.
 Smith, F. A. -----Agent-Opr.--Fort Atkinson, Ia.
 Smith, V. H. -----Sec. Laborer--Fedora, S. D.
 Sobolik, W. A. -----Track Laborer--Conover, Ia.
 Switzer, J. L. -----Mach. Helper--Mason City, " "
 Taylor, E. G. -----Yardmaster--Calmar, "

La Crosse & River Division

Fauver, I. C. -----Machinist--Tomah, Wis.
 Gadbois, J. G. -----Engineer--Minneapolis, Minn.
 Kriel, H. M. -----Flagman--Wausau, Wis.
 Learmonth, F. H. -----Car Clerk--Portage, " "
 Manton, M. -----Per. Frt. Insp.--La Crosse, " "
 Mickschil, P. J. -----Elec. Foreman-- " "
 Neilson, A. F. -----Ex. Watchman--Rio, " "
 Oeltjendier, G. E. -----Conductor--Minneapolis, Minn.
 Owens, R. -----Ex. Gang--Wabasha, " "
 Papenfuss, W. F. -----Mach. Helper--La Crosse, Wis.
 Rhoades, C. A. -----Sec. Foreman--New Lisbon, "

Madison Division

Brown, M. D. -----Frt. Clerk--Janesville, Wis.
 Emmerling, E. L. -----Sec. Foreman--Sturtevant, " "
 Ferrero, J. G. -----Machinist--S. Beloit, Ill.
 Howard, C. A. -----Agent-Opr.--Darlington, Wis.
 Neese, I. S. -----Cashier--Waukesha, " "
 Price, W. H. -----Agent--Bethesda, "

Milwaukee Division

Boynton, J. -----Warehouse Foreman--Oshkosh, Wis.
 Goodell, A. R. -----Agent--Lena, " "
 Landry, G. H. -----Engineer--Milwaukee, " "
 Manley, J. C. -----Train Baggage--Chicago, Ill.
 McClean, R. -----Agent-Opr.--Iron Mountain, Mich.
 Oberhofer, J. -----Laborer--Channing, " "
 Steinert, W. C. -----Cashier--Oshkosh, Wis.
 Vanderwetter, P. -----Sec. Laborer--Green Bay, "

Milwaukee Terminals & Shops

Barrett, C. M. -----Machine Helper--Milwaukee, Wis.
 Baumgart, W. B. -----Loco. Engr.-- " "
 Cannon, T. M. -----Engr. Car Const.-- " "
 Chambers, L. L. ----- " "
 Telephone Operator--North Milwaukee, " "
 Chrzanoski, A. -----Carman--Milwaukee, " "
 Dall, V. -----Air Brake Repairman-- " "
 Dietrich, G. -----Clerk-- " "
 Ehler, J. F. -----Cabinet Maker-- " "
 Grothe, H. A. ----- " "
 General Car Foreman-- " "
 Guschl, A. M. -----Gen. Foreman-- " "
 Jackson, W. -----Sweeper-- " "
 Kitzerow, C. S. -----Operator-- " "
 Koepp, Jr., W. H. -----Machinist-- " "
 Kornfehl, M. S. -----Blacksmith-- " "
 Kueffer, E. -----Machinist-- " "
 Lapama, B. -----Carman-- " "
 Makus, Wm. -----Cabinet Maker-- " "
 Moeller, O. -----Material Man-- " "
 Mooney, J. R. -----Conductor-- " "
 O'Connell, J. R. -----Press Opr.-- " "
 Orgon, J. F. -----Carman-- " "
 Peterson, J. -----Carman-- " "
 Reiter, J. A. -----Chauffeur-- " "
 Roessger, F. P. -----Rate Clerk-- " "
 Sweet, G. A. -----Machinist-- " "
 Wiskow, Wm. -----Carman-- " "
 Yarmark, C. A. -----Engineer-- " "
 Zerovjich, C. S. -----Sec. Laborer-- " "

Off Line

Burns, M. W. -----Stenographer--Los Angeles, Calif.

Rocky Mountain Division

Briggs, W. J. -----Track Laborer--Avery, Ida.
 Peterson, E. -----Machinist--Deer Lodge, Mont.
 Rice, B. -----Sec. Laborer--Newport, Wash.
 Schecter, W. J. -----Engineer--Butte, Mont.
 Scott, V. L. -----Boilermaker--Deer Lodge, "

Terre Haute Division

Chenault, F. O. -----Engineer--Terre Haute, Ind.
 Craig, J. A. -----Engineer-- " "
 Davison, R. G. ----- " "
 Div. Frt. & Pass. Agt.-- " "
 Dubbs, C. C. -----Rd. House Foreman--Latta, " "
 Hopkins, J. C. -----Switchman--Falthorn, Ill.

The Milwaukee Road Magazine



At the Twin Cities All-Employe Retirement-Reunion

IMAGINE all of the year's retirement parties rolled into one, and that's the all-employe retirement-reunion held at the Calhoun Beach Hotel in Minneapolis Oct. 8. The gala affair, the 10th annual get-together in honor of Milwaukee Road people in the Twin Cities area who had retired since the beginning of the year, was attended by almost 400 employes, both active and retired.

This year's "graduating class," as it has become known, numbered about 65 employes of the Twin City Terminal, and of the La Crosse & River, Hastings & Dakota, and the Iowa, Minnesota & Dakota Divisions. Festivities in their honor began with a social hour and continued through a smorgasbord dinner, after which they were entertained by Miss Enid Burlingame, daughter of Minneapolis Switchtender Mel R. Burlingame, in a program of dances. Later, dancing in the ballroom to the music of the Amber Modelettes rounded out an unforgettable evening.

Among officers and employes present from other points was W. W. Kremer, vice president-traffic, Chicago, who is pictured above presenting a "diploma" to Locomotive Engineer

Oliver A. Bremseth, whose 55 years and 9 months of service conceded him the role of "valedictorian." Waiting to congratulate Mr. Bremseth is L. W. Palmquist, general superintendent, Minneapolis. Other honored employes pictured are, seated from left: J. K. Olson, team track delivery clerk; G. W. Bumpas, machinist helper; J. O. Herriges, crossing flagman; Miss Edith Rue, clerk, St. Louis Park; Miss Ella Siegler, car department secretary; and Peter Kleven, carman cutter.

Second row, from left: Electrician George Wicklem; H&D Conductors William Hughes, R. T. Searle and D. P. Ryan; G. E. Benz, general northwestern freight agent; T. H. Anderson, mail trucker; L&R Conductor R. B. Gillespie; B&B Carpenter D. P. Brophy; L&R Engineer Harry Muff; Mail Truck M. W. Weber; and Carman O. A. Johnson.

Third row, from left: L&R Engineer Carl Lindquist; Machinists F. H. Anderson and R. H. Fiedler; H. E. Gee, mail and baggage agent, Minneapolis; L&R Trainman T. P. Dolge; L&R Conductor F. J. Lapensky; Carmen I. R. Fyhr and Elof Wendell; and Carman Helper John Christianson.

Redman, E. S.-----Track Foreman--Momence, Ill.
Stacy, L. N.-----Pumper--Campus, "
Wright, W. E.-----Brakeman--Terre Haute, Ind.

Trans-Missouri Division

Anderson, E. E.-----Sec. Laborer--Salem, Mont.
Finn, M. E.-----Engineer--Miles City, "
Hagerty, W. -----Machinist-- " " "
Kenney, J. M.-----Welder-- " " "
Lynam, J. H.-----Baggageman-- " " "
O'Hern, W. P.-----Agent-Op.---Wakpala, S. D.
Preston, C. A.-----Engineer--Moberge, "
Reece, J. R.-----Train Baggageman--Miles City, Mont.

Twin City Terminals

Anderson, O. S.-----Carman--Minneapolis, Minn.
Aschenbrenner, A. A.--Switchman--St. Paul, "
Christianson, J. -----Carman Helper--Minneapolis, "
Goudie, C. S.-----Watchman-- " "
Grover, J. E.-----Mail Worker-- " "
Head, V. E.-----Clerk-- " "
Helland, L. B.-----Carman Helper-- " "
Hrebal, N. J.-----Boilermaker-- " "
Johnson, O. A.-----Carman-- " "
Korolchuk, E.-----Laborer-- " "
O'Rourke, L. H.-----Conductor--St. Paul, "
Peterson, E. O.-----Switchman-- " "
Rains, G. M.-----Switchman--Minneapolis, Minn.
Richmond, H. A.--Ex. Gang-Track--St. Paul, "
Sutor, T. J.-----Machinist-- " "
Westphall, F. A.-----Carman--Minneapolis, "

Dr. Daniel Sparks Baughman

THE death on Sept. 12 of Dr. Daniel Sparks Baughman, Milwaukee Road surgeon at Madison, S. D., and Madison's "Boss of the Year" for 1950, ended 40 years of medical and civic service to that community. He had been affiliated with the Road since 1921. All business places were closed during the funeral services, which were at the family home.

Doctor Baughman, born Jan. 26, 1887 near Everett, Pa., attended Riverside Teachers College in Pennsylvania and Valparaiso University. Afterward he taught at the Chicago College of Dental Surgery while completing his education at the Chicago College of Medicine and Surgery [now the medical department of Loyola University], from which he received his M.D. in 1911. During World War I he served in Veterans hospitals in this country, following which he started his practice in Madison. He was

active in providing the city with its first modern hospital, and in 1950 the Madison Clinic.

He was a past president of the Madison District Medical Society, the South Dakota Medical Association and the Sioux Valley Medical Association, a member of the American College of Surgeons, the American Academy of General Practice, the American Association of Railway Surgeons, and the Medical Veterans of the World War. For many years he was also active in the South Dakota Tuberculosis and Health Association and the American Public Health Association.

Surviving are his widow, Mary; two sons, Thomas P. of Madison and Dr. Richard C., Gillette, Wyo.; three daughters, Mrs. P. M. O'Leary of Hyattsville, Md., Mrs. Richard Lillard, Winner, S. D., and Mrs. Harold Phelps, Colorado Springs, Colo.; and 18 grandchildren.

Holiday Time Is Party Time

HALF of all holiday fun, after the presents have been opened and the tree admired and the carols sung, is in gathering around a table loaded with good things to eat. Whether your family custom is a big dinner, a party for the children, or a whing-ding on New Year's Eve, you can always use new ideas for entertaining. Here are a few that have been tested and found useful for this gala season:

☆

At the Waldorf Astoria in New York, Christmas dinner is ushered in with tomato soup garnished with slices of avocado—the traditional red and green. Bell salad favors this color scheme also: Tint pear halves pale green, flavor lightly with mint. Stuff halves with cream

cheese and place two, rounded side up to resemble a Christmas bell, on a bed of lettuce. Add maraschino cherries for clappers and top with a red pimiento bow. Or if you are pressed for time, marinate a can of shredded beets (drained) in French dressing. On individual salad plates make wreaths of watercress with the stem ends toward the center, fill the wreaths with beets, and serve with mayonnaise.

The goose hangs high at this season, and here is a particularly good stuffing for that juicy bird: Heat $\frac{1}{4}$ cup butter in a skillet, add 2 qts. diced tart apples, $\frac{1}{2}$ cup brown sugar, $\frac{2}{8}$ tsp. cinnamon, 1 tsp. grated lemon rind. Heat until apples are just tender. Add 4 cups dry bread cubes and 2 cups apricots, drained and chopped. This will fill a 10-13 lb. bird.

☆☆☆

Everybody's doing it—baking for the holidays. This European specialty, French Baba au Rhum, is a delight.

Baba Au Rhum

$\frac{1}{4}$ cup milk	$\frac{1}{2}$ tsp. grated lemon peel
$\frac{1}{4}$ cup butter	$1\frac{3}{4}$ cups flour
$\frac{1}{4}$ cup warm water	2 tbsps. dried currants
1 pkg. or cake yeast	$\frac{1}{2}$ cup sugar
2 egg yolks	$\frac{3}{4}$ cup apricot juice
$\frac{1}{4}$ cup sugar	1 tsp. lemon juice
1 egg	rum flavoring (optional)

Scald milk and butter, and cool to luke warm. Measure water into cup (warm for active dry yeast; lukewarm for compressed). Add yeast, stir until dissolved. Beat egg yolks in mixing bowl. Gradually add $\frac{1}{4}$ cup sugar. Beat in egg, add milk mixture, dissolved yeast and lemon peel. Stir in flour and beat until smooth. Cover and let rise for about $3\frac{1}{2}$ hours in a warm place. Stir



Baba au Rhum



Filbert Cake



Sleigh Rides



down; mix in currants. Spoon into a large well-greased ring mold. Let rise in warm place, uncovered, until doubled in bulk. Bake at 350° F. 40-45 minutes, or until a straw comes out clean. Remove from pan and cool on a rack, free from draft. Prepare syrup by combining $\frac{1}{2}$ cup sugar and apricot juice in a saucepan, simmer 10 minutes, remove from heat and stir in lemon juice and rum flavoring. Drizzle over Baba.

☆☆☆

To ring in the New Year, here's a new cake, and to serve with it, Sleigh Rides, foaming mugs of hot coffee and chocolate spiced with peppermint:

Filbert Cake

$\frac{3}{8}$ cup shortening	2 cups cake flour
$1\frac{1}{2}$ cups brown sugar, firmly packed	1 tsp. baking powder
2 eggs	$\frac{1}{2}$ tsp. baking soda
1 tsp. grated lemon peel	$\frac{1}{2}$ tsp. salt
	1 cup sour cream
	$\frac{3}{8}$ cup chopped filberts

Combine first four ingredients and beat for 2 minutes. Sift dry ingredients and add alternately with sour cream to shortening mixture. Beat 2 minutes. Stir in filberts. Bake in 2 greased and floured 8-inch layer cake pans in a 350° F. oven 35-40 minutes.

Frosting: Combine $\frac{1}{4}$ tsp. cream of tartar,

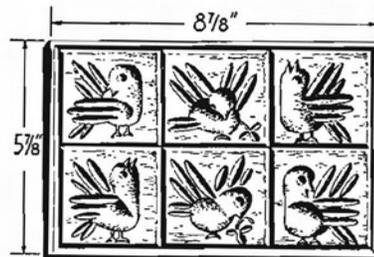
The Cooky With a Picture on Top

AMONG holiday cookies which originated in foreign lands, one of the gayest is the German Springerle—the cooky with a picture on the top. Any amateur wood-carver can make a Springerle board. Take a clear-grained piece of soft wood, transfer the designs to the board with carbon paper, and carve to a depth of $\frac{3}{8}$ inch with a wood chisel. The design may be simple or elaborate, depending on the carver's skill. And here's the traditional recipe:

Springerle Cookies: Whip 4 egg whites until foamy, gradually add 1 cup of sugar, and beat to a stiff meringue. Beat 4 egg yolks with the grated peel of 1 lemon and $\frac{1}{2}$ tsp. anise oil. When yolks are slightly thick, beat in 1 cup sugar. Then stir the meringue into the yolk mixture. Sift $4\frac{1}{2}$ cups flour with 1 tsp. baking powder and $\frac{1}{2}$ tsp. salt. Stir

about $\frac{1}{4}$ of the dry ingredients at a time into the egg mixture, beating well after each addition. Chill several hours.

