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FIRST TRANSCONTINENTAL AUTOMOBILE PIGGYBACK... see page 4

Michael Sol Collection

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contents

Piggyback Joins the Parade -----	4
New Units Increase Trailer-On-Flatcar Fleet -----	6
What's New On The Milwaukee? -----	7
Highlights of 1959— Prospects for 1960 -----	8
When the Sioux Made Its Last Run--	11
It's Student Tour Time Again -----	12
Washout at Snoqualmie Pass -----	13
Appointments -----	14
Quiz -----	16
Comments From Our Customers -----	16
The Skating Shaws of Aberdeen -----	17
Retirements -----	18
About People of the Railroad -----	20



• Briefly Noted •

GOVERNOR'S MAN. At the request of Governor Orville Freeman of Minnesota, S. J. Oberhauser, the Milwaukee Road's agricultural agent for Minnesota, has agreed to serve on a task force which will make a survey of the Minnesota State Department of Agriculture to improve its administrative operations. Other members include representatives of the Farmers Union Grain Terminal Association, Land O'Lakes Creameries Inc., and the Midland Cooperative.

mitted a whimsical Gothic plan which was turned down. Rather than waste it, Scott decided to adapt it to the building of a railroad station, on which he was also working at the time. The result is St. Paneras, an interesting period piece of revived Gothic architecture. Strangers to London often mistake it for a cathedral.

ELECTED TO A.A.R. BOARD. At the recent annual meeting of the Association of American Railroads, President William J. Quinn was one of 20 chief railroad executives elected to the board of directors. Curtis D. Buford, son of C. H. Buford, a former president of The Milwaukee Road, was re-elected vice president in charge of the Operations and Maintenance Department.

"WHO NEEDS A BUS?" asks the *Minneapolis Star* in reporting on Bob Schwab of the public relations force of radio station WCCO. "Mr. Schwab lives in St. Paul and for years he had been taking the intercity bus to work. He walked to the bus stop in downtown St. Paul and then grabbed an express to Minneapolis. Cost: 40 cents (in tokens, one way). Then came the bus strike. Now he walks two blocks farther to the St. Paul Union Station, boards the Milwaukee Road's Pioneer Limited at 7:55, and gets off in Minneapolis at 8:20: cost, 29 cents. Time saved: 10 minutes. Money saved: 11 cents."

NO WASTE HERE. If St. Paneras Station in London looks more like the British Foreign Office than a railway terminal, it's because that's what it was intended to be. The story is that in 1868, when the Victorian architect Sir George Gilbert Scott was commissioned to produce a design for the rebuilding of the Foreign Office, he sub-

(Continued on page 11)

The Cover

SEE it now! Automobiles being taken for a ride! Here's how the world's first transcontinental automobile piggyback shipment looked as it was being loaded on 90-foot flatcar units at the Milwaukee Road's North Harvey (Ill.) yard near Chicago Jan. 5. The automobiles are Chrysler Corporation models which were trucked from the Detroit assembly plant and turned over to the Road at North Harvey for the long haul by rail to Miles City, Mont., and Spokane, Wash. From those points they were delivered by highway carriers to Chrysler dealers in Washington, Oregon, Montana and Wyoming. Close scheduling provided for the flatcars and empty auto trailers to start the return trip within 24 hours of their arrival at the western terminals. For details of the truck-rail-truck movement, read "Piggyback Joins the Parade" starting on page 4.

It Happened On The Milwaukee

From Rex E. Anderson, Traveling Freight & Passenger Agent, Winston-Salem, N. C. The conductor called out "Tickets, please," as he started through the suburban train leaving Chicago. The first ticket presented was for the north "Fox Lake" route, and the patron was told that he was on the wrong train—the "Elgin" westbound train—but that he could change to the Fox Lake train, which had occupied the adjoining track in the Union Station, at Western Avenue. The second and third patrons, who also presented north suburban service tickets, were told the same. After checking a few more tickets, however, it dawned on the conductor that *he* was on the wrong train.

From Fred J. McKeever, Retired Engineer, Lemon Grove, Calif. This happened in the summer of 1912, when I was in helper service between Piedmont and Donald, Mont.

For a couple of days, roundhouse, rip track and carmen had been working on a gondola, putting in seats and covering them and the inside of the car with red, white and blue bunting. I stood to help on No. 15 the day I was coupled into this gondola, which was to be shoved from Piedmont to Donald on head end. When we stopped at Piedmont, about 20 people came up from the train and were helped into the gondola. Looked like a party from way back east. The conductor was with them and told me not to stop up the hill. I told him it looked as though it was raining toward the top, but he said to go ahead, and we started.

The people were all wearing summer clothes. About half way up we ran into a nice shower, and before we got to Donald, a few more. When we arrived, they were the wettest and sorriest looking lot of people you ever saw, and the most colorful, the bunting colors having run together and mixed with the clothes colors.

From Frank D. Reynolds, Retired Telegrapher, Seattle, Wash. This goes back to 1898, the place, old Savanna Yard. Not the sprawling yard of today, but a half-pint size that a good chewer could spit across.

A sheep train was coming in on the Iowa Division, with the business car of C. A. Goodnow, then general super-

SOMETHING NEW IN RAILROADING...

"CREATIVE CREWS" of the Milwaukee Road



CARSCOPE, HOW IT WORKS and what it can mean to a shipper is the theme of the latest advertisement in the Milwaukee Road's nationwide advertising program based on the creative ability and special skills of company employes. The text explains the set-up of the new central freight service department in Chicago and how, with a phone call to the one location, shippers can now order equipment or trace, expedite, divert or reconsign any carload of freight on the system.

Most important to the transaction, it points out, is the assistance of a staff qualified by in-the-field-experience to handle any shipper's particular type of problem: "He works **for** you and **with** you. Carscope is the kind of forward-looking way of doing business that has made The Milwaukee Road America's resourceful railroad."

intendent, just ahead of the caboose. As it passed the "Q" crossing the sheep men were herded onto the platform of the business car, and the caboose was cut off. The train continued up the main line, and as it passed the Y switch a pusher engine eased the east end caboose onto the business car, while near the east end of the yard the inbound engine was shunted onto a siding and the rails relined to the main line, whereon stood the east end engine with a dozen cars, air pumped up and released. The coupling was made gently, and away it went. Not until C.A.G. was passing the old rail mill did he realize that he had gone through the yard without stopping. His comment is said to have been a classic.

When the train reached the old red barn curve, the pusher engine cut off and took the yardmaster back, and so

passed into history the first and only known case of a train changing engines, cabooses and crews without a stop.

From F. B. Haubold, Yardmaster, Kinzie St., Chicago. A suburban train leaving Fox Lake at 7:08 A.M. recently was slightly delayed because a woman who had just reclined for a nap suddenly remembered she had left her electric iron on at "high heat" in her Fox Lake home. The yell she let out brought Conductor Ray Forrestal to the rescue. Thinking to prevent the inevitable fire, he stopped the train in Long Lake so the woman could make a phone call, but the telephone lines were busy. Forrestal, or "Curly," as he is better known to commuters, solved

(Continued on page 19)

Piggyback Joins the Parade

Trailer-On-Flatcar Service Continues to Expand

A STRIKING demonstration of coordinated rail-highway service was staged in Chicago on Jan. 5 when The Milwaukee Road, branching out into Plan V piggyback, launched the nation's first transcontinental automobile piggyback operation. Involved in the movement was a fleet of automobiles shipped by the Chrysler Corporation from Detroit to the Northwest Pacific. The truck-rail-truck movement was the latest venture in the Road's strong competition for business in new areas.

The rapid growth of piggyback, the



The initial movement of automobile piggyback cars ready for unloading Jan. 8 at the Milwaukee Road yard just east of the Spokane city limits.

one field in which railroad traffic continued to forge ahead during last year's steel closedown, was reflected on the Milwaukee in the expansion of Flexi-Van, the Road's trailer-on-flatcar operation, from an infant enterprise at the beginning of the year to a service now available in 11 major on-line cities. Since it was established, each month's volume has shown an average increase

of 25 per cent over the month preceding. Operation Piggyback culminated a year of effort which, before it closed, saw the Road's rail-highway service also gaining a firm foothold as a fast, safe and economical method for hauling bulk mail and transoceanic cargoes.

The Piggybacks Start West

The launching of Plan V piggyback was watched by business and industry with considerable interest. The plan, incidentally, is an arrangement between railroads and motor carriers to provide shippers with a through service, at through joint rail-truck rates, for shipments which originate in or are destined to each other's territories. W. W. Kremer, vice president-traffic, cites it as being in line with suggestions voiced by Interstate Commerce Commissioners that the various forms of transportation unite to perform a service which will encompass the best features of each.

To meet the demand for equipment, a program was carried out at Milwaukee Shops in which 100 conventional 45-foot flatcars were converted to fifty 90-foot units suitable for hauling auto trailers. The movement, originating at Chrysler's Detroit assembly plant for delivery to dealers in Washington, Oregon, Idaho, Montana and Wyoming, covered in some instances a total of more than 2,500 miles to ultimate destination. It was made up of 56 cars, mainly Plymouths and Valiants, which were loaded onto over-the-road auto transport trailers of the Clark Transport Company and routed 300 miles by highway to a specially prepared interchange loading area in the Road's North Harvey, Ill., yard. There the autos were sorted for destination points and loaded onto stripped down trailers, four to a trailer, and run

From the vantage point of a Milwaukee Road parlor car, officials of the companies which participated in the Road's first truck-rail-truck movement watch the piggyback cavalcade leaving Chicago Jan. 5 on fast daily time freight 263. Seated, from left: H. L. Shuster, Midwest area director of the Chrysler Corporation; W. W. Kremer, Milwaukee Road vice president-traffic; and Paul J. Fritzsching Jr., director, corporate traffic office, Chrysler Corporation, Detroit. Standing, from left: E. W. Chesterman, Milwaukee Road manager rail-highway sales; Ray Guiles, public relations, the Chrysler Corporation, Detroit; W. D. Sunter, Milwaukee general freight traffic manager, sales and service; J. P. Clark, president, Clark Transport Company, Chicago Heights, Ill.; I. H. Rauw, general sales manager, the Convoy Company, Portland, Ore.



onto the 90-foot dual flatcars. Each accommodated two trailers.

From North Harvey the flatcars were moved to Bensenville Yard for departure on No. 263 fast daily time freight, destined to either Miles City or Spokane, where there are unloading facilities. Upon arrival at those points drivers for the Convoy Company took over from the railroad and reloaded the autos onto over-the-road trailers for delivery to Chrysler dealers at points beyond the rail terminals.

The operation, the first large consignment to be shipped on a daily schedule, reduced the transit time from Detroit to Spokane from the average of 10 days required for highway transport to an average of five days. Plans of the Chrysler Corporation call for complete utilization of the service from Detroit to the Northwest Pacific, with the expectation that movements will increase as dealers' orders rise and other distribution points are added.

Flexi-Van Carries the Mail

The use of Flexi-Vans for transporting bulk mail was started Dec. 6 for fast schedule delivery between Chicago-Milwaukee, and points in Wisconsin and Minnesota via La Crosse. Under usual conditions, the equipment consists of two flatcars, each carrying two vans, which have been equipped to provide steam and air line connections between the diesel and the cars comprising the balance of the train. They also have attachments for mounting markers when the cars are placed at the rear of a train.

The flatcars move over the route on Nos. 57 and 56, the Chicago-Twin Cities overnight mail trains, except for one car which operates earlier in the consist of No. 9, the Copper Country Limited, between Chicago and Milwaukee. This car is set out at Milwaukee to receive additional mail and express, and is picked up later by the mail train. At La Crosse the vans are transferred to bogies (wheel assemblies) and trucked to points beyond.

The trucking portion of the service is done by the Milwaukee Motor Transportation Company, the railroad's subsidiary carrier. Beyond La Crosse, points



Milwaukee Road and motor carrier officials on hand to supervise the unloading of the first automobile piggyback shipment in Spokane Jan. 8. From left: Superintendent W. H. McKegney, Tacoma; General Agent D. J. Sullivan, Spokane; T. P. Youell, special representative of the Convoy Company, Seattle; F. W. Porterfield, traffic manager, and John Youell, vice president, of the Convoy Company, Portland, Ore.; Milwaukee Road Assistant General Manager R. G. Scott, Tacoma; and Traffic Manager G. H. Kronberg, Seattle.

Scene at the Minneapolis plant of the Marine Products Division of the McCulloch Corporation Nov. 25 as the Flexi-Van load of outboard motors was loaded for shipment to Antwerp, Belgium. From left: A. S. Peterson, Milwaukee Road Flexi-Van sales representative, General Agent S. P. Elmslie and Freight Traffic Manager R. H. Harding, all of Minneapolis; Irving E. Nielsen, traffic manager, and Allen Anderson, public relations director, both of the McCulloch Marine Products Division.



The first transoceanic shipment of freight in Flexi-Van containers to move over The Milwaukee Road via Seattle is lowered from the deck of the Pelican State, States Marine-Isthmian line vessel, onto a Milwaukee Road Flexi-Van wheel assembly at dockside in Seattle Dec. 3.

in Wisconsin which receive the service are Black River Falls, Eau Claire, Menomonie, Chippewa Falls, Bloomer, New Auburn, Chetek, Cameron, Rice Lake, Haugen, Sarona and Spooner. The Minnesota points are Winona, Rochester, Byron, Kason, Dodge Center, Claremont, Owatonna, Waseca, Janesville and Mankato. Much of the mail is for star route handling to smaller communities beyond these points.

Flexi-Van Goes Transoceanic

The demonstration of Flexi-Van techniques in Seattle on Dec. 3 when The Milwaukee Road took over the first Flexi-Van import to arrive at a Pacific Coast port was heralded as a glimpse of tomorrow's cargo handling. The loading consisted of Japan-made sewing machine parts moving via Seattle to Chicago, which had been shipped from Yokohama in two Flexi-Vans owned by the

States Marine-Isthmian steamship line. The vans, one standard size and one smaller, incorporated details of design for sea-rail-truck movement which permitted them to be swung over the side of a vessel.

Upon arrival at pier 66, the vans were unloaded directly onto Milwaukee Road Flexi-Van equipment, the larger onto a bogie and the smaller placed in a conventional open top van. It was then a matter of minutes to truck them to the Road's South First Avenue team track and load them on a Flexi-Van flatcar for departure on "hotshot" freight 264 the same night. Their delivery in Chicago on Dec. 7 was followed by customs inspection.

A similar service involving a Trans-Atlantic shipment had been provided by the Road Nov. 25 when a consignment of outboard motors moved in a States Marine Flexi-Van from the Minneapolis plant of the Marine Products Division

of the McCulloch Corporation to Antwerp, Belgium. The load traveled on a Milwaukee Road Flexi-Van flatcar from the Twin Cities as far as Chicago, and was delivered in Antwerp in the same container, no transloading being required throughout the trip.

J. D. Phillips, executive vice president of the Milwaukee Motor Transportation Company who supervises Flexi-Van terminal operations, cited that shipping transoceanic freight in this manner saves time and expense, and eliminates the stringent packing and crating required in ordinary shipping. The fact that it involves no intermediate handling also lessens the exposure of shipments to pilferage.

The operation overseas is the reverse of that employed here. At points which participate in transoceanic traffic, wheel assemblies such as those used by the Road are available for trucking the vans to final destination.



Carman Stanley Banach makes a final inspection of a piggy-back flatcar ready to leave Milwaukee Shops. A non-uncoupling feature between the two 45-foot cars provides one

90-foot unit which will accommodate the loading of two 40-foot highway trailers.

NEW UNITS INCREASE TRAILER-ON-FLATCAR FLEET

RAIL-HIGHWAY service, which spurted upward on The Milwaukee Road with the inauguration of Plan V piggyback Jan. 5, involved an activity which was typical of the resourcefulness of Milwaukee Road employes in meeting out-of-the-ordinary situations.

As a means of providing sufficient equipment to handle the mass transportation of automobiles on a daily transcontinental schedule, a car program was carried out at Milwaukee Shops in which 100 flatcars of the 600000 series were stripped down and converted to piggyback use. The "repairs in kind" included a complete truck overhaul, new decking, air brake work—everything required to put the cars in first class order—and the application of chain tie down fixtures, trailer hitches, rub rails, and steel bridge plates. The last two fixtures were developed at the Shops.

To increase flatcar load, two cars were joined with a non-uncoupling feature, thus creating one 90-foot piggyback unit suitable for transporting two 40-foot high-

way trailers. The conversion program included a complete painting and stenciling job in which the units were renumbered in the 57000 series, both cars of a unit carrying the same number. Work on an additional 50 dual flatcars is scheduled to be completed by mid-February.

With shipper demand taxing all available trailer-on-flatcar equipment, the Road recently entered into a leasing arrangement which will add substantially to its fleet of Flexi-Van units. The new equipment will include 75 vans, 40 bogies (wheel assemblies), and 25 flatcars of the 85-foot type, each of which will carry two 40-foot vans. The vans to be provided are 45 insulated 40-foot vans; 20 high volume 40-foot vans, each with an inside height of nine feet compared with eight feet in conventional vans; and ten 40-foot open top vans. The move will increase the vans in operation from 155 to 190, the bogies from 76 to 116, and flatcars from 39 to 64, and enable the road to open new loading stations at various points.

What's New on the Milwaukee?

Push Button Files For Personnel Data Processing

THE immediate reaction to the new filing equipment in the paymaster's office is its simplicity. No climbing, bending, stooping, pulling. No stocking runs, heavy lifting, no frayed tempers at the end of the day. Ask any of the employes there how they like it, and the answer is bound to be "It's just great."

The Milwaukee Road's recent investment in up-to-the-minute equipment to house its payroll and personnel records is a typical example of old techniques giving way to methods which add up to more workable programs on the railroad today. In connection with preparing and distributing the company payroll, the paymaster's force in the Chicago-Fullerton Avenue office processes upwards of 40,000 pay drafts a month. Tying in with this operation, it also handles all employe records used for railroad retirement and unemployment insurance claims, federal and state tax deductions, health and welfare benefits, wage assignments, mail deliveries, credit ratings, Veterans Bureau inquiries, and similar purposes. The documents go back to 1936 and total almost 350,000 files.

As explained by Paymaster E. H. Sowle, the old pay draft filing cabinets were not flexible and required the use of ladders or platforms to reach the upper shelves (see picture). The units which replaced this cumbersome installation are five metal cases fitted with "burglar-proof" locks, and tray drawers that ac-



Metal cases which replace the old wooden pay draft cabinets are connected with desk tables at working height. Pictured are Stenographer Linda Pucci and Assistant Paymaster R. W. Albrecht.

The old way of filing pay drafts required using ladders to reach the upper shelves.



commodate drafts by the movement of separators. They are connected with table desks placed at a comfortable working height, which permit filing from either a standing or sitting position, and packaging and sealing without duplicate handling. With their acquisition, the department was able to discard sorting methods in use for 30 to 40 years in favor of a simplified and more efficient system.

The "new look" is equally evident in the new motor powered "elevator" files which now house the personnel record forms. Their installation was a Milwaukee Road "first", in that the Milwaukee

is the first railroad in the country to use this type of equipment for payroll data processing.

"Under our old system", said Mr. Sowle, "when we wanted to remove a file we were obliged to fill out a form and hand it to a sorter, or turn the request over to a clerk for a document pull. Because of the volume we handle, occasionally we would run into a backlog of several hundred documents out of file. Also, the removal of heavy 28-inch metal drawers to permit filing from a seated position was slow and tedious."

In marked contrast, the elevator files have shallow trays only 12 inches long. At the push of a button, six trays revolve into position for use at easy standing height. The trays are light and easy to remove, but this is seldom necessary since the push-button pressure rotates the trays in a matter of seconds and brings any information needed quickly to hand. Filing into the trays from a standing position is also faster and less fatiguing than into the old cases from a seated position.

"With this equipment", said Mr. Sowle, "we are in a position to handle our payroll and data records in a way that should meet any possible requirements of the future."



Three motor powered "elevator" files accommodate personnel records formerly housed in 20 file cases. The records are rotated into position by pushing the button at the left of the unit. A safety guard assures their fool-proof operation for Clerks Loretta Jaszkowski and Earl Bosworth.



Expanding rapidly throughout 1959, Flexi-Van loadings showed an average increase each month of 25 per cent over the preceding month. Here a poster used at the annual staff meeting for a demonstration of Flexi-Van techniques is studied by President William J. Quinn with E. W. Chesterman, manager rail-highway sales (right), and J. D. Phillips, executive vice president of The Milwaukee Motor Transportation Company, the Road's motor carrier subsidiary.

