

THE MILWAUKEE ROAD MAGAZINE

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"One-Spot" Car Repairs . . . see page 4

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To The Milwaukee Road Family

THE YEAR which is coming to a close has been a unique one for the railroads, and not alone because of its disappointments, which have been many.

Among other things, it has been a year of uncertainties. At its outset it was hailed as a year of increased business activity, a prediction not supported by later developments. Certainly for the Milwaukee Road and most other railroads it has been a difficult year.

It has also been a year of contradictions. Despite lower-than-expected traffic volume and sharply reduced earnings, the role of the railroads as the strong central form of transportation in the new concept of diversified *transportation* companies appears to have been seen more clearly than ever before.

In the face of a business decline we have moved forward strongly in such areas as trailer-on-flatcar traffic, expansion and improvement of communications, in the various preparations for the installation of our large computer system in 1961, and in the improvement of our freight car fleet. We have installed a one-spot car repair facility at Bensenville which is unique in our section of the country, and can count a long list of lesser advancements.

Taken as a whole, these things have a significance which I believe we sometimes lose sight of—that we are part of an industry in transition. The railroads are engaged in a difficult adjustment to their new and very important place in a complex national economy.

I feel very strongly a sense of gratitude toward everyone on the Milwaukee Road, as all of you have been engaged with me in the task of discharging a trying responsibility. Your work has been praiseworthy, to say the very least, and I thank you sincerely for it.

I would also like to extend to each of you and to the members of your individual families my warmest wishes for a Merry Christmas and a Happy New Year.

THE COVER. Snug, comfortable, warm in winter and cool in summer for the men on the repair track, that's the Milwaukee Road's new spot car repair system at Bensenville Yard. This view shows the west end of the shop building and the storage area for large repair parts. Wheel-handling is a push button operation controlled from the cab of the mobile crane, with the magnet in the foreground doing the heavy work. For the story, see page 4.



"Creative Crews" Ads Cited for Award

A SPECIAL award granted recently to The Milwaukee Road in the Golden Freight Car competition of "Modern Railroads" magazine recognized the railroad's "Creative Crews" advertising program as the "most effective job of promoting freight traffic" in 1960. Pictured at the presentation of engraved plaques to representatives who were responsible for developing the program are, from left: J. B. Keithley, account supervisor for the J. Walter Thompson Company, the railroad's advertising agency; W. D. Sunter, general freight traffic manager—sales and service, accepting for W. W. Kremer, vice president—traffic; David B. Watson, publishing director of "Modern Railroads"; President William J. Quinn; and W. A. Dietze, director of public relations and advertising. The "creative crews" format, which holds a deserved spotlight on the ability of the railroad's employes to solve unusual shipping problems, was cited for originality in telling the freight traffic story.

Olympian Hiawathas a Deficit Operation; Notice of Discontinuance Posted

A STATEMENT filed Dec. 6 with the Interstate Commerce Commission gave notice of the Milwaukee Road's intention to end operation of Olympian Hiawatha trains 15 and 16 west of Minneapolis effective Jan. 8. No change is contemplated in the service between Chicago, Milwaukee and St. Paul-Minneapolis.

In making the announcement, President William J. Quinn said that the decision was based on the mounting losses from the trains' operation caused by declining patronage. "The deficit incurred on a strictly out-of-pocket basis places an unrealistic burden on the railroad in its effort to provide other services for which patronage indicates need," he said. "If we are to continue to serve the shipping public economically, we must eliminate deficit operations."

He cited the following figures relative to the Minneapolis-Seattle-Tacoma operation of the trains:

Out-of-pocket losses, including only such immediately relievable items of expense as crew wages and locomotive fuel, amounted to \$2,274,180 in the 12 months

ended Oct. 31, 1959, and to \$2,158,158 in the 10 months ended Aug. 31 this year. On a full cost basis, including a proper share of maintenance-of-way expense, signaling, and other general costs of operation, the net loss was \$3,585,597 for the 12 months ended Oct. 31 of last year, and \$3,280,763 in the 10-month period.

During the 10 months ended Aug. 31, 1960, revenue per train-mile west of Minneapolis amounted to \$2.40, while expenses per train-mile on the out-of-pocket basis totaled \$4.36, a loss of \$1.96 per train-mile. The trains suffered a loss of \$3,538 for each one-way trip west of Minneapolis in the 10 months ended Aug. 31, 1960.

As reasons for the declining patronage, President Quinn pointed to increased registration of private automobiles in the communities along the Milwaukee's lines between Minneapolis and Seattle-Tacoma; to the improvement and expansion of public highway systems; and the great increase in commercial airline service in larger cities along the route. "These factors indicate public

convenience and necessity no longer require operation of the trains," he said.

He explained that despite the railroad's intensive promotional and advertising campaign to increase patronage, and the trains' reputation for fine equipment and high standards of service, the results do not justify continued operation. Also, studies indicate that future use of the trains by the public will continue to decline, and that nothing additional the railroad might reasonably consider doing to attract patronage would reverse the downward trend.

All of the communities affected by the discontinuance have alternative rail, bus, or airplane service directly available. The Post Office Department will develop alternative means for handling United States mail which has been carried on these trains so the service to the public will be adequate and satisfactory, and the Railway Express Agency is developing plans for handling their express shipments.

• Briefly Noted •

INCOME TAX RELIEF to keep in mind when making end-of-the-year financial calculations is the new public law announced by the Internal Revenue Service titled "Medical Expenses of Dependent Parents". The law removes the 3 per cent limit on the deduction of medical expenses incurred by a taxpayer for the care of his dependent mother or father or the dependent mother or father of his spouse if the dependent has reached the age of 65 before the close of the taxable year. Under prior law, a reduction for such expenses was permitted only to the extent that they

(Continued on page 8)

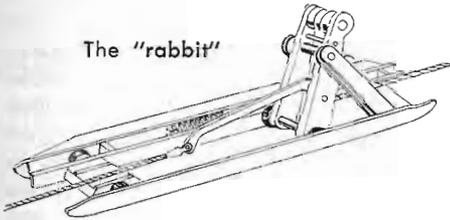


"Lookit the condition this arrived in last year. . . This year I hope you're shipping on The Milwaukee Road!"

W. C. Mauer, district general car foreman at Bensenville Yard, operating one of the push button panels which control the movement of cars in and out of the shop, as well as the operation of the power jacks.



The "rabbit"



"One-Spot" Car Repairs...

NEW MAINTENANCE FACILITY OPENED AT BENSENVILLE YARD

THE Milwaukee Road's most important improvement undertaking of the year, a one million dollar "spot" system facility for repairing freight cars, was placed in operation at Bensenville, Ill., early in November. Its completion marked another advance in the railroad's adoption of ultra-modern techniques for speeding freight movements to shippers.

The facility is one of the largest of its type in the country and the first to be installed on a railroad serving the Northwest region.

New in concept and practice, the so-called one-spot repair system is based on

the principle of moving cars to men and material, rather than men taking material to cars. Tools, parts and equipment are assembled in one sheltered location, to which cars are brought, one at a time, in a continuous flow. Superior in every way to the system of spotting cars on a conventional rip track where work is done around them, it can be operated in all kinds of weather 24 hours a day. The new facility, under the jurisdiction of F. W. Bunce, chief mechanical officer, is supervised by G. L. Wood, superintendent of the car department.

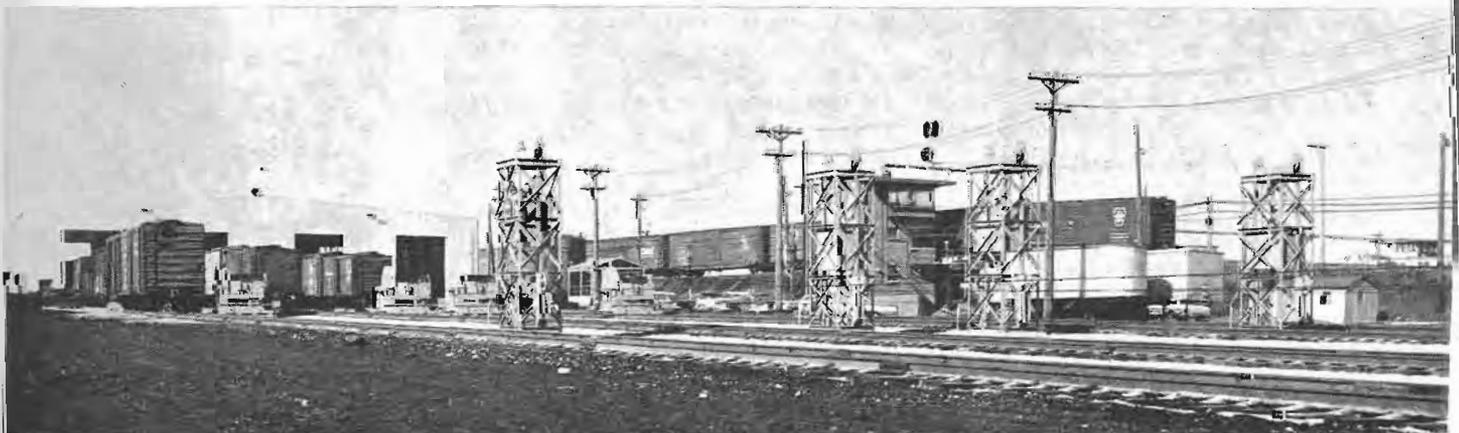
While the Bensenville classification

yard was being constructed in 1953 and continuously since that time, consideration had been given to improving car repair methods for better integration of the over-all yard operation. The adoption of the one-spot system resulted from a detailed study of recent developments in the field. The Milwaukee Road's facility, incorporating the finest features of such an installation, was developed by the Road's engineering department, under the direction of V. E. Glosup, assistant vice president-chief engineer.

Its location, immediately south of the hump at the west end of the yard, repre-

Panorama at the east approach to the "one-spot" repair facility, showing the shop building and the four service tracks, car pullers and counterweight towers. The location

is immediately south of the hump at the west end of Bensenville Yard. A talk back system expedites communications throughout the area.



sents an efficient utilization of space. The design involved considerable grading and drainage of the area, on which work was begun early this spring, and laying 3.7 miles of track, including an additional track in the bowl of the classification yard. All relocation, track and signal work was done by company forces, using company equipment.

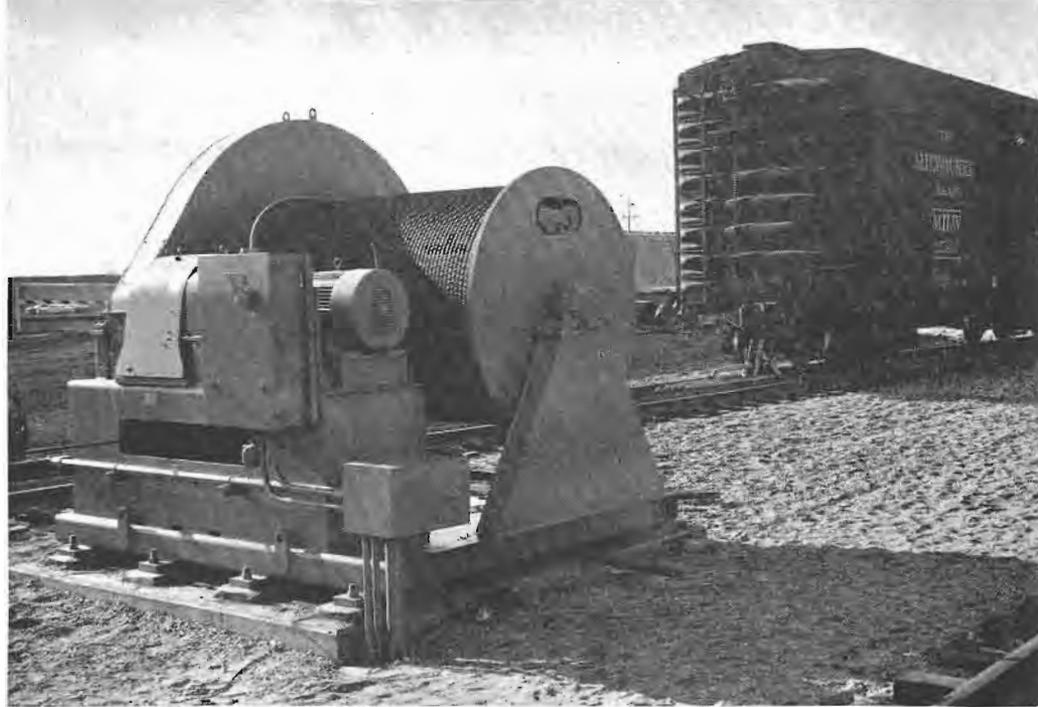
The system is a compact layout featuring a 120 by 120-foot shop building with four servicing tracks. Supplementary is a smaller building which houses a car and stores department office, a welfare-locker room, lunch table accommodations, a heating and air compressor room, and a combination car and stores stock room; also, a building for soaking journal pads, an oxygen-acetylene platform, a wheel storage area, tanks for solvent and journal oil, and a stores department platform.

Each of the service tracks is equipped with two electric power winches that pull the cars to and from the shop building by means of between-the-rail cables attached to axle engaging devices known as "rabbits". The larger of the two pullers advances the cars along the inbound service track into the building, and the smaller moves the repaired cars out of the building and along the outgoing service track. The operation is controlled from a push button panel located at trackside in the building. A network of lights on the panel pinpoints the location of the cars and pullers.

In practice, bad order cars are humped directly into the new track on the south side of the classification yard, from which they are switched into the service tracks in approximately nine car cuts. From this point they are advanced along the tracks by the "rabbits". Switches and derails controlled from the central push button panels assure the safety of the operation.

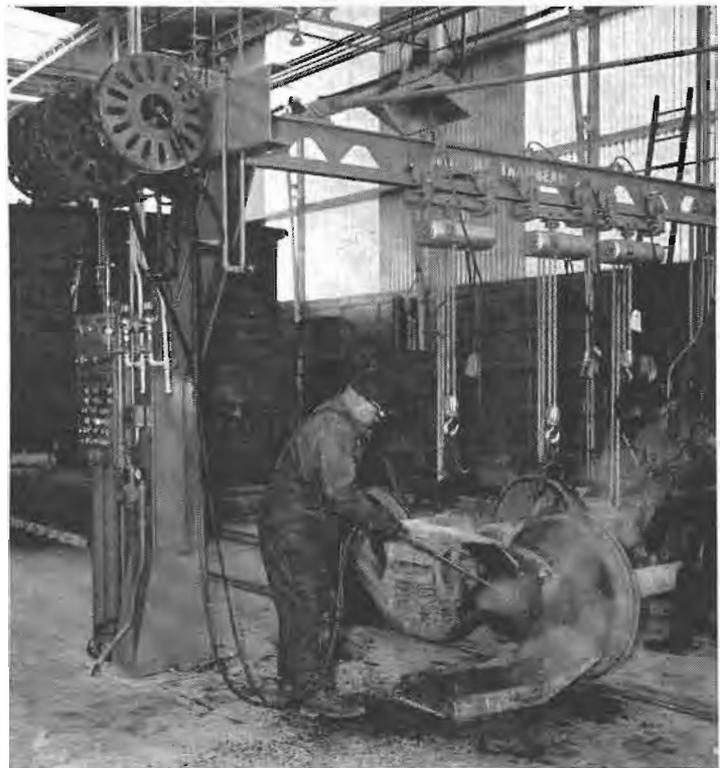
The repaired cars leaving the building

An unobstructed view of the outgoing layout west of the shop, showing in the foreground the components of the small car pullers. This view shows, at right, the entrance to the modern office and welfare building.



Closeup of one of the inbound car pullers, with a "rabbit" engaging the axle of a car to move it into the repair area.

At each repair area four hose reel stations supply air, oxygen, acetylene, solvent and journal oil through overhead retractable hose reels. Here Carman Joseph Kijak is cleaning a journal box with a combination of air and solvent.





Repair parts and tools are stocked close to work on the track. The "lazy susan" containing small parts rotates freely, the pegboard holding tools swivels on casters. These material storage devices were "homemade" at Milwaukee Shops.



Clear plastic panels in the roof and walls of the building admit maximum natural light, infrared ray heaters above work areas provide comfort in cool weather.

by way of the outgoing tracks are picked up by the hump engine, working on a new lead constructed alongside the humping lead. Cars thus collected can be moved over the hump immediately, headed for their proper destination.

All repairs are performed in the building, with work going forward, one car at a time, on the individual tracks. Each track is equipped with recessed traversing type 80-ton power jacks which raise a car within 25 seconds, compared with 15 to 20 minutes by conventional methods; a pneumatic retarder for stopping a car and positioning it over the jacks; two jib crane assemblies equipped with electric hoists for making truck and wheel repairs; four sets of retractable hose reels supplying air, oxygen, acetylene, solvent and journal oil; and an electric welder mounted overhead with a retractable cable reel. The operation of the jacks is controlled from the push button panel.

The building is constructed with continuous overhead doors along the north and south walls, so as to provide maximum ventilation during mild weather as well as protection from winter elements. For cold weather comfort, infrared ray heaters located above the work areas

serve to counteract the effect of air entering the building through the open bays. This type of heat warms everything directly in its path, including the concrete floor, without appreciably heating the atmosphere.

Large areas of clear plastic panels in the roof and side walls permit a maximum entry of natural light for daytime operations. Outside, a high level of artificial illumination is furnished by mercury vapor high intensity flood lights. With this shelter and illumination, work

formerly more convenient to do in daylight hours can now be handled around the clock.

Since the facility was opened in November, car repairs have been stepped up to 24 hours a day, seven days a week. One of the system's principal advantages, in addition to increased production and better working conditions, is a substantial saving in per diem costs. Moreover, with bad order cars being delayed no more than 16 hours, the railroad can guarantee its customers a higher quality service.

The storage area adjacent to the west end of the shop building accommodates 450 pairs of wheels as well as other large repair parts. At right is the office and welfare building.



PRESIDENT EISENHOWER CREATES RAIL-STUDY COMMISSION;

Work-Rules Conflicts Referred to Triparty Board



What has been hailed as a monumental step forward in labor-management relations will get under way early in January when a special 15-man commission created by President Eisenhower will begin a study of the current work-rules dispute between the railroads and the five operating brotherhoods. Both factions agreed to submit their differences to the fact-finding board at a meeting of carrier and labor representatives with Secretary of Labor James P. Mitchell in Washington, D.C., Oct. 17.

In issuing the order for the commission, President Eisenhower called the action "... an indication of the maturity that has been achieved in industrial relations in this country in recent years. I am sure the American people applaud, as I do, the high principle which has brought railway labor and management together in this agreement which adds greatly to the substance of our free enterprise system. Certainly it is living proof that free collective bargaining is successful if left in the hands of dedicated capable men who desire to see it work."

The agreement provides for a commission consisting of five persons appointed by the carriers, five appointed by the employes represented by the operating brotherhoods, and five "public members", including the chairman, to be named by the President. Secretary Mitchell said that the latter will be men of top-level stature and experience whose opinions carry weight.

The creation of the Presidential commission follows closely a suggestion made by Daniel P. Loomis, president of the Association of American Railroads, on Aug. 17, 1959. Mr. Loomis has been appointed by the carriers to represent them on the commission, together with Thomas A. Jerrow, vice president-operation of the Great Northern Railway; J. E. Wolfe, vice president-personnel, the Chicago, Burlington and Quincy Railroad; B. B. Bryant, assistant vice president-labor relations, the Chesapeake and Ohio Railway; and G. W. Knight, director of labor relations, the Pennsylvania Railroad.

Representing the labor unions will be A. F. Zimmerman, assistant grand chief

engineer of the Brotherhood of Locomotive Engineers; S. C. Phillips, assistant vice president, Brotherhood of Locomotive Firemen and Enginemen; H. F. Site, vice president, Brotherhood of Railroad Trainmen; S. W. Holliday, vice president, Order of Railway Conductors and Brakemen; and J. W. Fallon, vice president, Switchmen's Union of North America.

The commission will start work between Jan. 1 and Jan. 15, 1961, at a time and place to be named by the chairman. A report of its findings and recommendations will be filed with the President on or before Dec. 1, 1961, although a 90-day extension can be granted by mutual agreement.

Specifically, the commission will deal with six major rules revisions proposed by the railroads in November, 1959, and labor's counter-proposals of Sept. 7, 1960. In general, the railroad's proposals concern:

(1) *Basis-of-Pay Rules*—A revision of mileage pay rates for crews operating passenger and through freight locomotives and trains from the 1919 standard to one reflecting present day train speeds. Also, corresponding adjustments in passenger train crew pay rates (little or no change for yard and local freight service), and a companion proposal to abolish rules which limit the number of monthly miles covered by operating employes.

(2) *Road Train and Engine Service Assignments*—Eliminating rules that bar crews from operating through present crew-change points, so as to end multiple crew changes on short runs and permit crew assignments to be extended in keeping with rising train speeds.

(3) *Combining Yard and Road Service*—Abolishing the lines drawn between work that may be done by road crews and by yard crews, resulting in duplicated work and pay.

(4) *Firemen on Diesel Locomotives in Freight and Yard Service*—Eliminating the employment or use of firemen on other than steam power in any class of freight or yard service. (Note: This does not affect fireman positions in diesel

"A Move We All Welcome"

Commenting on the decision of the railroads and the railroad operating unions to submit their work rules controversy to a study commission, President William J. Quinn said he regarded it as "very good news—a move that everyone on both sides of the problem, and the public, can welcome."

"It is no secret," he said, "that our railroad and most others need the operating economies that would result from the modernization of work rules. At the same time, the railroads recognize that changes of the kind being discussed can only grow out of mutual understanding of the problem and calm consideration of its long range implications.

"Certainly there is nothing to be gained by a prolonged cross-fire of accusation and denial. This becomes especially clear when railroad labor and railroad management look about them at the forces of competition and regulation arrayed against them and realize that they have far more in common than they may have thought they had."

President Quinn remarked that he considered the decision to place the work rules disagreement into the hands of a study commission to be a credit to the good judgment of railroad people as a whole.

"Briefly," he said, "I think this action is going to do the job to everyone's satisfaction."

passenger service.)

(5) *Consist of Road and Yard Crews*—Eliminating the rules which stipulate the number of members required for train crews, and allowing management to determine when and where trainmen, conductors, engineers and others are needed.