Roll chilled dough $\frac{1}{4}$ inch thick, and press the floured board down on it firmly, cut at the grooves with a knife, and place squares on a lightly greased cooky sheet sprinkled



with 1 tsp. crushed anise seed. Cover with a cloth and let stand at room temperature about 10 hours. (This dries out the dough so the cookies bake with a clear pattern.) Bake in a 325° oven for 20 minutes, or until lightly browned. Cool on the baking sheet, then store in a covered jar.

1 cup firmly packed brown sugar, 2 egg whites and $\frac{1}{4}$ cup water in top of a double boiler. Beat over boiling water until frosting will stand in peaks. Add 1 tsp. vanilla. Frost cake and sprinkle sides with chopped filberts.

Sleigh Rides

4 sqs. (4 oz.) unsweetened chocolate 1 tbsp. vanilla
2 cups heavy cream
4 cups strong hot coffee red sugar
 $\frac{1}{2}$ cup sugar

Melt chocolate over hot water, add coffee and sugar, and stir until sugar dissolves. Remove from heat and add vanilla. Pour $1\frac{1}{2}$ cups cream into a bowl, add hot mixture, and beat with rotary beater until very foamy. Pour into mugs. Whip remaining cream and top each mug with a spoonful. Insert a pep-

ermint candy cane in each mug for a stirrer. Serves 6 to 8.

☆ ☆ ☆

And here are some time-saving tips to help the cook enjoy her own parties:

☆ A hurry-up for creamed vegetables: Cook them in the bottom of a double boiler while preparing the cream sauce in the top. ☆ To peel root vegetables in a flash, scrape with a metal scouring pad instead of a paring knife. ☆ Easy-made favors for a children's party: Ice cream cones spread with green tinted icing, covered with popped corn and dotted with red cinnamon candy "ornaments".

Family Night



At the speaker's table, F. G. McGinn, vice president-operation (left) with Mrs. McGinn, and Mr. and Mrs. Ray Melzer.

At the Oct. 24 meeting of the Station Agents and Employes Association, members heard their president deliver the following quarterly activities report: In June, sponsored the ninth annual family picnic at Elkhart Lake, Wis., for which the company provided a train; in July, took a boat trip from Milwaukee to Muskegon, Mich.; in August, held a dinner party at the home of Matt Grenning, agent at Morton Grove, Ill.; in September, spent a social evening at Ray Busler's dine and dance place south of Milwaukee. The report was still another confirmation of the fact that fun is never lacking when this group gets together.

The October meeting of the organization, which is composed for the most part of employes in the Chicago and Milwaukee Terminals areas and along the Janesville line, combined business with pleasure in a manner that assured full cooperation from home. It was held in the Swedish Glee Club at Waukegan, Ill., and featured a dinner at which F. G. McGinn, vice president—operation, was the speaker. About 69 husbands and wives enjoyed "cook's night out". Mr. McGinn's talk centered on topics of interest to station agents, with emphasis on progress being made in Flexi-Van operations, the new travel-sleep-dine plan for the Olympian Hiawatha, and the establishment of the new central freight service bureau in Chicago.

Ray Melzer, assistant to manager, claim prevention, Chicago, is president of the association for 1957-59.



Old-Fashioned Plum Pudding

EVERY bit as good today as when it was written into a manuscript cookbook in 1751 is this spicy plum pudding: Place in a bowl $\frac{1}{2}$ cup each of chopped raisins, dates and figs; $\frac{1}{4}$ cup each of chopped orange and lemon peel, citron and walnuts. Pour over mixture 1 cup of brandy or fruit juice, and soak overnight. Combine $\frac{1}{2}$ cup sifted bread-

crumbs with 1 cup hot milk. Beat 4 eggs with 4 tbsps. brown sugar. Add to milk-crumbs mixture alternately with $\frac{1}{2}$ lb. ground suet. Mix together $\frac{3}{4}$ cup flour, 1 tsp. salt, 1 tsp. nutmeg and $\frac{1}{4}$ tsp. each of mace, ginger and cloves. Combine all ingredients and pour into a buttered mold, cover tightly by tying over mold a wet floured cloth. Steam for $3\frac{3}{4}$ hours in boiling water. Store in a cool place. When ready to serve, steam again for 45 minutes. Serve with hot brandy sauce.



It Happened On The Milwaukee

(Continued from page 3)

stop before Portage, so we were surprised when the train was halted at Wauertown, and when we asked why, we were told that someone along the line had reported a hot box under one of the cars. The train was inspected, but no hot box was found. It developed then that the light we had installed in the sample truck gave the appearance of a hot box as the train sped through the night, and an observant employe had so reported it.

•

From Francis Jahn, Retired Switch-tender, St. Paul. In the period not long after the end of the prohibition era, merchants engaged in dispensing beverages devised various means of patronage, and there came into existence "the cocktail hour". Such a merchant was Jim Dougherty, proprietor of the Schlitz Palm Garden and Tap Room whose premises adjoined our right of way at Oconomowoc, Wis. Jim advertised in the Oconomowoc weekly, "Every time the Hiawatha goes by the

Schlitz Palm Garden and Tap Room, regardless of the direction, the house will buy a drink of the same beverage you have bought and are drinking at the time."

Came Christmas Eve, and Mr. Dougherty was looking forward to a nice business. There were 42 customers in the place when the Hiawatha went by on the way to Minneapolis. Jim smiled resignedly as the assembly raised 42 glasses in a toast to the silent cash register.

But the crowd grew larger. Then the Hiawatha went through again. Nobody noted its direction, nobody cared. That is, the customers didn't care, as Jim set up the "beverages the same as you have bought and are drinking".

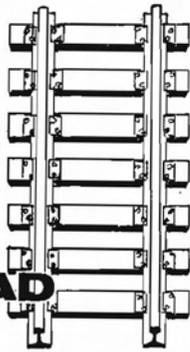
They had just finished the round when a Hiawatha whistle sounded again. The patrons forgot their decorum in a happy shout. "It's coming back again," gasped Dougherty. "It's a conspiracy to ruin my business."

When revived, Mr. Dougherty learned that the Hiawatha had been operated in seven sections that Christmas Eve.

(Do you know a true story? a humorous anecdote? about something that hap-

pened on The Milwaukee Road? Share your experience with your fellow employes. Contributions should not exceed 250 words, and be addressed to "Interesting Happenings" Editor, 824 Union Station, Chicago 6, Ill.)

ABOUT PEOPLE OF THE RAILROAD



Coast Division

SPOKANE

Melvin F. Bell, Correspondent
c/o Assistant Superintendent, Union Station

A life-long interest in music is beginning to show a return for Alfred R. Atkinson, who was a machinist at Milwaukee Shops for 26 years before he retired in 1946. During the years Mr. Atkinson was with the Road in Milwaukee he played in the company band, and since moving to Spokane he has sung in the choir of St. John's Cathedral, one of the largest choral groups in the Northwest, while devoting his time to writing music. To date he has completed two compositions, the first of which has been moving up in the popularity poll since it was recently played by several local broadcasting stations. The composition, which took about two years to write, is a song of the light classical type inspired by Longfellow's poem "Hiawatha", and named "Laughing Water". This correspondent heard it first through a friend



A. R. Atkinson



SWITCH SHANTY TALK. G. L. Vandenoever, retired conductor of the former I & SM Division, and Baggage man O. U. Ratledge of Austin, Minn., demonstrate what Milwaukee Road people talk about when they get together. The picture was taken at Mr. Vandenoever's home in Portland, Ore., when Mr. and Mrs. Ratledge visited there recently on their vacation. Baggage man Ratledge is on the Austin-La Crosse run.

who is the music director of a local television station. It has been featured by the station's network, which extends from Portland through the Northwest and east to Butte, and requests to play the song have also been received from network stations in the Southwest. Mr. Atkinson's second composition is entitled "Melody Fantastic", and he has a third in work.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

In the July-August issue of the Magazine the name of Richard Dick was omitted from the list of section foreman who had been presented with 29 year (Continued on page 20)

GOLD AND SILVER PASSES AWARDED

Gold-50-Year-Passes

Augustin, Elsa M., asst. bureau head.....Chicago, Ill.
Ballistreri, Charles, chauffeur.....Milwaukee, Wis.
Benster, John, loco. engr.....N. St. Paul, Minn.
Berman, Benjamin R., loco. engr.....Milwaukee, Wis.
Brundage, A. E., loco. engr.....Minneapolis, Minn.
Cavanaugh, L. P., loco. engr.....Madison, Wis.
Clarkson, R. C., loco. engr.....Minneapolis, Minn.
Desmond, J. E., loco. engr.....Green Bay, Wis.
Donckers, Joseph J., loco. engr.....Green Bay, Wis.
Felber, J. A., agent.....St. Louis Park, Minn.
Gnewuch, C. W., cashier.....Watertown, Wis.
Gobershock, Frank, baggage man.....Minneapolis, Minn.
Gustafson, Theodore, car inspector.....Minneapolis, Minn.
Harges, F. W., loco. engr.....Mitchell, S. D.
Hendricks, Edward M., conductor Milwaukee, Wis.
Hickman, G. W., sec. foreman.....Terry, Mont.
Janiga, Andrew, laborer.....Milwaukee, Wis.
Jensen, H. W., loco. engr.....Sioux City, Ia.

Johnson, Chester, loco. engr.....Milwaukee, Wis.
Karnatz, Frank, loco. engr.....Chicago, Ill.
Keefe, A. F., loco. engr.....Milwaukee, Wis.
Kelly, F. M., loco. engr.....Janesville, Wis.
Kirchens, John, loco. engr.....Wooddale, Ill.
Kruck, Henry, loco. engr.....Sioux Falls, S. D.
Kruse, Henry L., switchman.....Chicago, Ill.
Luedeman, Carl, loco. engr.....Green Bay, Wis.
Lynam, J. H., baggage man.....Miles City, Mont.
McKeown, W. R., conductor.....Madison, Wis.
Rush, Walter, sec. foreman.....Tomahawk, Wis.
Schessow, Max O., loco. engr.....Fond du Lac, Wis.
Scholten, J. R., loco. engr.....Green Bay, Wis.
Shook, C. J., loco. engr.....Spokane, Wash.
Snipe, J., loco. engr.....Perry, Ia.
Thorse, Jay, loco. engr.....Green Bay, Wis.
Vande Sande, A. J., loco. engr.....Green Bay, Wis.
West, A. L., agent.....Manhattan, Ill.
Wilcox, L. D., loco. engr.....Ottumwa, Ia.
Williams, Vaughn, loco. engr.....Milwaukee, Wis.

Silver-45-Year-Passes

Anderson, L. D., agent.....Monona, Ia.
Anderson, Richard A., welder.....Minneapolis, Minn.
Bagaus, J. E., clerk.....Ortonville, Minn.
Baier, Frank, loco. engr.....Longville, Minn.
Beck, S. A., agent.....Ortonville, Minn.
Benedict, William, sec. laborer and machine op. Minneapolis, Minn.
Blazek, I. J., agent.....Forsyth, Mont.
Bogut, Stanley, car inspector.....Chicago, Ill.
Bolmgren, C. R., agent.....Decorah, Ia.
Bowers, P. G., freight agent.....Clear Lake, Ia.
Boyle, W. C., agent.....Miles City, Mont.
Brussock, E. H., storehelper.....Milwaukee, Wis.
Buntin, E. R., telegrapher.....Missoula, Mont.
Burgeson, J. W., loco. engr.....Chicago, Ill.
Bursheim, J. C., sec. foreman.....Abercrombie, N. D.
Coleman, L. E., dispatcher.....Ottumwa, Ia.
Constantinoff, Christ, sec. laborer.....Minneapolis, Minn.
Cook, E. C., loco. engr.....Jasonville, Ind.
Corr, F. P., trav. engr.....Ottumwa, Ia.
Coughlin, J. H., switchman.....LaCrosse, Wis.
Crockett, A. R., loco. engr.....Kansas City, Mo.
Cusick Jr., T. J., sec. foreman.....Britton, S. D.
Dawson, I. F., switchman.....Portage, Wis.
Dietrich, George, reconsigning clerk.....Milwaukee, Wis.
Dohlin, H., agent-operator.....Bellevue, Ia.
Dolan, Floyd, agent.....Alexandria, S. D.
Dooley, Thomas, loco. engr.....Menomonee Falls, Wis.
Ender, E. E., yard foreman.....Wabasha, Minn.
Endicott, J. R., agent.....Lawson, Mo.
Fleming, F. U., agent.....Ashton, S. D.
Forster, E. O., asst. bureau head.....Chicago, Ill.
Frye, B. H., loco. engr.....Chicago, Ill.
Geary, William, loco. engr.....Milwaukee, Wis.
Goldade, A. J., stower.....Aberdeen, S. D.
Golden, Alvin F., sec. foreman.....Oakland, Minn.
Green, E. H., loco. engr.....Elgin, Ill.
Gribben, L. J., clerk.....Clear Lake, Ia.
Gronvold, M., agent.....Elk Point, S. D.
Haggerty, B. O., loco. engr.....Miles City, Mont.
Herbert, Herman E., chief clerk Germantown, Wis.
Hintze, Thomas F., loco. engr.....New Lisbon, Wis.
Hopkins, H. D., agent.....White Lake, S. D.
Hunsaker, W. S., loco. engr.....Marion, Ia.
Ibachi, D. J., loco. engr.....Sioux City, Ia.
Irons, F. W., agent.....Dickens, Ia.
Jacobs, Charles B., loco. engr.....Rock Valley, Ia.
Jahn, W. C., loco. engr.....Dubuque, Ia.
Janz, Paul, sec. laborer.....Dancy, Wis.
Kanless, Otto E., check clerk.....Milwaukee, Wis.
Karner, E. E., baggage man.....New Lisbon, Wis.