Highlights Of 1959 • Prospects For 1960

A YEAR-END REVIEW

FOR The Milwaukee Road, the year just ended will go down in the record as a period in which its fortunes, like those of all railroads, followed the pattern of the national economy. Viewed in retrospect, 1959 fell short of its initial promise for business gain. In a "state of the company" report, however, President William J. Quinn has set forth the substantial progress which was made despite the setback, and predicted that the outlook again appears favorable. "We can expect 1960 to be a 'make-up' year."

Looking back on the company's operations, President Quinn pointed out that the first half of 1959 witnessed a growing prosperity on the Milwaukee, with freight revenues up \$5.7 million, or 6 per cent. At that time, along with virtually all industry, the company had every reason to anticipate that the uptrend would continue, since its traffic is fairly

well diversified, and its volume parallels the country's general business activity. Exceptions to this pattern occur, though, in movements of grain and other agricultural products, whose greater or lesser volume is reflected in fluctuations in Milwaukee Road revenues.

The reversal began in July, he noted, with the work stoppage in the steel industry, and the development at the same time of the severe drought in South Dakota and areas of Minnesota, Iowa and Montana. When the steel strike ended, the railroad could count its loss from the walkout at close to \$3,360,000. The effect of the drought was even more severe, for the reason that the reduced movement of grain from farms to storage points was magnified by the diminished movement of old grain from storage points, which is customary to make room for a new crop. It is estimated that the drought caused the company a revenue loss of \$4,900,000.

Also on the debit side were new annual costs as a result of increases in the railroad payroll tax rate, amendments to the Railroad Retirement and Railroad Unemployment Insurance Acts, a cost-of-living wage increase, and miscellaneous operating expenses, aggregating ap-

proximately \$6,755,000 for the year.

On the credit side, however, President Quinn called to attention that in 1959 the Road managed to complete a two-year 37 million dollar equipment purchasing program which added 2,669 new freight cars and 62 new GP-9 diesels to its freight handling fleet. In addition, a car repair program was carried out whereby approximately 3,500 cars were upgraded in Milwaukee Shops.

As another achievement he cited the expansion of Flexi-Van, noting that since the trailer-on-flatcar service was started in Chicago late in 1958, loadings had increased steadily each month about 25 per cent from the preceding month. During the course of the year Flexi-Van was extended to Milwaukee, St. Paul, Minneapolis, Omaha, Kansas City, Austin, Madison, Wis., Seattle, Tacoma and Spokane, and through interchange with other railroads and steamship lines, made available for transcontinental and transoceanic shipping.

With the opening of the St. Lawrence Seaway, and The Milwaukee Road sharing the increased traffic which moved last summer through various Great Lakes ports, foreign trade also picked up.

In the passenger field, President Quinn referred to the Road's unique travel-dine-sleep plan as a resourceful means for bolstering business on the Olympian Hiawatha. The plan, which was launched to divert transcontinental travel from the airlines, provides train fare, sleeping accommodations and meals at prices well below air coach rates.

Carscope, the new information service for shippers is a recent important advance in the Road's use of electronic



A major item in the Road's 1959 improvement program was the repairing and upgrading of approximately 3,500 cars at Milwaukee Shops. Pictured applying king size lettering to a Hiawatha box car are Painter Helper R. C. Aken and Spray Stenciler Michael Czarnecki under the direction of Shop Superintendent Jake Hansen.

equipment, and one from which it will realize the full potential this year. The new car reporting center in the Chicago Union Station which serves as a clearing point for inquiries regarding the location and handling of all carload movements on the system, also represents a large scale expansion of the Road's communications network.

In the field of industrial growth, President Quinn cited the enlargement of facilities by firms located in the Road's Franklin Park (Ill.) and Des Moines industrial districts, and the purchase by the railroad of new sites adjacent to its holdings near Spokane and in the vicinity of Davenport and St. Paul. Other projects cited as significant to the year's progress included the initiation of the study to utilize electronic data processing equipment for accounting procedures, the launching of an advertising campaign featuring the resourcefulness of the Road's employes ("creative crews"), and Flexi-Van service for handling bulk mail (first west of Chicago). A move which reduced the number of operating divisions from 13 to 11 had the effect of improving the overall efficiency of operations. "On every hand", said President Quinn, "there is evidence of new and better ways to do our jobs."

As to the prospects for 1960, President Quinn stated that, barring setbacks, "our situation is good". "With the steel industry back in production, efforts to rebuild steel inventories in the opening months of the year should carry industrial production to new highs. In other quarters, too, the pent-up demand for goods and services should carry an upsurge in many types of production. Thus, with larger movements of iron ore, coal and other heavy goods anticipated, we can feel confident that the advances made in the first half of 1959 will be resumed, and will continue through most of the year."

In the expectation that 1960 will be a "make-up" year, President Quinn said that the Road is preparing a strong offensive to retrieve business. Of the year's improvement budget of approxi-

A two-year equipment purchasing program completed in 1959 added 62 new GP-9 diesels to the Road's freight handling fleet. The locomotives, in the 1,750 horsepower class, are adaptable to road freight service, passenger service and switching.



Car tracers seated at the rotating file in the Carscope office in Chicago provide up-to-the-minute information on the location of carloads anywhere on the system. The new shipper service is an example of the use of electronic equipment from which the Road will realize the full potential this year.



mately \$22 million, \$14,196,000 has been allocated to equipment outlays, and \$7,622,000 to upgrading road and other property. Major items on the program are the purchase of 750 new roller bearing equipped freight cars at a cost of \$9,702,000, new car repair facilities at Bensenville Yard to cost \$910,000, and a 144-mile rail replacement and track improvement program to cost \$1,136,000.

Included in the equipment purchase are 500 wide door 50-foot box cars to cost \$6,500,000; 100 sixty-foot flatcars costing \$1,150,000; 100 covered hopper cars at \$1,302,000; and 50 fifty-foot DF (damage free) box cars at \$750,000. All will be of the 70-ton type, in line with the growing demand for equipment of larger capacity.

The construction scheduled at Bensenville provides for a car repair installation at the west end of the hump yard geared to handle 120 cars daily. This facility, which will replace several old structures, will consist of a metal shop, blacksmith

shop, welfare building, various storage buildings, and approximately 20,000 feet of track.

Other substantial expenditures will be made for new roadway machinery and the rebuilding and upgrading of freight cars. Included in the rebuilding program is work on 150 seventy-ton hopper cars, 150 fifty-ton hopper cars, 125 gondolas, and 150 ballast cars. The plan for upgrading rolling stock will include 1,000 steel box and automobile cars, and 74 gondolas.

With the demand for Flexi-Van taxying the capacity of the present equipment, the Road also finds it necessary to obtain additional units for that service. Under a leasing arrangement, it has ordered a total of 75 vans, 40 bogies and 25 specially built flatcars. The vans will increase such units in operation from the present 115 to a total of 190, the bogies from 76 to 116, and boost rail cars from 39 to 64.

Commenting on particular factors in the 1960 outlook which favor the railroads, President Quinn said that with our population—and thus our economy—expanding rapidly, carloadings of the



A new series of advertisements launched in 1959 which characterized the Milwaukee as "America's Resourceful Railroad" added new luster to the Road's name and trademark. The recurring theme is this illustration of a discussion between employes in various departments of the railroad—a "creative crew" developing new ideas to improve operations and services.

Milwaukee are expected to increase from last year's 1,230,000 to approximately 1,300,000 in 1960.

Specific to The Milwaukee Road are the opportunities for business offered by the St. Lawrence Seaway trade. Despite the problems which held up shipping during the 1959 season, export-import cargoes were nearly double those of 1958. Estimates vary, President Quinn remarked, but it is generally agreed that Seaway traffic will be even better this year, and this is certain to mean a net gain for railroads which serve the Great Lakes ports.

He cautioned, however, that rising costs continue to present the railroad with a difficult problem, particularly because some of them are forced upon the industry by legislation. At present, he said, the only method of meeting them is through operating economies.

"I believe our greatest problem is to get relief from some of these regulatory laws which lack economic realism. In addition, we are faced in nearly every legislative session—at both federal and state levels—with the threat of additional laws which, if passed, would hamstring the railroads still further.

"However, public apathy towards the railroads is rapidly giving place to deep concern and understanding . . . With increased recognition on the part of lawmakers that the railroads must have equality of treatment with other forms of transportation, I am confident that we will see far-reaching changes in those regulations and in public policies which today weigh heavily on the industry."



FOR "HEAD, HEART, HAND AND HEALTH". At the 4-H Club Congress held recently in Chicago, L. B. Horton, commissioner of agricultural and mineral development (right), standing in for President William J. Quinn, accepts a 4-H Donor Merit Award from J. W. Coverdale, president of the board of directors of the National Committee on Boys and Girls Club work. The award recognized 35 years of regional sponsorship by The Milwaukee Road of 4-H Club activities.

E. R. Eckersall Named to Welfare-Reform Posts



E. R. Eckersall

E. R. ECKERSALL, vice president and general counsel, was elected president of the John Howard Association, a private prisoners' aid and prison reform welfare agency, at its annual meeting Dec. 14. Effective Jan. 1, he

was also appointed chairman of the Mayor's Commission on the Chicago House of Correction, to supplant Bertram J. Cahn, Chicago philanthropist, who died last year.

Mr. Eckersall had been a director of the John Howard Association since 1958, and had served on the House of Correction committee approximately seven years. He is a member of the International Prisoners Aid Association.

Mr. Eckersall is a native of Chicago who received his law degree from Northwestern University School of Law in 1933 and entered the Road's law department in 1939. He left in 1944, but continued to handle trial work for the Road, and upon returning in 1956 was elected general solicitor. He has been vice president and general counsel since Jan. 1, 1958.

He is a member of the Chicago, Illinois State and American Bar Associations, the Association of the Bar of the City of New York, a member and past president of the Chicago Society of Trial Lawyers, and a fellow in the American College of Trial Lawyers.

position he was promoted to department officer in 1933.

Throughout his railroad career Mr. Loderhose was active in committee and administrative work of the Freight Claim Division of the Association of American Railroads, of which he was a past chairman. He was also a past chairman of the Chicago and Northwestern Claim Conferences of the A.A.R. After he retired in 1950, he and Mrs. Loderhose had moved to their northwoods country home at Minoequa, where he passed away.

Elected to Presidency of Off-Line Traffic Groups



R. G. Luscombe



R. J. Daniel

THE Toronto Off Lines Association, which handles affairs for the 20 railroads with off line headquarters in Toronto, Can., has elected R. G. Luscombe, the Milwaukee Road's general agent there, president for the current year. Mr. Luscombe has also been elected to the board of directors of the Toronto Transportation Club for the 1960-61 term. The club has a membership of more than 700.

Mr. Luscombe was employed by the Wabash Railroad before entering the service of the Milwaukee as a traveling freight agent with headquarters in Toronto in 1951. He has been general agent since Dec. 1, 1955.

In Portland, Ore., the Railroad General Agents Association of Portland has elected R. J. Daniel, the Milwaukee Road's general agent, president for 1960. Mr. Daniel has been active in the association since 1954, and during the two years just past served as secretary-treasurer and vice president. The association was formed in 1952 and has a membership of 52.

Mr. Daniel has been with the Road since 1932, starting in the traffic department in Los Angeles. He was appointed city freight agent there in 1936, and traveling passenger agent with headquarters in Portland in 1950. He has been general agent at that point since Mar. 1, 1954.

So live that you wouldn't be ashamed to sell the family parrot to the town gossip.

—Will Rogers

• **Briefly Noted** •

(Continued from page 2)

pers, to be submitted in quadruplicate, should be in the hands of the Commission on or before Mar. 15. They should be sent to John W. Barriger, president of the Pittsburgh & Lake Erie Railroad, Pittsburgh, Pa.

TO OUR MEN IN BLUE. A salute to the nation's denim-wearing railway employes is the current theme in a monthly series of advertisements sponsored by American manufacturers of blue denim cloth. Subsequent installments will be dedicated to cattle ranchers, drillers of natural gas, textile workers, and other "Denim Men of America." The railroad worker advertisement illustrates some of the duties of railroad work and features several interesting facts, one of which is that there is enough operating railroad track in the United States to span the Pacific 65 times.

FREE ENTERPRISE IN THE U.S.S.R. A crack in the communist front has been reported by the United Press from Warsaw, where three railroad workers were caught recently waxing rich on re-sales of Lodz-Warsaw railway tickets. Passengers traveling to Warsaw in the morning turned in their tickets on arrival to a woman ticket taker. Instead of destroying them, she bundled them up and sent them back to Lodz on the next train, and a ticket seller resold them to Warsaw-bound travelers in the afternoon. Since the tickets were used on the correct date, the game went undetected for three years, during which it netted the racketeers about \$10,000.



"It's going to be a BOY!"



Changing crews at Mason City, Engineer Alex Meurs, who brought the Sioux from Canton, is greeted by Mrs. Meurs. From left is the outgoing crew of Engineer Foster Merritt and Fireman Herb Coleman of Mason City, and Brakeman Herman Verhoff, Sanborn, with Fireman Albert Block, Mason City, of the incoming crew.

When the Sioux Made Its Last Run

"There is always a tug at the heartstrings when something that has been a vital part of our lives for many years is taken from us. One example is the passing of the passenger trains that did so much to open this country and were, following the stage era, the main tie between the young midwest and the rest of the world. And so now No. 11 and No. 22 will be no more. We almost bid them a tearful farewell."—The Spencer, Ia., *Sunday Times*

WHEN the once-proud Sioux, the last passenger train operating between Madison, Wis., and Canton, S. D., went out of service, the occasion was likened to the passing of a member of the family, with old friends paying their last respects. Scores of residents in communities along the route bought tickets for "just one more ride."

The Sioux, operating as No. 22 eastbound and No. 11 west, had been a way of life in that area since the first wood-burning engine of the McGregor & Missouri Railway, a Milwaukee Road predecessor company, ran over the line in 1869. To pioneer settlers it brought hope of a new economy, and its arrival was heralded with boisterous celebrations. During the years of settlement, and as recently as 1953, service was provided west to Rapid City, S. D. In recent years, however, automobile travel had cut so heavily into the train's patronage that continued operation was economically unsound, and the Road was granted permission to discontinue it Dec. 24. For the convenience of holiday travelers, service was extended through Jan. 5.

For the greater part of 90 years, though, the Sioux had been a symbol of growing prosperity, and memories of that plush era have never been erased. Its last run was marked by a spirit of nostalgia. To hundreds it still recalled milestones in their lives—the first train ride, the honeymoon, the departure for college, for careers in the city and home again for Christmas, the trips during the war years. For them, the last run was still another adventure.

Among those aboard for the final trip were people whose parents had ridden the train before their children were born, as well as youngsters experiencing the thrill of their first ride on a passenger train. The coaches were crowded with school groups, members of local chambers of commerce, and representatives of the press and radio. Most people traveled only from one stop to the next, where they were picked up by autos, but a few were on hand for the final whistle.

So passed the Sioux, in a haze of pleasant memories. It will long be remembered.

WAUWATOSA DEPOT SOLD. As part of the Road's program to dispose of surplus property, the depot at Wauwatosa, Wis., was sold recently to the Wauwatosa State Bank. The Road has the right to occupy it until Oct. 1. The property, which adjoins the bank on the south, will be used for drive-in banking facilities and customer parking.



Seniors of the Blue Island (Ill.) Community High School form a happy-go-lucky caravan on a trip from Chicago to Sault Ste. Marie and Mackinac Island. This school, which has also taken educational trips on The Milwaukee Road to Wisconsin Dells, Minneapolis-St. Paul, and Colorado, has planned another Milwaukee Road tour for this year.

New Industrial Site Purchased In Twin Cities Area

THE list of communities which figure in Milwaukee Road programming for industrial development in the regions it serves was expanded December 18 with the purchase of a 116-acre tract three miles south of Mendota, Minn. In relation to the Twin Cities area, the property is 7 miles south of downtown St. Paul and 11 miles southeast of downtown Minneapolis.

The site includes farm land and an undeveloped part of a residential subdivision in Eagan township of Dakota County, which was rezoned recently from farm land and residential categories to industrial use. Rezoning of the land was approved by the Eagan township board of supervisors and planning board. It is bounded on the east by the tracks of the Road's Twin Cities-

It's Student Tour Time Again

THROUGHOUT the country, high school seniors are already contemplating an event which to many is almost as important as graduation — the annual senior class trip. Of the places they plan to visit, many are on The Milwaukee Road. Travel representatives have been busy for months arranging educational tours and their accommodation on Milwaukee Road trains.

The Milwaukee has offered schools a wide selection of low cost package tours for many years. Among their economy features are reduced rail fares, special dining car meals, hotel rooms and sightseeing tours, all at special student rates. The favorite of rural schools west of Chicago is a trip to the big city, with its skyscrapers, museums, industries, theaters and fine restaurants. Chicago students, on the other hand, want to see the West, and frequently select a trip to the Colorado Rockies, which includes a brief stay at a ranch, or a tour of Yellowstone Park, with its geysers,

canyons and wild life.

Shorter trips which are popular include a two-day jaunt to the Wisconsin Dells, featuring rides on a Super Dome Hiawatha and boat trips on the Wisconsin River, and a four-day trip to historic Mackinac Island and the Soo locks.

Interesting one-day trips are also available, including a visit to Janesville, Wis., and tours of large industries located there; to Madison, Wis., with a motor trip to the Cave of the Mounds; and to Milwaukee, complete with a guided tour of the city.

Educational tours are gaining in popularity each year, and are a considerable source of revenue to the Road. They are handled on regular trains, and during seasons when equipment is not taxed by vacational travel. With much to offer — fine trains, a scenic route, and experienced personnel to supervise the details — no effort is spared to make them thrilling and memorable experiences.

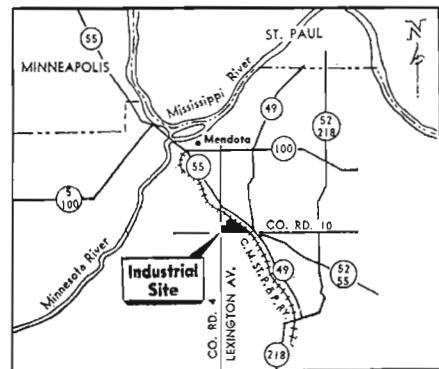
Did You Ever Think of It This Way?

The following is taken from an article entitled "Relations—Public and Professional", by J. W. Lansdowne, manager of customer promotion services of the Illinois State Pharmaceutical Editorial Association, which appeared in a recent issue of Pharmaceutical News.

A STEP in the right direction toward good public relations is the understanding of the value of courtesy. It costs nothing to acquire, nothing to practice, but it pays and all the profit is net.

Treating a customer like a long-lost rich uncle in the hope of getting some of his money is not courtesy—that's diplomacy. Waiting on customers promptly when they enter the store is not courtesy—that's duty. Listening to complaints attentively, politely, and without remonstrance is not courtesy—that's forebearance. Helping a lady to her car with her packages and bundles is not courtesy—that's politeness.

What is courtesy? Courtesy is a pleasing form of kindness born of an instinctive desire to be helpful. All big men of character, giants of industry, and great leaders are distinguished by their courtesy, their politeness—and they choose their associates with an eye on these qualities. Only the weak and ignorant imagine that rudeness is a mark of superiority.



A map showing the location of the new industrial site in relation to the Twin Cities area and on the Road's Twin Cities-Austin branch line. The Austin line, adjoining the development on the east, connects with the transcontinental main line in St. Paul.

Austin line, which is paralleled by Highway 55, on the west by Highway 4 (extension of Lexington Ave., St. Paul), on the north by the McKee residential subdivision, and on the south by Highway 10.

As reported by S. J. Cooley, director of industrial and real estate development, the Road will sell acreage in the development outright to industries requiring rail service, or will make it available through leasing. Industries already located in the area include the J. I. Case Company, which is building a new branch office and distribution warehouse just across the tracks to the north, and McKee Enterprises, Inc., which has a warehouse development southeast of the J. I. Case property.

Bachelor: A man who won't try anything once.

The Milwaukee Road Magazine

The Washout at Snoqualmie Pass

OPERATION WASHOUT, now only a file of record, was for almost one turbulent week the cause of Milwaukee Road operating men losing a lot of sleep.

The rumpus started on a Sunday evening, Nov. 22, when a Chinook brought a torrential broadside of rain, wind and melting snow into the tributaries of the Seattle watershed, causing them to overflow their banks and disrupting rail schedules in western Washington. The flood inundated 12,000 acres of farmland, washed out highways, and closed the mountain passes of The Milwaukee Road, the Great Northern and the Northern Pacific.

Hard hit was Snoqualmie Pass at the summit of the Cascade Mountains, where an Olympian Hiawatha, traveling east, was halted at 5:30 P.M. between a rock-slide just east of Snoqualmie Tunnel and a track washout at Rockdale to the west. With the train unable to proceed in either direction, the 90 passengers aboard were made comfortable, and evacuated by bus to Spokane several hours later.