(6) *Manning Motor Cars and Self-Propelled Machines*—Abolishing rules requiring operating employes to stand by when self-propelled equipment is used in maintenance, repair or inspection.

The proposals of the five operating brotherhoods concern the following:

(1) "Improvements in the existing wage structure including but not limited to provisions for adequate compensation for night work and shift differentials, daily, weekly and monthly guarantees, payment for time held away from home and improved overtime rules."

(2) "Consist of crews including engineers (motormen), firemen (helpers), conductors, brakemen, hostlers, hostler helpers, yard conductors (foremen) and yard brakemen (helpers), the adequacy of the number of men in the crew and their qualifications and training."

(3) "Financial and other protection of employes affected by mergers, consolidations, abandonments, technological changes in operations, or by changes in working conditions."

(4) "Stabilization of employment."

While the Presidential commission will work toward an amicable settlement of the existing conflicts, its findings and recommendations will not be binding on either the railroads or the brotherhoods. However, Secretary Mitchell has pointed out that the solutions to industrial problems worked out by men who live with them are generally more reasonable and commanding of respect than solutions imposed upon them from the outside, and cited the arrangement as a pattern for settling controversial issues in other industries.

"The kind of question facing labor and management in America today," he said, "is no longer the simple bread-and-butter question of wages, working conditions, seniority, grievances and fringes. Rather, with the development of American industry, labor and management have come squarely into the middle of the stream of change, and find themselves surrounded on all sides with the need for decisions about matters that cannot be bargained but must be studied, thought over, and worked out with a great expense of effort, with great good will, and with great understanding over a period of time."

• Briefly Noted •

(Continued from page 3)

exceeded 3 per cent of the taxpayer's adjusted gross income. The new provision applies to taxable years beginning after Dec. 31, 1959.

ROUND TRIP TRAVEL ON ONE-WAY TICKETS was enjoyed on the London Midland Region of British Rail-



Pigeons being released at Harrogate Station.

ways between April and September by more than 2½ million passengers—homing pigeons! Within this service, pigeons may be booked from any station to any destination, with instructions for their release. If the numbers warrant it, they are accompanied by official conveyors from pigeon federations, who

water and feed them and release them for the races home. Otherwise they are tended by local station staffs. During the first nine months of this year, the railroad furnished 343 *special* trains for this traffic—a record.

IT'S AGAINST THE LAW, technically, to sneeze on a train in West Virginia, to run a freight on Sunday in New Jersey, or to wear spike shoes in railroad stations or on rolling stock in Maine. A list of these and other such "blue laws" was compiled recently by the Jersey Central Railroad, which also found that one cuspidor is required for every three parlor car seats in Texas.

HOW'S THAT AGAIN? From the Civil Aeronautics Board came a ruling recently that local service airlines should be earning a rate of return of from 9 to 12.75 per cent on investment. Up to then, the CAB noted, the rate used to fix the profit element had not been sufficient to maintain their financial integrity, to attract capital on reasonable returns, or to return "reasonable compensation" to investors. Reflecting horse and buggy restrictions, the rate of return earned by the nation's Class I railroads on property investment after depreciation for the 12-month period ending last July was 2.33 per cent.

John J. O'Toole

JOHN J. O'TOOLE, retired general manager of the Milwaukee Road's eastern operations, died Oct. 27 in a hospital at Shakopee, Minn. His death at the age of 63 followed a heart seizure.

Mr. O'Toole's career, starting as a switchtender and advancing through a chain of promotions to the general managership, was one of the most interesting on this railroad. A native Chicagoan, he began his service in the Chicago Terminals immediately after graduating from grade school in 1912. During his first years with the railroad he worked as a switchman and on various clerical positions. Meanwhile he continued his education at night, attending De Paul Academy and going on to De Paul University, where he majored in transportation studies.

Subsequent to being graduated by the university in 1921, he was made assistant chief clerk to general manager in Chicago, and in 1936 was promoted to trainmaster at Minneapolis. A little less than two years later he was advanced to assistant superintendent at Wausau, Wis. He served in the same capacity at Mil-

waukee from Dec. 1, 1939 to Dec. 31, 1946 when he was promoted to superintendent of the Twin City Terminal. In August of 1947 he became general superintendent of terminals with headquarters in Chicago, and advanced to the position of assistant general manager of the Road's eastern lines on Sept. 1, 1950. His appointment as lines east general manager came on Oct. 1, 1952.

Mr. O'Toole's decision to relinquish the last position on Jan. 31, 1957 was made at the peak of a career during which he had become known as an authority on railroad operations. Retained in a consulting capacity, he had continued to be relatively active in the railroad's operating department.

Mr. O'Toole is survived by his wife Genevieve, a daughter, Mrs. John Starr of Shakopee, and a son, Dr. John J. Jr., of Benton Harbor, Mich. Funeral service was held for him at St. Mary's Church in Shakopee. The remains were then brought to Elgin, Ill., where his railroad associates paid their respects and where graveside rites were observed in Bluff City Cemetery.

The Threat to the Common Carrier System

President Quinn Cites Need for Statesmanship

A STRONG appeal for the statesmanship needed to shape national transportation policy was voiced by President William J. Quinn recently in directing attention to what he characterized as "the developing crisis in transportation."

Addressing some 800 representatives of shippers, carriers and regulatory bodies at the annual dinner of the Milwaukee Traffic Club on Nov. 1, President Quinn posed the question of whether the nation's transportation system shall continue to be based on the common carrier concept or be allowed to degenerate under the destructive force of expanding private carriage and archaic regulation.

"The fate of the common carrier principle transcends in importance the future of the railroads or of any single form of transportation", he said. "All of us have a special responsibility to help, if the common carrier system is to be preserved."

President Quinn spoke of the need for what he termed "the great transportation debate" to reach a common goal in transportation policy, likening it to the series of television debates by the Presidential candidates in the recent political campaign. "Out of such debate comes a body of basic understanding", he said, "a working agreement for action. It is the kind of agreement that we in the transportation industry urgently need."

The national economy is heading for a transportation crisis, he warned, because after decades of conflicting policies, hodgepodge regulations and failure to adapt to new conditions, distribution costs are creeping up and cancelling out production efficiencies. A truly modern transportation and distribution network is not only essential for national survival, he said, but is the key to meeting the competitive challenge that our entire society faces in the Sixties.

New developments cannot come too soon, he remarked, calling to attention that since World War II private intercity truck carriage has increased from slightly over three per cent to some 12 per cent of all intercity freight movements. "If this trend continues", he said, "where will it take our mass production economy?"

On the other hand, he observed, nearly 70 per cent of intercity freight movement is still in the bulk commodities such as grain, lumber, minerals and other raw

materials that depend upon the common carriers to reach their markets. "These are the basic movements without which industry would grind to a halt", he pointed out.

President Quinn urged upon his hearers a new awareness of the fact that the preservation of the common carrier system is seriously threatened by restrictions and regulations, many of which have outlived any excuse for existence they ever

necessity for new operations and the test of consistency with the public interest in consolidation cases.

Mergers alone will not solve the problem, he commented, adding that if transportation companies are to remain strong they must be free to coordinate various forms of transportation under one management. Observing that airplanes, trucks, barges and trains are in reality only tools of the transportation trade, he



Left to right, prior to the Milwaukee Traffic Club annual dinner: F. G. McGinn, Milwaukee Road vice president-operation; R. W. Brushe, traffic manager of the Pressed Steel Tank Company and president of the traffic club; President William J. Quinn of The Milwaukee Road; R. T. Bassett, vice president of industrial and public relations of the Jos. Schlitz Brewing Company, who was toastmaster; W. W. Kremer, Milwaukee Road vice president-traffic; and R. B. Birchard, general agent for the railroad in Milwaukee, who is first vice president of the club.

had; by unequal taxation; and by hidden or open subsidies that distort the true economic costs involved.

"This grave question—whether to preserve or destroy common carriers as the base of our transportation system—must not continue to drift into settlement by default", he warned. "We must analyze, debate and make the conscious choice. In the national interest, however, there can be only one choice: The common carrier system must be preserved."

Public policy, President Quinn stated, should encourage the development of strong transportation companies, whether through mergers, acquisitions or internal growth. These companies, he said, should be free to render a diversified transportation service available on equal terms to all shippers, and subject only to the usual test of public convenience and

pointed out that industrial traffic people would find it more convenient and more satisfactory to call on one transportation agency to provide all the facilities for a particular movement. "We on the carrier side, too," he said, "would find it more rewarding to accept the complete transportation assignment, rather than one segment."

President Quinn asserted that to achieve the economic goals of which the country is capable, and to outdo the communist bloc, the entire transportation industry will need to go forward on many fronts. "We must find the most efficient employment for the large physical capital already devoted to transportation", he said. "We must apply the latest technology to all phases of the industry, from motive power to cost accounting. We must mobilize the energies and enthusi-

asm of the thousands of trained people who man our transportation industries.

The railroads, he pointed out, have a cost advantage of prime importance to the national economy in the fact that trains move three and a half times as much tonnage per gallon of fuel as trucks. "We look to the future with confidence," he said, "but we must recognize at the same time the problems of a transition period. We must find within ourselves the understanding and the statesmanship to achieve the efficiencies of a new era, while protecting the dignity and rights of loyal employees who may be affected by changes.

"In suggesting to you that the solution lies in the development of broad transportation companies offering a combination of services . . . such freedom would go far, I believe, to slow and perhaps reverse the trend which has brought a sharp increase in private carriage at the expense of the for-hire carriers. Public policy should be directed to fostering this purpose."

MORE APPROPRIATE. As of Nov. 13, The Railway Express Agency, Inc. adopted the trade name REA Express, the better to identify "the broadening of the 121-year-old express business into a truly modern supermarket of small shipment services." The title choice resulted from a month-long contest among employees in which some 16,000 suggestions were received. A new trademark symbol is being designed, and the new name will soon appear on all company buildings and vehicles. The company has never had a trade name. Its legal title will remain unchanged.



"Well, the invitation said 'black tie!'"

Industrial Development Expands in Chicago Plans Announced for 28-Acre Site



View in an easterly direction, showing in dotted lines the boundaries of the 28-acre site between Narragansett Avenue (foreground) and Austin Avenue to the east. Zenith's present main plant and general offices lie west of Austin Avenue and directly north of the Milwaukee's tracks. Galewood Yard appears in the distance.

THE Milwaukee Road's most important real estate transaction of the year was consummated Nov. 28 when the Zenith Radio Corporation announced it is acquiring from the railroad a 28-acre plot on Chicago's west side directly south of the right of way. The acreage is one of the largest vacant pieces of industrial land within the city limits, extending one half mile from Austin Avenue to Narragansett, directly west of Galewood Yard and south of the main Zenith plant on West Dickens street.

Included in the purchase are air and underground rights to three 100-foot strips across the railroad right-of-way. These are for bridges and tunnels to connect the present Zenith plant with the new buildings contemplated for the plot. Negotiations for the sale, extending over a two-year period, were conducted by S. J. Cooley, the Milwaukee's director of industrial and real estate development, with R. W. Spangenberg, assistant general counsel, representing the railroad in legal procedures.

The property, strategically located for expansion, was formerly a part of Galewood Yard which became available for clearance in 1953 when the efficiency of

the Road's new Bensenville Yard nearby made possible the removal of trackage and other facilities from the area. Its development for industrial use had been progressed since that time, involving the retirement, among other fixtures, of a roundhouse, a power house and a stores building, and extensive engineering work. Originally platted for streets and alleys which were never opened, it was necessary to arrange with the city to vacate these as thoroughfares.

The purchase of the site represents a major step in an expansion program begun by Zenith Radio last year. The first construction planned is a building to be used for warehousing and shipping, and an adjacent building for offices and manufacture of a total of 300,000 square feet. The first building will be equipped with ample shipping docks for trucks and for railroad cars which will be shunted by a direct connection to and from the Milwaukee tracks.

This building has been designed to relieve congestion in the main plant's shipping and receiving departments, and to provide space for the expansion of research and development facilities and the manufacture of new products. The

adjacent structure will house offices and manufacturing. The plans provide for additional buildings as needed, with heat and power being supplied by facilities in the main plant.

All of the new buildings will be connected to the existing plant by a 30-foot tunnel underneath the railroad, divided to provide a 15-foot passage each way. These passages are designed for foot traffic and for an automatic material handling system which will be used to carry materials and finished merchandise between the shipping docks and production lines.

Industrial Development Gains in Iowa

One of the finest industrial areas served exclusively by The Milwaukee Road went into operation recently with the opening by the St. Regis Paper Company of new quarters for its Dubuque Container Division in Dubuque, Ia. The \$1,200,000 plant is the first to be located in the new Dubuque Industrial Park, 260 acres of "man-made" land dredged from the Mississippi and developed by the city at a cost of \$2 million.

The structure, occupying 14 acres, has 96,000 square feet of manufacturing space and is equipped with a 320-foot inside rail spur accommodating five rail cars, plus a four-truck inside shipping dock. It is geared to manufacture a wide range of designs in containers and cushioning, die cutting and spot glued or waxed containers.

According to Mr. Cooley, this is the first of two St. Regis Paper plants and office buildings scheduled for the site. The second, to produce folding cartons



Aerial view of the Dubuque Industrial Park, showing the location of the St. Regis Paper Company plant and spur track with relation to the Milwaukee Road freight yard.

Right: Stock being unloaded on the dock inside the building. The 320-foot inside rail spur accommodates five freight cars.



and set-up boxes, is planned for 1961. In terms of traffic, it is expected that the existing plant will produce rail business to the Milwaukee of approximately 550 cars annually.

Other recent investments in Iowa industrial property which brought new business to the railroad have included a pipe line terminal built by Mid-American Pipeline on a 40-acre site near Sanborn. This terminal is part of a line from Texas to the Minneapolis-St. Paul area.

At Sanborn, too, the railroad has leased a site on which Ris-Van, Inc. recently completed a fertilizer blending plant from which it expects to serve parts of a four-state region.

In the Des Moines industrial area, the United States Plywood Corporation recently completed a 16,000 square foot \$125,000 warehouse on a 7½ acre site it has acquired in the railroad's 135-acre industrial development. At the same location, Parker Brothers, Inc., manufacturer of games, has acquired 17 acres and begun construction on a 42,000 square foot building, while Wheeler Brothers Lumber Company recently completed a wholesale lumber yard on a 5-acre site.

More rail traffic is also in prospect at Sioux City, where the Industrial Development Committee recently announced the location of three industries in its new industrial tract served by the Milwaukee. Another facility located recently on Iowa trackage included a pipe coating and warehouse operation established at Bellevue by the Tulsa Pipe Coating Company.

The acquisition and development of sites with industrial growth potential continues to be a source of profit for this railroad. During the 12-month period ending Oct. 31 of this year, 104 new trackage industries were located in Milwaukee Road Territory, and 49 industries made expansion investments.

EVERY 60 SECONDS!

IN computing time, a minute may count for little, but here's what the railroads are doing every minute — every 60 seconds — the year around. For instance, in just the minute it takes to read this:



- Railroads will haul an average of more than a million tons of freight a mile . . .
- Some 59 loaded freight cars will start on their journey somewhere across the country . . .
- Freight and passenger trains will move 1,200 miles . . .
- Taxes paid by railroads will add up to \$2,000—totaling over a billion dollars for the year . . .
- It will cost railroads about \$9,500 to meet their \$5 billion annual payroll which goes to 800,000 employes . . .
- Railroads will carry the equivalent of 42,000 passengers a mile, for the total of 22 billion passenger-miles a year.



Presiding at the regional staff meeting of the traffic department in St. Louis Nov. 1, W. D. Sunter, general freight traffic manager-sales and service, presents a sales kit to R. N. Dosch, traveling freight and passenger agent, St. Louis, with F. R. Halloran, city freight and passenger agent at St. Louis, next in line. Assisting Mr. Sunter is P. L. Cowling, assistant to vice president-administrative, Chicago.



Service representatives from the Road's agencies in St. Louis, New Orleans, Memphis, Tenn., and Birmingham, Ala., attending the St. Louis meeting in the Lennox Hotel.



The regional meeting in the Pattee Hotel, Perry, Ia., Nov. 4, showing Chicago staff officers and traffic representatives from Des Moines, Cedar Rapids, Sioux City, Mason City, Dubuque and Davenport, Ia., and Omaha, Neb.



SALES KITS

go into

100 Per Cent Use

THE Milwaukee Road's new sales kits offering shippers and travelers a visual description of its services (see the September-October 1960 issue of this magazine) were placed in the hands of the railroad's traffic solicitors at a series of regional staff meetings. Following the initial meeting in Chicago Sept. 8-9 at which they were distributed to service representatives in the Chicago and Milwaukee areas, similar meetings were held in Minneapolis (Oct. 14), Seattle (Oct. 31), St. Louis (Nov. 1), Perry, Ia. (Nov. 4) and Kansas City (Nov. 21).

The new service portfolio, providing in picture and brochure form a complete description of the Milwaukee Road's facilities and services, was designed to show what a modern railroad has to offer its customers. Its contents represent the best thinking of the company's sales force, rate specialists of the traffic department, and the traffic promotion staff.

At the six regional staff meetings, all on and off line service representatives were indoctrinated in its use and received a demonstration of its potential for doing a better job of selling. The meetings were conducted by Chicago headquarters and regional staff officers.

The sales kit was the outgrowth of a

At the Seattle meeting in the Olympic Hotel Oct. 31. Represented are agencies in Seattle, Spokane, Tacoma, Aberdeen and Bellingham, Wash., Vancouver, B. C., Portland, Eugene and Medford, Ore., and Butte, Great Falls and Miles City, Mont.



suggestion by one of the company's traffic solicitors, who pointed out that merely describing the railroad's services was not enough, and that visual aids would be useful. So far as is known, it is the only service tool of its kind in the industry.

Traffic department officers and service representatives at the Kansas City regional staff meeting in the Phillips Hotel Nov. 21. P. J. Cullen, assistant general freight traffic manager, Chicago (seated, center) presided. The agencies represented are Kansas City, Tulsa, Dallas and Denver.

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



FOR MANY MORE JOHNSONS

(From a letter to President William J. Quinn concerning A. J. Johnson, steward on the City of Portland.)

"... I am writing to compliment you on having in your dining car service one of the best stewards I have ever ridden with.

"This man was in charge when Mrs. Rodger and I left for our Sun Valley summer home on train 105 July 15. In 45 years of travel on railroads I have never seen a more capable steward, or one who was constantly on the alert to see that everyone received the best of service, plus courteous attention. His waiters reflected his efforts to make friends for the railroads. As a lifelong friend to the railroads, I wish there were many more Johnsons."

John H. Rodger

Chicago, Ill.

CONSIDERATE AND HELPFUL

"My 78 year old father, my 86 year old aunt, my sister, my brother and I arrived in the Union Station in Chicago en route from Chattanooga with the body of my mother. We were taking her back home to Milwaukee to be buried.

"My father was anxious to accompany her body on the same train all the way, and my brother and I took our problem to your station passenger agent, Mr. William H. Stiyer. He made the necessary telephone calls to check on when my mother's body would reach the station and also as to which train it would leave on for Milwaukee—we were able to make the Hiawatha—and then enabled us to board the train as soon as possible. It made

it so much easier to wait in the train than in the station. We feel that he was most considerate, and went beyond his 'call of duty' in helping us out.

"... Mr. Stiyer is certainly an employee who has the best interests of the Chicago, Milwaukee and St. Paul at heart, and a man of compassion and understanding. . . The personal touch, when it is found, is all the more appreciated."

Mrs. Paul Grayson

Pikeville, Tenn.

REFRESHING RIDE

"I don't usually write letters like this, but you must pride yourselves on your excellent service. . . I have just arrived back in the U. S. after a three-year absence, and one of the first things a foreigner must note in this country is the gruffness of those engaged in dispensing services. So it was quite refreshing to ride your road.

"... Your competitors have much to learn. The big swing to air transportation would slow to a walk if all the railroads practiced your personal touch."

T/Sgt. Robert L. Webster

Lewistown, Mont.

IT MEANT A GREAT DEAL

"Recently I took the train from Marion, Ia., to Elgin, Ill. . . When the train arrived at Elgin I realized that my luggage had inadvertently been misplaced. I was left without money, and was forced to ride on to Chicago in order to stay with my luggage.

"Two of your conductors, Pete Koser and Bud Muntz, were kind enough to assist me

in straightening out my problem. When we arrived at the Union Station, they gave up much of their free time and were kind enough to treat me to lunch.

"... to me it meant a great deal. Through this letter I want to express in some measure my sincere thanks for their thoughtfulness."

Sue Stockwell

Western Springs, Ill.

INFORMATION AT HIS FINGER TIPS

"I would like to commend you on your agent at Delavan, Wis., Mr. C. F. Wickler.

"... I called Mr. Wickler, seeking information as to passenger service for my daughter and her girl friend contemplating a trip to Wichita, Kans. . . and within minutes I had it complete as to time schedules, connecting lines, changes, costs, etc. Even though it involved other lines than The Milwaukee Road, he had the correct information at his finger tips, and seemed delighted to help.

"It is courteous thought, consideration and exact knowledge as shown by Mr. Wickler that will go a long way in bringing the railroads back to their rightful place in American economics."

Walter Harding

Elkhorn, Wis.

NO BUFFALO HUNTER HE.

About this time last year Einar Grindvoll of Harlowton, Mont., a former employe of The Milwaukee Road, was stalking elk when along the east fork of Spring Creek he sighted eight buffalo grazing peacefully. Suddenly a shot rang out, and they bolted—down the draw behind him. About to be overtaken, he scrambled through a wire fence and held his breath while the herd, racing shoulder to shoulder, tore through it at his left, scattering posts and wire in all directions. Bloodied, but alive to tell the story, he is probably the only man to have experienced a buffalo stampede in more than half a century.



Presidents and delegates representing local chapters who attended the two-day conference.

Highlights of the Women's Club Biennial

IN upholding its motto—"to do all in my power to create a feeling of sisterly kindness and cooperation"—The Milwaukee Road Women's Club strikes a nice balance of work and sociability. The biennial meeting in Chicago this fall was typical of how the women of the railroad carry out this maxim.