Kelly, H. M., conductor.....Sioux City, Ia.
Kendrick, J. R., telegraph operator.....Kansas City, Mo.
Kuhn, A. W., agent.....Tomahawk, Wis.
Long, L. L., agent.....Mitchell, S. D.
Lucas, E. F., agent.....Madison, S. D.
Lundemo, P., sheet metal worker.....Tacoma, Wash.
Mackaway, R., loco. engr.....Milwaukee, Wis.
Martin, J. W., loco. engr.....Terre Haute, Ind.
Martinson, G. C., agent and liveryman.....Hopkins, Minn.
McMahon, J. F., perishable frt. inspector.....Mitchell, S. D.
McMillan, L. G., loco. engr.....Channing, Mich.
Mentzels, John P., sec. foreman.....Drummond, Mont.
Millard, W. F., agent.....Garner, Ia.
Morris, Frank, loco. engr.....Chicago, Ill.
Morrow, J. R., sec. foreman.....Muscatine, Ia.
Munsch, Theodore, agent.....Vermillion, S. D.
Parks, W. J., switchman.....Winona, Minn.
Petri, Hayes B., dining car waiter.....Chicago, Ill.
Placek, George, conductor.....Austin, Minn.
Porter, Arthur E., train director.....Chicago, Ill.
Preisler, F. H., sec. foreman.....Channing, Mich.
Rischnan, Clarence E., blacksmith.....Milwaukee, Wis.
Roeker, Paul, warehouse foreman.....Portage, Wis.
Roessger, George H., chief clerk.....Milwaukee, Wis.
Rostratter, E. B., loco. engr.....Hopkins, Minn.
Sackmaster, H. C., sec. foreman.....Camp Douglas, Wis.
Schoech, H. E., roadmaster.....Chillicothe, Mo.
Schott, B. R., machinist.....Milwaukee, Wis.
Schultz, A. W., agent.....Wausau, Wis.
Schweig, P. W., conductor.....Aberdeen, S. D.
Simonson, A., sec. laborer.....Portage, Wis.
Sims, Sr., C. C., agent.....Odon, Ind.
Skubal, John A., cashier.....Milwaukee, Wis.
Smith, E. C., conductor.....Three Forks, Mont.
Snyder, Ray S., carman.....Terre Haute, Ind.
Strehlow, William, loco. engr.....Milwaukee, Wis.
Swails, W., loco. engr.....Brookfield, Wis.
Swanson, S. A., sec. foreman.....Miles City, Mont.
Swanton, L. H., car-yard clerk.....Moberidge, S. D.
Tayek, Sylvester, pipefitter.....Milwaukee, Wis.
Thurber, J. E., conductor.....Milwaukee, Wis.
Tonsager, G. E., sec. laborer.....Elko, Minn.
Topel, Arthur L., loco. engr.....St. Paul, Minn.
Townner, Roy, loco. engr.....Anoka, Minn.
Undine, C. H., loco. engr.....Sioux City, Ia.
Voldersen, E. D., trainman.....Milwaukee, Wis.
Wallace, H., rndhse. foreman.....Bedford, Ind.
Wallner, Carl, conductor.....Iron Mountain, Mich.
Walsh, Patrick J., agent.....Andover, S. D.
Wiemann, Ervin H., loco. engr.....Chicago, Ill.
Young, H. J., baggage man.....Milwaukee, Wis.

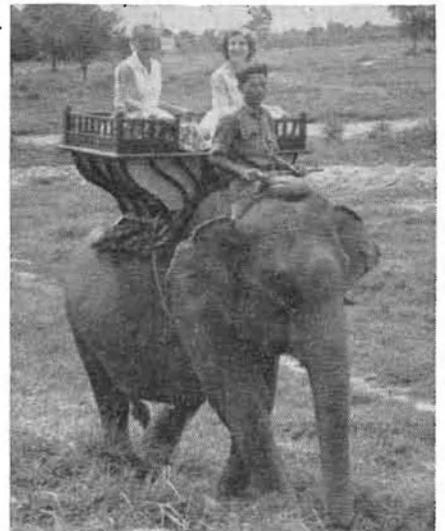


MARRIED 50 YEARS, Mr. and Mrs. W. C. Fraser observed their golden anniversary Sept. 22 with a gala reception in Omaha where Mr. Fraser is the senior member of Fraser, Wenstrand, Stryker, Marshall & Veach, the Road's attorneys there for more than 50 years. Mr. Fraser is admitted to practice with the state and federal courts, including the Supreme Court of the United States and before the Treasury Department, the Court of Claims and the Interstate Commerce Commission. As a civic organizer and leader, he has been active in both city and state affairs since he started practicing in Omaha in 1910. The Frasers have four children, including their son Robert G., who is a member of the law firm, 13 grandchildren and 2 great-grandchildren.



TICKET AGENTS TAKE A TOUR. Sporting Hiawatha headdresses, a group of 125 ticket agents and their wives who traveled to Wisconsin Dells on the Morning Hiawatha Sept. 24 are pictured arriving at the scenic resort. They were delegates to the 36th annual sales education meeting of the American Association of Railroad Ticket Agents held in Chicago Sept. 21-22-23. A welcome by the mayor and the chamber of commerce preceded a two-day sightseeing program, after which the party returned to Chicago on the Afternoon Hiawatha.

▶ **"NO OLYMPIAN HIAWATHA,** in fact, no rail lines in Laos! But we do have locomotion," writes Edith Kohl, formerly a secretary in the Chicago engineering department but now a worker with the USOM in that far off little country of teakwood forests and mountain peaks. Edith is seated directly behind the "engineer".



◀ **STERLING RATING.** At Mitchell, S. D., Perishable Freight Inspector J. F. McMahon (right), who recently rounded out his 45th year of service, is congratulated by Freight Service Inspector L. A. Mostrom upon receiving his Silver Pass. He has been a P.F.I. since 1931, mostly at Mitchell.



In the congratulations line-up at a retirement dinner in Chicago Oct. 23, honoring L. S. Rice, assistant auditor of capital expenditures. From left: W. J. Cusack, assistant auditor of investment accounts; R. A. Johnson, assistant engineer; C. J. Winandy, assistant auditor of joint facility accounts; R. S. Stephenson, vice president and comptroller; Mr. Rice; L. J. Hogan, assistant engineer; and E. H. Kough, assistant engineer. For details, see the auditor of capital expenditures news.



TO LIVE IN FLORIDA. Machinist Glen Sweet, retiring Sept. 30 at Milwaukee Shops after 41 years of service, is wished "good luck" by Reclamation Supervisor Bob Maas. He is planning to live in Florida. Mr. Sweet was a drummer with the Tripoli Shrine Band for 35 years.

here's how we're doing



	SEPTEMBER		NINE MONTHS	
	1959	1958	1959	1958
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$20,958,287	\$23,947,477	\$185,815,195	\$183,308,717
PAID OUT IN WAGES	10,236,353	10,527,403	92,693,262	90,558,799
PER DOLLAR RECEIVED (cents)	48.8	44.0	49.9	49.4
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	924,895	722,252	7,348,971	6,323,194
PER DOLLAR RECEIVED (cents)	4.4	3.0	4.0	3.4
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest ..	9,413,335	9,953,513	83,286,513	82,254,407
PER DOLLAR RECEIVED (cents)	44.9	41.6	44.8	44.9
NET INCOME	383,704	2,744,309	2,486,449	4,172,317
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	103,151	112,844	932,143	898,124
Decrease 1959 under 1958...	-9,693			
Increase 1959 over 1958...			+34,019	

(Continued from page 18)

Superior Service Award Cards.

Agent O. R. Powels and wife vacationed in Canada, Chicago, New York and Boston. While in the latter city Mr. Powels unexpectedly met Ken Hopie, manager of General Hardwood Company, Tacoma, and his wife on the street and they lunched together at the Wayside Inn.

A welcome new addition at the home of Mr. and Mrs. Roy Johnson (Roy is with the engineering department) is Lisa Lynn, born Sept. 6. She joins a sister, Dorothea.

Al Bland, passenger brakeman, died suddenly at home Oct. 3. Al started to work for the Road in 1942 as brakeman and was promoted to conductor Aug. 14, 1945. He had worked on the Coast Division ever since.

We are sorry to report that Bill Delaney is again hospitalized at this writing. He had recently undergone surgery.

B. A. Dykes of the yard office, hospitalized for two months with an arm infection, is at this writing convalescing at home.

Interesting cards were received from 92 year old J. A. Gordon, who visited his brother, Henry, in Yorkton, Sask., Canada. Mr. Gordon was a clerk with the Road for many years until his retirement in 1938. He is the father of George Gor-

don, car distributor in Tacoma.

Arthur James Sorenson, 70, pioneer railroad-station agent and telegrapher, died Sept. 4 of a heart attack. Mr. Sorenson started as a telegrapher at age 17 and retired in 1957 following 50 years' continuous service. In 1909 he was agent at Beverly, then Pine Lake, Ida., 10 years in Ellensburg, 17 in Cle Elum, and 2 in Enumclaw. His widow, a son and two sisters survive him.

Engineer Frank J. Linville recently put aside the timetables which have regulated his life for the past 50 years. From now on he will devote his time to travel, moose and pheasant hunting, and various activities with the B. of L.E., B. of L.F. and Destiny Lodge No. 197, F&AM, Affi Temple of the Shrine. Frank started as a waterboy in his home town of Kansas City in 1905. A venturesome spirit brought him to the Northwest two years later and from 1909 to 1917 he was an extra firing hand for the Road at Moncton, now Cedar Falls. He was then promoted to engineer. The Gold Pass which Mr. Linville recently received is, he says, "a lifetime ticket to adventure" for himself and wife Bertha.

J. D. Rohrer, agent at Port Angeles the past eight years, retired Oct. 1 after 44 years of railroading, the past 14 with the Milwaukee and before that time with the Great Northern. On a vacation last win-

ter, he and Mrs. Rohrer visited Florida and chose the gulf coast as their future home. They are moving to St. Petersburg. E. R. Emanuel is the new agent at Port Angeles.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Engineer Sam R. Winn retired Oct. 1 after 57 years and 20 days service, all spent in a locomotive cab—steam, electric, and diesel. He was No. 1 on the seniority list on Lines West and was the last engineer to hold district seniority rights in passenger service from Deer Lodge to the Coast. In fact, for many years he had been the only one remaining of the 38 engineers originally on this special list. Mr. Winn started working in the Madison roundhouse during school vacations and on Sept. 10, 1902 began firing at Madison on the old Prairie Division. He was promoted to engineer Sept. 18, 1906 and helped build the line into Rapid City. Mr. and Mrs. Winn have moved to S. 808 Herald Road, Spokane 63, to be closer to their children and grandchildren.

Terre Haute Division

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

The 50th wedding anniversary of Mr. and Mrs. Steven Effinger, Terre Haute, was observed Sept. 27 with a reception in the Cotillion Room of the Hotel Deming. They have four daughters and three grandchildren. Mr. Effinger retired nine years ago after 41 years service as brakeman and conductor.

Agent and Mrs. L. A. Fiorello of Chicago Heights welcomed a new son, Marc, Sept. 28. Marc has a brother Steven and a sister Lisa.



HIS 45th ANNIVERSARY OF SERVICE brought Eugene O. Forster, assistant bureau head in the office of the auditor of expenditure, Chicago, his Silver Pass with the good wishes of E. H. Gehrke, chief clerk (left), and R. G. Hoefs, assistant chief disbursement accountant. Gene started in 1914 in the motive power office at Milwaukee Shops and was in the signal department from 1916 to 1932 when he transferred to the district accounting office. He has been in the central accounting department in Chicago since 1940.

The Milwaukee Road Magazine



STERLING PASS.The Road's foreign freight traffic manager, R. T. McSweeney (right), is presented with his Silver Pass in recognition of 45 years of service by W. W. Kremer, vice president-traffic. Mr. McSweeney, who started with the Road just short of his 15th birthday, enjoys the distinction of being the last of the company's freight traffic officers who will be able to achieve 50 years of service before retiring at age 65. Throughout the greater part of his career he has been closely associated with Oriental traffic, as oriental traffic manager starting in 1937, and foreign freight traffic manager since Sept. 15, 1958.

Frank E. Galvin, chief carpenter on the Terre Haute Division, retired June 19 after 47 years of service. His co-workers honored him with a party Sept. 17 at Louise's Restaurant and presented him with a portable TV. Mr. and Mrs. Galvin will continue to live in Terre Haute.

H. A. Sauter, formerly of Cleveland, has taken over the duties of DF&PA succeeding R. G. Davisson, recently retired and now living in California.

C. E. Harrington, assistant engineer, was requested by his Alma Mater, the University of South Dakota, to be the school representative at the formal inauguration ceremonies for the ninth president of Rose Polytechnic Institute, Terre Haute, Nov. 20.

H. A. Edwards, chief train dispatcher, passed away Oct. 11 in St. Anthony Hospital, Terre Haute. Funeral services were conducted at Seymour, and interment was in Riverview Cemetery there. Mr. Edwards had worked for the Road 39 years. He is survived by two daughters, a brother and three sisters.

C. D. Maitlen, crane operator, passed away Oct. 11 after suffering a heart attack. Interment was in Roselawn Cemetery, Terre Haute.

A. H. Austin, chief clerk in the car department, has a new grandson and granddaughter.

The retirement of Charles Dubbs, roundhouse foreman at Latta, was observed with a celebration at Maple Lodge, near Terre Haute. Mr. Dubbs retired with 41 years of service. Except for a brief period at Bensenville, most of his service was at the Terre Haute roundhouse.

Chicago General Offices

AUDITOR OF EQUIPMENT ACCOUNTS

Judy Jurasz, Correspondent

Elsa Augustine was presented with a "lifetime" pass by D. B. Ramsay, and an array of beautiful gifts by her co-workers celebrating her 50th anniversary with the Road.

We welcomed back to work Arline Roggow and Helen Ewald who had both been on recent sick leave; also Mike Ukropin who recently finished his term in the U. S. Army.

Late vacationers included Elsie "the happy wanderer" Vehlow, who had a marvelous time on a South American cruise.

Chuck and Pat Krawczyk welcomed their second child, Kenneth Charles, Sept. 19, and Judy and Jack Hanko welcomed their first Sept. 12. He was named John Mark. Judy was given a baby shower upon her departure in July.

Wedding bells were heard Oct. 24 when Kathy O'Malley of Key Punch said "I do", and became Mrs. Joseph Byrnes at St. Sebastian's Church. The wedding recep-

tion was held at the Viking Temple and the newlyweds honeymooned in Miami Beach.

You'll really need your sun glasses when you look at the diamond ring Kathy Madden was presented with recently by Bill Doherty.

Bertha Joiner was given a lovely jersey when she left Sept. 30 to become a full time housewife and mother.

Sympathy was extended to the family of Clara (Constantine) Bauer who passed away Sept. 12. Burial was in St. Joseph's Cemetery.

TRAFFIC DEPARTMENT

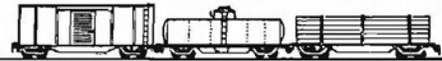
John Cerri, Correspondent

Glen Heath, formerly chief clerk at Toronto, Canada, has succeeded Joe Wylder as secretary in the vice president's office. We hope he enjoys his stay in this country.

Evan Thomas, chief clerk in the division freight agent's office, became the proud father of a girl Sept. 17. Laurel Lee was welcomed at home by Patty, 6, and Janie, 2½.