In the intervening hours, however, telegraph wires had hummed with the news, and before nightfall men, materials and equipment had converged at the trouble spot. The pictures with this article show the havoc they found at Rockdale, where a waterfall, dammed by floating debris, had spilled over onto about 225 feet of track. The fill had



Scene at the washout, as repairs were being started. The hole gouged by the mountain stream was approximately 225 feet long and about 60 feet deep at the lowest point.

washed out on an angle to a depth of approximately 60 feet.

Due to high water and rain, the extent of the damage was difficult to estimate. However, under the supervision of general and Coast Division officers, Operation Washout was put into effect immediately on a round the clock basis. Work crews dispatched to the scene

swung into action, together with electrification and signal crews. Bulldozers, pile drivers and other heavy equipment were pressed into use, and work trains began hauling the tons of material required to fill the hole.

At first headway was slowed by the persistent rain and the runoff from swollen mountain streams, which continued to precipitate mud slides and undermine roadbeds and bridge approaches. As the water receded, though, it was possible to make progress, and despite many obstacles and setbacks, the project was completed in just five days. On Nov. 27 the wires carried the reassuring message, "Bank and track absolutely stable. Our operation normal."

The flood was the worst in the western Washington river valleys since 1933 and caused damage to highways, rail routes and rich farmland estimated at millions of dollars. It was the first time in years that all three transcontinental rail lines and major highways across the Cascades were closed at the same time. The Milwaukee Road, however, although suffering considerable damage at various points in the area, was able, by re-routing some trains, to operate with little delay. Problems encountered in mountain terrain are an old story to Milwaukee operating men, and thanks to the day-and-night effort by all hands, the Milwaukee was the first of the three lines to have its trains back on main line tracks.



The location above five days later, after the roadbed was restored. (Pictures by Barry Kirk, assistant electrical engineer, Seattle.)

appointments

Finance and Accounting Department

Effective Jan. 1, 1960:

At a meeting of the board of directors Dec. 17, 1959:

The title of R. S. Stephenson was changed from vice president and comptroller to vice president-finance and accounting.

W. P. Heuel, assistant comptroller, was appointed assistant vice president-finance and accounting.

R. F. Kratochwill, assistant comptroller, was elected comptroller.

(See article on this page.)

Effective Dec. 1, 1959:

W. J. Cusack is appointed assistant auditor of capital expenditures, following the retirement of L. S. Rice.

Traffic Department

Effective Feb. 1, 1960:

E. W. Chesterman is appointed manager, rail-highway sales. Mr. Chesterman has been with the traffic department in Chicago since 1924. Since 1948 he has served in turn as assistant general freight agent, rates and divisions, assistant to vice president-traffic, assistant freight traffic manager, sales and service, freight traffic manager, sales and service, and since Feb. 1, 1958 as director of Flexi-Van sales.

D. A. Keller is appointed assistant manager, rail-highway sales, at Chicago. Mr. Keller started in the accounting department in Chicago in 1937, transferred to the traffic department, and since 1948 has served as city passenger agent, city freight agent, and most recently as traffic analyst, traffic research department.

F. W. Baker is appointed traffic manager with office at New York City. Mr. Baker, an employe since 1920, has been city freight agent in Kansas City, division freight and passenger agent in Aberdeen, S. D., and Terre Haute, general agent in Pittsburgh, and since 1954 district freight traffic manager in New York City.

R. F. Kelaher is appointed assistant to traffic manager, New York City. Mr. Kelaher started with the Road in New York in 1921 and has served as general agent in Buffalo and Boston. Since 1947 he has been general agent in New York City.

S. E. Pilson Jr. is appointed general agent, New York City. Since entering

service in Milwaukee in 1940, Mr. Pilson has represented the traffic department in Minneapolis and La Crosse, has been general agent passenger department in Chicago, and since Feb. 1, 1959 division freight agent in Milwaukee.

R. J. Casey is appointed division freight agent, Milwaukee. Mr. Casey started with the Road in 1936, and has been traveling freight and passenger agent in Detroit and most recently division freight and passenger agent in Davenport.

C. P. Cassidy is appointed division freight and passenger agent, Davenport. Mr. Cassidy, who started with the Road in 1920 at Mitchell, S. D., has held various traffic positions in Minneapolis, Terre Haute and Mason City. Since Feb. 1, 1954 he has been division freight and passenger agent in Des Moines.

A. S. Price is appointed division freight and passenger agent, Des Moines. Mr. Price entered the traffic department in San Francisco in 1936, was appointed district freight and passenger agent in Oakland, Calif., in 1955 and since June 1, 1956 has been division freight and passenger agent in Miles City.

G. F. Flynn is appointed division freight and passenger agent, Miles City. A native of Montana, Mr. Flynn started with the Road in Miles City in 1936.

Since May 1, 1958 he has been district freight and passenger agent in Spokane.

W. G. Orr is appointed district freight and passenger agent, Spokane. Mr. Orr, who entered the traffic department in New Orleans in 1943, has been general agent in Indianapolis since 1954.

W. P. Morton is appointed general agent, Indianapolis. Mr. Morton started with the traffic department in Kansas City in 1931 and has held various positions in San Francisco, Seattle and Aberdeen, Wash. He has been division freight and passenger agent at Great Falls since 1957.

L. F. Walsh is appointed division freight and passenger agent, Great Falls. Since 1942 Mr. Walsh has held various traffic department positions in Butte, Spokane and Great Falls. Since 1957 he has been division freight and passenger agent in Sioux City.

H. A. Springer is appointed division freight and passenger agent, Sioux City. Mr. Springer was formerly city freight agent in Kansas City and most recently traveling freight agent in Milwaukee.

G. J. Edwards is appointed assistant general agent, Chicago. Mr. Edwards has held various positions in the traffic department since 1926, most recently that of chief clerk to general freight traffic manager-sales and service.

Accounting and Finance Officers Promoted



W. P. Heuel



R. F. Kratochwill

the office of the freight auditor, in 1912. In 1921 he was promoted to assistant freight auditor, and in 1923 advanced to auditor of overcharge claims, in which capacity he served until 1944 when he assumed the additional duties of auditor of station accounts. He was appointed assistant comptroller at Chicago-Fullerton Avenue headquarters in September, 1950 and advanced to a similar position with headquarters in the Chicago Union Station on Feb. 1, 1955.

Mr. Kratochwill is a graduate of the University of Wisconsin School of Commerce and an Air Force veteran of World War II. In 1946, following his military service, he became associated with the public accounting firm of Ernst & Ernst in Chicago, as senior accountant, audit supervisor and assistant manager. An extensive contact with the Milwaukee Road's accounting procedures since 1951 resulted in his entering railroad service and his promotion to assistant comptroller on Mar. 1, 1958.

G. V. Valley is appointed district freight and passenger agent, Salt Lake City. He entered the traffic department in Seattle in 1941 and since 1955 has been assistant general agent in Portland, Ore.

D. A. Frank is appointed traveling freight agent, Milwaukee. Mr. Frank has been city freight agent in Milwaukee since 1952.

W. D. Anderson is appointed traveling freight agent, Kansas City. He has been city freight agent in Kansas City since 1953.

H. C. Reupert is appointed traveling passenger agent, Chicago. Starting in 1939, he has held various positions in the traffic department in Chicago. Since 1950 he has been city passenger agent with headquarters there.

R. H. Chermak is appointed city passenger agent, Chicago. He entered railroad service in 1937 and since 1955 has been chief clerk to general agent, passenger department, Chicago.

G. D. Landahl is appointed city passenger agent, St. Paul, following the retirement of S. W. Olsen. Mr. Landahl entered the passenger department in Minneapolis in 1947, and has been city passenger agent in Des Moines, and most recently traveling passenger agent in Chicago.

A. B. Hubbard is appointed city freight agent at Kansas City.

H. J. Pessein is appointed city freight and passenger agent, Portland, Ore.

W. J. Smith is appointed city freight agent at Philadelphia.

Effective Jan. 1, 1960:

M. P. Burns is appointed general agent passenger department, Seattle, following the retirement of R. E. Schaffert. Mr. Burns has been with the passenger department since 1926. He was formerly district passenger agent in Tacoma, and since 1953 has held the same position in Seattle.

F. H. Christin is appointed passenger representative in Seattle. He entered service there in 1943 and transferred in 1947 to Tacoma, where he has been city passenger agent, and since 1957 city freight and passenger agent.

Effective Jan. 16, 1960:

D. W. Cooksy is appointed traveling freight and passenger agent, Detroit. Mr. Cooksy started with the Road in Chicago in 1948 and has been city freight agent in Philadelphia since 1957.

R. I. Carlson is appointed city freight agent in Minneapolis. Since starting with the Road in 1947, most of his service has been in the Twin Cities, most recently as chief clerk to freight traffic manager, Minneapolis.

E. A. Solvie is appointed city freight agent in Cleveland. He started in the local freight office in Minneapolis in



1952 and has been chief clerk to general agent in Cleveland since 1956.

Operating Department

Effective Feb. 1, 1960:

W. F. Bannon is appointed assistant superintendent of Chicago Terminals, with headquarters at Bensenville. He started as a trainman in Milwaukee in 1941, has served as assistant to vice president-operation and to general manager in Seattle, and has been assistant superintendent of the Coast Division since January, 1958.

Effective Dec. 1, 1959:

W. F. Stetzner is appointed agent at Butte, following the retirement of H. C. Johnson.

H. A. Hoeft is appointed agent at Sioux Falls, following the retirement of

J. D. Wohlenberg.

P. F. Mueller is appointed agent at Sioux City, succeeding H. A. Hoeft.

L. A. Fiorello is appointed agent at Terre Haute, succeeding P. F. Mueller.

J. D. Feiereisen is appointed agent at Chicago Heights, succeeding L. A. Fiorello.

R. M. Gordon is appointed assistant agent at Cedar Rapids, following the promotion of J. D. Feiereisen.

Effective Dec. 21, 1959:

C. D. Nunley is appointed assistant agent at Rockford, succeeding E. A. Hemb.

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.

L. P. Barry is appointed assistant district general car foreman in Milwaukee Terminals with headquarters at Davies Yard, following the promotion of H. R. Anderson.

The Milwaukee Motor Transportation Company

Effective Jan. 1, 1960:

R. R. Miskimins and R. H. Hurst are appointed assistant vice presidents of The Milwaukee Motor Transportation Company, with headquarters at Portage.

Mr. Miskimins started with the railroad in 1917 and has been manager of the transportation company since 1943, with headquarters in Portage since 1954. Mr. Hurst was formerly with Canadian Fleetlease in Vancouver, B. C.



(Answers on page 42)

1. What did the railroads spend for fuel in 1958—\$294 million, \$376 million, or \$423 million?
2. Approximately how many railroad tunnels are there in the United States—1,150, 1,400, or 1,725?
3. How much do the railroads receive on the average for carrying a ton of freight one mile—1.45 cents, 2.30 cents, or 4.10 cents?
4. Which of these states has the greatest railroad mileage—Georgia, Michigan, or Minnesota?
5. What is the reporting mark for the Bangor and Aroostook Railroad Company—B&A, BA, or BAR?
6. What was the widest track gauge ever used on railroads in the United States—5 feet, 6 feet, or 7 feet?
7. Who is credited with designing the hook-headed spike in use on railroads today—Henry Burden, Phineas Davis, or Robert L. Stevens?
8. In what year was the first permanent Railway Post Office car for picking up, sorting, and distributing mail en route placed in operation—1864, 1871, or 1882?
9. In what year did total investment in railroad property exceed \$10 billion for the first time—1890, 1900, or 1910?
10. How many locomotive units are owned by the Class I railroads—20,000, 25,000, or 30,000?

COMMENTS FROM OUR CUSTOMERS

"The most agreeable recompense which we can receive for things which we have done is to see them known, to have them applauded with praises which honor us."

—Molière



"JUST CALL IT A COURTESY"

"The exceptional courtesy extended me by a Milwaukee Road employee prompts this word of commendation. A Mr. Bennett, who serves, I believe, as chief clerk at Roundup, Mont., transported me over 100 miles by car when transportation facilities barred me from an appointment. Rather than accepting payment, he stated 'Just call it a courtesy of The Milwaukee Road'. I was much impressed, naturally. If people generally so represented the company they serve, a new nation would be born and a better world would be enjoyed by all.

"I am conscious of the fact that the Milwaukee employees in general show a top rating in courtesy."

Rev. E. W. Goodman
Assemblies of God, Inc.
Great Falls, Mont.

PRACTITIONER OF AN ART

"Once again I enjoyed a trip on one of your trains so much that I thought I ought to tell you about it. I arrived at the Union Station [Chicago] at 7:19, just in time to catch your 7:30 train to Madison, and your conductor, Mr. Karsten Oldenberg, was pleasant and polite far beyond the call of duty. He is a practitioner of what I had thought to be a lost art, namely, showing the customer that the company really cares about him, and wants his business. Thanks for reaffirming my faith."

Robert L. Rothschild
Vice President, Spencer Press, Inc.
Chicago, Ill.

TOURALUX A DELIGHT

"This past summer I took one of your Touralux trips to Seattle and back. For years I had hoped there would be a train fare that was not as expensive as a first class Pullman, but that was nicer than a coach trip. Imagine my pleasure when my sister wrote from Chicago that there was such a trip as your Touralux. We met in Minneapolis and it was a delightful trip in every way.

"... I believe that I am only one of many persons who love a train ride, can afford a reasonable fare but not an expensive one, and will go a long way to find a train that

gives as much to its passengers as we received. Thank you for a grand vacation."

Mrs. A. H. Holmgren
Kansas City, Mo.

A "THANK YOU" FOR EACH

"This is to call to your attention the excellent performance of the conductor on train 11 leaving Chicago for Iowa recently [Conductor Edward R. Kazynski, Chicago]. He had a 'thank you' for each passenger as he collected tickets, and gave special attention to a youngster of four or five who, traveling with her mother, was taking her first train ride. His competence in his other duties was no less apparent. Instances such as this are noticed more than most people realize, and go a long way in attracting traffic for The Milwaukee Road."

R. M. Stacey
Fairbanks Morse & Co.
Beloit, Wis.

ON THE DOUBLE

"Recently we found it necessary to replace a wood stave pipeline at our Victoria power plant near Rockland [Mich.] which required 27 cars of creosoted Douglas Fir staves. The plant is a very important part of our generating system, and as the decision to replace the pipeline was on short notice, it was urgent that the staves be rushed as rapidly as possible.

"The staves were turned over to your railroad at Spokane . . . and we wish to commend your men on the excellent service we obtained. Fifteen of the 27 cars were delivered in 6 days from Spokane to Rockland, which enabled us to put the pipeline back in service on schedule.

"While I am sure that many people in your organization contributed to this fine service, those with whom we had most contact were: Milton M. Wolverton, general freight agent, and Reider Hansen, chief clerk at Duluth; Lyle Worthing, assistant trainmaster, Channing, Mich.; Arthur Holmes, freight agent, Ontonagon, Mich.; and William A. Granz, traveling freight agent, Marquette, Mich. My associates join me in expressing our sincere thanks."

J. H. Warden, President
Upper Peninsula Power Co.
Houghton, Mich.

EMILY & MABEL—by Angelo



"I HAVEN'T THE SLIGHTEST IDEA WHO HE IS, BUT IT'S SOMETHING ABOUT SAVINGS BONDS!"

Facts About the New Series "E" U.S. Savings Bonds

Of interest to Milwaukee Road employees, about one in four of whom buy U. S. Savings Bonds through the payroll deduction plan, is the fact that as of June 1, 1959 all series E Bonds became better investments in three ways. Here are the terms of the bond legislation passed by Congress and signed by President Eisenhower:

★ All series E Bonds bought since June 1, 1959 now earn 3½ per cent interest, compounded semi-annually, when held to maturity. The maturity period has been shortened to 7 years and 9 months, with the result that they now pay back \$4 for every \$3 invested 14 months sooner than before.

★ All outstanding E Bonds, whatever their age, automatically earn an extra ½ per cent interest, starting with the first full interest period after June 1, 1959 if held to maturity.

★ All E Bonds, old or new, now have an automatic extension privilege—they may be held at interest as long as 10 years beyond maturity. Bonds which have already matured and which are now in their extension period will have a second 10-year extension starting in 1961.

Should old E Bonds be turned in for the new 3½ per cent issue? In most cases, no. The action in applying the benefits of the ½ per cent interest increase to outstanding bonds as well as to new ones makes it unnecessary. In almost every case, holding on to the old bonds is advantageous, from the standpoints of earning power and tax deferral.

The Skating Shaws of Aberdeen

EVERYBODY in the Shaw family loves to skate, even father, although Switchman Harold J. Shaw of Aberdeen, S. D., freely admits he's no whiz on the ice. He leaves that to the kids, particularly to David, 16.

David, who is an accomplished figure skater, trains for the sport with enthusiasm unusual even for a teenager. For instance, since last fall he has been boarding the Olympian Hiawatha each Saturday at 1:30 A.M. without fail, so he can take a skating lesson in Minneapolis, almost 300 miles away. Then at night, having attended the famous Michael Kirby Ice Skating School, he returns on the Super Dome train. Home again Sunday morning at 1:30, he sets an alarm for 5, when he is up to don an altar boy's cassock for the 6:15 service at Sacred Heart Church. When this article was written in January, he had almost completed an 18-week semester.

The Shaw youngsters' interest in this healthful winter sport has been encouraged by the example of their mother, who in her girlhood consistently won most of the local racing prizes. All learned to skate almost as soon as they were out of rompers. Michael, 5, is already at home on the ice, and Bernadette at 11 is an adept figure skater. This year David is the local skating club's vice president.

On David's week ends he arrives in Minneapolis at 6:35 A.M. and strolls around the city before taking a bus to his 2 P.M. lesson at the ice center in St. Louis Park. After a private lesson with Janet Gerhauser Griffiths, a former na-



It's early evening in Minneapolis when David returns to the Milwaukee Road Station for the long ride home.

tional champion, he stays for the public skating session, then buses back to town. There he eats a steak dinner, and at 8:40 he's back on the train for the long ride home.

The lessons, plus bus trips and steaks, add up to a rather expensive week end. (The train ride is free, on Switchman Shaw's family pass.) David finances it himself, however, having worked all last summer to earn the money.



The skating Shaws, Mrs. Shaw and David in a professional pose, and Switchman Harold J. Shaw with Michael and Bernadette. Harold Jr., not shown, is a sophomore at Northern State Teachers College in Aberdeen.

retirements



during November-December, 1959

General Offices—Chicago and Seattle—System Employees

Agner, J. H. Asst. to Traf. Mgr.. Seattle, Wash.
Gay, P. T. Coach Porter.. Chicago, Ill.
James, C. S. Stenographer.. Seattle, Wash.
Mackreth, C. F. Bookkeeper.. Chicago, Ill.
Payne, M. H. Waiter.. " "
Piero, L. I. Clerk.. " "
Porten, M. C. Typist.. " "
Rice, L. S. Asst. Aud. Cap. Exp.. " "
Schaffert, R. E. Gen. Agent.. Seattle, Wash.
Scott, C. Porter.. Chicago, Ill.
Spies, V. G. Chief Trav. Car Agt.. "

Chicago Terminals

Amato, J. A. C. Mechanic.. Chicago, Ill.
DiBlase, A. Carman Hlpr.. " "
Didev, N. Engineer.. " "
Forsythe, W. H. Switchman.. " "
Fryxell, L. A. Caller.. " "
Hartman, R. Boilermaker.. Bensenville, " "
Lang, C. Sec. Laborer.. Chicago, " "
Lucas, F. Fork Lift Oper.. " "
MacIver, J. Frt. Handler.. " "
Mathison, M. H. Yardmaster.. " "
McGloon, T. F. Switchman.. Bensenville, " "
Mindel, L. W. Switchman.. Chicago, " "
O'Flaherty, J. O. Switchman.. " "
Olivas, P. Sec. Laborer.. " "
Stamos, G. Track Laborer.. Bensenville, " "
Verschuer, P. L. Switchman.. Chicago, " "
Victor, M. Crossing Flagman.. " "
Wincek, S. K. Stoker.. " "

Coast Division

Alden, A. G. Clerk.. Seattle, Wash.
Anderson, M. A. Laborer.. Bellingham, " "
Arlans, F. C. Carman.. " "
Devino, P. Sec. Foreman.. North Bend, " "
Dorsey, J. J. Sec. Stockman.. Tacoma, " "
Dunbar, S. J. Welder.. " "
Fortney, J. S. Sec. Yard Foreman.. " "
Gerow, C. J. Loco. Engineer.. " "
Goodale, R. C. Welder.. " "
Kord, L. J. B&B Carpenter.. " "
Latto, O. D. Agt. Teleg.. West Junction, " "
Quigley, F. F. Chief Clerk.. Seattle, " "
Rekdahl, H. W. Engineer.. Beverly, " "
Schierman, W. A. Car Inspector.. Tacoma, " "
Williams, W. E. Brakeman.. " "

Dubuque & Illinois Division

Baker, C. H. Time Revisor.. Ottumwa, Ia.
Benzer, J. G. Engineer.. Dubuque, " "
Breiner, W. L. Car Foreman.. Ottumwa, " "
Broich, H. J. Engineer.. " "
Christisen, L. C. Engineer.. Kansas City, Mo.
Cox, W. E. Carpenter.. Chillicothe, " "
Crosby, G. L. Trav. Frt. Agt.. Kansas City, " "
Endicott, J. R. Agent.. Lawson, " "
Hamilton, H. B. Sec. Foreman.. Washington, Ia.
Hughes, C. J. Engineer.. Dubuque, " "
Lindgren, C. L. Conductor.. De Kalb, Ill.
Litscher, J. A. Loco. Engr.. Dubuque, Ia.
Motter, C. N. Sec. Foreman.. Leaf River, Ill.
Overturf, C. H. Engineer.. Ottumwa, Ia.
Ritter, H. E. Sec. Foreman.. Braymer, Mo.
Rothe, G. Engineer.. Chicago, Ill.
Siedenburg, L. A. Brakeman.. Roselle, "

Hastings & Dakota Division

Aney, C. A. Engineer.. Aberdeen, S. D.
Eastman, G. O. Conductor.. Minneapolis, Minn.
Green, A. J. Sec. Foreman.. Tripp, S. D.
Kvidahl, R. B&B Foreman.. Aberdeen, " "
Lighter, R. O. Engineer.. Montevideo, Minn.