Departing from custom, the meeting, formerly a calendar event of June, was held Sept. 23-24 so as to accommodate end-of-the-school-year and similar early summer activities of the railroad's families. Converging from all points of the system, representatives of 42 of the club's 55 chapters participated in the conference at the La Salle Hotel. Mrs. C. C. Steed of Milwaukee, president general, presided.

This year's get-together again served the purpose of coordinating the programs of the individual chapters and stimulating the members to further effort. Task reports for 1959 delivered by chapter presidents and delegates reflected a great deal of enterprise and harmony within the organization. Highlighting the recital of accomplishments was an expenditure of approximately \$6,450 for welfare and good cheer work, supported in part by ways and means measures which had netted \$3,272. In bringing it about, members made 6,344 calls, sent 5,732 messages of cheer, and aided 2,710 families. Underlying all was a sincere attempt to make life comfortable and pleasant for the railroad family.

At the festive luncheon in the grand ballroom which concluded the meeting the next day, 260 members heard a summary of the proceedings by Mrs. Steed, together with a review of the club's 36-year history. Itemized in the procession of events was welfare and good cheer work totaling more than \$388,000, and a membership growth from 23 women in 1924 to 15,316, including contributing members, upon entering its 36th year.

"I think we can be very proud of this report", she said, "and I extend my sincere appreciation to all of you who made it possible. Based upon past performance and present activities, I believe we can view the future with optimism."

Executive committee and general governing board members. Seated from left: Mrs. A. L. D'Amico, Aberdeen, S. D., and Mrs. W. E. Swingle, Chicago, general directors; Mrs. G. N. Strommer, Seattle, third vice president general (retired); Mrs. R. A. Burns, St. Paul, general welfare chairman; Mrs. C. C. Steed, Milwaukee, president general; Mrs. H. A. Scandrett, Chicago, former honorary president general; Mrs. W. Ray Dolan, Chicago, second vice president general; and Mrs. Robert Rathburn, Milwaukee, general director. Standing, from left: Mrs. R. F. Ellsworth, Aberdeen, S.D., general director (retired); Mrs. O. P. Catlin, Chicago, general director; Mrs. R. E. Melquist, Minneapolis, first vice president general; Mrs. R. M. Vannella, Bensenville, Ill., treas-



urer general; Miss Etta N. Lindskog, Chicago, secretary general; Mrs. Elizabeth Shortall, Chicago, recording secretary general; Mrs. Oscar Bond, Terre Haute, general constitution chairman; Mrs. R. C. Schwichtenberg, Spokane, third vice president general; and Mrs. L. V. Anderson, Chicago, Mrs. H. F. Shannon, Savanna, Ill., and Mrs. F. T. Ross, Chicago, general directors.

In the Retirement Spotlight

W. P. Heuel Retires; Honored by Associates

WILLIAM P. HEUEL, assistant vice president-finance and accounting, retired Sept. 30, having been an officer of the railroad for 39 of his 48 years of service. A group of his associates in Chicago-Fullerton Avenue accounting headquarters held a farewell luncheon in his honor Sept. 22, and Chicago-Union Station colleagues honored him at another Sept. 29. He retired on his 65th birthday.

"Bill" Heuel, whose entire career was identified with the Road's finance and accounting affairs, is a native Chicagoan who started in the office of the freight auditor at Fullerton Avenue in 1912 as a waybill sorter. In 1921 he was promoted to assistant freight auditor, and in 1923 advanced to auditor of overcharge claims. With his appointment to the latter position at the age of 28, he became the youngest railroad officer in the country. In 1944 he assumed the additional duties of auditor of station accounts, and served in both capacities until 1950 when he was appointed assistant comptroller at Fullerton Avenue headquarters. On Feb. 1, 1955 he was



Among colleagues congratulating W. P. Heuel, assistant vice president-finance and accounting, at a retirement luncheon in his honor were R. S. Stephenson, vice president-finance and accounting (left), and R. F. Kratochwill, comptroller.

advanced to general headquarters in the Union Station, continuing as assistant comptroller until his appointment as assistant vice president-finance and accounting on Jan. 1 of this year.

Mr. Heuel was principally responsible for the compilation in 1959 of the railroad's manual of instruction which covers all activities of station personnel. It is one of very few such manuals in the industry, and is credited with greatly simplifying station accounting procedures. As a member of the overcharge

committee of the Association of American Railroads, he served as chairman of the 48th annual meeting of accounting officers, and as a chairman of both the arbitration and appeal committees.

He and Mrs. Heuel will continue to live in Chicago, together with their son James and daughter Marilyn. Another son, William P. Jr., lives in Niles, Ill., and there are two grandchildren. Active in civic work, Mr. Heuel has been a member of the Edgebrook Community Association for 10 years and has held various offices in the organization, including that of president. Currently he is a nominee for president in 1961.

W. E. Broberg Honored at Retirement Dinner



Extending good wishes to Mr. and Mrs. W. E. Broberg (left) are R. S. Stephenson, vice president-finance and accounting (shaking hands), and F. G. McGinn, vice president-operation.

It's off to the sunny Southwest for W. E. Broberg, auditor of capital expenditures, whose retirement on Oct. 31 involved getting a head start on his and Mrs. Broberg's projects for the future. At a dinner party in the Bjornson Male Chorus Club in Chicago Oct. 27, approximately 120 associates from all departments of the railroad extended their best wishes for many years to enjoy them.

Mr. Broberg is a native of Minneapolis whose first contact with the railroad industry was after military service in World War I when he was employed by the Minnesota Railroad and Warehouse Commission as an assistant engineer on railroad and telephone valuation work. He transferred to The Milwaukee Road in 1929, and the following year was placed in charge of the valuation bureau in what was then the office of the auditor of investment and joint facility accounts. In that capacity, he supervised all of the railroad's valuation work until 1947 when he was assigned to the president's research committee, and later to

the office of chief statistician on special assignments. He was advanced to the position of assistant to auditor of capital expenditures in 1951 and appointed auditor of capital expenditures on Feb. 1, 1956.

He and Mrs. Broberg have long been "aficionados" of the Mexican scene, having spent many vacations there. For their retirement they have chosen a home in Tucson, Ariz., within easy driving distance of the border.



W. W. Kremer, vice president-traffic (right) presents "Bob" McSweeney with his Gold Pass.

R. T. McSweeney "Graduates" From "Oriental" Service

"My 50th year graduating exercise," was the term applied by R. T. McSweeney, the Milwaukee Road's foreign freight traffic manager, to a retirement luncheon held in his honor in Chicago Oct. 31. Some 200 Milwaukee Road friends and others in the railroad and shipping industries attended.

Having started with the railroad a few days short of his 15th birthday, "Bob" McSweeney holds the distinction of being the last of the company's traffic officers who will ever be able to achieve 50 years of service before retiring at age 65. A highlight of the luncheon program was the presentation of his "gold" pass, which he accepted in the spirit which has marked his career as one of the industry's most articulate, as well as best informed foreign traffic experts: "In all sincerity," he said, "I enjoyed every minute of my *all too brief* service, but considering my sundry activities over the years as a member of the traffic department, if and when the railroad ever issues 75-year passes, *the diamond doesn't have to be too large.*"

Mr. McSweeney started his "all too brief service" as an office boy in the Union Street local freight office in Chicago, where after a few years of basic training he was privileged to inaugurate the first typewriter billing machine used on the railroad. Then came "The Call of the Orient." Hearing that what was then

the oriental freight department was looking for talent, he transferred to the general traffic office, where he became chief clerk and later export and import agent. In 1937 he was promoted to oriental traffic manager, assuming during World War II the additional duties of assistant freight traffic manager. His appointment to the position of foreign freight traffic manager was effective Sept. 16, 1958 when the freight traffic organization was enlarged to serve the expanding overseas market.

Throughout the greater part of his career, Mr. McSweeney was associated with the railroad's service at Puget Sound ports, and starting with the early "silk trains," was instrumental in developing for the Milwaukee off-shore traffic that is some of its most highly competitive business. His friends include shippers from the Atlantic to the Pacific seaboards, and countless numbers in oriental countries, particularly in Japan. Congratulations sent to him when he retired included invitations from Japanese friends to visit their country.

Mr. McSweeney's father, Patrick, was also a 50-year Milwaukee veteran, in service at the Union Street freight house, and his brother, the late John T., who was assistant general freight agent in Chicago when he died in 1947, had 38 years of service.

After 35 years of being "on the road," Mr. McSweeney was viewing with pleasure the prospect of staying close to

home in Oak Park, Ill., with his wife "Dot" and 16-year-old Robert Jr. There is a daughter, too, Mrs. Mary Ellen Thuemling, and a grandchild not far away at Waukesha, Wis.

W. E. Smith Retires From Personnel Staff



As the guest of honor at a retirement luncheon in the Chicago Union League Club Oct. 12, W. E. Smith receives the hearty good wishes of President William J. Quinn, together with those of W. G. McGinn, vice president-operation (left), and S. W. Amour, assistant to vice president-personnel.

WILLIAM E. SMITH, who started with The Milwaukee Road as a call boy more than 44 years ago, put in his last day of active service as staff assistant to vice president in the railroad's personnel department Oct. 14. His retirement at the end of the month concluded an unusual

career as a representative, at various times, of railroad labor and railroad management.

Starting in his native Savanna, Ill., in 1916, Mr. Smith's initial employment was followed by service as a yard clerk, switchman and yardmaster there. In 1936 he became secretary of the Brotherhood of Railroad Trainmen's general committee for the Road's eastern region, advancing in 1942 to the chairmanship of the committee. For a time he also served as executive assistant to vice president of the brotherhood on the National Railroad Adjustment Board. He was appointed staff assistant to vice president of the railroad in Chicago on July 1, 1950.

He and Mrs. Smith have been living in Bensenville, Ill., but are moving back to Savanna, which is also her home town. He recalls that there was a period when he and four of his brothers, together with their father, the late Richard D. Smith, all worked for the railroad in Savanna at the same time. The senior Mr. Smith retired as a car inspector. One of the brothers, Richard H., is now second switchman on the Dubuque & Illinois seniority roster, and another, Lawrence A., who formerly worked as a switch-tender, is a Savanna attorney. The others, now deceased, were J. Floyd and Robert L., former train service employes.

The Smiths' daughter, Mrs. Glenn J. Groezinger, and two grandchildren also live in Savanna, Mr. Groezinger being a Milwaukee Road yardmaster there.

It Happened On The Milwaukee

From F. R. Nanscawen, Long Beach, Calif. In the days of the steam locomotive, when I was chief clerk to superintendent at Green Bay, No. 72, regular time freight running between Green Bay and Milwaukee, was rolling along right on time when about two miles north of Saukville, without any warning the train came to a screeching halt. The trainman who went back to locate the trouble found that the train had parted, thus disconnecting the air and setting the brakes. An examination did not show any damage to the cars or track, however, and all being apparently in order, the train continued.

The reason for the air break was discovered later that night when the engineer of No. 3, passing the point where the train had parted, noticed a derailed car close to the track. What had happened was this: The coupling on a car of lumber had failed, and the

draw bar, or part of it, had fallen to the track and derailed it. In some manner, the car became uncoupled at both ends, and the forward movement of the train had pushed it aside and down a small fill. The trainman sent back to spot the trouble did not see the car, as he was walking on the opposite side of the train, and the train itself had rolled past the point. As they highballed to Milwaukee, no one on board knew that they were hauling one car less than the original make-up!

(Do you know a humorous anecdote about something that happened on the railroad? Share your experience with your fellow employes. Contributions should not exceed 250 words. Address "Interesting Happenings" Editor, 824 Union Station, Chicago 6, Ill.)

COLLECTORS' CURIO. A recent release offered to collectors of railroadiana is "An Album of Early American Locomotives", a portfolio of 12 artistic prints circa 1870-1880. The 7½ x 8¾ prints are duplicates of original steel engravings in the Kean Archives, heightened in authentic colors of the

period. Copies are available, at a cost of \$2 postpaid, from the publication di-



vision of the Lyon Manufacturing Company of New Jersey, Inc., Hasbrouck Heights, N. J.

RIDE SNEAKERS cost the railroads of India about \$10 million last year. Official estimates placed the number of ticketless travelers at about 9 million, according to the deputy railway minister. He said the figure was arrived at by test checks on particular days, and on the basis of the average sale of tickets over particular periods.



THE MORE, THE MERRIER

YOU'RE looking at highlights of the all-employe retirement-reunion in Minneapolis Oct. 6. The story is that, as in the song, "It was a real nice clambake, and they all had a real good time."

Again, the Calhoun Beach Hotel was the setting for the annual salute of Twin City Terminal employes to their co-workers, including those on adjacent divisions with duties in the Terminal area, who retired during the current year. Among the 300 or so who attended were many employes honored thus in the past who enjoy this yearly reunion with the Milwaukee Road family.

"The more, the merrier" celebration in lieu of individual retirement send-offs followed the now traditional pattern—a reception, a smorgasbord dinner, entertainment, and good wishes for the future. Attending as a guest speaker, J. D. Shea, general superintendent at Milwaukee, together with F. J. Kuklinski, superintendent of the Twin City Terminals, conveyed to the retired guests management's appreciation for their long and loyal service. W. R. "Bill" Manion, supervisor of train personnel, was at the microphone in his customary role as master of ceremonies. Following the fun shown here, a five piece orchestra set the pace for a final whirl of ballroom dancing.

Among the Guests of Honor . . .

What else, but "I've Been Working on the Railroad". At the right are General Superintendent J. D. Shea, Milwaukee (hand upraised), and Superintendent F. J. Kuklinski, St. Paul; at the keyboard, Trainman W. J. Lyons, Aberdeen Division. Harmonizing, more or less, are, first row, from left: Carman Julius Brokopp; Trainman R. K. Newhouse, La Crosse Division; F. B. Johnson, per diem clerk (rear); Car Repairer V. E. Erickson; Engineer Walter Moberg (foreground); Yard Clerk C. E. Kenney (partially hidden); Engineer J. A. Johnson, Aberdeen Division; Carman V. R. Chaney; Electrician C. E. Malmstedt; Brakeman B. C. Kreiner, Aberdeen Division; Assistant Roundhouse Foreman W. A. Radabaugh; Assistant General Passenger Agent H. M. Larson; Car Department Employe Lawrence Olson, and Lieutenant of Police W. H. O'Neil. Rear, from left: Engineer I. L. Roberts and Trainman J. H. Wangerow, La Crosse Division; Crossing Towerman P. E. Heally; Trainman F. O. Bakke, Aberdeen Division; Trainman A. W. Umberger, La Crosse Division; Switchman N. L. Goulet, and Machinist Helper F. J. Widell.



Topping the entertainment bill, The Lamplighters, official quartet of the Minneapolis Aquatennial.

Master of Ceremonies "Bill" Manion: "Folks, we have with us tonight Mr. and Mrs. J. H. Wangerow".

"Let's have a hand for Mr. and Mrs. Julius Brokopp (retired carman)."



appointments

Traffic Department

Effective Oct. 1, 1960:

L. R. Whitehead is appointed freight traffic manager, rates and divisions, with office at Chicago. Mr. Whitehead came to the Road in 1935, starting in the Des Moines traffic office, and transferred in 1941 to the Chicago office, where he became chief clerk to assistant general agent in 1945. On July 1, 1957 he was



L. R. Whitehead

Chicago. Since starting in the general freight office in Chicago in 1924, Mr. McKee has held various positions in the traffic department. He has served in the foreign freight office since 1943, as foreign freight agent, Chicago, since 1958.

W. E. Cartwright is appointed district supervisor, rail-highway sales, at Chicago. Mr. Cartwright, who started in the Seattle traffic office in 1948, has been city freight agent in Seattle since 1951.

W. A. Zimmerman is appointed district supervisor, rail-highway sales, at Chicago. Mr. Zimmerman started rail-roading with the Reading in Philadelphia in 1937, and joined the Milwaukee Road traffic department there in 1949. Since 1954 he has been city freight agent in

agent at Everett, Wash. He has served as city ticket agent in Seattle, and since Aug. 1, 1959 as passenger representative, Seattle.

W. A. Lawson is appointed city freight agent, Seattle. Mr. Lawson has been with the Road in Seattle since 1953, serving in various positions. Since November, 1958 he has been chief clerk to assistant traffic manager.

Operating Department

Effective Nov. 1, 1960:

W. L. Sarakenoff is appointed special representative to vice president-operation, with headquarters at Chicago. He succeeds L. W. Palmquist, who retired



W. H. Wait



W. S. McKee



W. E. Ross



W. J. Cusack



W. L. Sarakenoff



H. A. Sauter



W. A. Zimmerman



W. E. Cartwright



H. J. Millard



G. K. Ubl

appointed assistant to traffic vice president, and on Nov. 1, 1958 to his most recent position of freight traffic manager, sales and service.

Effective Nov. 1, 1960:

W. H. Wait is appointed special assistant to vice president, with office at Chicago. Mr. Wait, a native of Lewistown, Mont., was graduated from Amherst College with a Bachelor of Arts degree and has a Master of Business Administration degree from the Harvard Business School. He was formerly employed by the Pennsylvania Railroad, advancing through various rate-making and sales positions to assistant general freight agent at Chicago with supervision over commerce work, and more recently to manager-freight rates in Philadelphia.

W. S. McKee is appointed general foreign freight agent with office at Chi-

Milwaukee.

H. J. Millard is appointed assistant district supervisor, rail-highway sales, at Chicago. Mr. Millard has been with the Road since 1940, starting at Madison, Wis. He has been city passenger agent in Detroit since 1955.

Effective Nov. 16, 1960:

H. A. Sauter is appointed foreign freight agent, Chicago. Mr. Sauter started in the freight traffic department in Chicago in 1928. He has served as city freight agent there, traveling freight agent as well as traveling freight and passenger agent at Cleveland, and since October 1, 1959 as division freight and passenger agent at Terre Haute.

P. J. Malo is appointed city freight agent, Milwaukee. Mr. Malo entered service in 1953 as traveling passenger

from service. Mr. Sarakenoff started with the operating department in Spokane in 1941. Later he served in the transportation department and as assistant agent in Seattle before being appointed to the methods research committee in Chicago in 1958. With the opening of Carscope in Chicago on Dec. 1, 1959, he was appointed night assistant superintendent of the central freight service department.

Effective Oct. 1, 1960:

D. W. Amick is appointed agent at Tacoma, following the retirement of O. R. Powels. Mr. Amick, who started as an agent-telegrapher on the Rocky Mountain Division in 1929, has served at various locations as city freight agent, dispatcher, and trainmaster. He was formerly agent at Great Falls, Mont.

The Milwaukee Road Magazine

V. D. Bell is appointed agent at Great Falls, Mont. Mr. Bell has 15 years of service with the Road, 8 years as wire chief at Plummer Jet., Ida., and 7 as agent at Othello, Wash.

Effective Oct. 16, 1960:

R. J. Coleman is appointed agent at Freeport, Ill., following the promotion of M. R. Picht. Mr. Coleman, who entered service in 1942 as an extra agent on the IM&D Division, was formerly operator and agent at Sheldon, Ia.

Finance and Accounting Department

Effective Oct. 1, 1960:

W. E. Ross is appointed assistant comptroller. Mr. Ross started with the Road in 1952 as a traveling accountant with headquarters in Chicago, following several years of accounting work with the Chicago Great Western. On Jan. 1, 1953 he was promoted to special accountant in the comptroller's office, and on Jan. 16, 1956 advanced to general accountant.

G. K. Ubl is appointed general accountant. Mr. Ubl started in the auditor of expenditure's office in Chicago in 1920, after two years' service with the Missouri Pacific, and transferred to the comptroller's office as a bookkeeper in 1925. He served in various accounting capacities before being appointed assistant general accountant on Mar. 1, 1958.

Effective Sept. 16, 1960:

E. J. Linden is appointed assistant auditor of freight accounts. Mr. Linden started with the Road in Chicago on Sept. 1, 1915, and after serving in various positions in the offices of both the auditor of freight accounts and auditor of station accounts, became chief clerk to the latter in 1931. He has been assistant auditor of station accounts and over-charge claims since June 1, 1945.

Effective Nov. 1, 1960:

W. J. Cusack is appointed auditor of capital expenditures. Mr. Cusack entered service as an engineering accountant on valuation work in the auditor of capital expenditures office in Chicago in 1929. He had held various positions in the same office, including those of head accountant and assistant auditor-investment, before being appointed assistant auditor of capital expenditures on Dec. 1, 1959.

Purchases and Stores Department

Effective Nov. 1, 1960:

W. Goudy, assistant general storekeeper, Tacoma, will be in charge of stores division activities on the Coast Division only.

L. E. Bacon, district storekeeper, Deer Lodge, Mont., will be in charge of stores division activities on the Rocky Mountain Division.

November-December, 1960

"Doc' Totten Day" for Milwaukee Surgeon



At the banquet honoring Dr. F. C. Totten, Agent C. M. Oleson of Lemmon, S. D., reads a letter conveying the good wishes of Dr. J. F. DePree, chief surgeon for the Milwaukee Hospital Association. From left are: Mrs. C. Rodney Stolts, wife of the president of the South Dakota Medical Association, Mrs. Morris Hersrud, wife of the master of ceremonies, Mr. Hersrud, and Doctor and Mrs. Totten. In the insert, Doctor Stolts is conferring on Doctor Totten a Pin of Merit signifying 50 years of professional practice. (Reinke photos)

In appreciation for the services of a dedicated pioneer physician extending over half a century, the community of Lemmon, S. D., honored the Milwaukee Road's surgeon at that point by observing Sunday, Aug. 21, as "Doctor Totten Day".

Commemorating Dr. F. C. Totten's 50th anniversary in medical practice, the chamber of commerce sponsored a tribute in which the entire area took part. An open house was held at the Bank of Lemmon in the afternoon, and more than 400 attended a banquet at the armory auditorium in the evening.

Mechanical Department

Effective Aug. 16, 1960:

J. V. Sands was appointed general car foreman (days) in the Chicago Terminal District with headquarters at Bensenville, Ill.

J. F. Madden was appointed general car foreman (nights) in the Chicago Terminal District with headquarters at Bensenville, Ill.

Effective Nov. 1, 1960:

L. W. Stuebner is appointed car foreman at Bensenville, Ill., succeeding J. V. Sands.

H. R. Anderson, district general car foreman at Davies Yard, Milwaukee, will have his territory extended to include La Crosse, Wis., on the La Crosse Division.