F. A. Williford, junior divisions clerk

Carloadings



JANUARY-OCTOBER 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			
		TEN MONTHS		INCREASE	
		1959	1958	1959 over 1958	% of increase
13.2%	Forest Prod. (Excl. Logs & Pulpwood)	94,903	87,187	+ 7,716	+ 8.8%
5.2	Coal and Coke	87,951	87,143	+ 808	+ .9
4.7	Iron and Steel	52,038	45,757	+ 6,281	+ 13.7
3.2	Meat and Pckg. Hse. Prod..	36,291	35,827	+ 464	+ 1.3
2.8	Oil and Gasoline	39,142	38,992	+ 150	+ .4
2.4	Automobiles and Parts	33,044	22,255	+ 10,789	+ 48.5
2.2	Grain Products	46,205	43,616	+ 2,589	+ 5.9
2.0	Fruits and Vegetables (Fresh)	27,136	26,328	+ 808	+ 3.1
1.6	Logs and Pulpwood	59,300	49,530	+ 9,770	+ 19.7
25.1	All Other Mfg. and Misc...	257,657	229,718	+ 27,939	+ 12.2
62.4%		733,667	666,353	+67,314	+10.1%
	loading of these commodities DECREASED in 1959 under 1958	TEN MONTHS		DECREASE	
		1959	1958	1959 under 1958	% of decrease
16.2%	Grain and Soy Beans	68,778	91,044	- 22,266	- 24.5%
2.8	All Other Prod. of Mines..	13,203	13,747	- 544	- 4.0
2.7	Agr. Impl. Machinery and Parts	18,634	20,294	- 1,660	- 8.2
2.7	Forwarder Traffic	29,165	29,272	- 107	- .4
2.3	Gravel, Sand and Stone	45,562	47,365	- 1,803	- 3.8
2.2	Cement, Lime, Plaster and Stucco	22,954	23,832	- 878	- 3.7
2.1	Merchandise	50,607	58,075	- 7,468	- 12.9
1.8	Liquors, Malt	16,766	21,357	- 4,591	- 21.5
1.8	All Other Prod. of Agri....	15,813	17,797	- 1,984	- 11.1
1.6	All Other Animals & Prod..	9,137	10,055	- 918	- 9.1
1.4	Livestock	17,461	20,426	- 2,965	- 14.5
37.6%		308,080	353,264	-45,184	-12.8%
100.0%	Total	1,041,747	1,019,617	+22,130	+ 2.2%

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in general freight department, who has conducted an extensive study of Milwaukee Road diesel locomotives and collects photographs and much descriptive material on them, would like to correspond with employes who share the same interest and have some knowledge of the history of the Road. His main interest just now, however, is building a new home in Elgin, south of our main line.

Mrs. Mary Hedin, mother of Andrew Hedin, assistant general freight agent, passed away at Glen Ellyn Oct. 27. Funeral services were held at St. Petronille's Church with burial in St. Boniface Cemetery, Glen Ellyn.

Congratulations to Walter Keller, manager reservation bureau, and wife who celebrated their 41st wedding anniversary Sept. 26.



Dick Sinclair

"Polka Parade," the television program emceed by Dick Sinclair, son of retired Salt Lake City TF&PA H. R. Sinclair, which has been popular in southern California for the past several years, was syndicated recently and is now being

broadcast from most of the stations in the Road's Lines East territory. Roughly, it is televised from Denver east to Pittsburgh, and from Bismarck, N. D., to Tulsa, Okla., with the exception of the Milwaukee and Kansas City areas, to which it will be extended in the future. It is a half hour variety show of the family type. H. R. Sinclair now makes his home in Glendale, Calif.

Earl S. Metz, formerly chief clerk in the general agent's office, was recently appointed chief clerk for J. E. Marshall.

General Passenger Agent Johnston has a new granddaughter, Deanna Lynn, born Sept. 30 in Plymouth, Ill., to Mr. and Mrs. Richard Smith.

Robert E. Bennett, formerly of the commerce department, is now traffic analyst in the traffic research office.

Ed Hora, rate clerk in the general freight department, has been besieged by various sponsors of national TV programs since he recently bowled a 656 series.

Recent promotions in the general agent's office include the following: Wallace O. Refke, chief clerk; William F. Dillman, rate clerk; Earl G. Buell, tracing

PRECISION SHOOTER. Champion of the golf tournament held by the Chicago engineering department on the White Pines course, Bensenville, Ill., Oct. 10 was K. L. Clark, division engineer of the Chicago Terminals and Terre Haute Division, who is pictured with the prize, the Maurice C. Chier trophy. From left are Joe Anthony, representing Maurice C. Chier, Assistant Engineer J. S. Kopec, and W. H. Spinks, chief clerk to assistant chief engineer-structures. N. E. Smith, principal assistant engineer, was the runner-up.



clerk; William J. Donohoe, switch clerk; and Barton W. Brown, bill of lading clerk.

Fred Priestler, TF&PA, Indianapolis, and wife became proud parents of a son, James Joseph, Oct. 14.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Edward Zegler of the A.F.E. bureau took Gertrude Barbara Krieger as his bride in a ceremony at St. Benedict's Church, after which the happy couple spent their honeymoon at Miami Beach.

Sympathy was extended to Mary Oehm of the bookkeeping bureau on the death of her brother, Rev. John Oehm, C.S.S.R.; to Edward Rintelman of the statistical bureau on the death of his son, James; to Gail Johnson of the accounts receivable bureau on the death of her grandfather; and to Florence Talley of the material bureau whose uncle, William Kaiser, passed away. Mr. Kaiser had been making his home with Florence.

Ruth Brauneis became a grandmother for the fifth time when her son George became the father of a girl, Joy Ann.

Welcome to Martha Gerardin of the shop timekeeping bureau who is back after her long hospital stay with a broken hip.

Marjorie Roberts of the material bureau recently took a jet from O'Hare Field and before returning had visited Amsterdam, Copenhagen, Paris, Barcel-

ona, the Isle of Majorca, and Madrid. A dream vacation which Marjorie shared with us through snapshots and literature gathered along the way.

Carl Gerami of the bill and voucher bureau was inducted into the Army Oct. 18 and is now stationed at Fort Leonard Wood, Mo.

Our best wishes went with Beverly Zegler of the T&E timekeeping bureau when she left to seek her fortune in Hawaii. Unfortunately, however, she was called back to Chicago because of a fatal heart attack suffered by her father.

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

Al Roth, bridge designer in the engineering department since 1928, retired Oct. 15. Al has many special talents, some of which he brought with him from Hungary in 1922, others he acquired here, and all have been put to good use in the service of the Road for the past 31 years. At a luncheon in his honor friends and co-workers presented him with a watch, Mrs. Roth with orchids, and both with many good wishes. The Roths have a daughter in Brooklyn married to a doctor, and a son who is practicing medicine in Sacramento, Calif. They have two children each.

We are sorry to announce the sudden death Oct. 7 of Robert L. Wilkin, steel bridge inspector in the engineering de-



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partment. Mr. Wilkin was 42 years old and had served the Road as steel erector and assistant foreman prior to coming to Chicago. He is survived by his widow, Violet. Services were held in Chicago; also in Shannon, Ill., where he was interred.

"Clear Board Ahead" reads the announcement of the birth of Douglas Allen Lark at the Wadena (Minn.) Wesley Hospital Oct. 1. The proud parents are Robert F. "Bob" Lark, who was an instrumentman at Butte when he was furloughed in 1956 to serve a three-year stint in the Air Force, and the former Madell Marie Messer. Since completing his flight training this fall and returning

to the Road, Bob has been assigned to department headquarters at La Crosse.

Signals and Communications honored Carl E. Wood, who retired Oct. 30, with a dinner at the Cafe Bohemia. Among the 40 or so who attended were two of his long-time friends, M. L. Hynes of Milwaukee, retired district general car foreman, Milwaukee Shops, and Bruno Heinrich, retired assistant engineer now of Oconomowoc, with Mrs. Heinrich. Mr. Wood started in 1920 as a draftsman in the office of the mechanical engineer in Milwaukee, and transferred in 1930 to the car department there as engineer of train lighting. During World War II he served in the Air Force for two years, and later

engaged in private business. He returned to the railroad as assistant engineer-communications in Chicago in 1950. Since retiring, he has been making his home in Milwaukee.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Joyce Schmitt and Robert Galas were married Oct. 10 at St. Ferdinand's Church. They honeymooned in Florida.

Priscilla May and Richard Winis were married Oct. 24 at St. Clement's Church. The newlyweds spent their honeymoon arranging their home in South Bend, Ind., where the groom has been transferred.

Pat O'Reilly vacationed in Honolulu and after taking hula lessons on the S. S. Lurline received a diploma acclaiming her a full-fledged hula dancer.

Ebba Anderson and Erna Anhalt vacationed in Nassau.

Genevieve Tanny is on leave at this writing due to illness.

In the future Ann Gibbons will celebrate Nov. 10 as the date on which she passed all requirements for U. S. citizenship. A native of County Mayo, Ireland, she has been making her home in Chicago for some time.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Herb Kirch recently became a grandfather for the second time when his daughter-in-law gave birth to Linda Oct. 4.

John Frank with his wife and children moved into their new home at 1251 N. 119th Street, Wauwatosa, Wis. John is the department's Milwaukee representative.

Another new home owner is William Ausland who, with his wife Joy, moved into their house in Elk Grove Village.

Leonard Cmiel answered the call of Uncle Sam and went into the service for a tour of duty. James Butzen and Richard Johnson have resigned to accept other positions.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Ted Pulsha, Correspondent

Local Boy Scout Troop 921 was at Camp Blackhawk, Big Blue Lake, Mich., with Larry Heidemann serving as Scoutmaster. With 25 boys, wife and two children, Larry had quite a responsibility, but also a good time.

A vacation dream which materialized found E. J. Linden and wife traveling to Hawaii for two weeks of leisure.

Robert Wasilowski, formerly a claim checker, is our new demurrage clerk.

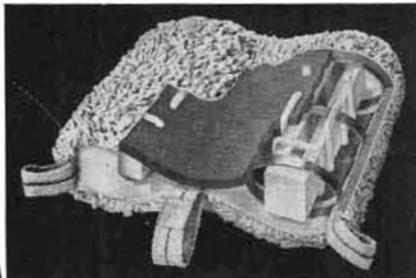
Larry Heidemann performed a civic duty by serving one month on jury service.

A. J. Dinoffria, president of the Chicago Club of the Employees Mutual Benefit Association which sponsored our winning softball team, treated the team to a wonderful dinner at the Chicago Fine Arts Club.

Popular Bill Ptack, a veteran member

The Milwaukee Road Magazine

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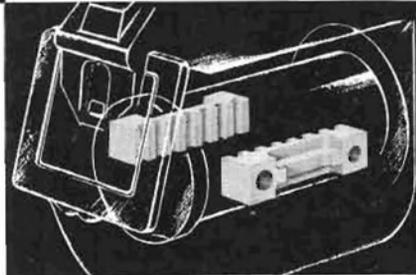


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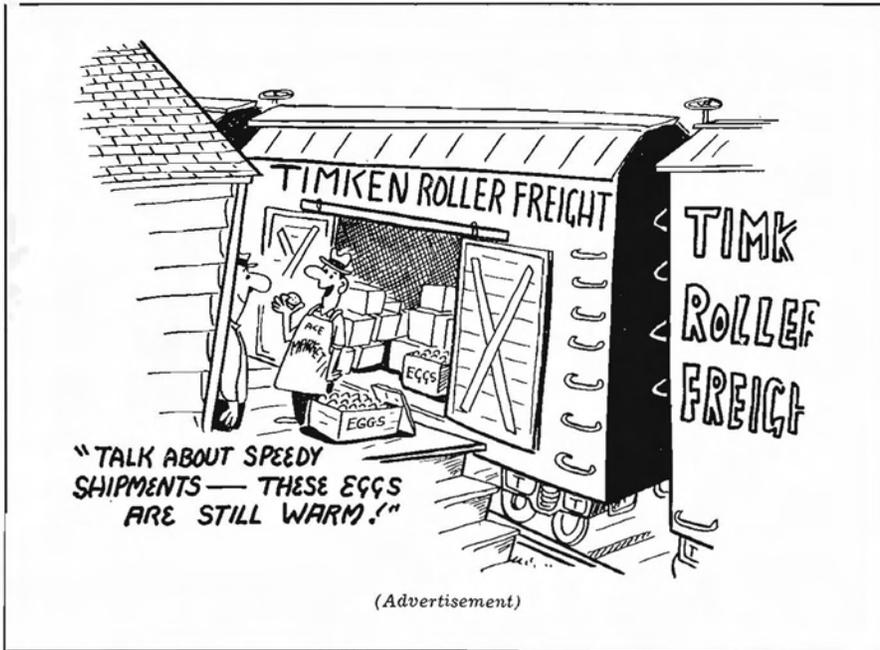
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of our rate bureau, has accepted a position with the Jewel Tea Company in Barrington.

Traveling Auditor J. E. Hanscom has accepted a position as field supervisor for the data processing department.

Our sympathy goes to Sarah Callahan of the central station accounting bureau whose brother died Sept. 14, and to Earl Twedt, traveling auditor at Des Moines, whose wife died in Mercy Hospital, Des Moines, recently.

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Loren S. Rice retired Oct. 31 after completing 43 years of service with the Road. His first job was as a chainman in the engineering department at Minneapolis in 1916. After army service in World War I, he returned and in 1919 was assigned as engineer accountant in the A.F.E. bureau. He was advanced through various positions until his final appointment in 1956 as assistant auditor of capital expenditures.

Mr. Rice was honored at a retirement dinner at the Bjornson Male Chorus Club Oct. 28, attended by 70 of his associates and friends. On his last day in office he was guest at a luncheon given by fellow bureau heads. He and Mrs. Rice have three children: Richard, a student at the University of Wisconsin; Laurel, a grade school teacher in Palatine, Ill.; and Nancy, a student at Milliken University to which she was recently awarded a four year scholarship by General Motors. They plan to continue living in Elgin.

PURCHASING DEPARTMENT

Jim Maloney, Correspondent

Sympathy was extended to Clara Latimore, whose husband passed away in September after a long illness.

At this report Billie Galbreath is steadily improving and can get around the house more easily by herself.

Dorrell Thelander's grandson underwent an operation for the removal of an eye Oct. 29 at St. Joseph's Hospital, Elgin. We were sorry to hear this as the little fellow is only a year old.

Shirley Stanfa came back to work Nov. 1 after her second blessed event.

George Turdik has left the Milwaukee to try his luck at being an accountant. Carl Gallagher is now at Fullerton Avenue working for the data processing department.

In line with the policy to broaden experience in our department by changing job assignments from time to time, Dorrell Thelander was recently assigned to the position of chief clerk and Louis Smith to office assistant.

GENERAL

Nicholas J. Werhane, retired special accountant of the office of vice president and comptroller, died Sept. 16. Funeral services were held at Tabor United Church of Christ, Chicago, with interment in Acacia Park cemetery. Surviving him is a sister, Mrs. Wilhelmina Pfingsten of Northbrook. Mrs. Werhane passed away last December. Mr. Werhane had been with the Road 49 years when he retired in September, 1956, having started in the freight auditor's office in 1907. He transferred to the office of the general auditor in 1910, and was general bookkeeper for about 10 years before being promoted to special accountant in 1944. In his memory, his former office associates made a contribution to the Cancer Research Foundation.