Madison Division

Brown, C. W. Crossing Watchman.. Madison, Wis.
Chapman, C. M. Time Revisor.. " "
Lopez, F. Sec. Laborer.. Janesville, " "
Ludvik, A. Pontoon Bridgeman.. Prairie du Chien, " "
McKeown, W. R. Conductor.. Madison, " "
Murphy, D. W. Switchman.. " "
Phelps, O. E. Ex. Sec. Foreman.. Rockford, Ill.
Rabuck, R. G. Sec. Laborer.. Lone Rock, Wis.
Stuckey, G. A. Conductor.. Madison, " "
Zunker, W. F. Engineer.. Milwaukee, " "

Milwaukee Division

Huntley, C. R. Chief Clerk.. Green Bay, Wis.
Kromroy, R. D. Agent.. Coleman, " "
Millea, J. F. Engineer.. Green Bay, " "
Warner, F. A. Train & Baggage Man.. Walworth, " "

Milwaukee Terminals & Shops

Alberts, J. A. Switchman.. Milwaukee, Wis.
Beshias, S. F. Blacksmith.. " "
Blank, C. A. Cleaner Hlpr.. " "
Brewer, I. C. Asst. Engineer.. " "
Bykowski, H. Machinist Hlpr.. " "
Carpenter, R. J. Engineer.. " "
Charter, F. P. Machinist.. " "
Coleman, W. T. Equipt. Mtnr.. " "
Ewart, L. G. Loco. Fireman.. " "
Foley, R. H. Conductor.. " "
Friday, F. P. Carpenter Diesel House.. " "
Gerlspeck, G. Steam Fitter.. " "
Hileman, H. I. Acetylene Cutter.. " "
Hondel, S. F. Supv. Material Delivery.. " "
Joerres, W. Store Helper.. " "
Killian, H. F. Machinist.. " "
Krolicki, J. Carman.. " "
Kroupa, F. Cabinet Maker.. " "
Kulk, A. J. Lumber Insp.. " "
Meyer, W. C. Frt. House Trucker.. " "
Meyers, J. C. Laborer.. " "
Panoutsopoulos, N. Laborer Diesel House.. " "
Schipper, C. M. Yard Conductor.. " "
Simon, B. W. Freight Handler.. " "

NOTICE TO MEMBERS

Veteran Employes' Association

THE VETERAN EMPLOYES' ASSOCIATION of The Milwaukee Road will hold its 24th reunion at the Hotel Schroeder in Milwaukee on Saturday, July 23, 1960. The committee decided the reunion should be held on a Saturday in order to give those members who heretofore have not been able to be present in the middle of the week an opportunity to attend.

Members who have not paid their dues for 1960 should remit them promptly, sending their checks or money orders to the secretary, Florence M. Walsh, Room 383, Union Station, Chicago 6, Ill.

H. O. Hepperle

HERBERT O. HEPPERLE, 63, prominent railroad attorney who prior to 1938 was the Milwaukee Road's solicitor in North and South Dakota, died of a heart seizure at his home in Hillsborough, Calif., Nov. 4.

Mr. Hepperle, a native of Leola, S. D., was a graduate of the University of South Dakota. Since his move to California, he had practiced in San Francisco and was legal counsel for the locomotive engineers, conductors and yardmasters of the Southern Pacific and other railroads. He was a member of the San Francisco and California Bar associations.

Survivors include his wife, Elizabeth; a daughter, Mrs. Suzanne Peterson of San Mateo, Calif.; two sons, Robert R. of Hillsborough and James T. of Downey, Calif.; and five grandsons.

Thomas, G. E.....Pipefitter..Milwaukee, Wis.
Townsend, C. W.....Laborer.. " "
Weidel, W. E.....Machinist.. " "
Werner, F. G.....Machinist.. " "
Whitty, J. R....Engineer..North Milwaukee, " "
Wood, C. E..Asst. Engr. Comm...Milwaukee, "

Rocky Mountain Division

Baneck, J.....Sec. Laborer..St. Regis, Mont.
Burns, R. A.....Conductor..Three Forks, " "
Johnson, H. C..Agent-Yardmaster. Butte, " "
Kounas, G. A.....Sec. Laborer..Adair, Ida.
Liddell, W. J.....Machinist..Deer Lodge, Mont.
Papenfuhs, O. P.....Air - Man..St. Marys, Ida.
Speck, I. S.....Switchman..Deer Lodge, Mont.
Stinebaugh, K. N.....Steno-Clerk..Spokane, Wash.

Terre Haute Division

Akin, F. C.....Telegrapher..West Dana, Ind.
Blythe, A. R.....Telegrapher-Opr..Dana, " "
Dorfmeier, E. J.....Conductor..Terre Haute, " "
Hall, G. W....Rdhse. Foreman.. " "
Hamilton, J. H.....Asst. Sec. Foreman.. " "
Modesite, C. O.....Carman.. " "
Padgett, L. R.....Carman.. " "
Robinson, E.....Car Inspector..Bedford, " "
Stines, E. R.....Agent..West Dana, " "
Vanosdale, C. E....Engineer..Terre Haute, " "
Wallace, H.....Rdhse. Foreman..Bedford, "

Trans-Missouri Division

Brooks, P.....B&B Carpenter..Miles City, Mont.
Francisco, Sr. A. G.....Sec. Foreman..Harlowton, " "
Hiers, J. A.....Agent-Telegrapher..Lavina, " "
Johnson, T.....Cashier..Mobridge, S. D.
Konkler, L. E.....Sec. Laborer..Haynes, N. D.
Lowdermilk, W. M....Conductor..Mobridge, S. D.
Matcke, J. J.....Sec. Laborer..Haynes, N. D.
Rettke, J. A....Rdhse. Laborer..Harlowton, Mont.
Schlecht, G.....Machinist Hlpr..Mobridge, S. D.
Strong, J. A.....Carman..Deer Lodge, Mont.
Taggart, H. H.....Janitor..Miles City, " "
Takahashi, M.....Sec. Laborer..Harlowton, "

Twin City Terminals

Anderson, R..Carman-Cutter..Minneapolis, Minn.
Grabowski, L. J.....Conductor..St. Paul, " "
Haben, W. F.....Yard Clerk..Minneapolis, " "
Liptok, J.....Car-Cleaner.. " "
McGraw, A. D....Rdhse. Laborer..St. Paul, " "
Radabaugh, W. A.....Asst. Rdhse. Foreman.. " "
Roers, R. H..Yard Conductor..Minneapolis, " "
Sjoberg, M. J.....Switchman.. " "
Stoffels, M. B.....Switchman..St. Paul, " "
Wendell, E.....Carman..Minneapolis, "



LUXURY TRAVEL ON A BUDGET is the feature of two new lunch counter-cafe lounge cars introduced recently on the Milwaukee Road-Union Pacific City of Los Angeles. The cars consist of a snack counter with stools for eight people, shown in the foreground; a dining room which seats 24, in the center section; and a lounge with seat space for 16, in the rear. The snack bar and dining room offer table d'hote and a la carte menus at thrift prices, and a bar menu is offered in the lounge. The cars are 2 of 10 ordered last fall.

It Happened On The Milwaukee

(Continued from page 3)

the problem by continuing to Grayslake where an operator is on duty. This operator got the call through. Passengers apparently didn't mind being three minutes late for work. Said one, "Curly is a swell fellow. I enjoyed watching him at work."

From Frank Jay, Retired Passenger Agent, Minneapolis. This happened many years ago, not long after we completed Lines West. I was on the east-bound Olympian when we went into the hole somewhere in Montana to let a silk train pass. Oldtimers will recall the high speed silk trains. The code word was "Surround!" Observing the rule which requires that conductors notify passengers of the cause of delay, the conductor, following his announcement in the observation car, took a seat, removed his cap, and told this tale:

"I mind one time I was flagging on this run. It had been a severe winter. We were halted on a curve, so I went back a good distance. Night was coming on, but I could see in the fading light a pack of wolves coming toward us. I'm no hero—I was scared. I planted two torpedoes, in accordance with the book, and hightailed it, the wolves after me. Divine providence, or whoever it is that looks after troubled trainmen, had caused a tree to grow at trackside, and

I shinned up, the wolves howling below. I tossed a lighted fusee among them. They dispersed and I descended, and started on the double for the train, the rule to the contrary notwithstanding.

"Well, I hadn't gone far when something caused me to look back, and there were the wolves again. And so help me, they had a beaver with them!"

(Do you know a true story? a humorous anecdote? about something that happened on The Milwaukee Road? Share your experience with your fellow employees. Contributions should not exceed 250 words, and be addressed to "Interesting Happenings" Editor, 824 Union Station, Chicago 6, Ill.)

R.R.B. Moves Chicago Regional Office

THE Chicago regional office of the Railroad Retirement Board, formerly at 3430 W. Diversey Blvd., was moved Feb. 1 to the Board's headquarters office, the address of which is 844 N. Rush St., Chicago 11, Ill. The regional office is the central office for field service in Michigan, Indiana, Illinois and Wisconsin.

Inquiries in the Chicago area concerning retirement, survivor, unemployment and sickness benefits will continue to be handled at the Chicago district office, 226 W. Jackson Blvd.

Rocky Mountain Division

EAST END

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

Clarence W. Krause, relief section foreman and laborer at Carterville, Mont., passed away Nov. 1 in a Miles City hospital as a result of injuries received in a car accident about two weeks earlier. Clarence was born Aug. 28, 1919 at Wetaskiwin, Canada, but later went with his family to Herried, S.D. In 1945 he moved to Melstone and was married that year to Dorothy Houston at Roundup. They moved to Carterville in 1946. Survivors include his widow, two children, his parents, a sister and three brothers. Funeral services and interment were in Forsyth.

The closing of the division offices at Miles City Dec. 1 resulted in the following transfers: Edward J. Lynam, chief dispatcher, to Deer Lodge as assistant chief dispatcher; Ralph D. Claborn, division engineer, to Deer Lodge with the same title; Joe Spatafore, roadmaster, to Tacoma, and J. E. Collings, chief carpenter, to Aberdeen, both retaining their titles; L. G. Cronin, division storekeeper, to Milwaukee as chief clerk; John Schell, assistant division engineer, in the same capacity to Perry, Ia.; Robert H. Michaels and John Bosanco, both assistant engineers, going with the same title to Deer Lodge and Aberdeen respectively. Transferred to Miles City was K. D. Natzel,

formerly roadmaster at Roundup, who will be in charge of the eastern territory of the Rocky Mountain Division as roadmaster Miles City to Harlowton.

The Milwaukee Women's Club of Miles City held a Christmas party Dec. 7. The 35 members present made plans for the distribution of Christmas baskets, then refreshments were served and they had a gift exchange. Hostesses were Mesdames

law, Doris Farrington and Mr. and Mrs. Parke Burns. A beautiful linen cloth brought from Japan by Robert K. Burns and kept for this special occasion was used on the table, which was centered by a three tier wedding cake decorated in white and gold and flanked by four gold candles in heirloom crystal candle holders. Mr. and Mrs. Shea have lived in Miles City since 1914 and, prior to his retirement in 1951, Dan was chief stationary engineer for the shop powerhouse.

D. O. Gjerdan, 76, retired carman, died Dec. 21 in a Miles City hospital after a brief illness. Mr. Gjerdan was born at Bykle, Norway. He had resided in the Miles City area since 1906, homesteading in the Moon Creek community and working at Fort Keogh prior to entering the employ of the railroad. Mr. Gjerdan is survived by his wife, a son and a daughter, one granddaughter, and two brothers in Norway.

Word has been received that Clinton S. McCauley, 44, died unexpectedly Dec. 20 in San Francisco. He had been serving in the Merchant Marine. His father John, prior to his retirement and death in 1952, was captain of police at Miles City.

Tragedy struck the home of Mr. and Mrs. J. W. Norton, switchman at Miles City, when in the early hours of Christmas morning their 21 year-old son Ronald was killed in an accident seven miles west of the city on Highway 10. His auto hit an icy spot on a curve, flipped in the air and killed the youth instantly.

Joseph L. Weiss, chief clerk to the division storekeeper at Miles City, is convalescing at home following a heart attack suffered early in December.

Elmer Bahr from Tacoma has been appointed division storekeeper in Miles City, replacing L. G. Cronin, transferred to Milwaukee.

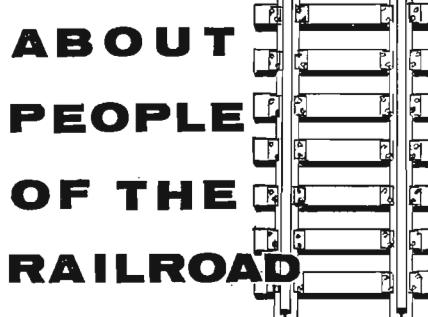
WEST END

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

Engineer Earl Burrows and Conductor J. G. Wolf of the former Trans-Missouri Division were honored at a dinner given by Berniese Falek Dec. 8. Present were Mr. and Mrs. Pembroke, Fred and Mrs. Sickmiller, Ed Martin, Percy Roberts, and Jim Britzus, local chairman of the B. of L.E. Conductor Wolf was bringing to a close more than 50 years of service, and Engineer Burrows had chalked up 53 years. Mr. Burrows served 30 years as local chairman of the B. of L.E., Division 761, five years on the Milwaukee hospital board, and five years as secretary-treasurer of the G.C.A. of the B. of L.E.

Holsey C. Johnson, agent and yardmaster at Butte, retired recently after 47 years of service. David Ehrlich and Mrs. Beatrice Barry presided at a dinner in his honor at Lloyds Cafe.

Retired Engineer E. M. Townsley died Nov. 24 at his home in Deer Lodge. Mr. Townsley was born in Polk County, Ark., Mar. 14, 1872. He began his railroad career with the Denver and Rio Grande Western in Colorado in 1898 and hired out to the Milwaukee in Three Forks in



Gladys Brundage, A. W. Wickersham, Faye Hanrahan and F. W. Spear.

Agnes Ann Kunda of Wibaux and Patrick A. Toennis, telegrapher of Miles City, were married in St. Philip's Church, Wibaux, early in December.

Mr. and Mrs. Dan Shea of Miles City, who were married Nov. 10, 1909 at Butte, were honored at a family dinner Nov. 8 arranged by their daughters and son-in-

GOLD AND SILVER PASSES AWARDED

Gold—50-Year-Passes

Bennett, E. V., loco. engr.	Three Forks, Mont.	Lewin, Fred, machinist, loco. dept.	Milwaukee, Wis.
Bockhop, J. E., loco. engr.	Milwaukee, Wis.	McCarthy, J. R., loco. engr.	Milwaukee, Wis.
Bouthilet, George, loco. engr.	St. Paul, Minn.	McGuffey, J. W., loco. engr.	Ottumwa, Ia.
Donovan, James D., boilermaker ..	Milwaukee, Wis.	Millard, F. E., loco. engr.	Perry, Ia.
Dremla, James J., loco. engr.	Menomonie, Wis.	Ohm, Edwin, valve repairer	Elm Grove, Wis.
Frazier, G. V., loco. engr.	Des Moines, Ia.	Reinking, F., loco. engr.	Bensenville, Ill.
Harnack, P. G., loco. engr.	Deer Lodge, Mont.	Ritchie, O. C., loco. engr.	Savanna, Ill.
Jenney, H. J., loco. engr.	Downers Grove, Ill.	Williams, H. R., loco. engr.	Savanna, Ill.
Johnson, Harry E., loco. engr.	Milwaukee, Wis.	Wroblewski, Joseph, carpenter, car dept.	West Allis, Wis.
Knight, Charles, train conductor ..	Waukesha, Wis.		
Larson, B. N., tel. operator	LaCrosse, Wis.		

Silver—45-Year-Passes

Baldock, G., train conductor	Plymouth, Wis.	Melhuish, O., machinist helper, loco. dept.	Othello, Wash.
Bourbiel, P., train conductor	Horicon, Wis.	Noonan, T. H., trav. frt. & pass. agent.	Butte, Mont.
Brandt, Fred A., loco. engr.	Milwaukee, Wis.	O'Brien, J. F., chief rate analyst.	Elmwood Park, Ill.
Burns, O. A., loco. engr.	Malden, Wash.	Parker, C. G., train conductor	Tacoma, Wash.
Curtis, L. S., loco. engr.	Milwaukee, Wis.	Pless, W. C., train conductor.	Austin, Minn.
Enders, John B., chief clerk	Marinette, Wis.	Plybon, W. M., loco. engr.	Spokane, Wash.
Foreman, E. W., loco. engr.	Tacoma, Wash.	Polcyn, Charles, yard conductor.	Milwaukee, Wis.
Garstad, Axel H., carman	Tacoma, Wash.	Prescott, Oliver D., clerk.	Chicago, Ill.
Gurrath, Hugo C., electrician	Milwaukee, Wis.	Roberts, W., helper, store dept.	East Savanna, Ill.
Hallgren, H. W., train baggageman ..	Mequon, Wis.	Salava, Edward, sec. foreman....	Mazomanie, Wis.
Harkness, Ray, agent.	Shirland, Ill.	Salava, J. F., sec. foreman....	Lone Rock, Wis.
Heckeroth, G. E., train conductor.	Missoula, Mont.	Schuenke, Joseph A., yard conductor.	Milwaukee, Wis.
Highland, A. E., head acct. Fullerton Ave.	Evanston, Ill.	Schuler, G. C., agent.	Orfordville, Wis.
Humphrey, Harold C., train baggageman.	Minneapolis, Minn.	Schwarz, C. P., coal freight agent.	Elmwood Park, Ill.
Hutchinson, C. J., train conductor.	Spokane, Wash.	Shields, H. S., sec. foreman....	Spring Green, Wis.
Johnson, C. A., sec. laborer.	Champion, Mich.	Simonin, E. A., yard conductor.	Milwaukee, Wis.
Kolasinski, Joseph, yard conductor.	Milwaukee, Wis.	Smith, Arthur, train clerk.	Milwaukee, Wis.
Krebs, F. W., loco. engr.	Malden, Wash.	Steele, P. M., loco. engr.	Cheney, Wash.
Lahey, Albert J., asst. rndsme. foreman.	Savanna, Ill.	Thomas, J. F., rate clerk.	Chicago, Ill.
Lewis, Kay, telegrapher.	Kansas City, Mo.	Wallace, H., foreman, loco dept.	St. Bernice, Ind.
Makich, Mike, sec. foreman.	Square Butte, Mont.	Wefty, M. I., train conductor.	Madison, Wis.
Matzolf, C. L., grain & flour agent.	Minneapolis, Minn.	Wickler, C. F., agent.	Delavan, Wis.