Congratulations were sent from all over the country. Scores of them were from Milwaukee Road people, Doctor Totten having served as local surgeon for the railroad and the Milwaukee Hospital Association since 1910. His appointment followed closely the completion of the railroad to the west coast.

Highlighting the reception-banquet, Doctor Totten's career was portrayed in "This Is Your Life" fashion. Starting with his birth on Nov. 23, 1886 near Beattie, Kans., incidents brought into focus followed his graduation from Ensworth Medical College, St. Joseph, Mo., through advanced training in Chicago and at the Mayo Clinic. Continuing, they traced his first practice on Sept. 1, 1909 at Florence, S. D., and on to Morristown in 1910. He moved to Lemmon in 1912, where he had been "a tireless servant to people in need" while it grew from a pioneer town to a city.

He is a member of the Northwest District Medical Society, the South Dakota State Medical Association and the American Medical Association, and for many years has served as chairman of the Perkins County Health Board.

It has been estimated that since Doctor Totten settled in South Dakota he has attended more than 2,000 births. Only a few hours after the banquet he attended another. With the birth of a baby girl the following morning, he announced the start of his next 50 years in medicine.

retirements



during September - October, 1960

General Office and System Employees

Bartlett, Charles L. Asst. Engineer . . . Chicago, Ill.
 Berg, A. Clerk . . . " "
 Ewalt, G. P. Review Clerk . . . " "
 Fritscher, A. H. Bureau Head . . . " "
 Heffron, John G. Clerk . . . " "
 Herman, C. E. Teleg. Operator . . . " "
 Heuel, W. P. Asst. Vice President . . . " "
 Kiley, J. P. President . . . " "
 Kohlman, C. J. Engr. Accountant . . . " "
 La Rue, A. C. Bureau Head . . . " "
 Lester, F. A. Signal Maintainer . . . " "
 Lind, F. F. Secretary . . . " "
 Palachanin, S. Janitress . . . " "
 Smith, W. E. Staff Asst. to Vice President . . . " "
 Ulrich, N. J. Clerk . . . " "

Aberdeen Division

D' Amore, L. Sec. Laborer and Relief Foreman . . . Mobridge, S. D.

Chicago Terminals

Calvin, J. A. Mach. Helper . . . Bensenville, Ill.
 Corleto, F. J. Clerk . . . Chicago, Ill.
 Cuicci, E. Janitor . . . " "
 Dunklau, C. W. Caller . . . " "
 Erickson, W. E. Car Insp. and Checker . . . " "
 Faldetta, D. Switchtender . . . " "
 Flannery, A. J. Engineer . . . " "
 Johnson, J. Check Clerk . . . " "
 Meros, G. P. Trucker . . . " "
 Miekina, A. M. Coach Cleaner . . . " "
 Ploehn, E. C. Truck Repairer . . . " "
 Schiffbauer, M. M. Yard Foreman . . . " "
 Schroeder, W. C. Iron Worker . . . " "
 Sharkey, P. Checker . . . " "
 Thompson, A. F. Fireman . . . " "
 Young, E. M. Clerk . . . " "

Coast Division

Badham, F. S. Asst. Sec. Foreman . . . Seattle, Wash.
 Brotchie, F. W. Capt. of Police . . . Spokane, "
 Carrell, L. R. Telegrapher . . . Auburn, "
 Kreutzer, F. W. Carman . . . St. Maries, Ida.
 Lawson, L. L. Sub Station Operator . . . Kittitas, Wash.
 Morgan, O. L. Secretary . . . Spokane, "
 Parker, C. G. Conductor . . . Tacoma, "
 Peterson, A. J. Frt. Checker . . . Seattle, "
 Phelps, R. Steno-Clerk . . . Tacoma, "
 Powels, O. R. Frt. and Pass. Agent . . . " "
 Thiel, L. Chief Operator . . . " "
 Tidd, R. E. Clerk . . . " "

Dubuque & Illinois Division

Boyle, E. Engineer . . . Bensenville, Ill.
 Buckwalter, R. B. Carman . . . Savanna, "
 Burt, Benjamin W. Engineer . . . Chicago, "
 Kehoe, H. S. Switchman . . . Savanna, "
 Kelsey, W. A. Dispatcher . . . Ottumwa, Ia.
 Kientzle, G. A. Engineer . . . Chicago, Ill.
 Kline, E. L. Fireman . . . Dubuque, Ia.
 Mills, A. R. Engineer . . . Savanna, Ill.
 Wolfe, J. H. Brakeman . . . Bensenville, "
 Wooden, O. M. Engineer . . . Kansas City, Mo.

Iowa Division

Anfinson, P. L. Engineer . . . Perry, Ia.
 Becker, R. H. Roadmaster . . . " "
 Lockey, D. Sec. Laborer . . . Cedar Rapids, "
 Millard, F. E. Engineer . . . Perry, "
 Murphy, Harry J. Clerk . . . Marion, "
 Rubalcado, J. Asst. Foreman . . . Keystone, "
 Strutzel, J. Sec. Laborer . . . Delmar, "
 Wilcox, Lloyd D. Engineer . . . Ottumwa, "
 Wink, E. L. Machine Operator . . . Marion, "

Iowa, Minnesota & Dakota Division

Andersen, H. J. B&B Foreman . . . Sioux City, Ia.

Burns, J. L. Teleg. and Ticket Agent . . . Mason City, Ia.
 Curtis, J. J. Agent . . . Lennox, S. D.
 Dondelinger, C. A. Pipefitter . . . Sioux City, Ia.
 Elrod, H. B. Engineer . . . Montevideo, Minn.
 Garlock, V. A. Agent . . . Lake Preston, S. D.
 Lee, W. H. Custodian . . . Northfield, Minn.
 Schiltz, R. J. Machinist . . . Mitchell, S. D.
 West, J. W. Engineer . . . Sioux City, Ia.
 Wyant, B. B. Engineer . . . " "

La Crosse Division

Brost, L. J. Sec. Laborer . . . Nekeosa, Wis.
 Chappell, L. L. Engineer . . . Portage, "
 Clarkson, R. C. Engineer . . . Minneapolis, Minn.
 Ferrier, J. A. Conductor . . . " "

Jacobson, J. N. Crossing Watchman . . . Madison, Wis.
 Lampert, B. Engineer . . . St. Paul, Minn.
 Lowe, H. C. Custodian . . . Hazelhurst, Wis.
 Rabe, H. G. Car Inspector . . . Janesville, "
 Raftree, W. M. Conductor . . . Madison, "
 Rosenow, A. E. Driller and Chipper . . . Tomah, "
 Smith, G. L. Warehouse Foreman and Baggage . . . Portage, "
 Williams, L. B. Clerk . . . Prairie du Chien, "
 Wyman, H. O. Conductor . . . Portage, "

Milwaukee Division

Bickel, E. Engineer . . . Chicago, Ill.
 Dysland, C. A. Carman . . . Green Bay, Wis.
 Harris, G. C. Conductor . . . Milwaukee, "
 Higgins, E. J. Engineer . . . Ladd, Ill.
 Huetter, C. E. Engineer . . . Channing, Mich.
 Kyles, E. H. Carsmith . . . Green Bay, Wis.
 Luedeman, C. J. Engineer . . . " "
 Vandehei, F. Engineer . . . " "

Milwaukee Terminals & Shops

Adamovich, Lazo J. Carman . . . Milwaukee, Wis.
 Albert, H. E. Yard Conductor . . . " "
 Alexander, G. C. Trainman . . . Chicago, Ill.
 Balistreri, C. Machinist . . . Milwaukee, Wis.
 Beck, H. H. Electrician . . . " "
 Borek, J. I. Crane Operator . . . " "

YOUR GROUP INSURANCE—

THE following information may be useful to employes covered under the National Health and Welfare Program by Travelers Insurance Company Policy GA-23000 (group hospital, surgical and medical insurance plan) in the event they are disabled or furloughed, or contemplate retirement, and wish to retain the benefits of group insurance.



DISABLED EMPLOYEES. If you perform no service in a month because of disability, coverage for yourself and your qualified dependents continues for the remainder of the year in which you become disabled, and for the following calendar year as well, provided you furnish proof of treatment by a licensed physician, and are disabled from an injury which occurs or an illness which starts while you are insured, and that you are incapable of working on your last regular job or in a comparable occupation. Should your disability continue beyond that period, you, but not your dependents, are covered for an additional calendar year. Coverage for your dependents may be secured, however, under the terms of Policy GA-23111 (modified benefits) by sending form GI-43642 with the proper remittance to Travelers Insurance during the December in which their benefits under Policy GA-23000 end. If, when your own coverage ends, you are still unable to work, you may also enroll for Policy GA-23111 by following the foregoing procedure.

FURLOUGHED AND RETIRED EMPLOYEES. Your coverage under

Policy GA-23000 terminates at the end of the month following the month in which you last performed compensated service. You and your qualified dependents then are eligible for Policy GA-23111, which you may obtain by sending Form GI-43642 with the proper remittance to Travelers Insurance *before the end of the month following your last month of service. Failure to do so before this period expires renders you ineligible for coverage.*

IMPORTANT: In order to have continuous coverage, it is important to notify Travelers Insurance of your change in status within the required period. Copies of Form GI-43642 should be requested of and be filled out by your supervisor. If for any reason he cannot furnish them, write to our company's paymaster, E. H. Sowle, at 2423 Southport Ave., Chicago 14, Ill., giving your full name, address, Social Security number, the date of your last service, and the reason you are not working. The benefits payable under Policy GA-23111 are outlined in Pamphlet GI-43644, which can also be obtained from your supervisor.

Borgh, E. A.	Locksmith	"	"
Brouwers, G. L.	Pump Repairer	Sturtevant,	"
Fenner, R. A.	Machine Helper	Milwaukee,	"
Fox, C. E.	Machinist	"	"
Frazier, H. L.	Welder	"	"
Hirt, J. P.	Pass. Carman	"	"
Jaeckel, F. T.	Switchman	"	"
Jantz, J.	Switchman	"	"
Johnson, V. C.	Carman	"	"
Kaniess, O. E.	Frt. Checker	"	"
Klein, L. H.	Cabinet Maker	"	"
Klima, J. J.	Clerk	"	"
Knoblock, K. W.	Carman	"	"
Lang, A. T.	Clerk	"	"
Luhm, E. R.	Laborer	"	"
Raffel, W. E.	Switchman	"	"
Rummel, A. A.	Trucksmith	"	"
Schall, M. H.	Machine Hand	"	"
Schwabe, V.	Cabinet Maker	"	"
Sether, Carl A.	Freight Cooper	"	"
Sroka, F.	Cabinet Maker	"	"
Stasewich, M. N.	Steam Hammer Opr.	"	"
Tesheneck, M. S.	Mach. Helper	"	"
Theisen, A. J.	Yard Conductor	"	"
Vanecek, P. F.	Machinist	"	"
Vicen, Frank J.	Carpenter	"	"
Wahn, A.	Carman	"	"

Off Line

Stauffer, W. A.	General Agent	Buffalo, N. Y.
Pott, J.	Steno-Clerk	Pittsburgh, Pa.

Rocky Mountain Division

Byington, P. E.	Engineer	Miles City, Mont.
Coleman, Clyde V.	Agent Operator	Haugan, "
Dean, H. O.	Machinist Helper	Harlowton, "
Farley, L. C.	Sec. Laborer	Haugan, "
Kelley, E. J.	Track Laborer	Avery, Ida.
Koloff, J.	Sec. Laborer	Choteau, Mont.
Marcoff, P.	Asst. Sec. Foreman	Fairfield, "
McClain, R. R.	Carpenter	Mobridge, S. D.
McDonald, S. B.	Machinist	Deer Lodge, Mont.
Middleton, J. W.	Conductor	Mobridge, S. D.
Schiefelbein, B. E.	Engineer	"
Tackmier, B.	Warehouse Foreman	Butte, Mont.
Vodall, O.	Sec. Laborer	Two Dot, "

Terre Haute Division

Brough, F. O.	Engineer	Terre Haute, Ind.
Deverick, O. J.	Carman	"

Twin City Terminals

Donahue, J. L.	Switchman	Minneapolis, Minn.
Eldridge, N. D.	Steward	"
Goulet, N. L.	Switchman	St. Paul, "
Hauke, R. L.	Laborer	Minneapolis, "
Komor, C.	Rhse. Laborer	St. Paul, "
Kopka, J.	Frt. Handler	"
Nash, C. J.	Janitor	Minneapolis, "
Rodriguez, D.	Sec. Laborer	St. Paul, "

Dr. Frank M. Scheele

DR. FRANK M. SCHEELE, 70, company surgeon at Waukesha, Wis., died Sept. 20 in Waukesha Memorial Hospital. He had been ill for several months.

Doctor Scheele, a 1911 graduate of Marquette University, opened his practice in Waukesha in 1915, starting as a "horse and buggy" general practitioner. He had been the railroad's surgeon there since June 24, 1918. He was on the staff of both the Waukesha and Oconomowoc Memorial Hospitals, medical officer for the Dousman Masonic Home, company doctor for the Soo Line as well as the Milwaukee, a member of the state and county medical associations, and a city health officer for more than 30 years.

Funeral services were at the First Congregational Church in Waukesha, with burial in a family plot in Forest

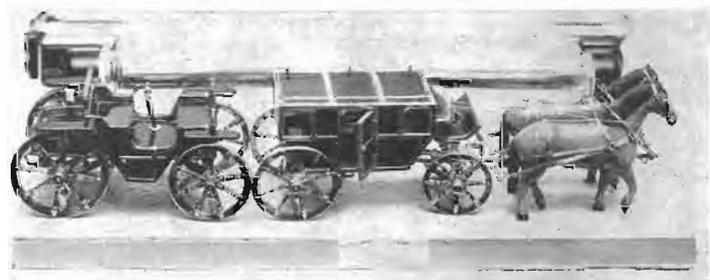
November-December, 1960

"Rock Hound" Artisan Wins Honors



At his basement workbench, Sten Stordahl polishes a gold and agate bracelet. The row of key rings with agate pendants are finished examples of his craftsmanship. (Miles City Star photos)

DURING the last Regional Gem and Mineral Show in Seattle, an exhibit by a retired Milwaukee Road employe was one of three accorded around-the-clock police protection. The exhibitor was Sten Stordahl of Miles City, Mont., veteran blacksmith turned lapidarist, whose precision craftsmanship has won



The horseless carriage and stagecoach, built to scale, displayed at the Regional Gem and Mineral Show in Seattle.

Hill Cemetery, Pewaukee. He is survived by his widow, Emma; a daughter, Mrs. Suzanne S. Hesler of Tarrytown, N. Y.; two grandchildren; a sister, Mrs. Ira Swetland, Pewaukee, Wis.; and a brother, Grover A. Scheele, Wauwatosa. The latter is employed in the office of the railroad's general superintendent in Milwaukee.

Dr. Arthur J. Wiesender

DR. ARTHUR J. WIESENDER, the Milwaukee Road's surgeon at Berlin, Wis., since 1913, passed away in the Berlin Memorial Hospital Oct. 7, after a long illness.

national recognition among connoisseurs of the art.

For many years Mr. Stordahl filled his leisure hours with wood carving, but about 12 years ago he turned to crafting jewelry and models from agates as a more fascinating hobby. The prizes of his collection are the miniature horseless carriage and stagecoach pictured here, which were displayed at the Seattle show. The horseless carriage, made of agates and 10 and 14 karat white and yellow gold, contains 205 pieces. In addition to being exact in scale, all of the parts are workable. The miniature steering bar actually moves the front wheels.

The stagecoach and pair span many years of work, starting with the horse on the right, which was carved about 40 years ago. The coach itself was crafted during the winter of 1958-59. Its framework is made entirely of 10 karat gold. The seats are copper overlaid with dark agate, and the body is inset with agate polished to mirror brilliance. As in the horseless carriage, all of the parts, including the brake, doors, and yokes for the horses, are entirely functional.

Among lapidarists, Mr. Stordahl has won further recognition as an artisan who also designs and builds all of his own machinery.

For the past year he had limited his practice, and was planning to retire. He was 77 years of age.

Doctor Wiesender was born in the town of Brooklyn, Wis., and attended the old Ripon Academy and Ripon College. He earned his medical degree at Johns Hopkins University in 1909. The University honored him last year for a half century of medical practice. He was a Berlin health commissioner for more than 30 years.

Politeness is the art of choosing among your thoughts.

I M & D Division

MASON CITY-AUSTIN AREA

Sophia P. McKillip, Correspondent
Office of Superintendent, Austin



V. A. Garlock

V. A. Garlock, who has been agent at Lake Preston, S. D., the past 42 years, retired Oct. 1. Altogether, he served 55 years as agent-telegrapher, starting as an apprentice helper at Ellendale, N. D., in April, 1905 and

going on the payroll on Oct. 1 of that year. After working as relief agent and operator at various locations and on the former Trans-Missouri Division while the line to the coast was being built, he was agent at Bradley, S. D., from 1912 until he transferred to Lake Preston in 1918. He and Mrs. Garlock, who are active in community and church work at Lake Preston, have a son, three daughters and eight grandchildren.

Sympathy was extended to the family of Theodore Johnson, 73, who passed away Aug. 30 at Calmar, Ia. Funeral services were held at the Calmar Lutheran Church.

Clifford M. Quitney, switchman, Mason City, was married recently to Sandra Sue Guelff, daughter of Mr. and Mrs. John A. Guelff Jr., Mason City. A reception was

held in Fellowship Hall. The couple took a wedding trip to Wisconsin.

Harry Ervin, retired switchman, Mason City, has the sympathy of his friends on the recent death of Mrs. Ervin. Also surviving her are a son and a daughter, five grandchildren and two great grandchildren. Mrs. Ervin was a member of the Ladies Auxiliary of the Brotherhood of Railway Trainmen.

J. Huffman, retired conductor, passed away Sept. 20 at his home in Mason City. He started his employment with the Road as brakeman Oct. 17, 1919 and became conductor on Feb. 8, 1943. He retired because of illness Jan. 6, 1955. Surviving are his wife, a son and two daughters. Mr. Huffman will be remembered by his

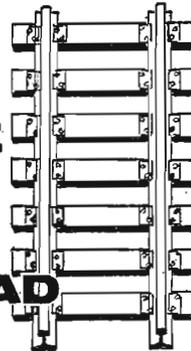
master, Mason City, passed away Oct. 22. He was yardmaster for the Road in Mason City 45 years, retiring in 1946.

Edmond J. Kelly, 83, retired conductor and former councilman of Mason City, died Oct. 22 in Mason City. Mr. Kelly began his employment with the Milwaukee on the former I&D Division Mar. 28, 1906, and retired Dec. 19, 1941. He was a member of long standing on the grievance committee on the Road and was treasurer of the Catholic Order of Foresters at the time of his death, also a member of the O. of R. C. He is survived by his wife and daughter, Mrs. Harold Colloton of Mason City, five grandchildren and five great grandchildren.

About 35 co-workers attended a dinner party at the Old Mill, north of Austin, Oct. 27 in honor of Helen Flynn, chief clerk in the division engineer's office at Austin, whose appointment to the position of comptometer operator in the data processing office in Sioux City was effective Nov. 7. Assistant Superintendent Fairfield acted as master of ceremonies.

Charles H. Croat, retired agent, died in Spencer, Ia., Sept. 4. His service covered 42 years, 39 spent in Hull, Ia. His widow, Anna, survives and is now living in Terril, Ia.

ABOUT PEOPLE OF THE RAILROAD



many friends on the Milwaukee especially for his hobby of gardening which he shared with everyone.

Sympathy was extended to the family of Foy Wolters who passed away Oct. 8. Foy began working for the Road in 1910 and served as brakeman and conductor for 45 years, retiring on Apr. 1, 1955. Surviving are his wife, a daughter and a brother.

On Sept. 17 a large group of friends and fellow employes surprised Harry Andersen at his home in Sioux City, the occasion being his retirement after 44 years of continuous service in the B&B Department on the old I&D Division, now the IM&D. Harry was B&B foreman from January 1939 until his retirement.

Mrs. A. L. Kirby, wife of retired conductor, was one of the three Tupperware managers receiving keys to 1961 Ford Fairlanes in Mason City as part of a nation-wide recognition program.

Aura Alvin Major, 86, retired engineer, passed away Oct. 12 at a hospital in Clinton, where he had been visiting his daughter. He had active service with the Road 36 and a half years, starting in 1905. Most of his service was between Mason City and Marquette. Surviving are his daughter and a sister.

Horace L. McCaughey, 74, retired roundhouse foreman, passed away Oct. 15 in Mason City. Surviving are his wife, two sons, a daughter, five grandchildren and one great grandchild. He retired Aug. 5, 1951 with 50 years of service, 35 years of them as foreman in the mechanical department. He served his machinist apprenticeship in the Dubuque shops, and later served as supervisor at Perry, Moberly, Sioux City, Madison, Ottumwa, Council Bluffs and Mason City.

Frank H. Dickhoff, 81, retired yard-

Chicago Terminals

GALEWOOD

Ray Bishop, Correspondent

John Millard has his new department well established and running efficiently—the result of much hard work and long hours on his part, and the cooperation of all his staff. Frank P. Dominick, former car record supervisor, has been appointed assistant regional data manager and his experience in station accounting and data processing will be of inestimable value. Your correspondent has taken over the car record department.

Sympathy was extended to Harry Greenberg and family on the death of his father, Lasaar Greenberg. The elder Mr. Greenberg was also a railroader, a retired veteran of 40 years' service with the IC and the CRIP.

All Galewood is mourning the sudden death of Bob Doornbosch, rate clerk and more recently chief bill clerk. He is survived by his widow, a married daughter and a 10 year old son; also his father, Henry, who retired some years ago after long service as assistant chief clerk at Galewood.

WITH ALL GOOD WISHES FOR THE FUTURE, W. S. McKee, general foreign freight agent, presents a farewell gift to Tina Langton, the occasion being a retirement party held in her honor in the Chicago Union Station building Nov. 3. Mrs. Langton, who retired with more than 43 years of service, was assistant to traffic payroll accountant. An active member of the Women's Club and the Veteran Employees' Association, she has many friends in both organizations.

E. H. Bannon

EDWARD H. BANNON SR., who retired as assistant to general superintendent at Milwaukee on July 1, 1948, passed away at St. Camillus Hospital in that city on Oct. 12. He was 84 years of age. Services were held at St. Robert's Church, Milwaukee, with interment in Holy Cross Cemetery.