Frank C. Lowry, Gold Pass employe in the president's office, who aside from his railroad duties is a minister of the African Methodist Episcopal Church, has been advised by the Star-Crest Recording Company, Hollywood, Calif., that a song he composed has been approved for inclusion in a Star-Crest "Music of America" album. The song, entitled "Don't You Wish You Could Be Like a Bud,"

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IT'S A GOLD PASS for Vaughn Williams, veteran Milwaukee First District engineer, who is pictured (left) accepting it with the congratulations of F. W. Bunce, chief mechanical officer, Milwaukee Shops. Added to his 50 years of Milwaukee Road seniority, Engineer Williams has some service with the Seaboard Air Line in Florida. He is president of Division 66 of the B. of L.E.

is one of a number Frank has composed over the years he has followed the ministerial calling. It is expected that the album will be released in time for the holidays. Another project in which Frank is currently engaged is fostering interest in an interracial interdenominational home for old people. The home is to be established through public subscription.

Harvey J. Mussweiler, who retired in June, 1958 as tax department chief clerk, was married to Mrs. Alice Emma Tesselar of Milwaukee in Ascension Lutheran Church, Milwaukee, Aug. 15. The wedding was followed by a small reception at the home they have purchased on North 40th Street near Washington Park. Mrs. Mussweiler, the mother of four married daughters and grandmother to 15, is employed in the virus laboratory of the Milwaukee Health Department.

Kenneth Miller, steno-clerk in the tax department, and his wife Anna received double measure Oct. 15 when identical twin sons were born to them in Resurrection Hospital. Steven Jon and Jeffrey Allen were a real surprise as only a single birth was expected. The Millers live in Glenview.

Milwaukee Division

SECOND DISTRICT

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

Sympathy was expressed to John L. Brown, interchange clerk at Green Bay, whose mother passed away Sept. 26, and to Martin J. Cayemberg, former checker at Green Bay freight house, on the sudden death of his wife Sept. 2. Martin, retired, is now living in Arizona.

The Milwaukee Road Women's Club opened their 1959 fall season with a pot luck dinner. Despite bad weather, a large crowd turned out to enjoy a good dinner and a good time.

Your correspondent was recently elected division and local chairman of the

The Milwaukee Road Magazine

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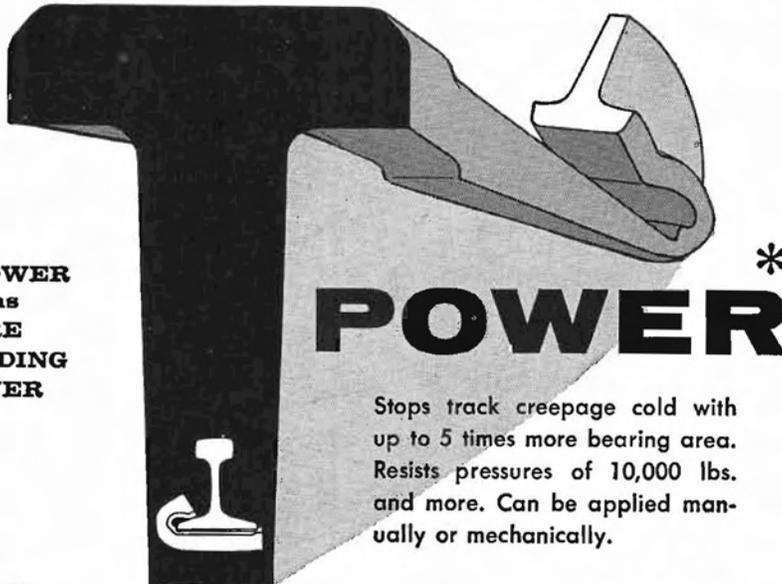
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CONCLUDING 50 YEARS OF SERVICE,

Otto Moeller, material dispatcher in the locomotive department at Milwaukee Shops (front center), received a rousing send-off when he left the railroad Sept. 30. Employees of the entire shops area joined in presenting him with a retirement gift. He will continue to live in Milwaukee.



Brotherhood of Railway Clerks, Local 231.

W. J. Hetherington, "Bill" as he is known to his friends, has been appointed agent at Iron Mountain. Before leaving Plymouth, where he was freight and passenger agent for several years, Bill was presented with a portable radio by George Schmeling, C&NW agent there, and trainmen, baggagemen, and sectionmen, all of whom attended a dinner in his honor Oct. 22.

Alvin Holz, 78, who retired as a brakeman after 40 years with the Milwaukee, died Oct. 13 in St. Agnes Hospital, Fond du Lac. He was a member of the B. of R.T. For ten years he had been chief of police of Mayville, where he lived, and more recently he had been working part-time at the Crescent Garage there. Survivors are his widow, the former Anne Caine of Reeseville; a son, Harold, of Milwaukee; two daughters, Mrs. Phillip Liegl of Mayville, and Mrs. Norman Weber of Hartford; 10 grandchildren and a great-grandchild. Funeral services were at St. Mary's Church, Mayville, and interment in the church cemetery.

FIRST DISTRICT

The appointment of John J. Komurka as agent at Madison effective Nov. 1 was in the nature of a homecoming for both him and Mrs. Komurka. Mr. Komurka, a veteran of three years' service in World War II, was graduated from the Madison Business College in 1947 and Mrs. Komurka also received her education in

Madison. In addition, several members of the Komurka family are Madison residents, and Agent Komurka started his service in 1948 as a student telegrapher on the Madison Division. The Komurkas have four children, Lynn, David, Michael and John.

Milwaukee Shops

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent



H. A. Grothe

Supervisors of the car department honored Harry A. Grothe, district general car foreman, and Armin Guschl, general machine shop foreman, at a retirement party at the Capitol Terrace Sept. 26. F. W. Bunce, chief mechanical officer, served as master of ceremonies, and G. L. Wood, superintendent of the car department, presented them with gifts. Mr. Grothe, who retired Sept. 30, started with the Road as a car inspector at Marmarth on Jan. 23, 1918. He had served as car foreman, shop superintendent, district general car foreman in Minneapolis, and in the latter position in Milwaukee since 1957. It is of note that he was the shop superintendent here while the Hiawatha passenger cars and

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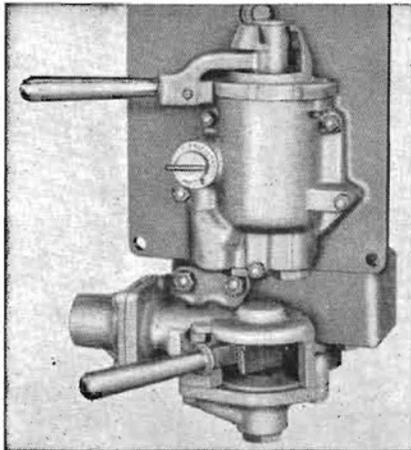
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26-C BRAKE VALVE

more than 22,000 new freight cars were being built. He is a former president of the Northwest Carmen's Association. A report concerning Mr. Guschl's retirement Aug. 31 was in the September-October Magazine.

Jeanie Macht, daughter of chief clerk, recently flew to Africa to teach school.

William T. Coleman, equipment maintainer, Milwaukee Terminals, retired on Sept. 30, after 52 years of service.

OFFICE OF MECHANICAL ENGINEER  
AND TEST DEPARTMENT

H. J. Montgomery, Correspondent

We're sorry to report the passing of Fred Osberg, freight shop timekeeper. A veteran of 35 years' service, he leaves many friends throughout the various departments. His widow, two sons and a daughter survive.

Dick Schultz, former C&M Division fireman and son of Arthur L. Schultz, was married to Donna Mae Franceour of Genoa City Nov. 14. This date marked the 34th wedding anniversary of Mr. and Mrs. Arthur Schultz. Art is a draftsman in the mechanical engineer's office.

John Schnell and family are at this writing enjoying a trip to the Coast—La Habra, Calif., a town near Los Angeles. John's mother, brother and three sisters have eagerly been awaiting this chance to meet the children.

The Sylvan Lesters report a new arriv-

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**APPRENTICESHIP AWARD.** Machinist Apprentice Richard A. Hefter, Milwaukee Shops, who was cited at the third National Railroad Apprenticeship Conference in Omaha as an outstanding craftsman, is presented with his "outstanding" certificate by Shop Superintendent Wayne Bittner. Other Milwaukee Shops employees honored similarly were Electrician Apprentice Theodore Hiltz Jr. and Blacksmith Apprentice Robert E. Hohl. R. H. Maas, supervisor of diesel maintenance at the Shops, was a member of the conference steering committee.

al at their new home in Greendale. Her name is Ginger, and at eight months she weighs only four pounds—a Chihuahua!

Machinist William (Bill) Weidel received our best wishes on his retirement Oct. 30 after 56 years of service. Bill had worked all of this time in Milwaukee, and when he retired was working in the air brake shop. He intends to visit his daughter in Phoenix, and possibly settle there. His father was for many years a supervisor in the locomotive shop, in charge of the piston and guide gang.



William Weidel

CAR DEPARTMENT

Erwin C. Weber, Correspondent

It's a boy, Jacob Bernard, born Oct. 20, for the Jacob Hansens. Mrs. Hansen is the former Nancy Houting, who before her marriage was a stenographer in the shop superintendent's office at Davies Yard, and later in the law office of Mr. Trump.

Victor Dall, passenger airbrakeman, retired Aug. 21 after 22 years in the passenger air shop. Victor intends to be a do-it-yourself man around his home.

Mrs. Joseph Guschl, widow of upholsterer foreman and mother of Retired General Foreman Armin M. Guschl of the wheel shop, recently suffered a broken leg. We all wish her a speedy recovery.

Sympathy was extended to the family of Fred P. Osberg, timekeeper and clerk

The Milwaukee Road Magazine

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- A. YOUR WIFE** may be insured for \$1,000.00. Premium (if under age 39 incl.) only \$2.00 a month. (If 40 to 60 incl.) \$2.50 a month. Add \$1.00 a month for each year over 60.
- B. EACH DEPENDENT CHILD** may be insured for \$500.00. Premium only 50 cents a month.

**IMPORTANT RETIREMENT OPTIONS** ➔

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

**OPTION 2.** Under this option, to be selected when applying for policy, if the insured member shall maintain the policy in continuous force for ten years or more, he may upon retirement, authorize within 31 days of premium due date that, WITHOUT FURTHER PAYMENT of monthly premiums, the insurance shall be continued in force and premiums be deducted from insurance on death and remainder be PAID TO BENEFICIARY WITHOUT INTEREST or carrying charge. Monthly premium for \$1,000.00 of insurance, under age 29 incl. . . . . \$1.25  
 Age 30 and over . . . . . 1.75

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 Date of birth . . . . . Age . . . . . Height . . . . . Weight . . . . . Sex . . . . .  
 Occupation . . . . . Social Security No. . . . . Payroll No. . . . . Work No. . . . .

**THIS APPLICATION IS FOR A \$1,000.00 LIFE INSURANCE POLICY ON MY LIFE.**

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

The beneficiary is to be . . . . . Relationship . . . . .

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

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

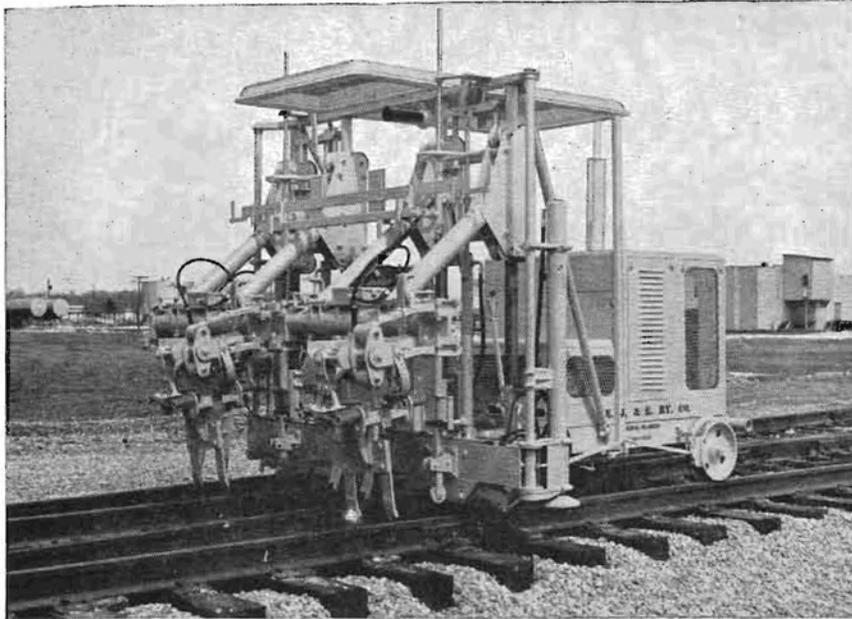
| First Name | Age   | Birth Date |
|------------|-------|------------|
| .....      | ..... | .....      |
| .....      | ..... | .....      |

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

**TOTAL MONTHLY PREMIUM** \$ . . . . .  
 Date . . . . .  
 Signature of applicant

in the shop superintendent's office, who died Oct. 22 after a long illness. Fred started at Davies Yard in September, 1923 as a mail clerk, was promoted to billing clerk in April, 1924 and then to clerk and timekeeper, first in the car department forge shop and later in the shop superintendent's office. He is survived by his wife, Anna, sons Thomas and Robert,

The freight car shops have just completed the application of Timken roller bearings to four of the five flatcars that have been assigned to the Atomic Energy Commission. Of our 50 foot boxcars, they have fitted up one for loading Chevrolet parts from Muncie, Ind., to Janesville, Wis.; four assigned in a pool to handle movement of Chevrolet car coil springs



## The New JACKSON JACK-SPOT TAMPER

**PRODUCT OF INTENSIVE RESEARCH, DEVELOPMENT and TESTING WITH ALL OPERATIONS ELECTRICALLY CONTROLLED and PUSH-BUTTON OPERATED!**

**IT'S A FAST JACK TAMPER:** Jacking to reach and hold track raise and cross level is fast and positive. It quickly and firmly tamps tie to hold raise for production tampers . . . keeps out of their way . . . and it is adapted to existing track surfacing equipment.

**IT'S A MIGHTY EFFICIENT SPOT TAMPER:** Great power and speed for spotting and smoothing in all ballasts is supplied by TRACK MAINTAINER tamping units.

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## JACKSON VIBRATORS, INC.

LUDINGTON • MICHIGAN

daughter Marilyn Ann, his mother and a sister. Former co-workers were pallbearers at his funeral.

Leonard L. Lentz recently visited the plant of the St. Louis Refrigerator Car Company in St. Louis to get information necessary for increasing the inside width as well as the width of door openings on our refrigerator cars,

and rear and upper control arms from Livonia, Mich., to Janesville; and, by the time this news is in print, three will be ready to handle 1960 model Chevrolet commercial and truck front axles from Detroit to Janesville. Work will then be started to modify 100 flatcars in the 600000 series to meet the demand for piggyback loading.