ENDING 54 YEARS OF SERVICE. Conductor John P. Hogan of Mason City, Ia., checks in at the end of his run from Canton, S. D. With him on his final trip were his wife and two of their five grandchildren. The Hogans' immediate retirement plans concern visiting their son in Milwaukee and later their daughter in Minneapolis, where Mr. Hogan intended to get in some ice fishing. (Mason City Globe-Gazette photo)



GOOD WISHES FOR A LONG AND HAPPY RETIREMENT. Assembled in a souvenir album, are presented to A. W. Sabey, city freight agent, Chicago, by Chicago transportation and shipping associates at a luncheon in his honor Dec. 29. Pictured here are, from left: P. H. Draver, Milwaukee Road vice president-industrial development; W. T. Bieze, city freight agent (rear); L. W. Whitehead, freight traffic manager, soles and service; F. K. Beern, general agent freight department; E. J. Smith, general traffic manager, Edward Hines Lumber Co.; P. D. Walsh, general traffic manager, the Celotex Corporation; Mr. Sabey; and C. P. Schwarz, Milwaukee Road coal freight agent. Mr. Sabey, who started in 1918 as a clerk at Galewood Yard and transferred to the traffic department in 1936, had been a city freight agent since 1940, working closely for the past eight years with shippers in the Chicago "Loop" territory. The Sabeys will live in Azusa, Calif., while choosing a permanent retirement home.

STATION AGENTS

MEET. La Crosse Division agents who met recently in Boscobel, Wis., to take their regular rules examination included, from left: Joe Coleman, Boscobel (23 years of service), Charles Carpenter, Muscoda (22 years), Charles Ebert, Darlington (23 years), Ed Bender, Blue River (42 years) and Glen McDonald, Spring Green (47 years). (Boscobel Dial photo)



◀ **"TO DINKY FROM THE SEVEN YEAR WONDERS"** reads the inscription on this gold plated No. 5 which was presented recently to Clifton E. "Dinky" Welch, retired engineer, by the junior engineers and firemen who had worked with him on the former Trans-Missouri Division. The scoop is an eye-catching decoration of the trailer home in which he now lives at Missoula, Mont.

45 YEARS OF SERVICE. A. J. Lahay, assistant foreman at the Savanna roundhouse, accepts his Silver Pass with the hearty congratulations of Master Mechanic D. A. Radabaugh. He started as a machinist helper at Savanna in 1914, and with the exception of a year at Milwaukee and another at Dubuque Shops, has been employed there continuously, in his present capacity since 1944.



RETIREMENT BEGINS for F. H. Cassidy, conductor on the Chicago-Fox Lake run (center), pictured at Fox Lake recently on his final trip of 45 years of service. Surrounding him are Mrs. Cassidy and Conductors I. W. Rohde, Leo Johnson and Ray Forrestal. Commuters on the suburban train presented him with retirement gifts. (Fox Lake Press photo)



here's how we're doing



Chicago Terminals

GALEWOOD

Ray Bishop, Correspondent

Sympathy was extended to D. V. Morgan, route clerk, and Frank Morgan Jr. of the IBM room on the passing of their father, Frank Morgan Sr., who was retired. His last position was pick up and delivery clerk at Galewood.

Ray Emerick had our sympathy on the death of his mother who was recently interred in New Ulm, Minn.

The Women's Club, Fullerton-Galewood Chapter, treated us to coffee and doughnuts Dec. 23. Dorothy Parsons of the switching department and Judith Sottysik provided the table decorations which made the occasion more festive.

Norma Gunderson, secretary to agent, informed us that the installation of officers of the Women's Club, Fullerton Avenue Chapter, was held Jan. 12. Eileen Barclay was installing officer, assisted by Naomi Johnson. Following is the slate for 1960: president, Mrs. Hazel Petersen; first vice president, Mrs. Ann Jacobsen; second vice president, Mrs. Ann Anderson; third vice president, Mrs. Ethel Block; treasurer, Mrs. Marie Meyer; assistant treasurer, Mrs. Marie Horatt; recording secretary, Mrs. Ruth Brauneis; assistant recording secretary, Mrs. Wynn Kasow; corresponding secretary, Betty Granatelli; assistant corresponding secretary, Bette Howard; historian, Mrs. Norma Gunderson; junior past president, Mrs. Ella Uggla.

Thanks to the many retired clerks who sent seasonal greetings for the bulletin board. We're always glad to hear from you.

UNION STREET

Carolyn DiCicco, Correspondent

Tom Underwood, stoker, House 2, is convalescing at the Veterans Hospital, 820 South Damen Avenue, Chicago, at this writing and would appreciate visits from those he worked with.

There was a bit of moving going on in December. The yardmasters and yard forces are now housed in the new Welfare Building that was recently built in the Division Street yard. Tom McShea, general clerk, Division Street, transferred to W. E. Doyle's yard force. Mathilde Nauheimer, OS&D clerk, and Stanley Rebacz, cashier, moved from Jefferson Street to the Division Street office; Adolph Monterde is now demurrage clerk at Kinzie Street, and Archie Ludwig is general clerk at Deering Station.

BENSENVILLE

Dorothy Lee Camp, Correspondent

We're sorry to report the death of Conductor John A. Holquist, 70, Bensenville, who retired Aug. 4 last after 53 years' service. Mr. Holquist is survived by his widow, two daughters, five brothers and two sisters. Many of his commuter friends joined fellow workers in extending sympathy to the family.

Early in January Engineer Joe Holstrom died, also Chicago Terminal Operator Tom Smith.

Conductor Steve Dominick is back on

The Milwaukee Road Magazine

NOVEMBER		ELEVEN MONTHS	
	1959		1958
RECEIVED FROM CUSTOMERS			
for hauling freight, passengers, mail, etc.	\$18,771,918	\$19,675,351	\$225,367,831
PAID OUT IN WAGES	9,278,308	9,820,911	111,579,784
PER DOLLAR RECEIVED (cents)	49.4	49.9	49.5
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	847,944	693,762	9,049,305
PER DOLLAR RECEIVED (cents)	4.5	3.5	4.0
ALL OTHER PAYMENTS			7,744,526
for operating expenses, taxes, rents and interest	8,577,700	8,521,084	100,448,248
PER DOLLAR RECEIVED (cents)	45.7	43.3	44.6
NET INCOME	\$67,966	\$639,594	\$4,290,494
			\$7,346,256
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:			
Number of cars	93,055	95,972	1,134,802
Decrease 1959 under 1958..	—2,917		1,115,589
Increase 1959 over 1958...			+19,213

1908, working as an engineer until his retirement in 1938.

Airman 3/c Harold Ruegamer spent a 15 day leave recently with his parents Engineer Everett and Mrs. Ruegamer of Three Forks.

Our sympathy was expressed to Frank L. Nisonger whose wife Mae passed away Oct. 27 last in Kalispell, Mont. Burial was in Missoula where Mr. Nisonger was telegrapher and ticket clerk for many years prior to his retirement.

Prentice, J. M. Brown, and James Fox were responsible for the arrangements.

Sixteen board members of the Women's Club, Portage, were present at a Christmas party and exchange of gifts Dec. 28. At the business meeting which followed they heard the Sunshine Chairman, Mrs. George Forman, report that five baskets of cheer had been delivered and that 20 "golden agers" had been remembered with gifts during the Christmas season.



JESSE OWENS TRAVELS "MILWAUKEE" to Winona, Minn., where he recently spoke at the annual father-son banquet of the Central Methodist Church. Greeting him upon arrival is the pastor, Dr. J. Allen Kestle. As a Methodist layman, the former Olympics track star is now engaged in youth problem work.

Smoky Mountain Boy



Elmo Fleenor (left) and his wife Vickie with a co-entertainer, Windell Klingler.

ELMO FLEENOR, invoice clerk in the district storekeeper's office at Western Avenue, Chicago, who with his wife Vickie belongs to "The Varmints", square dance instrumental entertainers, has just released a new record, "Salty Dog Rhythm," on a "Flip" label. The recording consists of an instrumental side and barn dance calls. Another "Flip" by this group, "The Battle of New Orleans", was recently rated the top tune in the square dance field by Bill Board Magazine.

Elmo started playing the fiddle at barn dances in his home town of Ambia, Ind., at the age of nine. Later he organized a Western band called the "Warren County Ramblers", which played in theaters in Hooperston and Danville, Ill. In 1933 he moved to Elgin, Ill., and started playing with barn dance groups in the Chicago area and with Guy Colby, the WLS barn dance caller. He then organized a group known as "Elmo and the Smoky Mountain Boys", who played in night clubs in Elgin and Chicago and broadcast over WRMN in Elgin. At present, in his spare time, he and Mrs. Fleenor are appearing in night clubs in the Elgin area.

the job on First District after being hospitalized in December. Son Ray, seaman 3/c home on leave, acted as a tonic. Ray has finished his boot training with the Coast Guard and is now stationed at the U.S. Custom House, New Orleans.

Switchman Freddie Elders, home on leave at Christmas from Keesler A.F.B., Miss., visited Yardmaster Jim Cowart, now home from the hospital, and your correspondent, and through them extends best wishes to all for a Happy New Year.

Yardmaster Art Kock and his wife are proud grandparents of an infant born to son Walter and his wife.

Hinie Flint, popular lineman for the division, passed away early in December. He had been working out of Union Station the past few years.

On their way home from a Christmas visit with daughter Mary, Mrs. Robert Falls of Thomson, Ill., LeRoy J. Rogers of Franklin Park was killed and his wife, daughter Helen, and Helen's fiance were injured and hospitalized in DeKalb when their car left the road and hit a culvert on highway 72. LeRoy was a machinist for the Road working out of Bensenville.

Funeral services and burial were in Savanna, where Mr. Rogers' mother and sister live.

WESTERN AVENUE STORES & LOCOMOTIVE DEPARTMENTS

LaVergne Misiak, Correspondent

Tom Flynn, price clerk, announced the marriage of his son Terrance on Nov. 20 in Switzerland where the happy couple honeymooned. Terrance is with the Third Armored Division in Butzbach, Germany, and his bride, whom he met while stationed in Texas, is the daughter of his master sergeant.

"Mary Margaret" is the newest tax exemption in the home of Lenny Williams, clerk in the storekeeper's office. She arrived Dec. 6. Mike DeRosa, store-helper, and his wife are also parents of a new daughter, Josephine Lee, born Nov. 14.

Joe Miller, storehelper, and Machinist Helper Arthur DeVisme have returned to work after recent illnesses. Julius Breit, counterman, took a leave of absence Dec. 11.

Electrician Lawrence Lovely and wife welcomed a baby daughter, Tamara, Nov. 26. The proud grandfather is Machinist Helper Lawrence Lovely Sr.

Many expressions of sympathy were received from friends and co-workers of Leon Misiak, machinist helper with the Road for 14 years, and father of your correspondent, when he passed away suddenly at the age of 49. Funeral services were held in St. Pascal's Church and interment in St. Adalbert's Cemetery.

Sympathy was extended to the families of Retired Roundhouse Foreman Alva R. Moore, who died Dec. 29, and Chicago Terminal Engineer Ernest J. Nead whose death occurred Dec. 21.

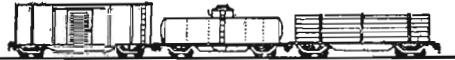
Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

The Milwaukee freight house is resounding to strains of hammering in the reorganization of its facilities. The new surroundings will house several depart-

Carloadings



THE YEAR 1959 compared with the year 1958

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in 1959 over 1958	CARLOADS		INCREASE 1959 over 1958	% of increase
		1959	1958		
13.3%	Forest Prod. (Excl. Logs & Pulpwood)	109,287	103,309	+ 5,978	+ 5.8%
4.8	Iron and Steel	62,022	54,930	+ 7,092	+ 12.9
3.2	Meat and Packing House Products	44,331	43,768	+ 563	+ 1.3
2.9	Oil and Gasoline	48,646	47,846	+ 800	+ 1.7
2.7	Automobiles and Parts	38,064	29,561	+ 8,503	+ 28.8
2.7	Forwarder Traffic	34,448	34,253	+ 195	.6
2.2	Grain Products	55,138	52,822	+ 2,316	+ 4.4
1.9	Fruits and Vegetables (fresh)	31,140	29,924	+ 1,216	+ 4.1
1.6	Logs and Pulpwood	69,772	57,735	+ 12,037	+ 20.8
25.2	All Other Mfg. and Miscellaneous	302,413	274,468	+ 27,945	+ 10.2
60.5%		795,261	728,616	+ 66,645	+ 9.1%
% of total revenue obtained from commodities shown	loading of these commodities DECREASED in 1959 under 1958	CARLOADS		DECREASE 1959 under 1958	% of decrease
		1959	1958		
15.5%	Grain and Soya Beans	80,744	103,321	- 22,577	- 21.9%
5.6	Coal and Coke	110,243	111,674	- 1,431	- 1.3
2.7	All Other Products of Mines	14,844	15,560	- 716	- 4.6
2.6	Agri. Impl. Machinery and Parts	21,209	22,958	- 1,749	- 7.6
2.3	Gravel, Sand and Stone	50,848	55,189	- 4,341	- 7.9
2.1	Cement, Lime, Plaster and Stucco	25,441	26,541	- 1,100	- 4.1
2.0	Merchandise	59,521	67,939	- 8,418	- 12.4
1.9	All Other Products of Agriculture	19,362	22,176	- 2,814	- 12.7
1.7	All other animals & Products	10,955	11,990	- 1,035	- 8.6
1.7	Liquors, Malt	18,991	24,527	- 5,536	- 22.6
1.4	Live Stock	22,019	24,689	- 2,670	- 10.8
39.5%		434,177	486,564	- 52,387	- 10.8%
100.0%	Total	1,229,438	1,215,180	+ 14,258	+ 1.2%

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Beloit, Wisconsin

ments from Seattle, making Tacoma one of the division headquarters.

Roadmaster A. E. Moxness retired Dec. 10 after 50 years of service. About 140 employees from far and near gathered Dec. 12 for a dinner in his honor at Scotty's Banquet Room. T. M. Pajari, division engineer, was master of ceremonies. Mr. Moxness was presented with a gift and many congratulatory messages. He received a Gold Pass, also life membership in The Roadmasters and Maintenance of Way Association of America.

Gertrude Alden, assistant cashier in the Seattle freight office, retired Dec. 15 after 40 years of service. Gertrude was formerly from Spokane, and also worked in Tacoma several years in the superintendent's office and in the office of chief carpenter. About 30 girls had a surprise luncheon in her honor at the Benjamin Franklin Hotel and presented her with a gold watch.

Florence McMahon, stenographer in the engineering department for many years, returned recently from a two months vacation visiting her sister in Miami, Fla. Florence retired two years ago.

Lysle Smith, after three operations, is still in the hospital at this writing. We are happy to report that he is recovering.

"Bill" Delaney is home at this writing, convalescing after two operations.

We are glad to report that Mrs. R. C. Schwichtenberg, who fell Nov. 30, breaking two bones in her ankle, is doing well though still in a cast.

Santa added another name to the list he had made out for the Donald Mooneys—a son, Donald Carl, born Dec. 6.

Christmas greetings were received from A. (Woody) Woodward, whose permanent address since retirement is 850 H Avenue, Coronado, Calif. No smog here, said Woody.

Ex Chief Yard Clerk O. H. Guttormson and wife are spending the winter in sunny Arizona. Their permanent home address is 528 West Main, Silverton, Ore.

We are happy to welcome back District Storekeeper Louis Season who was recently transferred from Milwaukee. District Storekeeper E. J. Bahr was transferred to Miles City.

R. A. Munro, better known as "Doc", after several months illness passed away Dec. 27, leaving his wife and a daughter. Mr. Munro was section stockman in the stores department for many years.

Jack Dorsey, sectional stockman, retired Nov. 1 after 41 years service. He left immediately for Palm Springs, Calif., where he expects to make his home.

Welcome to Doris Peterson, new stenographer in the stores department.

Louis D. Blume, 72, died suddenly in his home in South Cle Elum Dec. 19. The Masonic lodge, of which he had been a member for 48 years, conducted rites at Laurel Hill Cemetery following services in the Coleman Chapel. Mr. Blume started working for the Milwaukee in his native Chicago in 1905, was transferred to North Dakota in 1907 and to South Cle Elum as an operator in 1909, where he remained until his retirement in April, 1957. Mr. Blume accepted civic responsibilities as town clerk and as a school

board member for several years. He is survived by his wife; three sons, Lt. Col. (rtd.) Frederick of Kearney, Neb.; Edward of Fullerton, Calif.; and Robert of South Cle Elum; two daughters, Mrs. Charlotte Ray of Redmond and Mrs. Carol Simpson of South Cle Elum; two brothers and 10 grandchildren.

Frank Emery Hill, 78, died in his Tacoma home Jan. 3 and was buried in Mountain View Memorial Park. He is survived by his widow, Blanche; a daughter, Mrs. Cleo M. Flye, and a son, Floyd, all of Tacoma. Mr. Hill was a retired locomotive engineer for the Road, and a member of the B. of L. E.

The death of Harry Charles Gunther, 42, occurred in a local hospital Jan. 2. Mr. Gunther worked for the Road as a locomotive engineer for 23 years and was a member of Local No. 803 of the B. of L.F.&E. Surviving are his wife, Ida Mary; a stepson, Gary; a sister, Mrs. James Conklin of Terre Haute, Ind.; and two brothers, Waldo B. of New York, and Mondie A. of Tacoma.

On Dec. 10 Pasco Devino of North Bend brought to a close 50 years and two days of service. He started in 1909 at 16 as a section laborer in Cle Elum and 10 years later was promoted to foreman. In 1928 the Devinos moved to North Bend where Pasco has been section foreman ever since. A retirement banquet was held at the Homestead by 45 fellow workers and their wives, and a backyard barbecue was presented to Mr. and Mrs. Devino. They plan to move to Seattle where they own a house.

SPOKANE

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

Many cards, letters and phone calls were received from retired employees during the holiday season, among them greetings from Frank G. Socwell who now makes his home in Escondido, Calif. John Maddox, former agent, came into the office just before Christmas. This was only his second visit since he retired four years ago. After the first of the New Year he said he and Mrs. Maddox would be traveling throughout the States visiting friends and relatives they haven't seen for years.

The Spokane Chapter of the Milwaukee Women's Club held their annual Christmas party Dec. 8. Turkey and ham were furnished by the club and side dishes by the members and their families. Good attendance and the good food added up to one more success for the club and its president, Mrs. R. C. Schwichtenberg.

Retired Conductor Jack Webb broke both legs Dec. 2 when a ladder on which he was working collapsed. Since his retirement Jack has been the neighborhood handyman, always ready to help, and we all wish him a speedy recovery.

Engineer and Mrs. James R. Cowell returned to Spokane just before Christmas after three weeks in Hawaii.

Retired Conductor Joe B. Church of Malden suffered a heart attack in mid December and is still confined to the hospital at this writing. Our sympathy was extended to Joe when his wife Mary

The Milwaukee Road Magazine

Michael Sol Collection

Sign Now for Annual Hiawatha Bowling Meet

Now's the time to sign up for the 17th annual Milwaukee Road Hiawatha Bowling Tournament which will be held at Beloit, Wis., the week end of Apr. 23-24. The scene of the event, which has the sanction of the American Bowling Congress, will be the Bowl-Aire Lanes, 2547 Park Avenue. The prize fee is \$2, bowling \$1.35, and the tournament fee \$.40, for a total of \$3.75 per event. Entries close Mar. 15. For information and entry blanks, employees should write to Al Klein, 1251 Hinsdale Avenue, Beloit.



45 YEARS OF SERVICE. Machinist O. J. Melhuish, a new Silver Pass holder at Othello, Wash., pictured being congratulated by Diesel Foreman F. G. Girard (right) and Roundhouse Foreman O. L. Kinder.



A GIFT FROM THE GANG in the Chicago Union Station conductors' room to Chester Holden, Milwaukee Division conductor, who retired at the end of December, was a handsome wrist watch to substitute for his railroad timepiece. Among the group sharing his pleasure in it are (fourth and fifth from left) Assistant Superintendent G. J. Barry of the Milwaukee Division, and Superintendent K. R. Schwartz, who presented the gift on behalf of his associates. Conductor Holden started his service in Milwaukee as a brakeman in 1911 and had been a conductor since 1923, most recently on the Chicago-Milwaukee runs of Nos. 15 and 24. He and his wife Emma plan to spend the "golden years of retirement" in California.

PATRIARCH. Proud grandfather to 10 is Traveling Time Inspector S. J. Farley, Chicago, pictured at a family gathering for the christening of the newest. Surrounding grandpa, who is holding Gail and Robert, are Sandra and Michael (front), and, from left, Laura Lynn, James, Patty Ann, Mary Kay, William (front) and Susan. Their parents are the James Farleys, Mrs. William Foellmer and Mrs. Elliott Satinover.



50 YEARS OF SERVICE. Boilermaker James Donovan, a half century veteran at Milwaukee Shops, receives his Gold Pass with the good wishes of Shop Superintendent Wayne Bittner.



TUNING IN ON RETIREMENT. George Dietrich, reconsigning clerk at the Fowler Street station, Milwaukee, admires the transistor radio which was a gift from co-workers when he recently retired. Mr. Dietrich had been with the Road since 1912 and was well known to Milwaukee shippers.