Mr. Bannon started his service in the baggage room of the Milwaukee depot in 1898 and the following year became a brakeman. In 1907 he was advanced to conductor, in 1918 to trainmaster, and in 1925 promoted to superintendent. In the latter capacity he served in turn at Sioux City and in the Twin Cities Terminal. Returning to Milwaukee in 1933, he was terminals superintendent there until his appointment as assistant to general superintendent in 1947.

He is survived by his widow, Monica; two sons, William F. of Mundelein, Ill., who is assistant superintendent of Chicago Terminals with headquarters at Bensenville, and Edward H. Jr., Glenview, Ill.; and seven daughters, Miss Barbara of Washington, D. C., Mrs. Mary Spencer of Sioux Falls, S. D., and Mrs. Dorothy Sullivan, Mrs. Helen Weis, Mrs. Virginia Crotty, Mrs. Joan Foulks and Mrs. Patricia Puhle, all of Milwaukee.



WEST COASTER RETIRES. Mrs. Leah Carrell, a veteran of 42 years of Milwaukee Road service in the state of Washington, the past 20 years as operator and ticket agent at Auburn, retired Sept. 30. Her immediate plans include spending the winter with the family of her son Virgil, director of internal audit with the forestry department in Washington, D. C., and returning to the Coast in the spring to visit another son, Kelly, in Los Angeles. (Auburn Globe-News photo)



A CHICAGO UNION STATION FAREWELL to Charles "Chuck" Southard, brakeman on Chicago-Elgin locals 213 and 214, included the presentation of a watch by his train crew associates. J. J. Nentl, superintendent of commuter service, had the honor of extending their good wishes. Mr. Southard was a veteran of 47 years in train service. With Mrs. Southard, he is moving from Elgin to Hollywood, Flo.

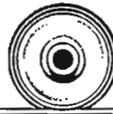


IN MATRIMONIAL SPOTLIGHT, W. J. Zahrodka, chief clerk to superintendent at St. Paul, and Mrs. Zahrodka pose with their daughter Helen Margaret who was married recently to Ralph Anthony White of Minneapolis at St. Peter's Catholic Church in Richfield. A reception was held at Windus Monor, and the couple honeymooned in Colorado. The bride is a graduate of the University of Minnesota, from which the groom will receive his degree in spring.

RETIRING AT KINZIE STREET, CHICAGO, Thomas Neolon, stower in House 5, reads a card conveying the good wishes of his co-workers which accompanied the cash gift being presented to him by Agent Bert M. Smith. Looking on ore, from left: Anthony De Tuno, foreman of House 2, and Stowers Richard Wold and Clifford Lund. Mr. Neolon retired with 25 years of service.



H-A-R-D H-A-T SPELLS "SAFETY" to these crews gathered for a safety meeting at Adair, Ida., Sept. 20. Addressing the group, at right, is A. W. Shea, superintendent of safety (center), in the company of R. D. Claborn, division engineer of the Rocky Mountain Division (right), and N. E. Smith, principal assistant engineer, Chicago. The meeting, which brought together all track, B&B, trolley and communications maintenance crews working in the vicinity of Adair, was one of a series conducted by the safety department on the Rocky Mountain and Coast Divisions this fall.



	OCTOBER		TEN MONTHS	
	1960	1959	1960	1959
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$21,008,508	\$20,780,718	\$195,811,699	\$206,595,913
PAID OUT IN WAGES	9,059,802	9,608,214	95,367,152	102,301,476
PER DOLLAR RECEIVED (cents)	43.1	46.2	48.7	49.5
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	790,610	852,390	8,391,814	8,201,361
PER DOLLAR RECEIVED (cents)	3.8	4.1	4.3	4.0
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest ..	8,759,427	8,584,035	91,959,111	91,870,548
PER DOLLAR RECEIVED (cents)	41.7	41.3	47.0	44.5
NET INCOME	\$2,398,669	\$1,736,079	\$93,622	\$4,222,528
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	108,507	109,604	967,289	1,041,747
Decrease 1960 under 1959.	-1,097		-74,458	

BENSENVILLE

Dorothy Lee Camp, Correspondent

Lowell T. Pugeseck, son of Bill and Rate Clerk Ted, left San Diego, Calif., Oct. 13 on the Navy ice breaker S.S. Staten Island for the South Pole, by way of New Zealand. This is his second trip to the South Pole, a distance of 9000 miles one way. Lowell has also made a trip to the North Pole on the same ship and Ted reports that Lowell has some spectacular pictures from both trips.

Train Director Joe Camp has a new chest expansion since catching his first muskie on this year's vacation. The fish was caught in the south branch of the Flambeau River in sight of his cottage at Fifield. Al Rithamel also caught a muskie in Pickerel Lake while we were all visiting Retired Operator Robert Helton and wife Nellie at St. Germain, Wis.

Howard Lawrence, car distributor at Bensenville, is making an all-out appeal for paper covered books and magazines of all kinds for distribution to hospitals and other institutions. Anyone who has periodicals of this type they would like to contribute can get in touch with him at 411 N. Walnut Street, Itasca, Ill.; phone ITasca-62.

Retired Machinist Joseph F. Broker,

90, passed away early in October, leaving a large family, two of whom are Milwaukee people—Bud, an engineer, and Art, a clerk. He had been a resident of Franklin Park for more than 60 years.

A pleasant surprise was to stop in at Sears, Grand and Harlem, recently to pay a bill and have the cashier say "You are the gal whose columns I've been reading for years in The Milwaukee Road Magazine." It turned out she is the wife of Ted Neilson, an employe with 45 years service. He started at Savanna, but is now in Chicago. Ted also has a brother in Bensenville.

Robert Doornbosch of the Galewood office recently passed away. He and his sister Virginia were among my first acquaintances on the Road and their kindness and help to a "greenhorn" are still remembered.

It's nice to have Train Director Charlie Newman back on the job after his enforced (doctor's orders) layoff during the summer. He looks rested and says he feels well.

Yard Clerk Al Rodisch and his wife Arlene welcomed their first baby, Diana Lynn, Oct. 2.

Sympathy was expressed to Special Officer Vern Schroeder whose father passed away in Half Day, Ill. in October. Funeral services were from Libertyville.

Agent O. R. Powels Retires



O. R. "RAY" POWELS, who left his native Illinois 48 years ago to strike out for a railroad career in the Pacific Northwest, retired as agent at Tacoma, Wash., Sept. 30. Marking the event, more than 150 fellow employes and friends of the railroad feted him and Mrs. Powels with a banquet at Tacoma's "Top of the Ocean".

Mr. Powels was born in Aurora, Ill., the son of a locomotive engineer for the Burlington lines. An older brother was an engineer for the North Western. Enthusiasm for the Northwest kindled by glowing descriptions from grandparents living in Tacoma led to his taking a job in 1912 as a clerk in the depot at Mineral, Wash. The initiation was rugged for a newcomer, but he stayed on and other positions followed, including some work in Montana during the Road's electrification period. Since World War I, during which he served a two-year stint with the Marines, he had been employed continuously on the Coast Division. Advancing through various clerical assignments, he was made chief clerk at the Tacoma freight house in 1942, and appointed agent on Jan. 1, 1952.

Active in civic and fraternal affairs, Mr. Powels has just completed a term as president of the Tacoma Downtown Lions Club. He is a past master of Tacoma Lodge No. 22, F&AM, a 32nd degree Mason and a member of Affi Temple of the Shrine. In years past, he and Mrs. Powels have traveled extensively, and they hope to continue this hobby. The week after he retired, they left for a tour of the New England States, planning to spend the winter in Florida. They have two sons and three grandchildren.

WESTERN AVENUE STORES & LOCOMOTIVE DEPARTMENTS

LaVergne Misiak, Correspondent

A third son, Robert, was welcomed at the home of Chicago Terminal Fireman Harry Dean Sept. 19. Machinist Ronald Lawrence and wife also welcomed a new addition, Michael, Sept. 26, and a baby girl arrived at the home of Chicago Fireman Leroy Freitag Sept. 26. In the proud

The Milwaukee Road Magazine



A. W. Hervin, assistant superintendent of the Coast Division (right), opens a gift presented to him at a dinner in the Washington Athletic Club, Seattle, in honor of his retirement Oct. 31. Presiding is R. G. Scott, assistant general manager, Tacoma. For more about this, see the Coast Division news.

grandfather department, Stockman Earl King's son and daughter-in-law became parents of a boy, James, Oct. 3, and Storehelper Harry Petry's son and daughter-in-law became parents of a girl, Loreen Rene, Oct. 8.

Best wishes to E. C. Ploehn of the bridge and building department, who retired Oct. 1. Mr. Ploehn started as a timekeeper in 1913 and in 1920 transferred to the B&B department where he worked as a carpenter for 24 years. From 1944 to his retirement he was employed as truck repair man at Galewood.

Sympathy was extended to the family of Retired Car Foreman Jack Portschy who passed away Oct. 24. Services were held at the chapel and interment was in Mount Emblem. Sympathy also to Bob Klein, chauffeur, whose mother passed away Oct. 19.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

A. W. Hervin, assistant superintendent of the Coast Division, retired Oct. 31 after 41 years of service with the Milwaukee. At a dinner held in the Washington Athletic Club, Seattle, on Oct. 10 he was honored by 78 associates and friends and presented with a handsome set of golf clubs, golf being one of his hobbies. Mr. Hervin started railroading with the Great Northern at Minot, N. D., in 1911, and had been employed intermittently in that road's engineering department before joining the Milwaukee in 1919. Starting as an instrumentman at Butte, he has served as assistant engineer, division engineer, roadmaster, trainmaster, assistant superintendent and superintendent. He had been assistant superintendent at Seattle since Jan. 25, 1948.

Ruth Phelps, stenographer to the chief clerk in the superintendent's office, was honored by a luncheon and presentation of a gift to mark her Oct. 7 retirement. With the exception of the years 1940 and

1941 spent in Chicago while centralized accounting was being established in the Fullerton Avenue offices, Ruth's service was all in Tacoma. She worked in the mechanical, accounting, electrification and last in the superintendent's office. Her principal hobby is gardening and we hope for some bouquets next summer. Succeeding to her position is Ruby Tiffany.

James M. Shanahan, 56, died Oct. 3 in a local hospital, leaving to mourn his widow Rosella; a daughter, Mrs. Thomas Sauriol of Tacoma; six sons, the Rev. Francis J. of Seattle, Patrick B. of San Antonio (USAF), Dennis, a student at St. Martin's College, Olympia, Michael, a J. T. Gillick Scholarship student at the University of Washington, Seattle, and Timothy and Jerry at home; two sisters and six grandchildren. Mr. Shanahan was a native of Sioux City, Ia., but for the past 13 years had been a yard inspector for the Road here. Funeral services were in the Holy Rosary Church, and interment in Calvary Cemetery.

Messenger Bernice Clark is relieving Jack McClure in the filing department, superintendent's office, while he is on a

three months' leave.

District Safety Engineer C. J. Delin attended the National Safety Council convention in Chicago Oct. 17 through Oct. 20.

A lifelong resident of Tacoma, John Elwood Tiffany, 40, died Sept. 30 in Cle Elum. He is survived by his widow, Ruby; a son, John Vance, with the Air Force in California, and a sister, Mrs. Joan M. Lee of Tacoma. John had 18 years' service with the Road as a locomotive engineer. He was a member of the B. of L.E. and the Presbyterian Church. The body was cremated following services in Mountain View Funeral Home.

Edwin P. Allen Sr., who retired in 1950 as supervisor of signal, telephone and telegraph after 40 years' service, passed away Oct. 9 in a local hospital. He was a member of St. Luke's Episcopal Church, Destiny Lodge No. 197, F&AM, Tacoma Elks Lodge and the Round Table International. Mr. Allen was born in Loveland, Colo., 75 years ago and was a 1906 graduate of the University of Colorado. Surviving are his widow, Alice; two sons, Edwin P. Jr. and Charles E., both of Gig Harbor, and seven grandchildren.

Carloadings



JANUARY-NOVEMBER 1960 compared with same period in 1959

% of total revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		ELEVEN MONTHS		INCREASE	
	INCREASED in 1960 over 1959	1960	1959	1960 over 1959	% of increase
12.1%	Grain and Soya Beans	80,734	75,061	+ 5,673	+ 7.6%
3.4	Automobiles and Parts	40,332	34,588	+ 5,744	+16.6
2.8	All Other Products of Mines	14,946	14,001	+ 945	+ 6.7
1.7	All Other Products of Agriculture	18,961	17,913	+ 1,048	+ 5.9
20.0%		154,973	141,563	+13,410	+9.5%
	loading of these commodities	ELEVEN MONTHS		DECREASE	
	DECREASED in 1960 under 1959	1960	1959	1960 under 1959	% of decrease
25.9%	All Other Mfgs. and miscellaneous	258,726	280,746	-22,020	- 7.8%
14.7	Forest Products (Excl. Logs & Pulpwood)	80,318	102,153	-21,835	-21.4
5.7	Iron and Steel	54,938	55,725	- 787	- 1.4
5.5	Coal and Coke	86,467	99,064	-12,597	-12.7
3.2	Meat and Packing House Products	37,129	40,051	- 2,922	- 7.3
3.1	Oil and Gasoline	41,124	43,792	- 2,668	- 6.1
2.7	Forwarder Traffic	28,251	32,012	- 3,761	-11.7
2.4	Agri. Impl. Machinery and Parts	16,319	19,661	- 3,342	-17.0
2.4	Gravel, Sand and Stone	46,920	48,259	- 1,339	- 2.8
2.4	Grain Products	50,239	50,530	- 291	- .6
2.2	Fruits and Vegetables (Fresh)	24,869	29,167	- 4,298	-14.7
2.0	Cement, Lime, Plaster and Stucco	23,164	24,138	- 974	- 4.0
1.8	Merchandise	47,815	55,011	- 7,196	-13.1
1.7	Logs and Pulpwood	60,209	64,636	- 4,427	- 6.8
1.6	All Other Animals and Products	9,505	9,983	- 478	- 4.8
1.4	Liquors malt	16,149	17,868	- 1,719	- 9.6
1.3	Live Stock	17,085	20,443	- 3,358	-16.4
80.0%		899,227	993,239	-94,012	-9.5%
100%		1,054,200	1,134,802	-80,602	- 7.1%

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Motor Fleet Cited for Model Safety Record

DRIVERS for the Milwaukee Motor Transportation Company employed in over-the-road service in Wisconsin have again been cited for exercising caution on public highways. As contenders in the annual contest conducted by the safety division of the Wisconsin Motor Vehicle Department, their 1959 accident ratio of 0.00 accidents per 100,000 miles of travel was last year's outstanding performance in the "under 1,000,000 miles" classification. The model record involved an operation of 568,039 over-the-road miles in the state.

First place honors included a "Trailmobile Safety Award" conferred on the drivers by the Wisconsin Motor Carriers Association in cooperation with the American Trucking Association Council of Safety Supervisors. The presentation of the award was a highlight of the 1960 convention of the Motor Carriers Association at Delavan, Wis., Sept. 13, when R. R. Miskimins, assistant vice president of the railroad's truck and bus facility, accepted it on their behalf.

The 1959 safe driving contest was the



R. R. Miskimins, assistant vice president of the Milwaukee Motor Transportation Company (left), accepting the "Trailmobile Award." Other winners are Einar Scott, Ruan Transport Corporation (center), and Don Hacker, J. W. Cartage Company. (Wisconsin Motor Carrier photo)

third since 1951 in which the group of 27 drivers has finished at the top. During this period they also won seven second place awards.

EAST END

Melvin F. Bell, Correspondent
c/o Assistant Superintendent, Spokane

Mrs. Cecil Cantrell, retired clerk, spent a recent week end in Chicago with the P. R. Smithmeyer family on her return trip as a Spokane representative to the National Railway Mail Carriers convention. Mr. Smithmeyer, industrial engineer, worked in Spokane when Mrs. Cantrell did.

Larry Johnson, Mrs. Cantrell's grandson, was home over Labor Day on leave from the Navy, and is now on an extended cruise in the Orient on the USS Midway, second largest carrier.

Bag and baggage were packed late in September by the V. D. Bell family when Bud was assigned agent at Great Falls.

Mrs. Walt C. Rentel, wife of retired section foreman and mother of Traveling Time Inspector W. L. Rentel and Yard Conductor B. W. Rentel, suffered a stroke Oct. 22, her second in nine months. She was moved from her home in St. Maries, Ida., to a nursing home in Spokane where she is making good progress at this writing.

Coffee and cake were served at noon Sept. 16 to celebrate the birthday of R. C. Schwichtenberg, assistant superintendent. The cake was baked and decorated by Mrs. M. F. Bell.

Mesdames T. J. Hennessey and William Schulze embarked at New York Oct. 6 on a European trip. Among the places visited will be Portugal and the Holy Land. Late November should find them on their way home via Canada from Ireland. They are widows of conductor and engineer respectively.

Mrs. Eva Breeden, mother of Engineer

Don E. Breeden, recently underwent eye surgery in a Spokane hospital.

Conductor E. J. Reilly is still at home recovering from injuries received in an automobile accident, but may be back at work by the time this item appears in print.

Gordon Davis, formerly TFA in Spokane, is now with the Milwaukee Motor Transport Company.

Olive Morgan, steno in the Spokane traffic office since 1917, is now enjoying a well deserved retirement at home.

October 1 marked the retirement of Fred W. Brotchie, captain of police at Spokane. He entered service with the Road May 23, 1920 as special officer at Othello, was promoted to lieutenant of police at Spokane in 1925, and became captain there July 15, 1938, continuing in that capacity until his retirement. His many friends extended congratulations and their sincere good wishes for health and happiness in the years ahead.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

A retirement party was held at Meekers on Route 80, Savanna, Nov. 11, honoring Roadmaster N. F. Kelsey who retired Nov. 9. A smorgasbord dinner was served to 100, including friends from Chicago, Cedar Rapids, Dubuque, and surrounding towns.

Mr. Kelsey was born in a section dwelling at Waupeton, Ia., which had been converted from the Milwaukee Road depot. His father, Ira W., was a section foreman on the Dubuque Division for 30

The Milwaukee Road Magazine

Michael Sol Collection

years. On June 1, 1911, 15 years old, Mr. Kelsey began his career as a section laborer, in 1914 was promoted to section foreman, and in 1916 to extra gang foreman. On Aug. 21, 1918, at the age of 22 he was appointed roadmaster on the old I&SM Division. This gave him the distinction, which he still holds, of being the youngest person ever appointed as a roadmaster. In 1921 Mr. Kelsey was transferred to Dubuque, in 1927 to Milwaukee, and on Dec. 1, 1930 to Savanna. During his career he had supervision over the Cascade branch which, until 1935, was operated west out of Bellevue, Ia., for 35 miles—the only narrow gauge line on the system. The Kelseys will continue to live in Savanna, since their three sons, one daughter and 11 grandchildren all live within a 30-mile radius.

Arthur H. Hiher, mechanical department employe for 45 years at Savanna, passed away Sept. 3 at his home following a heart attack. Surviving are his widow; three sons, Lawrence, Edward and Bernard, all of Savanna; a daughter living in Royal Oak, Mich.; seven grandchildren, three sisters and a brother. Funeral services were held in St. John's Catholic Church and burial was in the Catholic Cemetery.

H. P. Carmichael (retired First District engineer) and his wife celebrated their 50th wedding anniversary Sept. 4 with an open house. Mrs. Carmichael's wedding dress was modeled by Brownelle Clikeman, granddaughter of the late John R. Brown, Iowa Division conductor. Mrs. A. J. Elder and Mrs. Grant Dahl assisted the hostess.

Harry R. Williams, Iowa Division engineer, died in the University Hospital, Iowa City, Sept. 18 following a long illness. Services were held in the Hunter-Fuller Memorial Chapel, Savanna, and burial was in the Savanna Cemetery. Mr. Williams is survived by his widow, a son and two grandchildren. His death ended a railroad career of 50 years.

A long time D&I Division conductor, Ernest Ray, died in Lanark, Ill., Sept. 18, and was buried in Chicago. He is survived by his widow, two daughters, one son, and a sister, all of Lanark.

Julie Hinsch, daughter of Mr. and Mrs. Lloyd Hinsch, engineering department, Savanna, and Barbara Ferris, daughter of Mr. and Mrs. Frank Ferris, car department, Savanna, were chosen from the Junior and Senior class, respectively, to be attendants to the Homecoming Queen and assist in the Homecoming



Head table group at a retirement dinner in Savanna, Ill., Nov. 11 honoring Roadmaster N. F. Kelsey. From left: B. J. Worley, engineer maintenance of way-track; F. G. McGinn, vice president-operation; Mr. and Mrs. Kelsey; General Roadmaster R. G. Simmons (toastmaster); and A. O. Thor, superintendent of the Dubuque & Illinois Division. For more about this, see the D&I Division news.



SPRINGTIME IN THE ROCKIES, but more seasonal for this time of the year is this picture of a rail detector car crew posed atop the Continental Divide Apr. 22 last. From left: Roadmaster Ray Hale, Conductor-Pilot Paul Israel, Manual Detector Alton Matrice, Engineer-Pilot Jack Dorsey and Detector Carman Bill Riegel. The picture was taken by "Bud" Starling, who was operating the car.

AFTER 52 YEARS OF SERVICE. J. J. "Jim" Curtis, agent at Lennox, S. D., for the past 40 years, pictured as he retired Oct. 13. Mr. Curtis, who was reared on the family homestead just south of Lennox, learned telegraphy from the local Milwaukee Road agent, and started his own service in 1908 assisting the telegrapher at Parker. Later he worked at Marion, Chancellor and Menno before transferring to Lennox in 1920. The Curtises have three children, several grandchildren and one great-grandchild. (Lennox Independent photo)



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festivities of Savanna Community High School Oct. 13.

Mr. and Mrs. Cline Wilson, car department, Savanna, welcomed a baby daughter Oct. 10, and Switchman and Mrs. William I. Potter welcomed a baby daughter Oct. 18.

Mrs. Anna M. Esposito, mother of Joe, Frank and Pete Esposito, maintenance of way department, Savanna, passed away in the City Hospital Sept. 30, where she had been a patient but one day. Funeral services were held in St. John's Catholic Church, with burial in the Catholic Cemetery. Surviving are three sons and four daughters.