**RETIREES WITH SILVER PASS.** A Miles City veteran, Machinist Bill Hagerty, is presented with his Silver Pass by Master Mechanic J. H. Kervin, with Roundhouse Foreman A. B. Ballantine standing by. Starting in July, 1914, he had been employed at Miles City almost continuously until he retired Sept. 30.

## Rocky Mountain Division

EAST END

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

September 9 was a gala day for all railfans of the Miles City area, when the Milwaukee, in company with other northwest railroads, staged "Railroad Day". Larry Dugan, vice president and western counsel, addressed a joint meeting of the Service Clubs of Miles City. The open house for new equipment was crowded with visitors all day, with the Milwaukee Road Flexi-Van stealing the show.

Funeral services were held in Miles City Sept. 4 for Nome Tarpo, 74, retired section foreman, who passed away in Seattle. Mr. Tarpo, a native of Greece, was employed on track forces for 38 years and was foreman on the section west of Miles City for many years prior to his retirement in 1950. He is survived by his wife, a son, a daughter, a brother and two grandchildren.

Word has been received of the death of Sherrill, daughter of Agent and Mrs. Jess Snavelly of Mott, N.D., who lost her life in a car accident near Mott Sept. 19. She was born Mar. 2, 1944 at Miles City and was a student in Lincoln High School at Mott. Interment was in Sunny Slope Cemetery.

Funeral services for Mrs. Eva Raynor, widow of retired trainman, were held at Miles City Oct. 6. The Raynors came to Miles City in 1912. She is survived by a son and a daughter. Interment was in Custer County Cemetery.

Michael J. Kransky, 71, retired boiler-maker, passed away Oct. 4 in a Miles City hospital. He was born in Lemont, Ill., and was married to Birdie Ostrum in Nekoosa, Wis., in 1914. The family moved to Miles City in 1916 where he was employed in the shop until his retirement in 1953. He is survived by his wife, four sons, two daughters, 16 grandchildren and eight great-grandchildren. Services were held at Sacred Heart Church and burial was in Calvary Cemetery.

The Milwaukee Road Magazine

**A 45-YEAR VET-ERAN**, Section Foreman Swan A. Swanson of Miles City Yard, receives his Silver Pass with the congratulations of, from left, Superintendent A. C. Novak, Roadmaster J. A. Spatafore and Division Engineer R. D. Claborn. He has served as a foreman on the Trans-Missouri Division since 1918.



Retired Conductor and Mrs. Charles S. Brown observed their golden wedding anniversary recently with an open house at their home in Miles City. A large number of friends and neighbors called, and a number of out-of-town guests and relatives were present.

At its October meeting, the Women's Club held a party for retired employes and their wives. There was a large turnout for an evening of entertainment and games.

Word has been received of the passing of Anne Butcher Davis, a former Miles City resident, at Medford, Ore., Oct. 15. Mrs. Davis was employed for many years as ticket clerk and cashier at Miles City. Her husband, a retired engineer, preceded her in death by only a few months.

#### WEST END

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

Albert Edward LeProuse, son of Engineer and Mrs. Archie LeProuse of Butte, died Sept. 20. Albert was a Butte High School student.

Retired Engineer Clarence H. Pierce of Deer Lodge died Sept. 1. Mr. Pierce was born in Paoli, Wis., Sept. 24, 1885. He moved in 1910 to Deer Lodge where he hired as a fireman for the Milwaukee. He was promoted to engineer in 1916 and worked in this capacity until his retire-

ment in 1950.

Retired Machinist Louis J. Sommers died Sept. 13 after an extended illness. Mr. Sommers was born June 26, 1881, in Racine, Wis. He moved to Deer Lodge in 1916, where he was hired by the Milwaukee, and worked there until his retirement in 1947. He and Mrs. Sommers celebrated their golden wedding anniversary June 20, 1957.

A daughter was born Sept. 11 to Agent and Mrs. Frank Mathern of Geraldine, Mont.

Retired Conductor Homer Jenkins has returned home at this writing after spending several weeks in a hospital in Seattle. We all wish him well.

Rollin E. Warn, retired B&B foreman on the old Idaho Division, passed away at his home in Spokane following a heart attack Aug. 18. Mr. Warn started his service in the B&B department of the Road about 1909 in Harlowton, Mont. He left with the Wheatland County first volunteers for service in World War I and did not return to Harlowton and the Road until 1919. In 1920 he was transferred to Spokane. Survivors are his wife, two daughters, Mrs. Permenter and Mrs. Holt (Marjorie and Gloria), six grandchildren, and his brother, Louis, who lives at Deer Lodge.

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**Twin City Terminals**

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent  
c/o General Agent

Fran O'Connell's was the scene of a farewell party Oct. 20 honoring George F. Quinlan, who was promoted to general agent in Pittsburgh effective Nov. 1. Present were members of the Twin Cities freight department personnel, headed by R. H. Harding; G. E. Benz, retired G. N. W.F.A., Minneapolis; operating department superintendents; several traffic managers from St. Paul firms, who specifically requested they be allowed to attend; and various railroad personnel from other lines. The consensus seemed to be that George Quinlan was one of the most popular general agents this area has had. His ready sense of humor and good nature will long be remembered by those who worked with him since his appointment in St. Paul in February, 1952. The general agents group in St. Paul also honored him at a luncheon.

Gladys Sheehan, stenographer in the local freight office, took a vacation trip to Bermuda. She embarked from New York on the "Nieuw Amsterdam" and had the services of a crew of 750. There were only 450 passengers, which is a delightful ratio from the passengers' point of view.

T. A. Nelson, telegrapher, left the passenger department office and joined the freight department in their new location at 212 Union Depot as of Nov. 1.

William Radabaugh, second shift foreman of the roundhouse who started with the Road as machinist apprentice Sept. 1, 1912 retired Nov. 1. Mr. Radabaugh has served in various places, including Bensenville and Aberdeen, and had been foreman since May 1, 1923.

**TWIN CITIES CAR DEPARTMENT  
AND COACH YARD**

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

Car Cleaner Andrew Stam retired July 16 following 17 years service. Car Cleaner George Curilla ended 40 years' service at Minneapolis Coach Yard Sept. 1. Carman Elof Wendell, a familiar figure at our Minneapolis depot, retired Dec. 1 after 45 years. He and Mrs. Wendell plan to visit their daughter and son-in-law in Hartford, Conn., during December.

Former Carman John F. Anderson, who enjoys Minnesota summers, is bound for Tacoma and Los Angeles for the winter.

Machinist Apprentice Lloyd D. Hubert and wife are proud parents of a baby girl born Nov. 5.

Richard V. Anderson, carman cutter at Minneapolis Light Repair Yard, retired Dec. 1 following 45 years' service.

Charles Capon, 66, retired chief clerk of the stores department, Minneapolis, passed away Nov. 7 following a heart attack. He retired six years ago. Survivors are the widow and two sons.

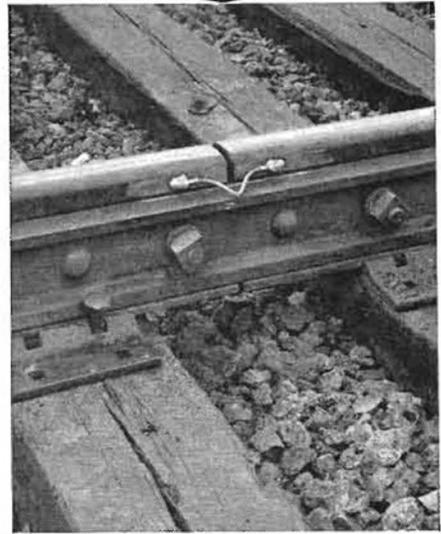
Sympathy was extended to Clerk Leroy Samuelson of the St. Paul car department office in the loss of his father, Silas Samuelson, 63, who died Nov. 11 following a long illness.

*The Milwaukee Road Magazine*



**INDUSTRIAL PROGRESS IN ST. PAUL** is recorded as the first bulk car of sugar is delivered Oct. 9 to the new multi-million dollar plant of the Pearson Candy Company, which has located in the Road's Fordson district. On hand are, from left: L. W. Palmquist, Milwaukee Road general superintendent, Minneapolis; General Agent G. F. Quinlan, St. Paul (since appointed general agent, Pittsburgh); Frank Sullivan, sales representative of the Seavey & Flarsheim Brokerage Co., Minneapolis; T. A. Hunt, Milwaukee Road industrial engineer, Chicago; Herbert Jehn, executive vice president of the Pearson Candy Company; and W. E. Ellingson, representative of the Amalgamated Sugar Co., Ogden, Utah. The airslide unloader cargo was the first bulk car of sugar shipped to the Northwest.

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### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

Dick Allard, formerly in the B&B department, is now carload bill clerk in the Local.

We are happy to hear Elmer Davies' wife is home at this writing after several months hospitalization.

Nels Vikingson, who worked in the freight house 31 years prior to his retirement Nov. 15, 1949, passed away Oct. 20.

Thomas (Ludi) Nelson, check clerk in the freight house, was a recent visitor. He has been away from work for some time because of ill health.

Larry Good, former tracing clerk in the commercial office, has accepted a position in the traffic department of the Green Giant Canning Co., LeSueur, Minn.

### Milwaukee Terminals

#### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

Switchman Ed Carlson furnished some news of our retired folks recently, and I'm sure we all appreciate it.

Retired Yardmaster Charlie Tennant and wife, now of Big Bend, Wis., say it's too late this season to taste their good melons but you may put your bid in for next season. They enjoy company.

Johnny Koch, retired yardmaster, who has been in California for some time, has returned to Milwaukee and is living with his son John at 3433 N. 89th Street.

Retired Switchman M. C. McIver suffered a stroke some time ago and is un-

able to answer his mail, but still looks forward to receiving it. He is at 3161 S. 112th Street, West Allis.

Thirty-two Muskego Yard workers took part in the golf tournament at the William Roberts Country Club Sept. 14, courtesy of Allis Chalmers for use of the club. Phil LaFountain had low score of 80, prize for the longest drive went to Operator Wayne Currie, closest to pin, Fireman Bob Kopf. The organizers of the tournament were Switchman Russ Heaton, Fireman Danny McCann and Fireman Harley Rodd.

Jim Tobin and the former Terry Rae Schneiberg were married Aug. 22 in St. John de Nepomuc Church. They honeymooned in Cape Cod and New York.

Yardmaster Tom Barrett comes in for congratulations, but he has kept his Oct. 2 marriage a pretty dark secret so we cannot give any details.

### Grain Doors

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Performing Pick-up and Delivery Service

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Pool Car Distributors — Receiving and Forwarding

Ed Zimmerman, son of Switchman Don Zimmerman, was married Sept. 19 to Ruth Jesko.

Switchman Pat Ryan, son of Fireman D. Ryan, has enlisted in the Air Force on a six-year training and college program.

Retired "Southwestern" Conductor Frank Cluskey is enjoying the Florida climate on a permanent basis. He now lives in Lake Worth.

Time Revisor Harold Lemke spent his vacation hunting Canadian geese and wild ducks. Last count was 20 geese and 20 ducks, I believe; anyway, the number was within legal limits.

Our carmen are now using "walkie talkie" units in contacting their foremen, yardmasters and phone directors, another step in Milwaukee Road progress. This makes car checking faster and safer.

Tom Michaels is back in service after military duty.

Sympathy was extended to Switchman Danny Lynch whose mother passed away in her car while waiting for Danny at the yard office Oct. 23.

Deborah Jill was born to the Al Owens July 19; Colleen Annette to the Ted Egans Sept. 3; Valerie Ann to Yard Caller

Bruce MacDonald and wife Aug. 22; Jean Marie to the James Komberecs (CM conductor) Oct. 20; and Pamela Marie to the Gene Carys Oct. 2.

Five Milwaukee families have announced the arrival of sons: Bradley James for Newt and Mrs. Caswell Sept. 7; Robert Allen for Bob Reis and wife Sept. 15; Dale Michael for Road Caller Larry LaRue Jr. and wife Sept. 29; Nelson James for the Ralph Durants Sept. 30; and a son to Mr. and Mrs. Gordon Griffith Oct. 26.

Switchman Al Lindberg was one of 15 men who tried out for the "handsome lead" part in "Once More With Feeling" for the Miller Theatre production.

He did not get the part, but not because he was not the "mostest". Switchman Les Fredericks is also interested in dramatics and has done a lot of work with the Port Players.

#### FOWLER STREET STATION

Pearl Freund, Correspondent

D. A. Dunning, who has assumed the duties of assistant agent here, was formerly agent at Mayville. Milwaukee is not new to Mr. Dunning, who was here as traveling auditor from 1953 to 1956. The family residence was in West Milwaukee and the Dunnings would be happy to locate in the same vicinity, real estate conditions permitting. They have a son, Charles, aged 12.

Letters from son Robert to Joseph M. Hoerl, head rate clerk, tell that he is now located at Mon-Son-Ni, 30 or 40 miles north of Seoul and just a few miles south of the 38th parallel, Korea. Bob is in the Army and has just commenced duties as a radio operator after a pleasant cruise over from Seattle.

Newest arrival in the Baxter "harem" is a girl born Oct. 12. The other residents are Mom Baxter and three daughters. Dad is Richard D. Baxter, yard clerk at Bay View, where he transferred from Reed Street.

George H. Roessger, chief clerk, and Mrs. Roessger took a three weeks' vacation trip to the West Coast, traveling from San Francisco to San Diego and Mexico, thence through the Grand Canyon. At Los Angeles they visited Mr. and Mrs. John Klump, a nephew and former city freight agent at Milwaukee. The trip was the fulfillment of a 46 year dream for George.

Dave Westover, retired perishable freight inspector now living in Oakland, Calif., stopped in to renew old acquaintances on a trip north to view the new locks of the St. Lawrence Seaway.

John Brower, grain clerk, has been assigned to the reconsigning desk to fill the vacancy created by the retirement of George Dietrich. L. Lloyd Christianson, who has been assistant chief clerk at Muskego Yard, succeeds John at the grain desk.

Bruno J. Kowalski was the successful bidder for the rate position vacated by Fred Roessger. The relief position in the rate department has been assigned to Enrico Franco.

Jacqueline Cary walked down the aisle of Holy Assumption Church in West Allis Oct. 31 for her marriage to Richard Turnquist. She was given away by her father, William Cary Sr., chief yard clerk at Fowler Street, and attended by Jacqueline Grace, Therese Mazuk, and Caroljane, daughter of William Cary Jr., disposition clerk at Muskego Yard. Little Timothy Gintner, son of Dolores Cary Gintner, was ring bearer, and Linda Mary Stockhausen flower girl. Best man was Ronald Ruzicka. A reception was held at Knotty Pine Hall.