"OUR LESSON TODAY—". A spinal operation several months ago in which she was fitted with a cast has not prevented Bonnie Mansfield, daughter of Brakeman F. W. Mansfield of Perry, Ia., from keeping up to the mark in her school studies. Here she is listening to the instructions of her teacher by means of a two-way radio which connects directly with her classroom. The prism glasses enable her to follow the lessons without raising her textbooks to eye level.



died Dec. 20.

Many news items come in too late for publication. A phone call or a hasty note sent immediately would do the trick and be greatly appreciated.

Dispatcher Anthony D. Bruneau suffered a heart attack Dec. 27 and passed away in Tacoma Jan. 9. He is survived by his wife Mary and sons Merrill and Richard. Burial was from St. Aloysius

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Sincere thanks to the "Boys in Blue" on the First District for the candy left at the superintendent's office at Christmas time. It was greatly enjoyed.

Mrs. Ruth White, formerly of Savanna, passed away in a Los Angeles hospital

na, Nov. 8. Interment was in the Savanna Cemetery. He is survived by a brother Charles of this city. Mr. Schuneman started his railroad career as a flagman in 1915 and transferred to leverman at Savanna Tower in June 1917 where he worked until his retirement in March 1944.

First District Conductor C. C. O'Neill passed away suddenly at his home in Bensenville Nov. 7. Funeral services were in Melrose, Ia. Surviving are his widow and a sister. Mr. O'Neill started work as a yard clerk in Chicago Terminals in 1941, transferred to train service as a brakeman in 1946 and was promoted to a conductor December 1950.

Earl C. Ritchie, brother of Iowa Division Engineer Oren Ritchie, Savanna, passed away in Savanna Nov. 25 following a long illness. He is survived by his widow, three sons, two daughters, two brothers and two sisters. Interment was in the Savanna Cemetery.

A highway accident in the DeKalb-Sycamore area resulted in the death of LeRoy Rogers, mechanical department employe at Bensenville (formerly of Savanna), and the hospitalization of his wife and daughter who were with him. Funeral services were in the Law Funeral Home and burial in the Savanna Cemetery. Surviving are his wife and two daughters; a sister and his mother, Mrs. John Rogers, of Savanna.

Congratulations to Yard Clerk and Mrs. Frank Cimino, Savanna, on the arrival of a daughter Jan. 3. She joins three brothers.

Retired Conductor Peter E. McGuire, 83, of McGregor, Ia., passed away at his home Dec. 13. He had spent 59 years in railroad service. Funeral services were held in St. Mary's Catholic Church, McGregor, with burial in the local cemetery. Five sons, three daughters and his widow survive.

Retired Conductor J. J. Duggan, 71, died at the home of his son Don in Cedar Falls, Ia., Dec. 24. Funeral services were held in St. Patrick's Church in Dubuque, and burial was in Mount Calvary Cemetery there. Surviving are his wife, one son, two sisters and a brother. Mr. Duggan began his career in train service on the Second District July, 1907 as a brakeman, was promoted to a conductor in April, 1913 and retired in January 1958.

Thomas Collins, retired car department employe of Savanna, passed away in his home Dec. 1 after a long illness. He is survived by two daughters. Services were held in St. John's Catholic Church and interment was in St. John's Cemetery.

Retired Conductor John Holquist passed away in Bensenville Dec. 10. Funeral services and burial were in Byron, Ill. Mr. Holquist started working on the section in 1906. He became a brakeman in March, 1910 and was promoted to a conductor in 1918. He retired in July 1959.

Henry Geu, father of Agent Geu, Savanna, died Nov. 17 in St. Luke's Hospital, Davenport, after a long illness. Born in Germany, he came to this country at the age of 14 and went directly to Wheatland. He had been station agent at Big Rock, Ia., until his retirement. Sur-



THE NEW JACKSON JACK-SPOT TAMPER: A product of intensive research, development and testing with all operations electrically controlled and push-button operated. It's an exceedingly fast Jack Tamper, adapted to existing track surfacing equipment; a mighty powerful, efficient spot tamper and ideal as an all-around production tamper for those requiring an all-purpose jacking-and-tamping machine.



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Catholic Church and the pallbearers were all co-workers. Mr. Bruneau worked briefly as an operator on the Idaho Division in 1926 and returned to service in 1929. He was promoted to car distributor in Spokane in 1930 and made dispatcher in 1942. In 1948 he went to Lewiston as chief dispatcher; to Mobridge in 1952, to Green Bay in 1953 and to Tacoma in 1958.

following surgery early in November. Interment was in Forest Lawn Cemetery, Los Angeles. Mrs. White was the daughter of G. R. Morrison, superintendent at Savanna for many years and later in charge of the personnel bureau in Chicago. A sister, Mrs. Mina Morrison Ausmus, survives.

A. H. Schuneman, retired leverman, passed away in the city hospital, Savan-



TOP D&I CREW RETIRES. A total of more than 100 years of railroading had been accumulated by Engineer G. J. Benzer (right) and Conductor R. J. Sullivan, crew mates on Nos. 62 and 81 between Marquette and Savanna, when they recently retired. Both were at the top of their respective seniority lists. Mr. Benzer, who made his date as fireman on Dec. 15, 1905, had been an engineer since Dec. 27, 1909, while Mr. Sullivan, who started as a call boy, made brakeman on Oct. 22, 1907 and was promoted to conductor on May 3, 1913.

viving are his widow, three daughters and a son. Funeral services were held in the Emanuel Evangelical Reformed Church, Big Rock, with burial in the local cemetery.

Retired Agent W. R. Buzzell, Leaf River, passed away Dec. 31. Funeral services were in the Methodist Church there. Mr. Buzzell began his career as an operator at Genoa in March, 1908, was assigned the agency at Monroe Center Aug. 9, 1927 and retired Nov. 28, 1952.

Mr. and Mrs. Louis Rabun of Savanna (retired superintendent of shops, Milwaukee) were in Los Angeles in October to visit son Thomas and family and be present when Tom was granted the degree of Chartered Life Underwriter. They also visited in Long Beach with Mr. and Mrs. D. R. Davis (former roundhouse foreman, Savanna) and in Phoenix with Mr. and Mrs. H. K. Hill (former roundhouse foreman, Ottumwa) and Mr. and Mrs. Jack Hanscom (former office manager for chief mechanical officer, Milwaukee). Lou said all the retired folks were fine and enjoying their leisure.

Chicago General Offices

OPERATING DEPARTMENT

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

We were saddened by the death of Mrs. Linton L. Hall, wife of the mail room supervisor in the Union Station. Mrs. Hall passed away on her birthday Dec. 23. Besides her husband, she is survived by a son, John.

The sudden death Nov. 5 of Dennis Dombrowski, four year old son of Arthur F. Dombrowski, merchandise clerk in R. J. Kemp's office, was a shock to us all. Interment was in Elgin, Ill. He is survived

by his parents and a two year old sister Frances.

A. G. Britzius, C. E. Whitt and Leonard Kirchoff, all from the general manager's office in Seattle, and William Bannon, formerly assistant superintendent at Tacoma, have joined forces with S. W. Amour's office in Chicago. Mr. Britzius is gradually recovering from an illness and we hope he will be with us very soon.

The position of chief clerk in the assistant to general manager's office, Seattle, was abolished, but Anne Goldie, who held the position, came to Chicago to set up the Seattle files. She is now retiring in Seattle after 41½ years' service.

A recital given in Madison, Wis., Dec. 4 by Mrs. Frank C. Lowry, wife of the veteran employee in the President's office, who sings under the name of Thelma Waide Brown, was highly acclaimed by the music critic of The Capital Times: "Her voice . . . has the richness of the dramatic soprano, the lighter timber of the lyric, and the brilliance and ease of the coloratura . . . an ideal recitalist." The program, presented at the Woman's Club Auditorium, consisted of songs by Handel and Schubert, operatic arias and Negro spirituals. Mrs. Lowry, who was trained at the Chicago Musical College, has had a long career as a soloist with the Mason Jubilee Singers, in stellar roles of operas and in concerts. Since 1946 she has been an instructor of voice at the Chicago Musical College of Roosevelt University.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Ted Pulsha, Correspondent

Carolyn Makreth was honored at a retirement party in the Svithiod Singing Club Restaurant Dec. 29. Tenor Emmett McCauley sang a selected group of melodies.

A baby boy named Stephen brightened the Bondi household recently.

Fred Wiggins, formerly a claim checker, is our new P U & D clerk.

L. J. Fossum, formerly agent at Easton, Minn., has been promoted to traveling auditor.

Don Ostien and his accordion enlivened the office with music Christmas Eve.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

It is with regret we announce the death of Gail F. Wilson, daughter of the late Walter V. Wilson, former comptroller. Gail held various clerical positions for 22 years, and at the time of her death was on leave. She had been confined to Evanston Hospital. Interment was in Memorial Park Cemetery following services at St. Matthew's Episcopal Church, Evanston. Gail is survived by two sisters, Mrs. Kearney D. Roane and Mrs. Pierce Richardson.

Betty Dombrowski became engaged Dec. 8 and Dorothy Magdics received her ring Dec. 24.

Leah Aaron (retired) visited us during a stopover in Chicago on her way from California to Florida.

An "Old Times Dinner" was held Jan.

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19 at the Wishing Well by girls in the computing bureau and comptometer operators at Union Station who formerly worked in the bureau.

Sam and Ida Weinstein are the proud grandparents of Beth Sheri born Dec. 31.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

John Hamm, Andy Anderson and Bill Norton, retired freight claim employees, visited the office during the Christmas holidays, as did Leonard Cmiel who is now on duty with the armed forces.

Eleanor Zell, formerly of the freight claim department, announced the birth of daughter Karen Nov. 20. Grace Ferguson became the mother of Kenneth Nov. 23.

Clarence Johnson was confined to the hospital for surgery during December, and Ken French's wife recently returned home after surgery.

Sympathy was extended to Helen Braun on the loss of her brother.

AUDITOR OF EQUIPMENT ACCOUNTS

Judy Jurasz, Correspondent

Marie Sullivan, who has been on a leave of absence, was welcomed back recently. During her leave, Marie became Mrs. Vince Gartlan in a little chapel just outside of Paris, France.

Diane Heindl and Jerry Novick exchanged vows Dec. 5 and became Mr. and Mrs.

Final goodbyes were said by our office and the carload tracing bureau Nov. 27. The bureau started work in their new quarters in the Union Station Nov. 30. Pat Pulsha, our former magazine correspondent, also left our office.

Dorothy Switzer became the mother of twins Nov. 3. She named the boy Zachary and the girl Marie. Maura Fahey had a boy Dec. 9 whom she has named Kevin Joseph. Tony and Mary Kurr finally got the baby girl they had been waiting for. Mary resigned in order to take full care of the new arrival, Mary Elizabeth.

Congratulations to Josie Jonas, Louise Kiemle, Tom Sansone and Judy Jurasz on their Christmas engagements.

Sympathy was extended to Ruth Koppenehofer on the recent death of her mother.

TRAFFIC DEPARTMENT

John Cerri, Correspondent

Peggy Johnson, secretary to assistant freight traffic manager, became Mrs. Carl Anzelmo Nov. 21. They took a wedding trip to New York and are now residing on the northwest side of Chicago.

Ann Welling, secretary to assistant general freight traffic manager, recently returned from a vacation cruise to South America. Among the points visited were San Juan, Trinidad, Martinique, Rio de Janeiro and Buenos Aires.

Sue Riplinger, formerly of the freight claim department, is now secretary in the traffic research office.

Earl Aldin, division clerk, became the proud father of a boy Dec. 10. "Wayne Brian" was welcomed at home by sister Cheryl.

Friends of Mae (Callahan) Farrell,

secretary to the commissioner in the agricultural and mineral development department, surprised her at Fullerton Avenue Nov. 25 as she completed her 30th year with the Road. Reminiscing was natural as all enjoyed cake and coffee. The agricultural department is now located in the Union Station.

Orrin P. Catlin and wife celebrated their 50th wedding anniversary Nov. 4. Orrin was chief clerk to freight traffic manager before his retirement Sept. 1, 1953 after many years with our road. Mrs. Catlin is a past president of Union Station Chapter of the Women's Club, and for many years a member of the general governing board.

Arden C. Sundheim, ticket stock clerk, returned to work Dec. 16 after a three months' leave of absence. We are glad to have him back.

We are happy to report that Alice, wife of John Dunne of the passenger department, who has been ill is steadily improving.

C. C. (Sally) Miller, secretary in the general agent's office, Cincinnati, Ohio, was married to Coleman Lowry in St. Therese Church, Southgate, Ky., Nov. 7. While honeymooning in Florida they tried some deep sea fishing but found they were no sailors! They are now in residence at 72 Orphanage Road, South Fort Mitchell, Ky.

General Agent Dempsey, Cincinnati, became a grandpa for the first time Sept. 29 when a son was born to Mr. and Mrs. Frank Tartaron. The baby was named Thomas Francis. Mr. Tartaron has been released from military service and is now residing in Cincinnati.

Wedding bells rang Sept. 19 when Howard J. Ahrens, rate clerk in passenger department, took JoAnne Sollas of Medina as his bride in Immanuel Church of Christ. They spent a honeymoon in Colorado and are now living in Bartlett.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Traveling Time Inspector Bill Stegeman's son Russell took the former Miss Nancy Hine Niemann of Skokie as his bride Nov. 6 in a ceremony at Pilgrim Lutheran Church in Chicago. The newlyweds honeymooned in Missouri and returned to make their home in Skokie.

Christine Daulton of the A.F.E. bureau has accepted an engagement ring and promised to become Mrs. William Ward in the very near future.

Emmett Moran passed out cigars for the sixth time in celebration of the birth of son Thomas. Score now in the Moran family, four boys and two girls.

Sportsman Ed Rintelman of the statistical bureau shot a six point buck near Pembine, Wis., and is looking forward to some tasty venison suppers this winter.

Arville McGinley of the paymaster's office became the mother of a girl, Kathleen Marie, making Assistant Bureau Head Nile J. McGinley a grandfather for the first time.

Sympathy was extended to Frances Schmugge of the T&E. timekeeping bureau on the death of her brother George.

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FOR FULL FAMILY PROTECTION . . . Insurance on life of wife and dependent children may
be added at low cost

- 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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I hereby apply for insurance coverage as follows: (please print)

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(Street and Number) (City or Town) (Zone) (State)

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

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CHICAGO, ILLINOIS

Ronald Koss of the bill and voucher bureau did his vacationing "down Mexico way," visiting Mexico City and Acapulco among other cities.

News was received of the death in American Hospital of recently retired Mrs. Ruth Espeset, also of the death of Mrs. Nina T. Moore in Mason City, Ia. She had retired in 1948.

Emily McDyer of the T.E. timekeeping bureau became the Commander of the Merchandise Mart Post 871 of the American Legion. Emily is a veteran of the W.A.C. and was a staff sergeant in France during World War II with the 12th Army Group Headquarters. She also served in England and Germany and won four medals and a Certificate of Merit.

Oliver D. Prescott of the miscellaneous accounts receivable bureau received a Silver Pass commemorating his 45 years of service. Mr. Prescott worked as a clerk in the superintendent's office in Mason City from 1913 until 1918 when Comptroller G. J. Bunting chose him to be the first division accountant on the Iowa & Dakota Division. He came to the auditor of expenditure's office in 1920 where he has held various positions. His co-workers presented him with a transistor radio along with their good wishes.

Edward F. Schurz, formerly of the typing bureau, has enrolled in the novitiate of the Vincentian Fathers at St. Mary's Seminary, Perryville, Mo., where he expects to be stationed for the next nine years.

Reporting on the Reporter: The tickled pink expression that Judy Jurasz (correspondent for the auditor of equipment

accounts office) is wearing these days is caused by the diamond ring found hanging on her Christmas tree. She has promised to become Mrs. Matt Deering in the near future.

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

William J. Cusack was appointed assistant auditor of capital expenditures effective Dec. 1. Mr. Cusack has been assistant auditor of investment accounts since 1956. He started service in the present office of auditor of capital expenditures in 1929. Previous to that he was employed in valuation work on the CB&Q.

Roy A. Johnson was appointed assistant valuation engineer with supervision over the A.F.E. and Valuation Order No. 3 sections, B.V. 588 bureau and depreciation schedules for taxes. Mr. Johnson has been in charge of the Valuation Order No. 3 section since 1956. He has been succeeded in that position by Assistant Engineer Edward H. Nank.

GENERAL

Friends of Harley H. Edmons, 43, were shocked to hear that he passed away suddenly Dec. 24. He began his service with the Road as special police officer June 9, 1949, was promoted to sergeant May 16, 1957, and to lieutenant Nov. 1, 1959. Surviving are his widow, Donna; his mother, Mrs. Elizabeth Edmons; two brothers, and a sister. Burial was in Rosehill Cemetery.

The purchasing department has been informed that Mrs. G. W. Hays, widow of retired tie inspector, died last March at the age of 89. Mr. Hays' service date was 1877 and his retirement date November, 1931. He died in 1944 at the age of 82.

Another purchasing department news item concerns Mrs. August Meyer, widow of retired head of tie bureau, and a long time recipient of an annual pass. Now 85 years of age, Mrs. Meyer enjoys reasonably good health, but because she is no longer able to travel alone, she recently returned her annual with thanks for the many years she enjoyed free transportation. Mr. Meyer, who retired in 1938, died in 1952 at the age of 80.

The name of Morrison, which until recent years was closely identified with the

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QUALITY COAL

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

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

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



A TOTAL OF 225 YEARS OF SERVICE had been completed by these Milwaukee Terminals area employes when they were recently presented with their Silver 45-year Passes. Seated are H. E. Herbert, chief clerk at North Avenue station (left), and Otto Kniess, check clerk, House 7. Standing, from left: J. A. Skubal, window cashier, Fowler Street station; G. H. Roessger, chief clerk, Fowler Street; and George Dietrich, reconsigning clerk at Fowler Street who retired soon afterward.

operating department, has cropped up in the news with the announcement that Donald T. Morrison Jr., Deerfield, Ill., is on the Democratic slate for state's attorney of Lake County. The young politico is the son of Donald T. Morrison Sr., at one time a dispatcher in Wausau and Chicago (now in real estate at Ft. Lauderdale, Fla.) and a grandson of the late Allan E. Morrison, one of five brothers who some years back were all working on the railroad at one time. Starting with Allan, who made his mark as superintendent of the old Wisconsin Valley Division, the brothers were William R., assistant to president; George R., superintendent of the former Chicago & Council Bluffs Division; Edward W., superintendent of the one-time Racine & Southwestern Division; and Charles, trainmaster of the old Sioux City & Dakota Division at Sioux City. Donald T. Jr. is a graduate of Northwestern University and a Navy veteran of Japan and Korea.

Twin City Terminals

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

"You've gotta live right," was Bob Young's comment after he won a pair of binoculars at the recent Midway Civic Club luncheon. This is the same Bob Young whose social security number, announced over the air, won him \$50 recently. Bob is city freight agent in St. Paul.

Mrs. Marion Cashill, St. Paul switchboard operator, received condolences on the loss of her brother, Lawrence E. McDonough, who passed away Dec. 14 in St. Joseph's Hospital after a long illness. He

was buried in Fort Snelling National Cemetery.

Neil G. Johnson, chief clerk in St. Paul, is asking all his friends on the railroad to use more eggs. He recommends egg salad, egg sandwiches, egg shampoo, and omelette as being ideal ways to use henfruit. The quotation on eggs in the local stock market is of more than passing interest to Neil.

Raymond B. Schwietz, former clerk in the St. Paul and Minneapolis offices, stopped in town Dec. 28 to have lunch with Bob Young and celebrate their mutual birthday. Ray is now chief clerk with the Pennsylvania in Los Angeles.

Your correspondent was re-elected president of the Garden Club of Ramsey County for 1960 at the annual election in November. Installation took place Jan. 19. Being the first woman to succeed herself in that position in 48 years of the Club's history, the honor seems even more pleasurable.

job at the court house as clerk typist.

Esther Lundstrom, third shift auto messenger, a student of photography at Vocational School, is doing a fine job and plans to specialize in portrait photography, thereby turning an interesting hobby into a profitable side line.

Ronald James Krusick, young officer on Milwaukee's police force, was recently cited for bravery when he brought into custody an armed robber even though he himself had been wounded. Officer Krusick will be remembered by many of our employes as auto messenger at Muskego Yard and Fowler Street from 1952 through 1954.

We regret to report the death of Ed Foster Dec. 12 after a long illness with an arthritic condition. Mr. Foster was chief clerk at Stowell station until his retirement in 1959. He is survived by his widow, a son, daughter, and daughter-in-law.