Mrs. Fred Briggs, widow of fireman, Savanna, passed away in the Savanna City Hospital Oct. 3, following a brief illness. Funeral services were held at the Law Funeral Home with burial in Evergreen Cemetery in Sabula. Surviving are the son with whom she made her home in recent years, one granddaughter and three great grandchildren.

Retired Conductor Milo Bolton (Milwaukee Division) passed away in the Clinton, Ia., Nursing Home Oct. 24. Funeral services were held in the Law Funeral Home, Savanna, with burial in the Savanna Cemetery. Surviving are a sister, a niece, Mrs. Claude Briggs, and a nephew, Donald Bolton, of the PFI department at Savanna.

Joseph Michael Gavin of Dubuque passed away in St. Joseph's Mercy Hospital in Dubuque Oct. 3. Funeral services were held in St. Ann's Church at Harpers Ferry, Ia., with burial in St. Joseph's Cemetery, Paint Rock, Ia. Surviving are the widow, one step-son, three brothers and a sister. Mr. Gavin began his railroad career as an ice house helper at Marquette in December 1921 and held various clerical positions on the Second District until his retirement Nov. 1, 1957 from the position of check clerk at Dubuque freight house.

G. W. Hummel, retired switchman of Savanna, passed away in the home of his daughter in Rockford, Ill., Oct. 9. Funeral services were held in the Hunter-Fuller Memorial Chapel, with burial in the Catholic Cemetery. Surviving are a son, five daughters, and a sister. Mr. Hummel began railroading Dec. 22, 1917 as a switchman and continued in that capacity until his retirement in December, 1946.

Charles L. Veit Sr., retired Second



RENEWING THEIR MARRIAGE VOWS taken on Oct. 26, 1935, Howard Kipp, clerk in the Spokane New Yard, and his wife Marguerite are pictured after the ceremony at a reception at which they were feted by members of their church and their friends. The scene of the festivities was Grace Baptist Church in Spokane, where they met and were married 25 years ago. (Axworthy photo)

District conductor, passed away at his home in Marquette, Ia., Oct. 15. Funeral services were held at the Thornburg Funeral Home in McGregor, Ia., with burial in Pleasant Grove Cemetery. Surviving are the widow, two daughters, son Charles Jr. of Milwaukee, and three brothers, including Stanley of Mason City. Mr. Veit's service as a railroad employe covered 54 years.

Earl D. Hanlon, Second District engineer, passed away in Mercy Hospital in Iowa City Oct. 21. Funeral services were held at the Sacred Heart Church in Dubuque, with burial in Mt. Calvary Cemetery. Surviving are his widow, two sons, John D. and Matthew E., and four sisters. Mr. Hanlon began his career as a fireman in March, 1912, was promoted to engineer in November 1919, and continued in active service until August of this year.

Ottumwa Chapter of the Women's Club held its annual dinner for Veterans, their wives and club members at the Y.W.C.A. Nov. 12. Mrs. M. L. McNerney was host-

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Head table group at a retirement dinner Sept. 29 honoring A. C. La Rue of the Chicago-Fullerton Avenue accounting force. From left: E. J. Linden, assistant auditor of freight accounts; Mrs. and Mr. LaRue; A. V. Gallagher, bureau head-relief claims; J. E. Vraney, auditor of station accounts and overcharge claims; Mrs. Vraney, and J. L. Riplinger, assistant freight auditor. For details, read the auditor of station accounts and overcharge claims news.



ess, Mrs. Kenneth Slater, chapter president, was toastmistress, and Assistant Superintendent T. E. Witt was the principal speaker. General chairman of the event was Mrs. Cliff Riley. Music was furnished by "The Kingsmen Band". A program of dancing was given by Rebecca Dyer, Judy Hobbs, Diana Gruell, and Judy Paxton. Walter Becker received the gift for the most years of railroad service and Mrs. H. H. Schroeder the gift for the oldest Milwaukee lady present. One hundred persons enjoyed the annual event.

Chicago General Offices

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Ted Pulsha, Correspondent

Retiring to a fanfare of good wishes, A. C. "Art" La Rue, bureau head of the suspense bureau, was honored by more than 100 active and retired employees at a farewell dinner held at Marty's Dining Room Sept. 29. The occasion was marked by the presence of his five children with their husbands and wives, four of the family party having come from their homes in Texas. The evening was noteworthy for music, dancing and community singing, and bursts of applause for the speeches of the honored guest and those who paid him tribute. Art's entire Milwaukee Road career, starting in October, 1916 after some previous employment with the IC, was spent as a member of the Fullerton Avenue accounting force. He and Mrs. La Rue are moving to the sunny climate of Garland, Tex., where they will live with their daughter, Mrs. W. D. Abels. They will also be close to one of their sons, who is a physician in Dallas.

It's good to see G. Biang, G. Weseman, H. Grove and A. Abrahamsen at work after their extended illnesses.

Those rumors of a stork seen near the Bill Mullen household were confirmed with the arrival of a baby boy named Scott.

Congratulations to Elmer Berry on being appointed bureau head of the suspense bureau.

Frank Seiser and Carol Schutz became Mr. and Mrs. at St. Bonaventure's

Church Oct. 8. They honeymooned at Miami Beach, Fla.

Best wishes were extended to Ronald Zillner who left our employ to work for the Chicago Post Office.

TRAFFIC DEPARTMENT

Glen Heath, Correspondent

A warm welcome was extended to Ward H. Wait, who came to us from the Pennsylvania Nov. 1 to assume the duties of special assistant to vice president.

Valerie Sloma, stenographer in the commerce department, announced her engagement in September to John Cook, a non-railroad man. They plan to be married in the fall of 1961.

Earl S. Metz has been appointed chief clerk to the general freight traffic manager-sales and service, Chicago.

Arthur W. Sabey, who retired as city freight agent, Chicago, in December, 1959, died suddenly Oct. 2. Mr. Sabey started with the Road in 1918 as a clerk at Galewood Yard and transferred to the traffic department in 1936. Immediately following retirement, he and Mrs. Sabey went to live in Pomona, Calif., but had since returned to Chicago. Services were in the chapel at Elmwood Park. Survivors are the widow and two sons, Arthur and George.

OPERATING DEPARTMENT

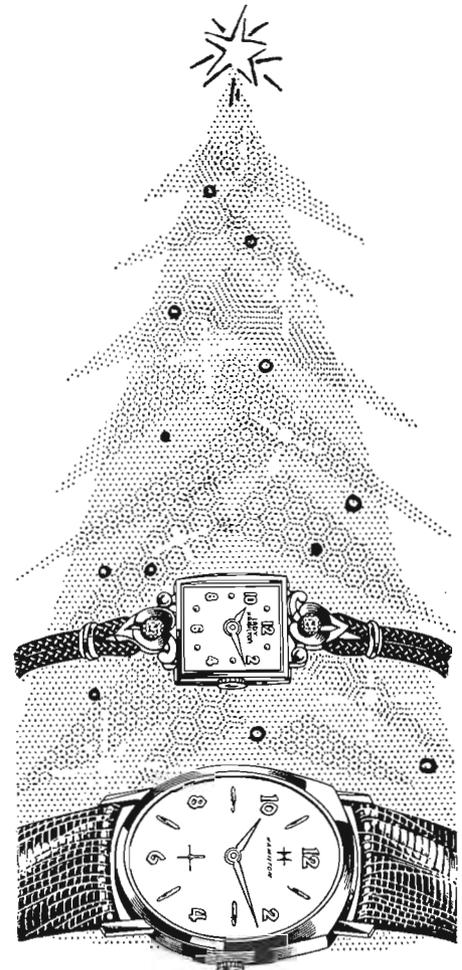
G. C. Harder, Correspondent
Office of Vice President-Operation

Sympathy was extended to Florence M. O'Boyle, chief file clerk in the general manager's office, on the death of her sister Frances A. O'Boyle Sept. 19 at Waukegan. Burial services were held at Fox Lake. Surviving are Florence and her sister Mrs. Ruth Larson of Fox Lake.

Mrs. Vern W. Reed, wife of retired chief clerk in the office of general superintendent of transportation, passed away suddenly Oct. 21. Funeral services were held in Resurrection Lutheran Church, Franklin Park, with burial in Elmwood Cemetery. Surviving are her husband, three daughters and one son.

Congratulations are in order for Mr. and Mrs. Arthur Dombrowski on the

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For latest methods and equipment, write Signode Steel Strap-
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SIGNODE

SECURITY IN SHIPPING

arrival of Cynthia Sept. 13. Arthur is merchandise supervisor in R. J. Kemp's office. They have another daughter, Frances.

Margaret V. Gregg, file clerk in the vice president's office, is a grandmother for the third time. Her daughter Patricia, Mrs. Thomas Ridel, is the proud mother of a girl, Diane Lee, born Oct. 6.

Mrs. Walter L. Ennis, wife of retired assistant to vice president, passed away Nov. 10 in Evanston, Ill. Funeral service was private. Mr. Ennis retired June 30, 1956.

LAW DEPARTMENT

Mrs. Martha A. Merrill of Wheaton, Ill., mother of Raymond K. Merrill, general attorney and commerce counsel, died in St. Charles Hospital, Aurora, Ill., Nov. 3. In addition to Ray, she is survived by another son, Leslie, and a daughter, Mrs. Esther Balzhiser, both of whom live in Wheaton, and several grandchildren. Services were held at Gary Memorial Methodist Church in Wheaton, with interment in Wheaton Cemetery.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

J. Gerald Heffron retired the end of September after 42 years, his service date being Oct. 9, 1918. He was presented with a watch and 40 silver dollars. Bill Norten, retired employe, was among those attending the party.

Ed Marciszewski moved into his new house in Chicago on Oct. 22.

Among recent hospital patients were John Schaden, Rheinhardt Kopplin and Mildred Hollingsworth.

There have been several changes in our office personnel recently. Louise Martin resigned to give full time to housekeeping. Maryellen Asay left to make her future home in Colorado. Eleanor Feeley transferred to the office of the auditor of capital expenditures and Richard Timm left for data processing school. Harry Capella answered the call of Uncle Sam and is now in service. Ruth Ann Liepold came to us from the Union Station and was warmly welcomed.

A party was given for Ralph and

Clara Burton on the occasion of their 25th wedding anniversary Oct. 22.

Mary Maymi, former clerk and typist, has announced the birth of a daughter.

Sympathy was extended to Marie Horatt on the death of her brother.

AUDITOR OF EQUIPMENT ACCOUNTS

Judy Deering, Correspondent

Marie Gaerte's desk was very nicely decorated and she was given many lovely gifts upon her retirement Oct. 31.

Louise Anderson left Nov. 4 to await the arrival of the stork.

Kathy and John O'Neill are parents of a boy born Aug. 23. They have named him Daniel Joseph.

Judy and Jack Hanko's second baby was a girl, Kathleen Ann, born Sept. 28. It was a girl also for Diane and Jerry Novick—Therese Ann, born Oct. 8.

Carol Schutz and Frank Seiser became Mr. and Mrs. in St. Bonaventure's Church Oct. 8. They honeymooned in Florida.

Tom Sansome and Mary Ann Goveia were married in St. Luke's Church Oct. 22. Their reception was held in the Eagles Hall.

The wedding date for Judy Jurasz and Matthew Deering was Sept. 17. They were married in St. Bonaventure's Church and a reception was held afterwards at Club Suzette. They honeymooned in Canada.

Sympathy was extended to Catherine Madl on the recent death of her mother.

Clara Raupp is back with us after several months' absence due to a broken leg.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Rose Elwart of the bill and voucher bureau, Victoria Drain, Carol Kelley and Rose O'Donnell of the supervisor of machine accounting office, and Carmen Slywka of the typing bureau have left to await the arrival of their respective offspring.

Three new members of the Grandfathers' Club are John Gross of the A.F.E. bureau, whose daughter, Gayle Parker of the payroll bureau, recently became the mother of a baby boy, Thomas Wayne; Bureau Head Ted Bahwell, whose daughter Theo, a former employe, has a baby girl, and Traveling Time Inspector Bill Stegman, whose son Russell is proud father of a girl.

Statement Clerk Jimmie Lynn's wife gave birth to a girl recently, making the score two boys and two girls for the Lynns.

Amand Klank of the paymaster's office won second prize in the Cumberland Hoe and Hope Garden Club Horticulture Exposition with her entry—"End o' Summer".

Florence McLain of the dining car accountant's office vacationed in Florida during hurricane Donna's visit—an experience she will never forget. Bureau Head George Kuper waited until after the hurricane season was over to tour Florida.

Sympathy was extended to Ruth Wat-

The Milwaukee Road Magazine

"THANK YOU" is the most sincere expression we know
to convey our appreciation
of your friendliness and assistance
the past thirty-five years.

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EMPLOYEES of the MILWAUKEE ROAD

With Monthly Premium deducted from paycheck—(at no extra charge)—

Our continued growth and increasing surplus has made it possible for us to deposit with the State Insurance Commissioner over \$400,000.00 for the protection of all members and issue this special anniversary **NON-CANCELABLE—NON-ASSESSABLE—GUARANTEED PREMIUM**—coverage of \$3000.00 the principal sum payable in case of death from any cause, to named beneficiary as a

MONTHLY INCOME OF \$300.00

for 10 consecutive months without interest or carrying charges at our Special Anniversary Rate, according to age:

	Group 2 Employee In Active Service \$3,000.00	Group 3 Dependent Wife (maximum) \$1,000.00 Dependents of insured member	Group 4 Each dependent child under 18 (maximum) \$500.00
Monthly premium for Ages under 39 Inc.	\$3.75	\$1.75	.50
Ages 40-59 Inc.	\$6.75	\$2.25	
Ages 60-64 Inc.	\$9.75	\$4.25	
Ages 65-69 Inc.	\$13.75	\$6.25	

(to determine age, subtract year of birth from this the present year)

AGE OF APPLICANT DETERMINES RATE—NO MEMBERSHIP FEE—NO MEDICAL EXAMINATIONS

SPECIAL OPTIONS

- On leaving active service, retirement or other reasons, Insurance may be continued without change and at same premium—mailing premium direct to Home Office either monthly, quarterly or in any manner you find convenient.
- Dependent wife surviving the insured, may continue her coverage for an additional monthly premium of twenty-five cents.
- When dependent child is no longer a dependent, the coverage may be continued for an additional monthly premium of twenty-five cents and the right to apply for additional insurance under age group.

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a legal reserve life insurance association insuring more than 15,000 Milwaukee Road employees and their families

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EMPLOYEES MUTUAL BENEFIT ASSOCIATION, 1457 GRAND AVENUE, ST. PAUL 5, MINNESOTA

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

My first name is.....(Initial).....(Last Name)

Address.....
(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 \$3,000.00 LIFE INSURANCE POLICY ON MY LIFE.

Amount of
monthly premium
\$.....

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

man of the T&E timekeeping bureau on the death of her father, and to Traveling Accountant Michael Schlee on the death of his stepfather.

Assistant Bureau Head Frank Passaretti of the shop timekeeping bureau passed away Sept. 16. Frank took an active part in promoting youth activities in Bellwood, his home town, and he will be greatly missed there as well as in his of-

counts receivable took Mary Ellen Hesterman as his bride Oct. 1 in S.S. Peter and Paul Catholic Church, Wisconsin Rapids. After a honeymoon in Jamaica they are living in Chicago.

William Masloske married Joan Cole Sept. 24 in Our Lady of Victory Church, Chicago. The newlyweds honeymooned in the Pocono Mountains and on their return took up residence in Mundelein.

away in Oak Park Hospital Nov. 14 after a long illness. Funeral services were held in Peterson's Funeral Home and burial was in Forest Home Cemetery. Surviving are her husband, and a son, Harry L. Jr.

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

We are sorry to announce the death on Oct. 17 of Otto H. Czamanske, 82, of 2110 N. 53rd Street, Milwaukee. Surviving are a son Milton; a sister, Mrs. Rose Brooks, and a brother, William, all of Milwaukee. Funeral services were held from the Ritter Funeral Home with interment at Valhalla Cemetery. Mr. Czamanske began working for the Road in 1900. Eventually, he became chief carpenter of the LaCrosse, Wisconsin Valley and Madison Divisions and later of the Superior Division. He was a member of the Milwaukee Veterans Association and of Mount Olive Lutheran Church.

AUDITOR OF CAPITAL EXPENDITURES' OFFICE

L. J. Hogan, Correspondent

Helen Roche and Julia Lucas, back with sand in their shoes after an Arizona vacation, relate that when in Phoenix they met Rose Ackerman, formerly of the freight traffic department, now secretary to the clerk of the court in that city. Rose had just acquired a new house in nearby Mesa.

Among the guests at W. E. Broberg's retirement dinner Oct. 27 were our retired former associates Jake Balderson, Bill Henley, Whip Parrott, Guy Macina, Loren Rice, A. J. Wallander, Martha Preston, Mabel Helander and Tony Berger, all apparently enjoying their retirement immensely.

George Stelzer, assistant engineer, was taken suddenly ill in October, but at this writing is home from the hospital and progressing well.

Bodell Huss of the investment bureau is back on the job, having recovered from a broken arm.

The new dictaphone operator in the joint facility bureau is Eleanor Feely, formerly in the freight claim department. She replaced Martin Igyarto who left the service.

AUDITOR OF PASSENGER ACCOUNTS' OFFICE

Bill Tidd, Correspondent

Pat O'Reilly and Carl Gallagher were married Oct. 1 in St. Vincent's Church, followed by a reception and dinner at DiLeo's. They honeymooned in the East. Dianne Wurst is on leave awaiting the stork.

Betty Luczak left to join her husband now stationed in Germany.

Evelyn Gunnell had a wonderful vacation in the West Indies. Ebba Anderson and Erna Anhalt spent their vacation in Mexico.

Naomi Johnson and June Mathisen entertained members of the Women's Club by showing pictures and movies of their trip to the West Indies.

The Milwaukee Road Magazine



1 JACKSON TRACK MAINTAINER

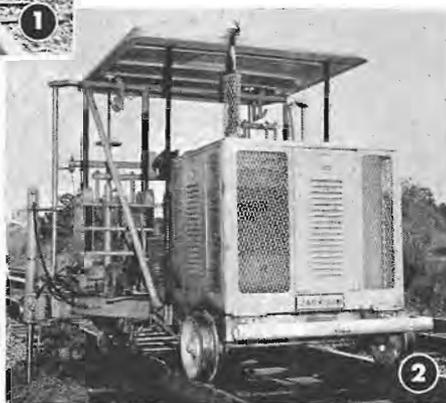
The superiority of this machine over all others in its category is so obvious to all who make a thorough comparison that once you do so, we are confident you will buy no other. Write, wire or phone for complete details or nearest location where you can see it in action.

2 JACKSON JACK-SPOT

... an exceptionally advantageous, triple-purpose machine. It's TOPS FOR JACK TAMPING, PERFECT FOR SPOTTING and SMOOTHING, AN EXCELLENT PRODUCTION TAMPER for moderate to high raises. ENTIRELY PUSH-BUTTON CONTROLLED and OUTSTANDINGLY SAFE. Let us supply complete details.

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office. He is survived by his wife Anne, two sons, Louis and Rocky, and a daughter, Maryann.

Retired Clerk Edward de Vries died Oct. 20 after a long illness. He is survived by his wife Jeannette and seven stepchildren. When Mr. de Vries retired from the paymaster's office in April, 1959 he had more than 22 years' service.

Gerald Goebel of the miscellaneous ac-

Smiling from the pages of the Chicago Tribune Oct. 13 were the familiar faces of Mr. and Mrs. John A. Mooney. The accompanying story told of the family reunion on the occasion of their 50th wedding anniversary Sept. 12. John retired from the A.F.E. bureau with 33 years' service.

Mrs. Harry L. Stahl, wife of retired accounting department employe, passed



SILVER PASS ANNIVERSARY of E. J. Linden, assistant auditor of freight accounts, Chicago (right), was marked by gifts, cards, and letters of congratulation. Pictured enjoying them with him is J. E. Vraney, auditor of station accounts and overcharge claims. Starting with the Road on Sept. 1, 1915, Mr. Linden has served in various positions in Chicago accounting headquarters, including that of assistant auditor of station accounts before his recent promotion (see "Appointments").

La Crosse Division

MADISON AREA

Florence Mahaffey, Correspondent
c/o Agent, Madison, Wis.

D. C. Fish, former agent at Aberdeen, S.D., has been appointed manager of the new EDP center which began operation Oct. 10. Other appointments were: John O. Kohls, cashier; E. W. Lueck of Janesville, assistant cashier; Florence M. Mahaffey, steno-timekeeper; George Kading, chief revising clerk; John J. Dunne of Waukesha, Thomas Boyd and Ken Ranzau of Chicago, and Herman Ogden, revising clerks; Alma Dahnke of New Glarus, J. N. Johnson of Racine, Arthur S. Jacobson and Carol N. Rand, bill and expense clerks; O. C. Tanner of Richland Center, lead machine operator; Gordon Bayless of Chicago, machine operator; Mathias Rommelfanger and Roland E. Goodrich, comptometer operators; Ida Wagner of Minneapolis, Constance Rappas, Mary E. Keister and Kathleen M. Wilson, keypunch operators, and Roger J. Miller of Chicago, and James M. Jevens, clerks.

We welcomed Janice Novak, new steno-clerk in the freight office, and Walter Agard, new rate clerk who came to us from the Quaker Oats Company, Chicago. Janice is a niece of A. C. Novak, former chief clerk to superintendent at Madison and now superintendent of the Iowa Division.

Clarence Chapman, former time revisor in the superintendent's office, came in recently to look over the new regional office. He and Mrs. Chapman had just returned from a trip East and he said he was really enjoying his retirement.

November-December, 1960

Employees of the La Crosse Division were saddened to learn of the death of Mrs. Timothy McGowan, widow of conductor. She was a member of St. James Catholic Church and of the Ladies Auxiliary of the B. of R.T. Survivors are a daughter, Mrs. Robert Kneebone of Madison, and a son, Air Force Lt. Patrick, Albany, Ga.

Engineer E. J. Higgins, who has been ill for some time, recently retired, according to S. M. Kern, agent at Ladd, Ill. Mr. Higgins began as a fireman Mar. 13, 1906, and was promoted to engineer Feb. 14, 1910.