#### Chicago Terminals

GALEWOOD

Ray Bishop, Correspondent

Victor Peterson, retired chief clerk Jefferson Street station, and Hazel Peterson, stenographer to chief clerk at Gale-

### BUCKEYE

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FOR RAILROADS

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The Milwaukee Road Magazine

**ON THE SPORTS**

**CARD.** A. F. "Bert" Eberling, retired Chicago-Elgin suburban conductor, at the unveiling of a memorial erected by the people of Goldfield, Nev., to the 42-round contest fought there on Sept. 3, 1906 when Joe Gans took the lightweight title from Battling Nelson. Under the name of "Kid Farmer", Bert had fought about 80 bouts



himself before he gave up the fight game in 1917 to enter Milwaukee Road service, and was selected to dedicate the memorial as the only survivor of the "card" at Goldfield that day. Prized souvenirs of his boxing days are the gloves worn by Gans in the title bout. Since retiring in 1954, Bert has been living in Inglewood, Calif.

wood, who is home on an extended leave, are the proud grandparents of Kathryn Peterson born Oct. 14.

Sympathy was extended to E. J. Glowczewski Sr. and Jr. on the death of father and grandfather Oct. 22.

John (Shorty) Smith, slip bill clerk, recently retired due to ill health. He is at 1982 Wingate Drive, Chamblee, Ga., and looks forward to hearing from former co-workers.

Stanley Wincek, stower on the platform, took his pension effective Oct. 30.

Josephine Piconere, IBM operator, is at this writing home from the hospital after having surgery on her foot.

**WESTERN AVENUE STORES & LOCOMOTIVE DEPARTMENTS**

LaVergne Misiak, Correspondent

Chief Stationary Engineer Henry Hahn retired from his duties at the Western Avenue power house Sept. 30 after 32 years of service. Henry and his wife are now making their home at Berthoud, Colo.

Electrician Apprentice William Leidl interrupted his duties with the electrical line gang on Sept. 15 to serve in the Army.

At this writing Machinist Dick Wiedl is recuperating at home from an operation.

Machinist Helper Mario Giangreco, who suffered a broken ankle in April, returned to work Oct. 13. Charles Pollack, machinist, who left the Road four years ago, has again joined the mechanical force at the diesel house.

John Starrett, diesel clerk, vacationed with relatives in Kansas and Wyoming last month and reports he had very good luck on his first try at mountain fishing at Sheridan, Wyo.

Retired Machinist Dave Cartwright tells us he is now living in DeLand, Fla.

Sympathy was extended to the family of Chicago Terminal Engineer Sylvester Haskett who passed away suddenly Oct. 14. Our sympathy also to Chicago Terminal Engineer Dan Harrison whose wife passed away recently.

Elmo Fleenor, invoice clerk in the dis-

trict storekeeper's office, and wife Vickie are two of the "Varmints" whose new recording of "The Battle of New Orleans" is the top tune in the square dance instrumental field, as rated in Bill Board Magazine. The record is a 45 RPM and is No. H101A on "Flip" label. Elmo plays the fiddle while his wife accompanies him on the guitar. They have another record in the making as of this writing.

Frank Corleto, clerk in the local storekeeper's office, returned home from the hospital recently after an operation. We wish him a speedy recovery.

Storehelper Clarence Hill left Bensenville to join the Western Avenue store-room force. He is in Nebraska at this writing, visiting his mother who suddenly became ill.

**BENSENVILLE**

Dorothy Lee Camp, Correspondent

Rudy Gonzales, operator Tower B-12 (Soo Line Tower), and wife Betty welcomed a third son, Randy, Oct. 22 at the Hinsdale Hospital. Brothers Ricky and Ronnie could hardly wait to greet the

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baby when he was brought to their lovely new home in Lombard.

Mrs. Cass Kuhns passed away recently, leaving her husband Cass, roundhouse foreman at Bensenville, and two children, Janice and Jack. Our sympathy went also to the Wayne Rowan family when Wayne, a retarder tower operator, died suddenly of a heart attack. He is survived by his widow and son.

At this writing, Yardmaster Jim Co-wart is resting fairly well at Memorial Hospital, Elmhurst. Switchman Claude Brown is on the mend in the same hospital. C&M Conductor Ben Smith and Lineman Lyle Whiting are both recovering from recent mishaps. Lyle will be missing around the ol' stamping grounds for some time.

Yardmasters William "Bill" Stotz and Eddie Parr and their families are both enjoying beautiful new homes. The Stotz' home is in Addison, and the Parrs' in Niles.

Car Foreman Tom Corts' father passed away recently. He was well past 90.

#### **UNION STREET**

Carolyn DiCicco, Correspondent

John Miller, chief clerk at Kinzie Street, is confined to the Swedish Memorial Hospital at this writing.

Sympathy was extended to the family of Casmir Levan, stower in House 5 at Kinzie Street, who died suddenly Oct. 17; and to John Shorter, checker at House 2, whose mother passed away Oct. 25.

Catherine McShea, mother of Thomas McShea, general clerk at Division Street, died Nov. 21. Funeral services were in St. Bartholomew's Church and interment in Mount Carmel. Besides Thomas, Mrs. McShea leaves two other sons, Bernard and Eugene, and a daughter Mrs. Wiggerman, 11 grandchildren and five great grandchildren. Her husband, Thomas, predeceased her.

### **I M & D Division**

**MASON CITY AREA**

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

Foster A. Smith, agent at Fort Atkinson, retired Oct. 1 after 48 years of serv-

ice. He began as an extra operator at Fort Atkinson Mar. 30, 1911 and had been local agent since 1919. W. J. Doerr will succeed Mr. Smith.

Amy Louise Phillips, daughter of Mr. and Mrs. J. Harold (Doc) Phillips, Mason City, and Donald T. Menke, son of Mr. and Mrs. G. H. Menke, Cold Springs, Minn., were married in St. Joseph's Catholic Church recently. Following the ceremony a reception was held at the Mason City Country Club.



Nancy Phillips

Nancy Phillips, daughter of Conductor and Mrs. Harold L. Phillips, Mason City, was crowned Queen of the Pensacola Naval Air Station at the pre-flight formal dance recently. The crowning was done by the assistant secretary of the Navy.

Nancy is a student at Gulf Park College, Gulfport, Miss.

Sympathy was extended to families of four retired members of the Milwaukee Road who died recently. Carl Frederick Stube, 74, Lawler, died in St. Joseph's Hospital, New Hampton. He is survived by two daughters, Mrs. Walter Drewelow, New Hampton, and Mrs. Carl Roehrick, Lawler. William H. Colloton, 73, retired conductor, died Oct. 9. He had 50 years of service. Surviving are his wife, Florence; a daughter, Mrs. Donald Winnie, Covina, Calif.; a son, William R., Los Angeles; and a brother, Charles, and sister, both of Mason City. W. R. Kerlin, 73, former conductor, died Oct. 12 in a Mason City hospital. He was a veteran of World War I, a member of the First Methodist Church of Mason City, the Masonic Lodge of Elkader, the VFW, and a 50-year member of the B. of R.T. Surviving are his wife, Pearl; three daughters and a twin brother, Ray, of Rudd, Ia. Roy Kellar, 73, former ticket clerk, Mason City, died Oct. 14 at his home. He was freight and passenger agent for the Road until 1925 when he became associated with St. Luke's Hospital. Later he returned to the Road and retired in 1952 because of ill health. He is survived by

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**CELEBRATE GOLDEN WEDDING.** Mr. and Mrs. H. L. McCaughey, Mason City, celebrated their 50th wedding anniversary Oct. 4 with a dinner for their immediate family at the Green Mill Colonial Room. Among members present were their daughter and two sons, their five grandchildren, and a great-grandchild. Mr. McCaughey was roundhouse foreman for the Road when he retired. (Russell photo)

a son, Lloyd; a daughter, Mrs. Howard Jackson of Burbank, Calif., and his mother, Mrs. Ida Kellar of Mason City.

E. J. Full completed 48 years of service and retired Oct. 2 as agent at Austin, Minn. A party was given in his honor by about 50 of his co-workers at the Eagles Club. Retirement plans include travel, tinkering with clocks, and wood-working.

It's not often that a railroad man begins and ends 42 years of service in the same building, but Fred G. Myers started work for the Road in 1917 in the building which he left recently, after retiring as chief clerk at Sioux Falls, S. D., the position he had filled since 1923. Mrs. Myers retired at the same time after 14 years spent as a sales clerk at Aaronson's. They plan to spend the winter in Monterey Park, Calif., where a daughter, Mrs. Ken Latam, resides, and where Mr. Myers hopes to do some deep sea fishing and "take it easy".

The marriage of Robert Everett, telegrapher at New Hampton, to Carol Lee Eckhoff was solemnized in Mason City Oct. 23. Rev. Peter Eckhoff, the bride's grandfather, officiated at the ceremony in Kanawha Christian Reformed Church, which was followed by a reception for 200 in the church club rooms. After a wedding trip south, the couple plan to live in Mason City.

## Aberdeen Division

MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Sympathy was extended to the family of Richard (Dick) Jones who passed away suddenly at his home in Portland, Ore. Dick had retired as night roundhouse foreman at Aberdeen in 1948.

Congratulations to Yardmaster and Mrs. Gene Palmer on the birth of Jean Jolaine Oct. 21. The Palmers already had three sons.

Switchman Lenny Evangelisto is on the

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**88TH BIRTHDAY** of Nicholas "Nick" Nemmer, retired car repairer of Bensenville Yard, was observed at his home in Miami, Fla., with a family get-together attended by his son Elmer A., Chicago Terminals engineer. Mr. Nemmer retired in 1938.

mend at this writing, after surgery.

It has been brought to our attention that Andy F. Lundberg, retired H&D baggageman, died at his home in St. Paul Aug. 23, following a progressive illness. He was born in St. Paul and had been employed on the H&D between Aberdeen and Mobridge for 45 years before retiring in 1955. Surviving are his wife Hattie; a daughter, Mrs. Arthur Sundeen; and two sons, Roger and Andrew M.

Bad Lands Lodge 809 of the B. of R.T. honored three retiring Milwaukee men Nov. 14 in the recreation room of the First National Bank at Mobridge. The men so honored were Conductors William Lowdermilk and Winslow Gorman of the Trans-Missouri Division, who entered service in 1916 and 1917 respectively, and Train Baggageman Jim Reece who started with the Road in 1918. George Schweda, president of the lodge, presented gifts to each, and a very fine lunch was served by the members.

#### **EAST END**

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

Friends of Loyal Spilloway of Groton, S. D., were sorry to hear of his death as the result of an automobile accident on Sept. 6. Loyal had been working in various capacities in the maintenance of way department.

Retired Engineer Charlie Walters has sold his home in New Richland, Wis., and moved to Youngtown, Ariz., where a number of our H&D men have taken up residence.

The Ralph Lighters (Engineer Lighter has just retired) have gone to California

*The Milwaukee Road Magazine*

for the winter to visit their daughter Glenis. Before they left, Ralph got everything readied for the winter, including taking down and cleaning the martin house. Imbedded in one of the nests was a little gold locket on which were the words, "I love you." Ralph likes to think that was the martins' way of saying thanks for their lovely summer home.

Conductor Bill Crowl died suddenly while on duty at Aberdeen. We also lost a number of women in the Milwaukee family the past month. They are Mrs. Ray Nichols and Mrs. Jake Hammer, whose husbands are retired conductors; and Mrs. A. G. Schiffman and Mrs. O. T. Spangenberg, whose husbands are engineers on the H&D Division.

Fireman Pat Darrington, the last of three bachelor brothers, has lost his single status. He and Lois Kittleson were married Oct. 3 at Our Saviours Lutheran Church in Montevideo.

After a series of blood transfusions, Retired Engineer Ed Waldman has returned to his home. Ed at 86 is the H&D's oldest retired man. He lives in Minneapolis.

Agent Dean Hill fell off his barn roof, which he was repairing and fractured a vertebra. He will not be working for some time. The accident happened on his newly purchased farm near Summit, S. D.

## D & I Division

Eunice Stevens, Division Editor  
Superintendent's Office, Savanna

Agent Frank Allen, Byron, Ill., passed away at his home Oct. 20. Funeral services were held in Byron. Surviving are his widow and six children. Mr. Allen started his railroad career as an operator Sept. 5, 1909 and was operator at Byron Tower from December, 1914 until the tower was placed in automatic operation. For a short time he worked at Davis Junction and in July, 1952 was appointed to the agency at Byron.

Mrs. William Waymack, widow of car department employe, Savanna, passed away Oct. 17 in the City Hospital where she had been a patient two weeks. Mrs. Waymack was a charter member of the Women's Club, having served as its first recording secretary when the local chapter was organized in 1925. Funeral services were held in the Methodist Church with burial in the Savanna Cemetery. Surviving are a stepson and a niece.

Jack Disher, mechanical department employe, Savanna, is at this writing in St. Francis Hospital, Peoria, where he has been a therapy patient for nine weeks following an attack of polio.

Mrs. Ross Pierce, the former Gladys Hoye of Savanna and Beloit, whose father was train dispatcher at Savanna and Beloit for many years, passed away Oct. 2 at her home in Stockton, Ill., following an illness of a few months. Surviving are the husband and stepchildren. Funeral services were held in Stockton, with burial in the Ladies' Union Cemetery.

O. W. Pearce, retired Iowa Division engineer, passed away in the City Hospital in Savanna Sept. 29, where he had been a patient since Sept. 18. Services were held in the Hunter-Fuller Memorial Chapel, with interment in the Savanna Township Cemetery. Surviving are a son, brother and sister.

Mrs. W. D. Bowman, widow of switchman, passed away in the home of her daughter in Savanna Sept. 22, following a brief illness. Funeral services were held in the Hunter-Fuller Memorial Chapel, with burial in the Savanna Cemetery. Surviving are two sons, Dwight of Savanna and Wayne of our car department, Davenport; a daughter, Mrs. Earl Hess, wife of First District engineer; also grandchildren and great grandchildren.

Darlene Cross, daughter of Iowa Division Conductor and Mrs. Cross of Savanna, became the bride of Wayne R. Johnson in a ceremony in Augustana Seminary Chapel, Rock Island, Sept. 12. Darlene was graduated in June from the Moline Public Hospital School of Nursing. The groom will be ordained next spring as pastor in the Augustana Synod of the Lutheran Church.

New arrivals in Savanna include a son, Jeffrey Merle, for the G. M. Griswolds (Jerry is secretary to the chief clerk in the superintendent's office); a daughter, Dawn, for Switchman and Mrs. R. A. Adams; and Danell Ann, new granddaughter for Iowa Division Conductor and Mrs. Frank McDonnell.

Michael Collins, former car department employe at Savanna, passed away in the City Hospital Sept. 28 following a long illness. Funeral services were held in St. John's Catholic Church, with burial in the Catholic cemetery. Surviving are the widow, five sons and four daughters.

Engineer William T. Butcher, making his last trip on the Chicago-Elgin run



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Mr. and Mrs. Lev Mathewson of Marion, Ia., pictured at their golden wedding celebration. The details are reported by Iowa Division Correspondent Leola Gonsales.