The Fowler Street employes joined to-

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Henry Strukel, foreman House 7, has embarked on a business venture known as Hank Strukel's Tap. Grand opening was Oct. 31, and spare time promises to be busy for both Henry and his wife.

Casimir Maciolek, carload bill clerk, and wife Regina were guests of their cousin, Marion Maciolek, a member of the Polish State Folk Ballet at the Dec. 15 performance in the Auditorium. The Ballet may be best remembered for its appearance on the Ed Sullivan TV show. Marion, who comes from Posen, Poland, was later entertained by the Macioleks.

An income tax deduction just beat the deadline by two days when Debra Jean arrived Dec. 29 at St. Mary's Hospital for the Ronald Wagners. Ronnie is a yard clerk in the Bay View district.

Maurice Ninham, carload bill clerk, is on leave of absence to take a civil service

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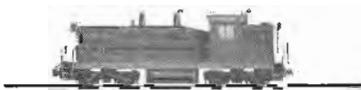
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1800 hp General Purpose GP-18



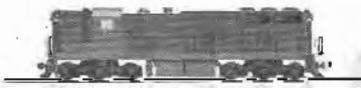
1800 hp Special Duty SD-18



2000 hp Turbo-charged GP-20



2400 hp Turbo-charged SD-24



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THE
BUCKEYE STEEL CASTINGS CO.
COLUMBUS 7, OHIO

gether Dec. 29 to enjoy a delicious buffet lunch. Mary Bartelt and Evelyn Scharest were in charge of arrangements and are to be complimented on the nice party they planned.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Switchman Tim Cavey was married to Larinda Marcinke Oct. 3, and Conductor Eugene Cybart's daughter, Karen, to Thomas Delebeck Oct. 31. The latter couple honeymooned in Mountain, Wis.

A baby girl, Susan Elizabeth, arrived Sept. 28 for the Ralph Gilmore family, and a boy, Ronald Jr., was born Nov. 1 to Mr. and Mrs. Ronald Pezze. Another girl, Suzanne Alatha, was born to Mr. and Mrs. Walter Bergles Nov. 21, while Mr. and Mrs. John Groszkiewicz had a baby son Dec. 16.

Sympathy was extended to Switchman Casey Knapp, whose mother died Nov. 25, and to Stanley Miller whose father, Jerome Miller, a retired switchman, passed away Dec. 22.

Three of our Terminal switchmen recently retired—Joe Alberts, Joseph Kolasinski and Charles Schipper.

The deer hunters have returned and report the following: E. Fladeland, a 6 point buck; Yardmaster Fred Curd, an 8 point buck; Switchman Reginald Ritchie, a 4 point buck; Ted Krueger, a 10 point buck; and Switchman Don Ciesynski, a spike buck. Pretty good record for our boys.

Switchman Rex Roberts saw the Rose Bowl game, lucky Rex.

Jed L. Taylor, 76, a retired conductor, died at St. Agnes Hospital, Fond du Lac, recently. Funeral services and burial were in Fond du Lac. Mr. Taylor's widow, Theresa, and a sister of Covina, Calif., survive. Mr. Taylor retired in 1950 and had moved from Milwaukee to Fond du Lac about two years ago.

At its annual election of officers, the Wisconsin Passenger Club, which is composed primarily of railroad passenger agents, voted to open its membership to women in the travel industry. Charles Crotty, depot ticket seller, was elected secretary-treasurer of the organization. It has been brought to the attention of

the Magazine that George A. Steuer, who was chief clerk to general superintendent, Milwaukee, when he retired in 1955, passed away last Sept. 24 after a long illness. He started with the Road as a stenographer at Milwaukee Shops, where his father, Anton, was a carpenter for 40 years, and retired with 49 years of service. He was a member of the Veteran Employees Association, and for a number of years was this Magazine's division editor for the Milwaukee Terminals. Surviving are his wife Leone and eight children, including his son Dick, a yard clerk in the Walnut Yard district, who is a former Magazine correspondent.

DAVIES YARD

We have just learned that Charles A. Kennedy died in County Emergency Hospital Oct. 23 last after a brief illness. Mr. Kennedy retired in 1942 as car foreman of Davies Yard after 40 years of service. He is survived by his wife, Lora I., and daughter, SFC Mary Joye of the Army. He will be missed in the community since he had given freely of his time to civic and charitable activities.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Superintendent Marty Garellick was transferred to the Aberdeen Division Dec. 1. He was presented with a gift from the people of the Milwaukee Division at a farewell dinner at the Maryland Hotel.

Chad Anderson, former train dispatcher on this division who was promoted to train rules examiner on Lines West, has been transferred back to Milwaukee.

During December we bid farewell to Baggage man Frank Warner, who retired from the Chicago-Minneapolis run.

Edward J. Moran, an employe for 50 years, died in the Milwaukee Hospital in November, and was buried in Holy Cross Cemetery. He began his career as a shop workman, then was freight conductor and for the last 20 years was a passenger conductor on the Milwaukee-Chicago run. For 25 years he served as secretary-treasurer of the O. of R.C., and was a

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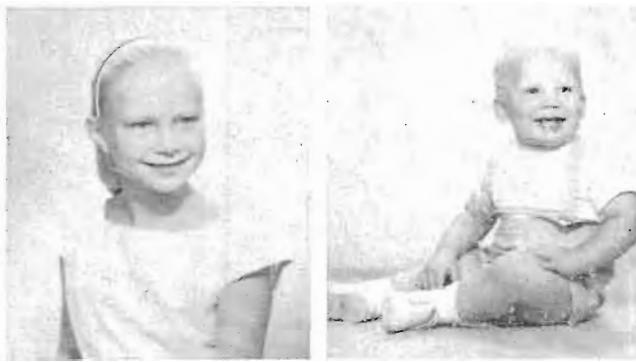
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RAIL JOINTS

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HONORABLE MENTION in the 25th annual contest sponsored by the National Association of Department Store Photograph Studios went to these pictures of Kathy, 10, and Donald Jr., 17 months, the children of Switchman Donald R. Christian Sr. and Caller Virginia Christian, Muskego Yard. (Schuster Studio photos)



member of the Order of St. Christopher of Catholic Railway Men. Survivors include his widow, Rose, a daughter, Patricia, two sons, James and Jerome, all of Milwaukee; and two sisters of Chicago.

Jim Scribbins, ticket seller in the station, has been elected president and program director of Wisconsin Chapter Inc., of the National Railway Historical Society, Inc. He was former program director of the organization.

SECOND DISTRICT

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

Retired Chief Clerk John B. Phillips was recently appointed to solicit funds from the railroads, express and refrigerator lines in Green Bay for the Community Chest, and is proud to report that Milwaukee people increased their contributions over last year by 63.5 per cent.

Retired Engineer Frank Schoepper, also Retired Engineer Richard (Dick) N. Isaacson passed away recently. Dick, a W.W.I. veteran, was buried with military honors conducted by the American Legion. Mrs. David Tibbets, widow of former conductor and local chairman of the B. of R.T., also died recently, as did Mrs. William H. Tierney, wife of retired yardmaster at Green Bay.

A girl was born Nov. 9 to Diane and Paul Cynowa, IBM operators at Galewood Station, making the second grandchild this year for Agent R. E. and Mrs. Chalfoux, Green Bay. Diane is their daughter.

A baby boy, Douglas Bruce, was born Nov. 20 to Mr. and Mrs. Gail Meintzer.

He is their first boy, three little girls having been born previously. Gail is traveling freight agent with headquarters in Green Bay.

At this writing Ervan Rentmaster, warehouse foreman, is home convalescing after surgery.

Myrtle Herman, secretary to former superintendent at Green Bay for many years, passed away Dec. 10 in Bellingham, Wash., where she had been living with her daughter.

Al Jeffers, retired passenger conductor, and wife recently celebrated their 50th wedding anniversary.

Sympathy was extended to the family of Harry Hallgren, train-baggage man, who passed away recently; also to Earl McGregor, truck dispatcher for the M.M. T.C., whose father died Dec. 27 in Sagola, Mich.

When John F. Millea brought the Chippewa into Green Bay from Channing, Mich., Nov. 29 he ended almost 55 years of service, more than 50 of them in the engineer's cab. He started firing small engines in 1905 and got his engineer's rating in 1909. The next 29 years were spent piloting ore trains around upper Michigan, then he returned to Green Bay and moved into passenger service. Jack's entire career has been spent in the same division of the Road.

Off Line Offices

DETROIT, MICH.

New first vice president of the Detroit Passenger Traffic Club is H. J. "Hank" Millard, our city passenger agent. Mr.

FIRST
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Greatest advance in brake beam engineering — BOXWELD all-steel welded beams for unit or hanger type suspension—provide superior strength at minimum weight. Integrated construction eliminates need for bolts, nuts, rivets or keys for assembly of primary parts.

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Car Castings

Railway Division Depew, N. Y.

Millard started with the Road in Madison in 1940 and has been in Detroit since 1955. He has just completed a term as secretary-treasurer of the Passenger Club.

NEW YORK

Martin H. Wetzel was recently appointed first vice president of the New York City Association of Passenger and Ticket Agents. Mr. Wetzel's entire service has been in New York City where he started in the passenger department in 1947, was promoted to ticket agent in September, 1952 and to passenger agent June 1, 1955.

NEW ORLEANS, LA.

A. J. Dittmar, city freight and passenger agent, was recently elected director of the Traffic Club of New Orleans. He has just served a year as president of the club. Mr. Dittmar was chief clerk in the New Orleans traffic office for some time prior to succeeding L. K. Schindler as CF&PA Apr. 1, 1959.

SAN FRANCISCO, CALIF.

The DiGiorgio Fruit Corporation, one of California's largest growers and shippers of fresh fruit, has announced the appointment of H. Richard Meek, formerly city freight agent for the railroad, to the position of assistant traffic manager. Mr. Meek, who was chief clerk in the Road's Terre Haute traffic office before he was promoted to city freight agent in San Francisco in 1952, resigned to join the fruit firm in September, 1958.

Seattle General Offices

Edward J. Notske, assistant tax commissioner, was elected vice president of the Northwest Association of Tax Representatives at their December meeting in Seattle. The group works for tax uniformity and equalization in the Pacific Northwest states.

Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER
AND TEST DEPARTMENT

H. J. Montgomery, Correspondent

Mr. and Mrs. Russell Harrington announced the arrival of grandson number two, Stephen Thomas Harrington, Dec. 8. Russell is our engineer of train lighting.

The "Milwaukee Road Travelers" opened the new year by gathering some 20 strong to welcome Les Miller of the

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A TOTAL OF 105 YEARS OF SERVICE is shared by Machinist Walter Hogan and Air Brake Foreman Henry Brushaber (left and right, center) pictured being congratulated by F. A. Upton, superintendent of motive power, and District Mechanic A. W. Hallenberg as the Milwaukee Shops veterans retired Dec. 31. Machinist Hogan, who started his apprenticeship at Green Bay in 1902, had been employed at the shops since 1918, and starting as an apprentice in 1911, Henry Brushaber had served as foreman since 1943.

freight shop into the "Double M" group. About 400 people, members and wives, attended the Christmas party held by the Travelers. They are now busy planning a Valentine dance.

Mrs. Susan Petrie, 85, mother of Raymond J. of the drafting room, passed away recently.

Lew McAllister, draftsman and engineer, and his wife made a special trip to Syracuse at New Year's to see Laura Christine, their first granddaughter and first child of son Bob. The McAllisters have four other grandchildren, all boys.

CAR DEPARTMENT

Erwin C. Weber, Correspondent

Siggi Gralewicz, who was transferred to the Milwaukee Terminal train yard for a month, has returned to the freight shop to resume his regular duties as foreman.

Leonard L. Lentz was called to Louisville, Ky., because of the serious illness of his brother Jeff, who passed away before he arrived. Sympathy was extended to Leonard and his family.

John Krolicki, a carman in the freight car shop, retired Oct. 7. Mr. Krolicki started working for the Road in November, 1912 and is holder of a Silver Pass.

Marshall L. Johnson, former schedule supervisor and now with the Standard Railway Equipment Company, was here for two days showing one of his co-workers the various operations at our shops. We are happy to note that he still has the Milwaukee Road at heart.

A nice family-style dinner was served at Old Heidelberg Nov. 19 to some 90 co-workers of Harry Belond, AAR inspector; H. A. Grothe, district general car foreman; A. M. Guschl, general foreman wheel shop; J. Kornfehl, wheel shop foreman; Charles Wiechert, freight shop

foreman; and Henry F. Brushaber, air brake foreman, who have retired. Each of the retiring employees received a check for \$100. Unfortunately, Harry Belond missed the party as he was confined to a hospital in Minneapolis for surgery at the time.

The shops recently equipped five Flexi-Van cars with steam line, air signal line and marker brackets so that they can be handled in passenger trains for carrying mail between Chicago and LaCrosse.

Forty men were recalled to the shops so that the work of fitting up 100 flatcars for piggyback service could be completed by Dec. 31, as these cars are in great demand. In addition, the shops have received authority to modify an additional 50 flatcars in the 600000 series for piggyback loading.

A. M. (Sky) Guschl, retired general foreman, and Mrs. Guschl spent the holidays with daughter Audrey and grandchildren in Florida.

Joseph Wroblewski, carpenter in the passenger shop, completed 52 years of service and retired Dec. 31 last. His career started as carpenter in the roundhouse in 1907 from where he went to the freight shop in 1910, then to bridge and building department and finally, in 1915, to the passenger shop.

Henry F. Brushaber, air brake foreman, brought to a close 48 years of service on Dec. 31. Henry started as a machinist apprentice in the locomotive department, and after completing his apprenticeship worked as a machinist from 1916 to 1943, when he was made roundhouse foreman. In 1948 he was promoted to machine shop foreman and Nov. 1, 1953 he was appointed air brake foreman in the car department.

Aberdeen Division

EAST END

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

At Montevideo we now have Neal D. Owen as assistant trainmaster while Assistant Superintendent R. J. Dimmitt is serving on a committee in Chicago for the Association of American Railroads.

Two couples in our railroad family re-

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cently celebrated golden weddings. Engineer H. B. Elrod was receiving congratulations and so was Retired Conductor John Sedgwick.

Engineer Frank Warner walks just a little bit straighter than usual. His son, Coach Frank Warner of Creighton High School, St. Paul, has just been nominated "Coach of the Year".

After a long illness and a succession of strokes, Retired Conductor Albert Johnson passed away on Christmas Day in Minneapolis. Death, as the result of a car accident, claimed the life of Section Laborer Paul Haas of Odessa on Dec. 23. Mrs. Haas suffered a broken arm in the same accident, which was due to icy roads.

Richard Jones, who retired as roundhouse foreman at Aberdeen in 1952, died recently. Two widows of former engineers died recently—Mrs. "Pat" Carl Hanson and Mrs. Nelson Ware. Mrs. Ed Klucas, wife of Retired Conductor Ed Klucas of the Andover line, died after a long illness.

Nobody was happier about the nice weather we had in December than Roundhouse Foreman Elmer Ward. Elmer was remodeling his house and just when the weather was nicest he had part of his house without a roof, which just goes to show that if you live right you'll do all right.

Operator Tom Rasching is latest of our rail family at Montevideo to become a "galloneer" in the Blood Bank program.

One of the nicest Christmas greetings possible came to Section Laborer Mike



"LIFETIME" passes presented by F. A. Upton, superintendent of motive power, to long-time employees at Milwaukee Shops included Silver Passes for (from left) Machinist B. R. Schott and Pipefitter S. W. Tayek, both veterans of 45 years of service, and a Gold Pass for Trucksmith Charles Balistreri, a 50-year employee.

Kiroff and wife when their daughter Pat, stationed with her soldier husband in Germany, called them by long distance.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Along with a welcome to the employees recently brought into the west end of the Aberdeen Division goes a special invitation to send news items to your correspondent at Aberdeen.

We have just learned of the death in September of Retired Express Messenger Ed Lawrence. For many years Ed was on trains 103-108 and 115-116 between Sioux City and Aberdeen. Since his retirement three years ago he and his wife have been living in California.

Mr. and Mrs. William Ringlebauer (retired roadmaster from Marquette) recently visited their son Roadmaster D. E.

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The Milwaukee Road Magazine



AT A FAREWELL LUNCHEON held in Milwaukee, Assistant Engineer I. C. Brewer of the Milwaukee Division, who retired at the end of last year, is congratulated by Assistant Engineer J. G. Campbell of the same division. Seated alongside is Mr. Brewer's son Kurt. Mr. Brewer started his career in 1925 as a tapeman at Seattle and since being promoted to assistant engineer in 1930 had also served in that capacity at Mason City and La Crosse.

Ringlebauer and family of Aberdeen.

December 16 marked the end of a career for Engineer Chellis Aney. Mr. Aney started working in the roundhouse in 1908 and began firing in 1909. He has been on 15 and 16 between Aberdeen and Mobridge the last few years, and a contingent of Mobridge citizens were on hand to bid him "bon voyage" when he left there on his last trip. For the future, baseball games, a little fishing and traveling are on the agenda.

Traveling Auditor Leo Dewalt was hospitalized recently at Aberdeen, but is recuperating at home at this writing.

Signal Maintainer L. C. "Chip" Hall has bid in a position with the signal department in the Milwaukee Shops. Our best wishes go with him.

Gothilf Durr employed at Aberdeen roundhouse as a laborer in 1944 passed away Sept. 14, 1959.

Retired Boiler Foreman E. W. Kinder and wife are visiting relatives and friends in Portland and Vancouver at this writing.

Lineman Mark Bertelson is at home recuperating from a broken leg and would appreciate hearing from friends. His address is 1611 South First, Aberdeen.

On Jan. 5 the temperature here was 29 below zero and I thought of my oldest son with the Army in Hawaii enjoying 78 above.

Donnie, 10-year old son of Yardmaster Gene Palmer, had the good fortune to shoot a nearly white pheasant this past season. Our agent at Roscoe mounted the bird for him.

December 1 marked the end of nearly 42 years service for genial Theodore (Ted) Johnson, ticket clerk at Mobridge. His service started Mar. 1, 1918 as a station helper at Rhame, N.D. In 1920 he went to Marmarth as car clerk, in 1929 as night baggageman to Miles City, where he worked in various positions, and in

1932 as baggageman to Mobridge, where he became car clerk in the yard office and in 1943 was made ticket clerk and cashier.

The Women's Club held its annual Christmas party for the children, and later in the evening Mrs. Walter Klucas was in charge of the installation of new officers. Those appointed were: Mrs. Jake Keller, president; Mrs. Adolph Baum, vice president; Mrs. Adna Fisher, second vice president; Mrs. George Erbe, secretary; and Mrs. Dick Andrews, treasurer.

Terre Haute Division

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

On Nov. 15 Mr. and Mrs. Charles W. Pearce, Terre Haute, celebrated their golden wedding anniversary. They were married in the Christian Church at Bedford, Ind., Mrs. Pearce being the former Jessie Voyles of Bedford. They have two sons, Charles of Columbus, Ohio, and Dr. Roy of Terre Haute, and two grandchildren. Mr. Pearce was division store-keeper before retiring.

Mr. and Mrs. Ben L. Reed celebrated their 50th wedding anniversary at their home in St. Bernice. Nearly 75 relatives and friends attended. They were married in Madison, Ind., and have four children, Mrs. Martha Downs of Paris, Ill., William F., Cincinnati, Robert E., Clinton, Ind., and Ben L., Wichita, Kan., 11 grandchildren and two great-grandchildren. Among the gifts presented them was a gold colored miniature railroad engine and two coal cars filled with 50 silver dollars. Mr. Reed is a retired locomotive engineer.

Elmer King, retired machinist and night roundhouse foreman at Hulman Street for many years, passed away Nov. 29. He is survived by his wife Ezelle, one son Billy, and two brothers.

The Women's Club Christmas party was held at the Y. W. C. A., Terre Haute, Dec. 17. Dinner was served, followed by a short program of piano and accordion solos, and a reading, the entertainment being furnished by Kathy Kelly, Jerolyn Nentl and Barbara Flint.

The man who said close doesn't count never sat next to a girl in a hammock.



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I M & D Division

MASON CITY AREA

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

Sympathy was extended to the family of Matt Kirschbaum, retired roadmaster, Algona, who passed away Dec. 4 following a short illness. Surviving are his wife Catherine, two daughters, Mrs. Victor Nicolet and Mrs. James Vipond, and a son, Rev. Robert Kirschbaum. Funeral services were held in St. Cecilia's Catholic Church, Algona.

Louis Skropec, 68, retired carman, passed away Dec. 18. He began his employment in 1911 and retired in 1950 after 39 years' service. Surviving are his wife, and three sons. Funeral services were in St. Joseph's Catholic Church, Mason City.

Albert J. Reisdorf, 67, retired engineer, died Nov. 24 at Marquette. He started working for the Road at the age of 16 and retired in 1957. He is survived by his widow, three sons and a daughter.