The broad smile and the gift of cigars from Thomas Boyd, revising clerk in the regional office, were occasioned by the arrival of young "Robert Anthony." Thomas moved his family from Chicago to Madison recently where he has assumed new duties. Formerly he was rate clerk in the office of auditor of freight accounts.

Sympathy was extended to George Kading, chief rate clerk, regional office, who lost his mother, Mrs. Anton H. Kading, 84, Oct. 6, and his sister, Mrs. Bessie Peterson of South Wayne, Oct. 10.

John O. Kohls, cashier, regional office, and wife Eileen were congratulated on the arrival of their second son, Robert, recently. Three year old Jerome (Jerry) thinks Robert is great.

FIRST DISTRICT

Natalie R. Brunt, Correspondent
c/o Agent, Portage, Wis.

Portage Chapter of the Women's Club had its annual Harvest Dinner Oct. 24. A delicious ham dinner was served and there was the usual excellent attendance.

James A. Hubbs, son of Traveling Engineer E. L. Hubbs, Portage, has been awarded a two year renewable scholarship to the University of Illinois. James was unable to retain the previous scholarship he had received when his family changed residence from Illinois to Wisconsin but will now be able to have the

Two new series of General Motors Locomotives

A new breed of locomotive is now available from Electro-Motive Division. It is more powerful, for faster scheduling or heavier tonnage hauls. Yet, operating and maintenance costs are down. A new 567D engine actually takes less fuel to produce more power. And more than thirty maintenance-saving items provide a reduction of sixty-percent in scheduled maintenance.

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Lighter than leather! Lighter than rubber!

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Let us tell you how you can still apply for a \$1,000 life insurance policy to help take care of final expenses without burdening your family.

Even though you are in your 50's, 60's, or 70's you likely need and want life insurance coverage just as much as anyone else.

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1325 hp Road Switcher **RS-1325**



1800 hp General Purpose **GP-18**



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advantage of the two year award.

Switchman and Mrs. J. A. Maloney will continue to play supper and dancing music at the Ishnala Supper Club near Wisconsin Dells for the winter. They played at this scenic spot week ends the entire summer.

Conductor D. R. Tracy had surgery at Wood Hospital in Milwaukee in October.

Assistant Roundhouse Foreman W. A. Roberts passed away in Divine Saviour Hospital, Portage, after a brief illness.

Yard Clerk and Mrs. R. A. Jorns have a new grandson. The parents are Captain and Mrs. Russell Jorns.

Mrs. F. P. Miller, wife of retired master mechanic, passed away July 15. Mrs. Miller was a past president of the Portage Women's Club.

Retired Engineer Clarence St. John passed away Nov. 7 in Columbus. Retired Engineer Leonard Woodman died Nov. 10 and Retired Switchman Richard Grunke passed away Nov. 14, both in Portage. Sincere sympathy was extended to their families.

THIRD DISTRICT

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

Technical Sergeant W. H. Osswald, a career Air Force man and the son of Roundhouse Laborer Walter Osswald, was recently honored for his "outstanding initiative, ability and the desire for effective accomplishment" as a flight en-

gineer. He has been recommended to become a flight engineer instructor.

Ticket Agent Carpenter, Wausau, recently observed a small boy patiently sitting in the passenger waiting room. Inquiry brought out the fact that he was many blocks off his path toward home and that he was waiting for a train to come in so he could "wave to the engineer." A call to the police department developed that the boy's mother had asked police to search for him when he did not return home from school.

Engineer and Mrs. Ray Kerr attended commencement exercises when their daughter Ellen was graduated from St. Luke's Hospital School of Nursing in Chicago Sept. 9. Their son Robert was also present. Miss Kerr plans to remain on the staff of the hospital, where she will continue her work in the area of surgical nursing.

Agent Art Schulz was awarded the Blue Ribbon for his display of banded daisies in the "as you like it" section (men's competition) at the autumn Garden Show held in Wausau. Throughout the season, Art has increased his popularity, and that of the Milwaukee railroad, by presenting many of the shippers with fine specimens of flowers, artistically arranged, for their offices.

Four young Third District employes who recently joined the ranks of married men are Brakemen John Gutowski and John Akey, Clerk Thomas O'Brien, and Fireman Gene Schmitt.

Roy Oakes, who retired as train baggageman in 1948, passed away Oct. 4. His son, Conductor George Oakes, attended the funeral which was held in St. Cloud, Fla., where Mr. and Mrs. Roy Oakes have lived for several years.

Retired Section Foreman Ted Stainbrook passed away Oct. 18. Funeral services were held in Wisconsin Rapids where he had made his home since retirement in May, 1959 because of ill health. He is survived by his widow.

The many friends of Retired Roundhouse Foreman Bob and Mrs. Cadden greeted them on their brief visit in Wausau en route to Minneapolis to visit relatives. The only noticeable change was the Florida tan acquired at Lake Worth, where they make their permanent home.

H. C. Cleveland, 76, retired agent from Wausau, Nekoosa, Edwards and Wisconsin Rapids, Wis., passed away Nov. 14, in North Hollywood, Calif. He is survived by his wife, two daughters, a sister and a brother. Burial was in North Hollywood.

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AT THE DEDICATION OF THE HIAWATHA BRIDGE by President Eisenhower at Red Wing, Minn., Oct. 18, a feature attraction was a public display of Milwaukee Road freight and passenger equipment. Pictured are some of the almost 4,000 local citizenry who inspected a Hiawatha passenger train, consisting of a dining car, coach, Super Dome and Touralux Pullman. The Milwaukee Road's participation in the ceremonies recognized the fact that the new interstate bridge spanning the Mississippi between Red Wing and the Wisconsin shore (background) was named for Longfellow's legendary Indian chief whose name is borne by the railroad's crack passenger fleet.

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Dick Thelen became the father of a baby girl, Mary Terese, Oct. 4.

Welcome to Gladys Johnson who has been vacation relief help, also to Dell Keenan who is now carload bill clerk, and Carol Lydon, clerk.

Pat Flaherty's son is now a news and sportscaster for radio station KANO at Anoka, Minn. His program is from 10:00 A.M. to 11:00 A.M.

We fear Art Lindquist felt like the proverbial "thorn among roses" in his seat among the Iowa fans for the celebrated Iowa-Minnesota game. His daughter and son-in-law came from Iowa to attend and took him with them to the Iowa section.

Chief Clerk S. H. Smith spent his vacation visiting a former local freight employe, Bob Keenan, who is now a traffic department representative in New Orleans.

C. L. Severson is no longer a week-end commuter to Montevideo. He has purchased a home in Minneapolis.

Congratulations to Joel Flaherty on his forthcoming marriage.

TWIN CITIES CAR DEPARTMENT AND COACH YARD

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

Co-workers and friends extended best wishes to Engineer Art Brundage over noontime "coffee and cake" when he retired Oct. 28 after 51 years' service.

Sympathy was expressed to Carman Stan Olson whose mother, 79, passed away Oct. 5 following surgery. In addition to Stan, she is survived by her husband, Peter A., (formerly local chairman of Carmen's craft) and one daughter.

Milwaukee Division

SECOND DISTRICT

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

When Patricia Brown walked down the aisle of St. Aloysius Church in Louisville, Ky., Sept. 17, she became a "Mrs." without having to change her name. The groom, Richard Brown, is the son of John L. Brown, interchange clerk in the Green Bay freight office. Dick and Pat met while he was in the Army and stationed in Louisville.

John and Mrs. Zmuda brought back from their vacation many pictures of Florida, among them some interesting ones of hurricane "Donna."

Art Germiot, demurrage clerk at Green Bay, became "grandpa" to Thomas Michael Germiot Oct. 3. Tommy, born at Fox River Grove, Ill., is the new son of Hubert Germiot, who did vacation relief work in the local freight office several years ago.



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Mrs. Harry Helgerson, wife of Conductor "Whitey," was appointed to the general governing board of The Milwaukee Road Women's Club as general advisory officer.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Highlighting the fall season in the Milwaukee Division superintendent's office were the weddings of two employes. Marlene Schmidt, secretary to Assistant Superintendent G. J. Barry, was married to Bruce J. Book Sept. 10 and has resumed her position after a honeymoon in New Orleans. Ruth Habegger, secretary to K. R. Schwartz, is now a homemaker in North Menomonie, Wis., following her marriage Oct. 8.

L. R. Knoebel, retired chief time revisor, is feeling fine at this writing following hospitalization this summer. He is now planning a trip to Florida.

George Harris, conductor on trains 55 and 58 between Chicago and Minneapolis, retired Sept. 30 and plans to do some traveling in the southern states.

Milwaukee Shops

STORES DIVISION

Virginia Tabbert, Correspondent

Helen Winter, daughter of Stockman Ralph Winter, was married to Daniel Parsignault of Paris, France, Oct. 22 in the Methodist Church at Elm Grove, Wis. Both bride and groom are graduates of the University of Wisconsin. The couple will live in Carbondale, Ill., where Dan is studying for a master's degree in physics and is an associate French professor at the University of Southern Illinois.

A new arrival at the Glenn Lang home is Carol Jean who was born in St. Joseph's Hospital Oct. 14, much to the delight of sister Pat, age 4. Glenn is a clerk in the DSK office.

We welcomed H. R. Marxen, assistant district storekeeper, formerly located at Western Avenue, and Joy Niederfeld, keypunch operator.

At this writing George H. Schwartz, personal steno to the DSK, is recuperating from recent surgery.

Ted and Shirley Marquart, formerly located at Western Avenue, recently became grandparents for the second time. New arrival is Anne Marie, sister of Abby Sue, and daughter of Dr. Arthur and Dianna Marquart of Superior, Wis., where the doctor is practicing dentistry.

The Oct. 26th Dubuque Telegraph-Herald carried a picture taken shortly after World War I, presenting the first YMCA industrial league basketball champions, all former railroad employes in and around Dubuque [see picture elsewhere in the Magazine]. Among the "champs" was our own Assistant General Storekeeper L. V. Schwartz, listed as "deceased." Mr. Schwartz is not only very much alive, but kicking. We understand that the notice brought Mrs. Schwartz a deluge of mail—and flowers—in sympathy.

The Milwaukee Road Magazine

Michael Sol Collection



A 50-YEAR SERVICE PASS is presented to F. J. "Pat" Scanlon, telegraph operator at South Minneapolis, by Assistant Superintendent E. P. Snee. "Pat", who started in 1910 as a telegrapher on the former I&M Division, has served on his present position since 1919.

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

Retired Roundhouse Foreman Bud Cain, Beloit, passed away Oct. 24. Bud, whose father was an engineer on the Milwaukee, started his career as a machinist apprentice at Savanna and completed his training at Dubuque Shops. He held various supervisory positions, most of his 48 years' service being in Beloit.

Mrs. Henry Kwiatkowski, wife of Milwaukee Terminals engineer, passed away in September.

Retired Milwaukee Terminals Engineer Louis Schultz died Oct. 26.

Charles Balistreri, machinist, brought to a close 50 years' service at the locomotive shops when he retired in September. He plans to embark on a new career—working as an usher at the County Stadium.

Master Mechanic Drew's son Dick was welcomed recently when he came here from Western Avenue, Chicago, to assume the duties of general foreman, locomotive shops. New general foreman of the diesel house is Russ Dixon who came from Deer Lodge, Mont., where he had been assistant general electrical foreman.

Elmer Libert, diesel reclamation engineer, was recently married to a Wisconsin Rapids girl.

When Ken Voss returned from muskie fishing he had to admit that it was son Paul who caught the big one—a seven pound walleye.

The fall dance held by the Service Club was attended by a large group of employees.

CAR DEPARTMENT

Erwin C. Weber, Correspondent

George J. Bilty, general passenger foreman, and Richard Severson, AFE clerk, were called for jury duty.

John Duty spent a couple of his vacation days in Pittsburgh and enjoyed the World Series.

John Zobernig and wife have returned

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from a three months tour of Germany, Austria, Italy and Yugoslavia. Mr. Zobernig reported that they had a wonderful trip and visited many of their relatives and friends. Most of all he enjoyed the food, the steins of good beer and being able to yodel with the best of them.

Ronald L. Quirk, carman apprentice in the freight car shop, was appointed working foreman at Dubuque.

Edward G. Dohse, welder in the passenger carpenter shop, was rushed to the hospital after suffering a slight heart attack at work.

William H. Sengbusch, tinsmith in the passenger car shop, passed away suddenly Aug. 8 at the age of 58. Mr. Seng-

busch started as a tinsmith apprentice in 1920.

Louis A. Kosmicki, carman in the freight car shop, passed away Sept. 1, after being ill since July 5. Mr. Kosmicki was 59 years old and was born in Poland. He started with the Road as a carman in 1945.

John S. Woiciech, carman in the freight shop, passed away Sept. 28 at the age of 66. He had retired Feb. 12, 1959.

Mr. Vanecek, 72, machinist in the wheel shop, retired Aug. 11. He started as a machinist helper in 1911.

Frank J. Vican, carman in the freight car shop, closed out 49 years' service with his retirement Sept. 15.

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The passenger shops lost several men by retirement Sept. 30. Airbrakeman Kurt W. Knobloch, who started as an office boy in the locomotive department, ended 42 years of railroading on the Milwaukee and C&NW that day, Victor Schwabe, cabinetmaker, also had 42 years' service. He plans to spend more time with his son in California. Cabinetmakers Milton H. Schall and Frank Sroka chalked up 43 and 54 years' service respectively. Louis H. Klein, also a cabinetmaker, retired Oct. 1. His apprenticeship started 50 years earlier and before he left Shop Superintendent J. Hansen presented him with a Gold Pass.

Mike S. Tesheneck, who started with the Road in October, 1923, retired as machinist helper in the wheel shop Nov. 1.

Terre Haute Division

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

Assistant Superintendent J. J. Nentl, who was promoted Sept. 16 to superintendent of commuter service with offices in Union Station, Chicago, was the guest of honor at a farewell Stag held in Bohannan's Restaurant Sept. 24, at which time he was presented with a portable TV set. On Sept. 20 Mr. and Mrs. Nentl were the honored guests at a dinner held in Louise's Restaurant, followed by a party at the home of Assistant Division Engineer C. E. Harrington, where their many friends met to extend best wishes to them.

Word has been received of the death of three retired engineers. George McGinnis, 94, died in his home in Terre Haute late in October. He worked for the Road from 1891 until 1937, and had the honor of piloting the first passenger train into the Union Station, Terre Haute, in 1900. Surviving are a daughter and

two brothers. George T. Hadley, who had 44 years' service when he retired in 1955, passed away Sept. 11 in Long Beach, Calif. He is survived by his widow, three sons and one daughter. Interment was in Westminster Memorial Park, Long Beach. Louis A. Brown, 87, died Sept. 13 in Beech Grove, Ind., leaving two sisters and several nieces and nephews to mourn. Interment was in Bedford.

Sympathy was extended to Retired Yardmaster C. A. Grigsby on the recent death of his son, Lewis F. Grigsby.

The death of Henry C. Spaulding, 75, occurred in Baytown, Tex., recently. He had retired as conductor in 1950 after 35 years' service. Survivors are his widow, three sons, four daughters and 15 grandchildren. Burial was in Roselawn Memorial Park, Terre Haute.

Woodrow J. Cecil, locomotive fireman who had been 19 years with the Road, died suddenly Sept. 29 in Terre Haute. Surviving are his widow, one son, his mother, one sister and two brothers. Interment was in Roselawn Memorial Park.

Services for H. A. Brown, 74, who died Sept. 21, were held in the Martin Tearman Funeral Home, Terre Haute. He had been chief clerk at the Terre Haute freight house for many years prior to his retirement in 1949. His widow, three daughters and two sons survive. Interment was in Roselawn Memorial Park.

Retired Section Foreman Alva Swayze passed away in his home at Odon, Ind., Oct. 11. He was the father of Paul Swayze, lineman on the Terre Haute Division, and brother of Section Foreman John Swayze. He retired in 1954 after 13 years' service.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Neither cold nor rain deterred a good number of employes from attending the office picnic held Sept. 18 at Jackson Park. There were refreshments, and games and prizes for both adults and children. Lowell Wait, rate clerk, took charge of arrangements with the following clerks assisting: Edward Nowicki, Barbara McPhee, Lois Scott, John Manders and Josephine Fillier.

Anne Kowalski, daughter of Rate Clerk Bruno Kowalski, was married Oct. 15 at St. Adalbert's Church to Clement Kehring. Phyllis and Ray Kowalski were attendants for their sister. A wedding breakfast was served to the immediate families at the home of the bride's aunt, and a reception held at Lucky Stop Hall. The couple then left on a honeymoon up north. They will reside in Milwaukee. Anne was formerly employed as secretary to Assistant Superintendent R. A. Hummer.

Mr. and Mrs. Barney C. Nowicki vacationed in Hollywood, Calif., where they visited daughter Gloria, who is employed there as an IBM bookkeeper operator. Gloria secured passes through a friend who is secretary to Hugh O'Brien, and they enjoyed watching Mr. O'Brien's filming of his TV series of Wyatt Earp. They also met William Vaughan, TV

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THREE GENERATIONS of o Milwaukee Road family who turned out recently to enjoy the hospitality of Bensenville (Ill.) Chapter of the Women's Club were Yardmaster Art Koch, his son Walter, a yard clerk at Bensenville, and daughter-in-law Lee holding grandson Art. Mrs. Koch and daughter Dorothy, timekeeper in the sleeping and dining car department at Western Avenue, were helping the refreshment committee.

actor and movie actor of Westerns.

Dick Cody, driver for Milwaukee Motor Transport, and his wife Ann are the parents of a baby girl born Oct. 11.

Other news from the "heir corps" is the arrival of your correspondent's third grandson, Frederick John, born to daughter Virginia and Dr. C. Heinzelman.

Newcomers to the regional office are Penny Dresden, keypunch operator, a recent graduate of Waukesha High School; Mrs. Susan Kissell, keypunch operator and mother of two boys 5 and 13; Allen Zimmerman, keypunch operator recently out of the Army and Korea; Janice Mazurkiewicz, expense clerk and former steno in the general traffic department, depot; and Donna Pavlovic, extension clerk. Assisting J. J. Komurka, regional manager, is F. E. Groves, former agent at Edgerton, Minn.

Additions to the agency roster are Roland Symicek, LCL bill clerk, and a former commercial writer for radio station KWNO at Winona, Minn.; John Smith, clerk typist; Erwin Michalski, carload bill clerk, formerly office manager National Carloading; and Ray B.

Molling, general clerk, previously with upholstering department, Milwaukee Shops.

Alice Sobczak and Geraldine Hartner flew to Hawaii for a two weeks vacation.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MUSKEGO YARD

Retired General Car Distributor G. Arthur Brown (Deacon), 91 years young, is now residing in Mt. Carmel Nursing Home, 4630 S. 60th Street. Son Bob, who is with Lifschultz Fast Freight, called to say his dad would welcome visitors and letters or cards. Mrs. Brown is living with one of the boys since "Deacon" entered the nursing home.

When I look out on the park from my office window and see Christ Miller strolling there, wearing nothing heavier than a suit coat in even the coldest weather, it gives me a particularly "warm" feeling. I should not have said strolling. Christ strides with a great deal of energy and pep, and still looks the same as the day he retired some years ago. He and Mrs. Miller tried California life, but decided Wisconsin was better.

Switchman Sherman Hirschmann retired July 2 and will continue to live in Milwaukee. C&M Brakeman G. C. Alexander and Switchman Fred (Doc) Jaeckels retired Sept. 1.

Sympathy was extended to Switchman John Guolee and family whose son was killed in an automobile accident in California.

Road Caller Dan Heron and wife announced the birth of a baby boy, Darryl, Sept. 8.

J. W. Kathemann, retired trainman on the La Crosse Division, reported the death of George Washburn, 94, retired R&SW train-baggageman, who has been a patient in the Carolyn Nursing Home for many years. Services were held at Independent Mortuary. Mr. and Mrs. Kathemann, close friends of Mr. Washburn, made the funeral arrangements.

Yardmaster Emory Hansen suffered a stroke on his way home from work and passed away Sept. 19. Emory started with the Road in Milwaukee as a switch-tender July 17, 1919, was promoted to switchman and subsequently in 1934 to

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yardmaster, in which capacity he served until his death.

Two C&M conductors recently celebrated the arrival of sons. The Gordon Paegelow family welcomed Robert Scott on Sept. 12, and Walter Anthony was born Sept. 21 to Don and Mrs. Senzig.

Three of our switchmen recently retired—Julius Jantz, William Raffel, and Al Thiesen. Al bought 40 acres of woodland about two miles from Sagola, Mich., near "Dutch" Wifler, his Sheepshead buddy.

Virginia Christian reports that it was Road Caller Dan Heron who drove a car 19 miles through Brookfield in an exciting chase which resulted in capture of the thief who robbed Kohl's market. The crime was solved 30 minutes after it was committed. Moral: The caller always gets his man!

Yardmaster William Birdsell, Switchman Jerry Henschel and Frank Bieniewski bagged only one moose, a 1200 pound one, on their recent hunt. Due to their excessive modesty, we can't tell you the name of the lucky hunter.

Forty-four of our employees enjoyed a golf outing at William A. Roberts (Allis-Chalmers) Country Club Sept. 12. Prize for low score of 78 went to Phillip LaFontaine, who was last year's winner also. Prizes for the longest drives were won by Phil LaFontaine and Trainmaster Boyd Connell, while Larry LaRue Jr., road caller, won "closest to the pin" prize. Russ Heaton, switchman, and Danny McCann and Harley Rodd, firemen, expressed the thanks of all to Allis-Chalmers for the use and courtesies of this wonderful course.

Retired Conductor Andrew G. Inglis, 74, died recently in County General Hospital. He had served on the Road's northern division 50 years at the time of his retirement in 1953. He was a member of McKinley Lodge 307, the B. of R.T., the Travelers Society of Railroad Men, and of Wesley Methodist Church. Among the survivors are a daughter, Mrs. Betty Holst, and a son, Russell, both of Milwaukee, and two sisters. Masonic services were held and burial was in Valhalla Cemetery.