Sept. 30, was presented with a gift by Brotherhood associates, and honored by friends at the Elgin depot at the conclusion of his final run. He retired with 37 years of service, 17 as an engineer and the balance in firing. He and Mrs. Butcher are leaving Elgin to move to Yucaipa, Calif., near San Bernardino.

W. G. (Bill) Arno retired as engineer on the First District Aug. 15.

Sam Crisci, caller at the Savanna roundhouse, was the winner of a \$25 savings bond offered by the National Bank of Savanna as a Maxwell Street Day feature, Sept. 11. His guess was 3979 while a jar of pennies displayed at the bank actually contained 3978.

## Iowa Division

EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

Mr. and Mrs. Al McMickle are the parents of a daughter, Pamela Sue, born Oct. 21. A few days earlier (Oct. 18) a son, Frank Allen, was born to Mr. and Mrs. James Trimble.

Mr. and Mrs. Lev Mathewson, Marion, were honored Sept. 20 at a family dinner at Twin Towers in celebration of their golden wedding anniversary (Sept. 24, 1909, Indianapolis). Covers were arranged for 39. Mr. Mathewson is a retired Milwaukee Road lineman. Present were six of their seven children: T. C. Mathewson, L. J. Mathewson, Mrs. Ray Scheuller and Mrs. George Kisting of Dubuque; Ramona Bunney and Mrs. Arthur LaFrentz of Marion. A son, Robert, of Tacoma, was unable to attend. Of their 24 grandchildren, 19 were present.

The Marion Milwaukee Women's Club had their semi-annual family picnic Oct. 8. Pictures were shown by Roger Bartlett, and games were played.

Harry A. Shuart, retired section worker, passed away in a Cedar Rapids hospital Oct. 17. He was born Apr. 4, 1892 in Savanna, Ill. Survivors are his widow, the former Lucinda Musser whom he married in Cedar Rapids in 1954; a daughter, Mrs. Ivan Pattison of Shellsburg; a son, Harry Jr. of Turner, Kans.; three stepdaughters, Mrs. Dean Burrell of West

The Milwaukee Road Magazine



**HONORED BY TRAINMEN.** The presentation of a certificate for 50 years of continuous membership in the Brotherhood of Railway Trainmen to H. O. Taylor (standing, third from right) was the occasion for this recent get-together of BRT members in the Veteran's Club at Perry, Ia. Seated, from left, are C. E. Hannegan, E. B. Brooks, W. R. Prettyman, John Norver and H. J. Fuller. Standing, from left: E. B. Oehler, Fred Vodenik, H. A. Boisen, Edward Davis, Leo Bohrer and George Franks. With the exception of Mr. Fuller, all are retired veterans. (Perry Chief photo)

Palm Beach, Mrs. Warren Smith of Palo, and Mrs. Robert Gessaman of Cedar Rapids; and a stepson, H. Edward Musser of Cedar Rapids. Mr. Shuart was a member of the National Association of Retired and Veteran Railroad Employees. Services were conducted in the Turner Chapel and burial was in Cedar Memorial.

Conductor Lonzo E. Cox, 53, who moved from Ottumwa to Batavia about a year ago, died of a heart seizure in St. Joseph Hospital, Ottumwa, Oct. 25. Last rites were held at the Methodist Church in Unionville, where he was born, and burial was in the Unionville cemetery. Surviving are his widow, Beatrice; a son, Robert Lee Cox of California; a foster daughter, Karen Jean Cox; a stepson, Glen Harrod of Ottumwa; his mother, four sisters and four brothers.

**MIDDLE AND WEST**

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

Walter Lee of Slater, a brother of John L. Lee, retired shop man in Perry, and Retired Section Foreman Edward Lee of Slater, passed away in August. Another brother, Miller, who started work with their father, the late John L. Lee, on the Milwaukee and later went to work for the North Western also survives.

Mrs. George Starliper and her sister, Mrs. Logan R. Valentine of Great Falls, Mont., both wives of retired engineers, attended a family reunion of over 100 members in August. The sisters are from a family of 10 children, all of whom are still living. Mr. Valentine will be remembered by many Iowa Division folks, as he worked as fireman and engineer on this division before going to Montana to prove up on a claim.

Four men who work in the offices at Perry are representing the Milwaukee in the men's bowling league for the second year. They are Train Dispatchers Larry Harvey and John Galiher, Clerk Don Dollarhide, and Operator W. E. Kelley. Clerk Larry Whelchel is the new member of the team, replacing Eddie Lee. Last year the team finished at the top of the league.

Clinton Froke of the signals and communications department at Perry and Mrs. Froke became the parents of a son, Clinton Dana, Oct. 2. Clinton, who has an amateur radio operator's license and a station in his own home, lost no time in telling the good news to some of the other "hams" with whom he visits nightly.

Abraham Wisner, who worked in Perry roundhouse for many years, died in the Perry hospital in September. Funeral services were at Zion Methodist Church.

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Mr. Wisner was born in Louisiana in 1874 and went to work in the local roundhouse in 1912, making him one of the senior employes.

Mrs. Lee Tolbert, widow of conductor, slipped on a rug in her daughter's home, where she has been living, and broke her arm. She was confined to a hospital in Omaha for some time. Another accident victim, who also suffered a broken arm, was Mrs. Frank Johnson of Perry, wife of conductor.

Charles Book, a long time employe in the bridge and building department on the Iowa Division, passed away in October. Charles retired several years ago. His wife and three daughters survive.

Engineer Fred Wagner was in Wesley Memorial Hospital in Chicago during September and October. He underwent two operations and, though he made a good recovery, he decided to end his railroad service and retired.

Mrs. E. O. Twedt, wife of a traveling auditor on the Iowa Division, passed away in September following surgery. She had been ill only a few days. Born in Norway, Mrs. Twedt had been a resident in this country since she was 16. Her husband, a daughter, and several grandchildren survive.

Milton Lynn, who worked for many years in the shops at Perry and later at Bensenville, died in September in Phoenix, Ariz., where he had been living.

Mrs. Charles Tomer, widow of a Milwaukee shop man and mother of Conductor Fred Tomer, Engineer George Tomer and Machinist Ralph Tomer, celebrated her 100th birthday Sept. 26. Mrs. Mae Schaller came from Chicago to join her brothers and mother for the family dinner and open house.

Mr. and Mrs. Roy Leighty of Dawson, Ia., parents of W. L. Leighty of the Marion yard force, celebrated their golden wedding anniversary in September. Lowell and his family were with his parents for the occasion.

Retired Engineer Henry Theulen and wife of Perry were in Savanna in September to attend last rites for Jack Mulder, 61, who died in the Veteran's Hospital in Tomah, Wis., following a long illness. Jack was chief clerk in the division master mechanic's office in Savanna until his health failed in June 1958.

Yardmaster Charles Prowse of the Perry yard force became a grandpa in September when a son was born to Mr. and Mrs. Byron Schappaugh. Alfred Noack, retired section foreman, is grandfather to the son born Aug. 28 to Mr. and Mrs. Keith Noack.

Ray Burns, father of Agent R. J. Burns of Manning and Agent R. E. Burns of Bagley, died in a Council Bluffs hospital in September. Burial was at Underwood, Ia., where he had lived with a daughter. Mr. Burns was a station agent for the Rock Island for more than 40 years. Soon after his death, a brother of the Manning and Bagley agents passed away after a long illness.

Retired Conductor E. J. Gant and wife, who went to Dover, Ark., to live after his retirement have returned to Redfield, Ia., where they will now live.

"Pamela Jean" is the name Conductor

**SPUD STUDY SPECIALISTS** unloading a test bag of russet potatoes shipped from Othello, Wash., to Chicago are (lower right and clockwise) L. B. Horton, Milwaukee Road commissioner of agricultural and mineral development; R. D. Mocer, chief marketing analyst, Washington State Department of Agriculture; G. A. McCamant, Milwaukee Road supervisor of refrigeration service; and Nick Sandar, potato extension agent for the Columbia Basin, Othello. They are members of a group of transportation and marketing experts who cooperated in a four-year study undertaken by the Washington State Potato Commission, Washington State University, and the state Department of Agriculture to improve the quality and demand for Washington russets. The Milwaukee, which hauls the major part of the Columbia Basin potato crop to market, gave special help to the study.



and Mrs. Francis Cox gave their daughter, born recently at Tama where Francis is in charge of the switch crew. Mr. and Mrs. William Harrison had a baby daughter Oct. 11. The proud father is in the maintenance of way department in Perry.

Conductor Walter Main joined the grandfather ranks in October when his daughter, Mrs. Gilbert Chirinos, gave birth to a son, John Gilbert.

George Keene, night baggage man at the Perry depot, who has been on sick leave for some time following surgery, returned to work in November. John Keene, 91, father of George, died in October. He had been living in Sutherland, Ia.

October 27 was an important day for the J. T. Loftus family in Perry, as they welcomed twin sons into the family. "Pat", as he is known to his railroad friends, is a son of Roadmaster D. W. Loftus. He works in the engineering department.

Mrs. Laton Walton, widow of engineer, died in the Perry hospital in October. She had been engaged in real estate business following her husband's death. Burial was at Troy Mills, Ia. Her son, two grandchildren, and three great grandchildren survive.

Lieutenant of Police R. F. Grandquist and wife became parents of their first child, a son, Oct. 28. He was named for his proud father.

Mrs. H. O. Taylor, wife of retired switchman, died at the family home in Perry Oct. 25 at the age of 70. She was a daughter of the late Engineer Joseph Wasson and a sister of Retired Engineer Halsey Wasson. Survivors are her husband, a brother and two sisters.

Paul Silver, who started as a caller for the Road and later worked as a brakeman, died recently in Omaha where he had been living for some time.

Perry's first polio fatality was Thomas Vodenik, 22. son of Retired Conductor Fred Vodenik and wife, and brother of Conductor Vernon Vodenik and Engi-



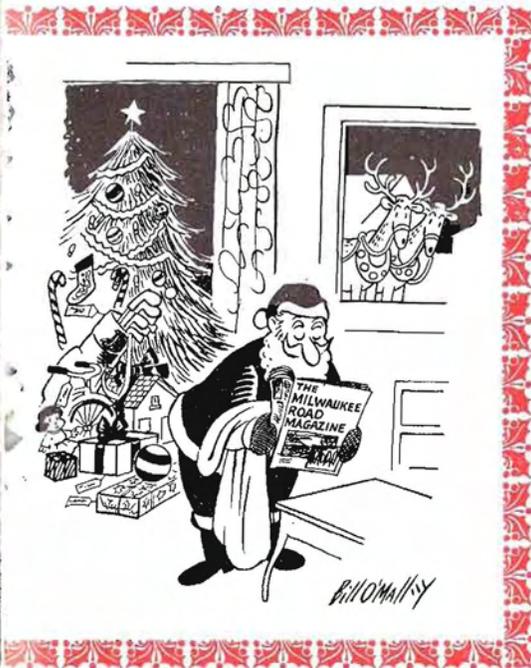
**ON TOUR WITH "THE ROCK"**. Motion picture's number one box office idol, Rock Hudson, arriving in Chicago recently aboard the Milwaukee Road's City of Los Angeles, poses for members of the working press and a welcoming crowd of fans. After a brief stopover, he transferred to a New York bound train on a tour to open his current film, "Pillow Talk," in which he co-stars with Doris Day. The Winnetka, Ill., boy who made good in Hollywood in a big way is the nephew of T. J. Wood, a member of the freight auditor's force in Chicago.

neer Clifford Vodenik, both of whom work out of Perry. He is survived by his widow and a four months old son.

Peter J. Reel, conductor on the Middle Division for many years prior to retirement, passed away in September. His wife and three children survive.

Clinton Froke, traveling lineman, and Larry Fister, operator, are new members of the Perry Toastmaster's Club.

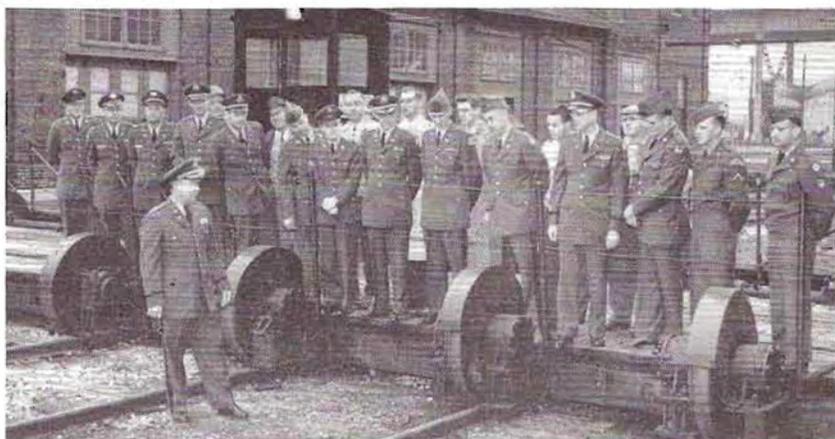
**IN THE NAME OF HENRY HUDSON, R. J. "Bob" McCarthy**, city freight agent in New York City, poses with candidates for the title of "Miss Rheingold of 1960". Bob enacted the role of the Dutch explorer in connection with his civic obligation as vice president of the junior chamber of commerce at Yankers, N. Y.



**THE PAPAL DELEGATE TO THE UNITED STATES**, Archbishop Egidio Vagnozzi (center) pictured detraining from the Olympian Hiowatha in St. Paul Oct. 27 under the escort of William Walloce, general passenger traffic manager. Greeting him is Archbishop William O. Brady of St. Paul, heading a committee of Catholic church leaders on hand to accompany the Italian prelate to his dedication of the new library building of the College of St. Thomas.



**TACTICS STUDY** by Chicago Detachment G. H. of the Transportation Military Railway Service, of which J. D. Shea, general superintendent, Milwaukee, is deputy director general, shows members of the unit on a recent tour of the Road's Milwaukee Shops and Air Line Yard. Here Colonel Shea is demonstrating the operation of the transfer table in the locomotive department to a group which includes Lt. Col. H. C. Minter, division engineer of the Milwaukee Division (second from left), who is commanding officer of the 757th (Milwaukee Road) Railway Shop Battalion. The tour was concluded with a visit to the Joseph Schlitz brewery facilities and a luncheon as guests of the brewing company.



**THE GOVERNOR TAKES THE WHEEL.** Montana Railroad Days, sponsored at Helena Sept. 11 by the Montana Railroad Association and the local chamber of commerce, was highlighted by the presence of Governor J. Hugo Aronson, who is pictured operating a Milwaukee Road Flexi-Van. Demonstrations of the trailer-on-flator unit were a popular feature of a 13-car train of modern freight and passenger equipment exhibited by railroads serving the state.





**MAGAZINE**

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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**WINTER IN ST. PAUL YARD.** A view from the top of the hump, looking down into the classification yard, with a tank car in the master retarder. See "TRAINS Tells the St. Paul Yard Story."