Peter Edward McGuire, who retired as conductor after 59 years' service, passed away Dec. 13 in McGregor. He started his career in Mason City in 1892. Surviving are his widow, five sons and three daughters. Two of the sons, Vern and John, work for the Road.

After 44 years of service C. B. Jacobs, engineer, Sanborn, decided to take it easy and retired Dec. 31. Carl Wagner, engineer, Mason City, also bid farewell to the Road Dec. 31 after 40 years' service.

The retirement of Conductor Harry M. Kelly of Sioux City last Dec. 11 marked the completion of 45 years with the railroad. Starting as a news agent in 1909, Mr. Kelly became a brakeman at Sioux City in 1912 and was promoted to conductor in 1943. He and Mrs. Kelly plan to do some extended fishing and hunting and just "take it easy". They have one daughter, Mrs. Arlo Campbell, and two grandchildren.



RECENT BRIDGE CITY RETIREMENTS.

Two veteran employees at Mobridge, S. D., Conductor William M. Lowdermilk (left) and Engineer Claude Preston, shown when they retired recently. Conductor Lowdermilk hired out as a brakeman at McIntosh in 1916 and worked out of Marmarth before going to Mobridge in 1929. Engineer Preston started at the roundhouse in Marmarth in 1915, began firing there in 1916, and moved to Mobridge in 1926. Both will continue to live in the Bridge City. (Mobridge Tribune photo)

Iowa Division

EAST END

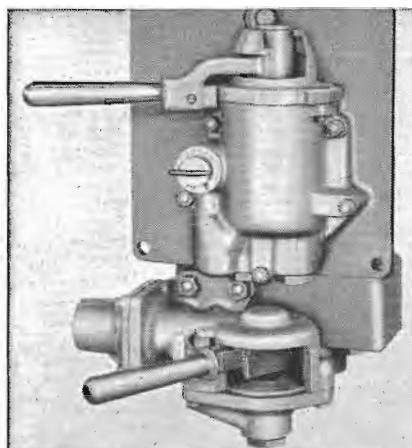
Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

A daughter, Janell Kay, was born to Mr. and Mrs. James Aller Nov. 6.

Milwaukee Women's Club met Dec. 10 for a Christmas party at which the new president, Gertrude Underwood, gave each member a Christmas corsage made by her. Plans were made for preparing Christmas baskets and gifts for shut-in members.

Mrs. Vivian Vavra entertained all Women's Club members at a coffee for Mrs. Harry Mellish prior to her departure for California where she and Mr. Mellish plan to live.

William Ryan, 82, who was yardmaster at Atkins before his retirement, passed



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away Nov. 5. Burial was in Mount Calvary Cemetery. Mr. Ryan was a member of Unit 29, Retired and Veteran Railway Employes. He is survived by a sister, Nettie Brown of Marion, and by Mrs. William Giblin of Chicago who was reared in the Ryan home.

Louis E. Peckosh, 72, a retired freight conductor, died Dec. 5 in a Cedar Rapids hospital. He was born at Oxford Junction but had lived in Marion the past 45 years. Burial was from St. Joseph's Catholic Church to Mount Calvary Cemetery. Survivors are his widow, a daughter, Mrs. Neil Spain of Marion, and two sisters.

Charles D. Cheadle, a former Marion resident and retired railroad mechanic, died Oct. 30 in the home of his daughter, Mrs. Earl Fisher, Beloit, Wis. Funeral services were in Beloit. A sister, Mrs. Jerry J. Monn of Marion also survives.

Sympathy was extended to William T. Jepson, switching clerk at Cedar Rapids, on the death of his father, William E. Jepson, Nov. 6.

Harold C. Adams, 75, died Dec. 25 in a Cedar Rapids hospital after a long illness. Mr. Adams served many years as a switchman in Marion, and later was employed at the Linn County courthouse. Burial was in Oak Shade Cemetery. He was a member of Unit 29 of the National Association of Retired and Veteran Railway Employes.

Mrs. Mae Rowe, widow of former Marion agent, died Oct. 31 in a Cedar Rapids hospital. The daughter of Stephan and Lydia Miller Parmenter, pioneer Marion residents, she was born July 21, 1883 in the home where her entire life was spent. Burial was in Cedar Memorial Cemetery.

The death of W. Earl Beadle, 66, occurred in Davenport last October and burial was in that city. Mr. Beadle had been a car inspector for the Road and was a former Marion resident. In addition to his widow, he is survived by five sons and a daughter; a sister and two brothers, all of Marion.

Mrs. Lettie C. Roberts, 90, widow of former conductor, died Dec. 27 in a Cedar Rapids hospital. She was graduated from the Normal School at Adel and taught in Perry prior to her marriage in 1893. She was a member of the Marion Christian Church and a teacher in the Sunday School for nearly 20 years. Membership was also held in Marion chapter 183, OES, and Marion Linn chapter of the D.A.R. She is survived by three daughters, Edna of Marion, Mrs. DeLoss Markey of Des Moines, and Mrs. Ralph Peer of Atlantic; three sons, Leo of Perry, George of Boone, and Donald of Glen Ellyn, Ill.; and two brothers. Burial was in Cedar Memorial Cemetery.

MIDDLE AND WEST

Ruby Eckman, Correspondent
Superintendent's Office, Perry

Arthur Hoopes, who was in yard service in Seattle when he retired a few years ago, visited in Perry in November. Arthur started his railroad career in Perry and went to Lines West in 1908. He is one of the 18 surviving members

of the Pioneer Club, made up of men who went west by 1908. Arthur now lives at Moses Lake, Wash., and has almost fully recovered from an auto accident last winter in which Mrs. Hoopes was killed and he was severely injured.

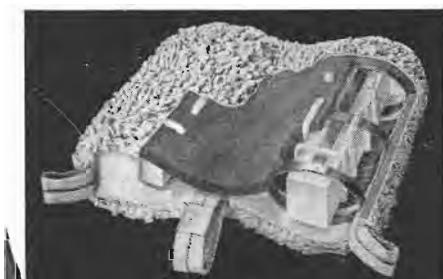
Charles Cheadle, who worked on the

because of his wife's illness and death in November.

Brakeman and Mrs. D. L. Warnock welcomed a son into their family circle Nov. 6.

Lloyd Swanson, whose father Oscar and his two brothers, Levi and Elmer,

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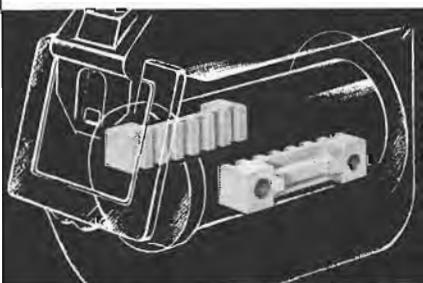


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Iowa Division as a machinist for many years before his retirement, died in Beloit, Wis., in November.

Engineer Robert Harrison, Perry, was elected councilman recently. Retired Switchman Herbert Taylor had formerly represented the Third Ward but resigned

were all machinists in Perry roundhouse, died in the Veteran's Hospital in Des Moines in November. He had lived with his sister in Perry following his retirement, and had been in ill health for some time.

Fireman Thomas Morfoot, who was



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released from the Army a few months ago after having spent two years with the Security Agency in Japan, has enrolled at the State University of Iowa.

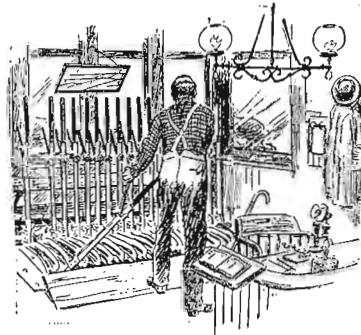
Engineer Merle Costello's daughter Susan was married in November to John F. Shortley of Des Moines, where they will make their home.

James Stapleton, grandson of late engineer, has been appearing on television programs in the series "This is the Life," sponsored by the Lutheran Church of the Missouri Synod. The programs are shown from California where James has been making a name for himself in important acting parts.

Retired Conductor J. S. Evans and Mrs. Evans, who have both been confined to the hospital for several months, were released during November. Mr. Evans fell and broke his hip and while he was hospitalized Mrs. Evans became ill.

Robert Claypool, night baggageman at

Reader's Choice



Who set the brakes on the runaway train? Was it a man or a ghost?

The mystery of Raton Pass is just one of the thrilling fact-stories in "The Phantom Brakeman," a pocket-size book written by Freeman Hubbard, editor of RAILROAD MAGAZINE and the author of railroad books for adults and children. There's also the tale of the train that never came back, of Casey Jones' last ride, of young Kate Shelley who saved an express from plunging into a roaring river, and others.

"The Phantom Brakeman" is a publication of TAB Books Inc., an affiliate of Scholastic Magazines, 33 West 42nd St., New York 36, N. Y.; price 25 cents.



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FRONT PAGE ITEM. Not often do two employees in a community the size of Ortonville, Minn., receive their Silver Passes simultaneously, so when it happened recently that the 45 years' service of Agent S. J. Beck and Clerk Elmer Bagaus was recognized thus on the same day, the Ortonville Independent carried the picture above on the front page. Elmer Bagaus started his service at the age of 13 on the section at Sacred Heart, and Agent Beck when he was 14, as station helper at Buffalo Lake. The latter was the Milwaukee-Northern Pacific agent at Linton, N. D., before transferring to Ortonville in 1958.

Marion, was married in November to Joanne Butters of Cedar Rapids. A reception for 200 followed the ceremony and then the bridal couple left for a honeymoon in Chicago.

Retired Engine Watchman and Mrs. S. L. McClintock of Spirit Lake celebrated their 60th wedding anniversary Nov. 6. The family, consisting of a daughter at home and four sons who live in California, together with numerous grandchildren and great-grandchildren were all home for the reunion. One of the grandsons is L. W. McClintock, agent at Rockwell City. S. L. McClintock worked for the Road 31 years before his retirement in 1948. After being idle for a while he took the position of custodian of the Presbyterian Church Camp on West Lake Okoboji.

Engineer and Mrs. Frank Connors became parents of a daughter in December. Mother and baby were able to leave the hospital in time for mother to make the usual Christmas preparations for the other small children in the family.

Mrs. Edward Mullalley, whose husband worked a long time as an Iowa Division operator, has been in poor health and underwent major surgery in December.

J. C. Helms, retired roundhouse employee at Perry, is getting a lot of pleasure, some good meals and some profit from the hobbies he took up when he retired. He started in the summer by having a big flower garden and supplying blossoms to his friends, but that left him idle in the winter, so he began to raise White Giant rabbits and now he is busy the year round. In addition to supplying his table with the succulent meat, he finds a ready sale for his bunnies.

Mrs. W. D. Chase, wife of Iowa Division engineer, passed away in November after

a long illness. Funeral services were in Des Moines.

Patricia Laurie Failor is a new granddaughter for Chief Clerk and Mrs. W. E. Failor. The baby's father is an attorney in Dubuque.

Mrs. Harry Hull, widow of a shop man, has a new granddaughter in Glendale, Calif. She is Karen Yvonne Hull, born Nov. 5.

Mrs. C. E. Hunt, mother of Conductor C. D. Hunt, passed away Nov. 9 following a month's illness. Funeral service and burial were near Fort Dodge.

Mrs. J. L. Roberts, widow of passenger conductor at Marion, died in December from injuries sustained in an auto accident. She had recently celebrated her 90th birthday.

Mrs. James Shirley, widow of an Iowa Division engineer, became a great grandmother Nov. 15 when a son was born to Mr. and Mrs. Raymond Johnson of Minneapolis. Mrs. Johnson's grandfather was the late Engineer Thomas Wilcox.

William Moody, who was a passenger brakeman and baggageman on the former Des Moines Division until his retirement in 1953, died at the V. A. Hospital in Des Moines in October. He had been in ill health for some time. Two sons and a daughter survive.

Jerry Blonigen, who was most recently employed in the division engineer's office in Perry, has been transferred to a similar position in Austin, Minn. John Schell, formerly of Miles City, Mont., is the new assistant division engineer in Perry.

The Milwaukee Women's Club of Perry had as their last project of the year 1959 the decorating of the depot and office buildings. They were responsible for the beautiful Christmas tree set on the station platform where it could be seen by townspeople as well as passengers on Milwaukee trains.

Retired Engineer Henry Theulen and wife went to Waukesha, Wis., to spend Thanksgiving with Mrs. Theulen's sisters and brothers, but the holiday was marred because of a heart attack suffered by Henry the day after arrival. After two weeks hospitalization he returned to Perry, but will have to take things easy for some time.

"Kevin Laverne" is the name of the latest member of the John Lee family. The grandfather, John Lee, has been a long time member of the shop force in Perry.

Harry Upton, son of late switchman on Perry yard force, has recently been named superintendent of the state mental hospital in Clarinda, Ia. Harry was graduated from the nursing school of a Massachusetts hospital and later took training in hospital management. He is a brother of Frank Upton, superintendent of motive power, Milwaukee.

Frank Wicheal Jr., son of Retired Engineer Frank Wicheal, has just had another advancement in Boy Scout promotion work. Frank, who was a clerk for a number of years, started work with the Boy Scouts when his own sons were old enough to join. He has filled all the important posts in local work and a few years ago was selected as one of the

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Federal Deposit Insurance
Corporation

Thx Pxrsenal Touch

Xvxn though my typxwritxr is an old modxl, it works quitx wxxl xxcept for onx of the kxys. I wishxd many timxs that it workxd pxrfxctly. It is trux that thrxr arx forty-six kxys that function wxxl xnough, but just onx kxy not working makxs thx diffxrncx. Somxtimxs it sxxms to mx that our safxty program is somx-what likx my typxwritxr—not all thx kxy pxoplx arx working propxrlly. You may say to yoursxlf, "Wxll, I am only onx pxrson. I won't makx or brxak a program." But it doxs makx a diffxrncx bxcausx a safxty program, to bx xffxctivx nxxds thx activx participation of xvqry xmployxx.

So thx nxxt timx you think you arx only onx pxrson and that your xfforts arx not nxxdxd, rmxmxbxr my typxwritxr and say to yoursxlf, "I am a kxy pxrson in our safxty program and I am nxxdxd vxry much."

SAFETY BULLETIN, Ohio Power Company

staff in the Spirit Lake area. The position he is now holding at Cedar Rapids is one of the most important in Scout work in the state.

Ellen Filean, whose father and brother were both long time employes in the B&B department, died in Des Moines early in December. She was a retired school teacher.

Larry Whelchel, clerk in the superintendent's office, and wife announce the birth of Susan Dec. 8.

The holiday season for the Loftus family in Perry was saddened by the death of Daniel Joseph, one of the six weeks old twin sons of John T. Loftus and wife, and grandson of Roadmaster D. W. Loftus. The baby died in his sleep Dec. 15. John works in the engineering department.

Nels Hihlen, retired yard clerk, will head the Perry unit of the National Association of Retired and Veteran Railroad Employees. Other officers are: Malcolm Nelson and Vern Wigfield, vice presidents; Otto Lewis, secretary; D. F. Sullivan, treasurer; and Charles Sinclair, chaplain.

George W. Munns, agent on the Iowa Division, has resigned to accept appointment as postmaster at Arnolds Park.

Mrs. A. W. Nicholson, wife of retired lieutenant of police, is mourning the death of two aunts who passed away within a few days of one another in December. One of the ladies had lived with the Nicholsons for many years.

After deer hunting unsuccessfully for several years, Agent Fred Harvey of Bayard bagged his first one in December. His son Larry, train dispatcher in Perry with whom he hunted, also bagged a deer, his second in the last couple of years.

Retired Conductor H. A. Boisen missed his usual holiday trip to California to spend Christmas with his son and family, as he was hospitalized following surgery. After his release from the hospital he spent some time with a daughter in Des Moines.

Mrs. A. B. Cate, widow of conductor, now has her 10th great-grandchild, born to Mr. and Mrs. Iverson of Northbrook, Ill. Mrs. Iverson's grandfather was the late Verto Reichert, long time clerk in

QUIZ answers

1. \$376 million.
2. 1,400.
3. 1.45 cents.
4. Minnesota.
5. BAR.
6. 6 feet.
7. Robert L. Stevens (in 1831).
8. 1864.
9. 1900.
10. 30,000.

the superintendent's office, Iowa Division.

Hans J. Peterson, father of Yard Clerk John Peterson of Council Bluffs, died suddenly in November.

W. N. Foster, retired division master mechanic who lives in Marion, was recently presented by Masonic Lodge No. 6 with a certificate for 50 years membership in the order. Engineer August Koch and Retired Engineer Charles Hunt were similarly honored by Otley Lodge, Perry, during November.

Mr. and Mrs. Lauren Kenyon of Bouton welcomed a baby daughter in November. Mrs. Kenyon is the daughter of late Engineer H. E. Blank.

Conductor M. D. Harmann's son, Dean Keven, died at the age of six days in November, and Stephen Fish, grandson of Carl Fish, shortly after his birth, also in November.

A little boy was closing the deal for a newly weaned puppy. He had picked the one he wanted from the litter and was preparing to take it home when the kennel owner had a moment of doubt. "Oh dear," she said, "perhaps I shouldn't let that one go. I'm not sure he is big enough to eat yet."

A look of terrible alarm flashed to the boy's face. "Gosh, lady," he breathed. "I don't want to eat him—I just want to love him."

THE BACK COVER

Heaters that keep freight yard tracks and switches free of snow and ice play a vital role in the Milwaukee Road's efforts to provide shippers with uninterrupted service during blizzard weather. In the Chicago Terminal area, approximately 400 are in use. Altogether, the Road is equipped with about 600 heaters, both electric and gas, and 30 air snow blowers at various locations. This picture, taken at dusk, was a time exposure, which accounts for the pyrotechnic display. In actual operation, the gas flames are barely visible. (Chicago Tribune photo)

FLEXI-VAN CARRIES THE MAIL.

A scene in Milwaukee, time 10:20 P.M., as No. 57, carrying two Flexi-Van loads of mail, picks up two additional vans loaded with mail and express for points in Wisconsin and Minnesota via La Crosse. The "rider" car is regarded as a trademark of the Chicago-Twin Cities fast mail. The use of Flexi-Vans for transporting bulk mail between Chicago-Milwaukee and certain Wisconsin and Minnesota points was started Dec. 6. (Jim Scribbins photo)



OIL RIGHT. When Kirk Benson of Everett, Wash., got a train for Christmas nothing would do but that he go down to the Milwaukee Road yards and get some pointers on operation from the men who run the big ones. David DiRe, roundhouse helper, not only put him on the right track, but helped with the lubrication job. (Benson Camera Shop photo)



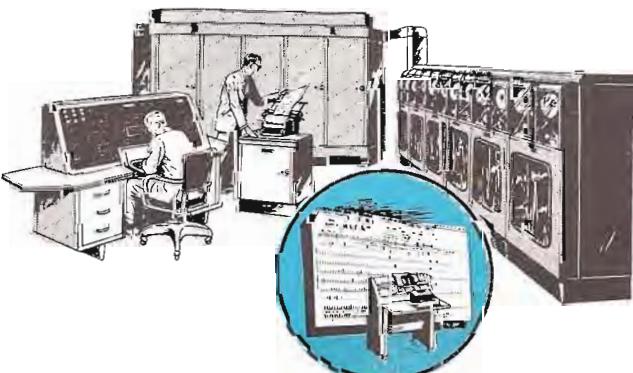
AN ADDRESS BY VICTOR RIESEL, nationally prominent labor columnist, drew an audience of 540 at the 27th annual dinner of the Green Bay Traffic Club, of which Gail F. Meintzer, traveling freight agent (second from right), was recently elected president. Others pictured with Mr. Riesel, who in 1957 was the victim of an acid throwing attack by hoodlums which cost him his sight, are Franklin Kent, assistant general manager of Schneider Transport & Storage, Green Bay, retiring president of the club (left), and Victor Paque, traffic manager of the Bay West Paper Co., first vice president for 1960. (Green Bay Press-Gazette photo)



MATHILDA WELCOMES MICKEY.

A warm handclasp breaks the ice as Mrs. Mathilda Brendos, cashier in the Fred Harvey Coffee House in the Chicago Union Station, extends a welcome to Mickey Rooney arriving in Chicago Jan. 21 on the Milwaukee Road's City of Los Angeles. Accompanying the actor is Mrs. Rooney.

AN AMERICAN RAILROAD was the first concern to make use of a punch-card tabulating machine. That was in 1896. Today railroads are equipping themselves with modern, marvelous electronic machines for record-keeping and other paper work.





MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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DEFROSTING THE GRIP OF WINTER. Flames from gas heaters to keep switches from freezing create a wintry panorama at the Western Avenue coach yard in Chicago. See "Back Cover" on page 42.