John M. Koch, 67, who started service in 1917 and retired from Milwaukee Terminals as yardmaster May 29, 1948, passed away Nov. 12. Following his retirement Mr. and Mrs. Koch moved to California, but returned to Milwaukee about a year and a half ago. Survivors are his widow, Mardine, a son John P., and two sisters. Interment was in Holy Cross Cemetery. Mr. Koch was Commander of Milwaukee Road Post No. 18, American Legion.

Off Line Offices

PORTLAND, ORE.

Ray J. Daniel, general agent in Portland, was elected chairman of the board of the Railroad General Agents Association of Portland at the annual meeting of that group in November. Mr. Daniel has been active in the association since 1954, having served as secretary-treasurer, vice president, and president for 1960.

The Milwaukee Road Magazine

Michael Sol Collection

HAP HAZARD



Aberdeen Division

EAST END

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

Engineers Harry Elrod and Arthur Brundage have taken the pension. Harry has been on the midnight switch engine in Montevideo Yard and Art worked in the terminals at South Minneapolis.

Al Boulis of Aberdeen car department forces is at present in charge of the Montevideo car department while the regular foreman, Nels Bjorndahl, is mending after an auto accident.

Retired Conductor Jim Murphy died at his home in Mesa, Ariz., Aug. 31 following a long period of failing health. Retired Engineer O. B. Jamesgaard passed away in September. Mrs. J. A. Asplin, wife of retired baggageman, died Oct. 9. Retired Brakeman Reuben A. Fowler, who retired in 1898 on a disability pension, passed away Oct. 9 in Seattle, at the age of 85.

The wife of Charles Matt, retired roundhouse foreman at Milbank, passed away Oct. 18.

Retired Engineer Martin Forster tells us that they have purchased a new cottage at Knife Lake, Mora, Minn., next to the one owned by Matt Gross, and will be at home there except for the winters which will be spent in St. Pete. Friends of Matt will be happy to hear that he has married again.

We wish to express our appreciation to the retired rails in St. Petersburg, Fla., who so royally entertained us while we were there in October. The display of southern hospitality was an experience we'll never forget. The entire Aberdeen Division colony, the Fredericksons, Rosses, Ores, Bishops, Johnsons, Ehres and Grayce Adamson, all have nice comfortable homes and lovely yards and are enjoying such "gracious living" that one just naturally looks forward to retirement.

Rocky Mountain Division

EAST END

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

Edgar B. Haughawout Sr., retired bridge and building foreman, passed away Sept. 18 in a Miles City hospital after a long illness. He was born Jan. 22, 1871 in Renovo, Pa., and later moved to Michigan with his family. Mr. Haughawout began working for the Road in 1897 and in 1907 was transferred to Miles City when the line was extended to the Pacific Coast. He retired in 1937. He is survived by his wife, Annie, three daughters, five sons, 10 grandchildren and 11 great-grandchildren. Funeral services were held at Miles City with final rites and interment later at Oconto, Wis.

Funeral services were held Sept. 21 in Helena, Mont., for Mrs. C. J. Larimer, 89, who died there. She was the widow of chief carpenter at Miles City who passed away in 1917.

Gustaf E. Anderson, 71, retired agent, passed away unexpectedly Sept. 24, following a heart attack. He was born in Dahlsund, Sweden, and came to the U.S. at the age of seven. Mr. Anderson was employed by the Milwaukee for 43 years as operator, agent and dispatcher. Following service in the Signal Corps in World War I he returned to service and for many years was agent at Carterville. Surviving are his wife, Lenore, a daughter, a son and a brother. Funeral services



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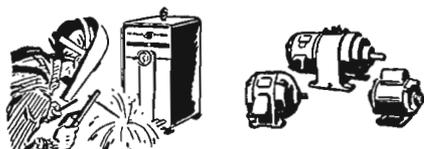
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were held in Miles City with final rites and interment in Mankato, Minn.

Funeral services were held Oct. 3 for Mrs. Eva Wilson, who died unexpectedly following a brief illness. She was the wife of Dola N. Wilson, retired engineer.

At their regular October meeting, members of the Women's Club made plans for a veterans' dinner in November. Mrs. A. W. Wickersham, delegate, gave a report on the meeting of the executive board held in Chicago. The hostesses were Marie Kern and Clara Spear.

Ed Martin was recently named to fill

a vacancy as alderman for Ward IV on the city council of Miles City.

Mrs. Mary Helen Morgan, 77, died Oct. 22 shortly after admission to a Miles City hospital. She was the widow of retired conductor who preceded her in death in 1948. Requiem mass was sung, with burial in Calvary Cemetery.

WEST END

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

We are sorry to report the death of John J. Traverso on Sept. 10. Mr. Tra-

verso was a pipe fitter foreman in the shops at Deer Lodge until his retirement in 1951.

Trainmaster George Mealy left Deer Lodge Oct. 1 to take a position at Othello, Wash.

Roundhouse Foreman Russell Dixon left Deer Lodge Oct. 10 for Milwaukee, where he will be the general foreman of the diesel house at Milwaukee Shops.

Jack Walters has taken Mr. Dixon's place as roundhouse foreman in the shops here.

George Lane has been promoted to the position of assistant roundhouse foreman.

C. J. Coleman, operator, Haugan, Mont., retired Oct. 15 after 44 years' service.

Mr. and Mrs. Fred Witt of Avery have moved to Deer Lodge where Fred is line foreman. Mrs. Witt was first vice president of Avery Chapter of the Women's Club.

John Kautzman has succeeded Mr. Witt as line foreman in Avery and his place as trolley lineman has been filled by E. P. Dunlap.

Mr. and Mrs. Joe Peterson are parents of a baby girl born Oct. 31. They recently moved from Adair, Ida., to Avery, where Joe is a section laborer.

Avery Chapter of the Women's Club started its fall pinochle tournament Oct. 15. Proceeds will go to welfare work. Another assist was given the welfare workers when they received the funds raised by a spaghetti dinner given Nov. 6.

Mr. and Mrs. Joe A. Dunlap celebrated their 55th wedding anniversary in November. They plan to escape the snow and ice here by spending the winter in sunny Mesa, Ariz.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Raymond J. Burke passed away Oct. 20 after a long illness. Born Aug. 12, 1897 in Cedar Rapids, he retired as chief clerk of the Road here. He was a member of St. Joseph's Court, COF and the Moose Lodge. Surviving are a son David of Chicago, a brother Evan T. and two sisters, Genevieve and Ruth, all of Cedar Rapids. Burial was in Mount Calvary.

MIDDLE AND WEST

G. A. Guinn, Correspondent
c/o Agent, Perry

Joe and Mrs. Luckiesh became proud parents of a baby boy Sept. 30 at the Myrtle Memorial Hospital, Harlan, Ia. The baby was named Bennett Mathew. Joe is section foreman at Defiance.

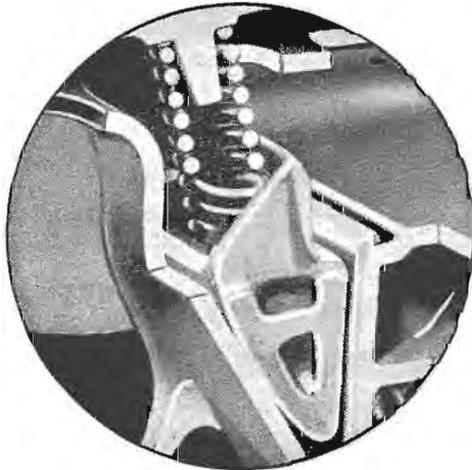
Thomas Morfoot has returned to Iowa City to resume his studies at the University where he is a Junior. During the summer months he is employed regularly as a fireman.

Mesdames Bernice Brulport, Dora Stromquist, Hugh Jones and Thomas Schirman attended the biennial luncheon of the 55 chapters of The Milwaukee Road Women's Club in Chicago Sept. 24. Mrs. Brulport, president of Perry Chap-

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Des Moines, in September. A surprise party was held in her honor by relatives and friends prior to her departure.

Engineer LaVerne B. Huffman returned to work during September after a nine months' leave during which he attended the Army Helicopter Pilot Training School at Fort Rucker, Ala. He received his wings as a helicopter pilot Sept. 8 and is a first lieutenant with the 34th Aviation Company at Boone, Ia.

Betty Marie Hanneman, daughter of Conductor Walter and Mrs. Hanneman, was married in Reno, Nev., Sept. 22 to A. E. (Bud) Evers of Hilo, T.H. Mrs. Evers is a graduate of Northwestern University and was most recently employed as a stewardess with United Air Lines. Her husband was graduated from Purdue University and is now manager of Pell Co., Inc., in Hilo, and also secretary of the Hawaii Visitors' Bureau. Mr. and Mrs. Hanneman attended the wedding.

Retired Engineer James G. Wilson of St. Croix Falls, Wis., formerly of Perry, underwent surgery Sept. 29 in the University of Minnesota Medical Center, Minneapolis.

P. L. Anfinson has joined the retired engineers after 53 years and four days with the Road. He started with the B&B department Aug. 27, 1907; went to the roundhouse in Perry for a year; then started as fireman. Four years later he was promoted to engineer and at retirement was number four on the seniority list.

Glenn Frazer, 68, retired engineer from the Des Moines Division, died Oct. 10 in the Methodist Hospital, Des Moines. He began work as a fireman in 1909, and in 1914 was promoted to engineer. After losing considerable time because of illness he retired in August last.

Michael Dean, the son born to Gary and Mrs. Lyons in September, is scion of a railroad family. A grandfather is Conductor Dean Lyons and two great grandfathers are Milwaukee Conductor A. B. Needham and Elmer Willis, a retired car inspector.

Mrs. W. T. Stockton, 88, widow of conductor, passed away Oct. 26 in Hayward, Calif., where she had been living with a granddaughter. She was a past matron of the Order of the Eastern Star in Perry, and a member of the L.A. to the B. of R.T.

Clarence L. Pound, retired engineer, passed away Oct. 12 after a long illness. His entire service was on the Des Moines Division.

Retired Conductor and Mrs. Clyde Utterback have returned to their home in Perry, after spending the summer at their lakeside home at Spirit Lake.

September was an important month for Roadmaster Raymond Becker of Perry. He passed his 45th year of service entitling him to a lifetime Silver Pass, and then filed his notice of retirement. He plans to spend the winters either in Texas or Arizona, and to return to Iowa in the spring to help his brother on the farm.

Mrs. Ben Cook, widow of Iowa Division engineer, was honored recently when she celebrated her 48th anniversary of employment with the Iowa Electric Light and Power Company at Perry. She left their employ Nov. 1 for 60 days vacation, after which time her retirement will become effective.

A wedding of interest to Iowa Division employes took place Labor Day at Fairmont, Minn., when Garry Phleger, son of Traveling Engineer J. T. Phleger, was married to Shirley Flynn of Fairmont. Garry will continue his studies at the University of Minnesota. The family lived in Perry before John was transferred to Austin, Minn.

H. W. Lee, who retired a number of years ago after working more than 40 years as a brakeman and conductor on the Middle Division, was honored on his 90th birthday Sept. 12. Open house was held for him at the Christian Church with 192 guests registering in the guest book. His children and grandchildren were with him. He has closed his home, and is now living at the Rowley Memorial Masonic Home in Perry.

Retired Conductor William Stevenson, whose son owns a home on Lake Delton in the Dells area in Wisconsin, had the thrill of catching the largest bass of the season when he was visiting his son. The fish weighed between five and six pounds.

Relief Agent Dennis Baker, who worked during the summer on the Iowa

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One of the new 70 ton 60 foot flat cars recently added to Milwaukee equipment

Fifty all welded flat cars, built by Thrall Car, will soon take their place among other modern, economically operated equipment recently purchased by the Milwaukee Road. Such new, more efficient rolling stock makes the Milwaukee Road more attractive to shippers and competitive with other forms of transportation.

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The Milwaukee Road Magazine

Michael Sol Collection

GOLD AND SILVER PASSES AWARDED

Gold-50-Year-Passes

Blasing, Archie, machinist-----Milwaukee, Wis.
 Bushnig, Ignatz, carman-----Milwaukee, Wis.
 Collins, G. F., engineer-----Butte, Mont.
 Cox, A. L., loco. engr.-----Harlowton, Mont.
 Croghan, O. A., loco. engr.-----Savanna, Ill.
 Duncan, James E., loco. engr.-----Milwaukee, Wis.
 Falconer, C. E., yardmaster-----Milwaukee, Wis.
 Fous, E. C., loco. engr.-----Alberton, Mont.
 Hanlon, E. D., loco. engr.-----Dubuque, Ia.

Klein, Louis, cabinet maker-----Milwaukee, Wis.
 Morgan, William A., conductor-----St. Paul, Minn.
 O'Brien, James, loco. engr.-----Wausau, Wis.
 Olsen, William T., loco. engr.-----Chicago, Ill.
 Rodenbough, J. W., agent-----Brisbane, N.D.
 Voght, E. C., loco. engr.-----Savanna, Ill.
 Wahn, Andrew, box packer-----Milwaukee, Wis.
 Wyant, Ben B., loco. engr.-----Sioux City, Ia.

Silver-45-Year-Passes

Anderson, Ebba C., comp. operator---Chicago, Ill.
 Becker, R. H., roadmaster-----Perry, Ia.
 Chapman, W. E., agent-operator-----Danville, Ill.
 Fredrickson, J. W., conductor---Minneapolis, Minn.
 Harvey, Fred, agent-----Bayard, Ia.
 Hedberg, E. A., loco. engr.-----Minneapolis, Minn.
 Linden, E. J., asst. aud. station accts.

& O/C claims -----Chicago, Ill.
 Martin, James, loco. engr.-----Wauwatosa, Wis.
 Moe, John W., machinist-----Minneapolis, Minn.
 Sandberg, H. S., loco. engr.-----St. Paul, Minn.
 Schonberg, Carl E., car inspector---Council Bluffs, Ia.
 Varick, Joseph, switchman-----Milwaukee, Wis.

Division, has re-entered Iowa State Teacher's College for his second year of study.

C. D. Emerson, former chief dispatcher at Perry, has been promoted to assistant to the general manager in Chicago. He will be working with his predecessor as chief dispatcher at Perry, L. V. Anderson.

John Galiher, who has been working as night chief dispatcher in Perry for several years, was advanced to chief upon the promotion of C. D. Emerson. His father is Retired Section Foreman Claire Galiher who worked on the Portsmouth section for many years. His brother Everett also received a promotion when he took John's place as night chief.

Charles Zook, who is on leave of absence from his work as a trainman, is now a member of the Perry police force. He is the second Milwaukee man serving the city, as Dan Whalen, formerly a switchman, has been a regular man on the force for some time.

Jack L. Henderson, son of Conductor and Mrs. J. W. Henderson, who entered Iowa State University at Ames in September, was among 44 Freshmen selected for the Contract Naval Reserve Officers Training Corps program at the University.

Engineer Frank Millard made his final trip Oct. 23 on the City of Los Angeles, after almost 51 years as fireman and en-

gineer. He started firing in 1909 with headquarters at Savanna and Marion and transferred to Perry in 1937, where he resided until his retirement, when he and his wife moved to their present address: 12627 Augusta Drive, Sun City, Ariz. His hobbies are fishing and hunting. The day before his final run, he caught five nice catfish from the Raccoon River near Perry.

Nancy Dueland, daughter of Signal and Communications Maintainer Carl and Mrs. Dueland, was named to the summer Honor Roll at the C. E. School of Commerce in Omaha, Nebr., at the close of the summer session. Another daughter, Charlene, was married Oct. 1 to Orville Van Gundy. The wedding took place at the Little Brown Church in Nashua, Ia.

Engineer and Mrs. Howard McLuen have a new granddaughter. The baby was born to Mr. and Mrs. Ramon McLuen Sept. 27. Another engineer with a new grandson is Harley Woods. The baby was born to Mr. and Mrs. Michael Kanealy. Mr. Kanealy's father, Edward, was a Milwaukee trainman at the time of his death, his grandfather was the late Conductor James Kanealy, and Harley Woods' father was the late Engineer Oscar Woods, so the baby has a real railroad background.

There is a new member of the Milwaukee Road family at Perry since William Wolber, a Middle Division brakeman,



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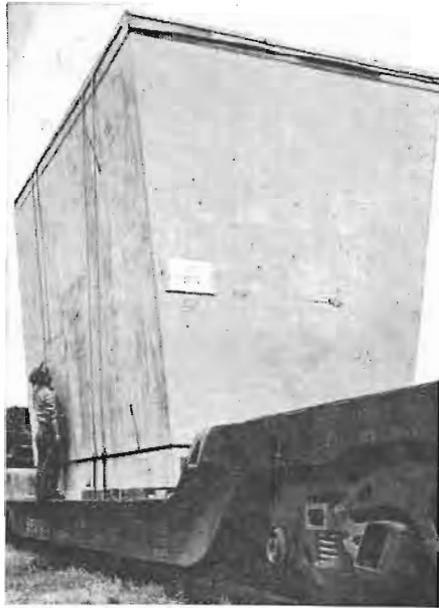
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PLANNING A TRIP!

Looking forward to a SMOOTH, QUIET ride on the Olympian or Hiawatha? Be sure to ride the cars equipped with COBRA brake shoes, the most revolutionary form of on-the-wheel-braking since the introduction of rail passenger transportation. For freight and passenger cars as well as locomotives, the COBRA brake shoe—a WESTINGHOUSE AIR BRAKE-JOHNS MANVILLE product—provides considerably longer shoe and wheel life at less cost with a bonus of "customer satisfaction."



VERY HUSH-HUSH, the seven diesel engines which will drive the electrical generators for the Army's missile-killing Zeus program traveled literally under wraps when they were shipped recently from the Cooper-Bessemer plant at Mount Vernon, Ohio. Each engine took 911 man-hours to pack, box and load, requiring such items as 75 kegs of nails, 30 rolls of band iron, 25 rolls of roofing paper, 240 sheets of ply-score, 17,000 feet of hard lumber, 38,000 board-feet of soft lumber and 16 rolls of tape. Twenty-four railroad cars were used to ship the engines to the destination the Army specified.



DUSTING OFF THE OLD ONES. The Dubuque Telegraph-Herald recently published this picture of the Miwaukee Road team which won the city's first YMCA industrial league basketball championship in the 1919-20 season. It was made up of (front, left to right) Joseph "Pete" McInerney, former storehelper (deceased); E. G. "Ed" Kiesele, now retired superintendent of safety residing in Fort Lauderdale, Fla.; Carl Riley, former steno to yardmaster, now U. S. District Court clerk at Dubuque; and (standing, left to right) Oscar Ohde, former pipe foreman at Dubuque Shops (deceased), who was chairman of the railroad's athletic affairs in Dubuque; L. V. Schwartz, now assistant general storekeeper with headquarters at Milwaukee Shops; Don Herron, now invoice bureau head in the stores department in Milwaukee; Art Schuster, former stores department employe, now a retired grocer in San Diego, Calif.; Ray McMohon, former boilermaker (deceased); and Ray Moore, former roundhouse employe, now residing in San Francisco.

was married in September to Kay Nixon of Granger.

Jon David, born to Mr. and Mrs. Robert Anfinsen of Des Moines, is another grandson for Retired Engineer and Mrs. Peter Anfinsen of Dawson.

Conductor and Mrs. Robert Peterson of Perry have a new daughter-in-law.

Their son Donald was married Aug. 27 to Sandra Hunter of Mondamin, Ia. The wedding took place at Little Sioux, and the couple will live in Maryville, Mo.

Edward Aeck, son of late conductor, died in a Davenport hospital Oct. 23. His wife was the daughter of Mrs. Thomas Birmingham, widow of conductor.

Carl Moore, son of Retired Conductor George W. Moore of Des Moines and brother of Retired Conductor S. J. Moore of Walker, Minn., died suddenly Sept. 7 at his home in Waseca, Minn.

William J. Knoke, son of the late John Knoke who served as agent at Knoke station on the Des Moines Division for many years, passed away in a Des Moines hospital in October.

Mrs. J. H. Murphy, widow of a long-time agent at Jamaica, passed away in a Jefferson hospital in September. Two sons, Ward and Ralph, are Milwaukee Road employes.

John R. Orman, father of Conductors Jean and James Orman, passed away in September at the Oakdale Hospital, where he had been a patient since April. Last rites were held at Perry.

Conductor and Mrs. Cecil Perkins of Perry are parents of a son born Oct. 8 at the Dallas County Hospital. He was named Jonathan Andrew.

Charles Stromquist, 13 year old son of Mrs. C. N. and the late Engineer Charles Stromquist, was named Oct. 15 as the Perry Daily Chief's Newspaperboy of the Year trophy winner in observance of National Newspaperboy Day. The award is based on promptness, courtesy and service.

A baby girl was born Oct. 26 to Extra Fireman and Mrs. Robert Bouvia at the Dallas County Hospital in Perry.

Who Says Safety Is News?

ONE HUNDRED AND FIFTY-THREE years ago a famous American President, instructing the leaders of an expedition, said,

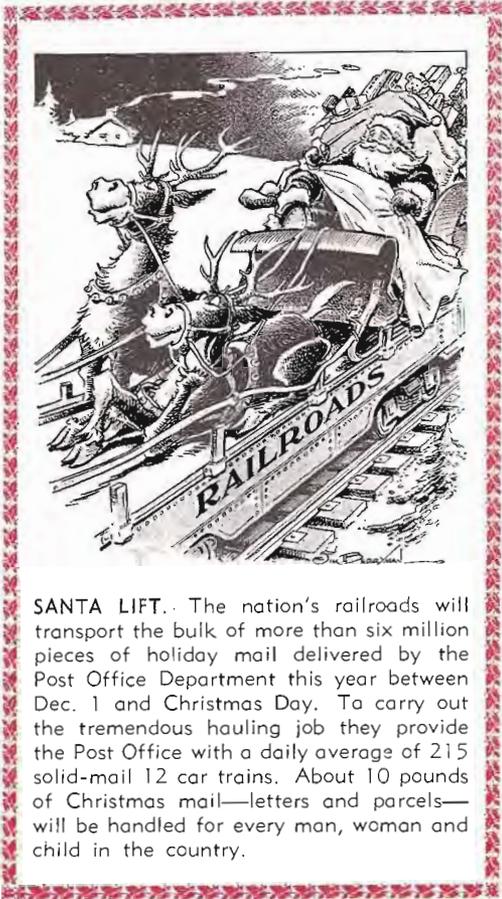
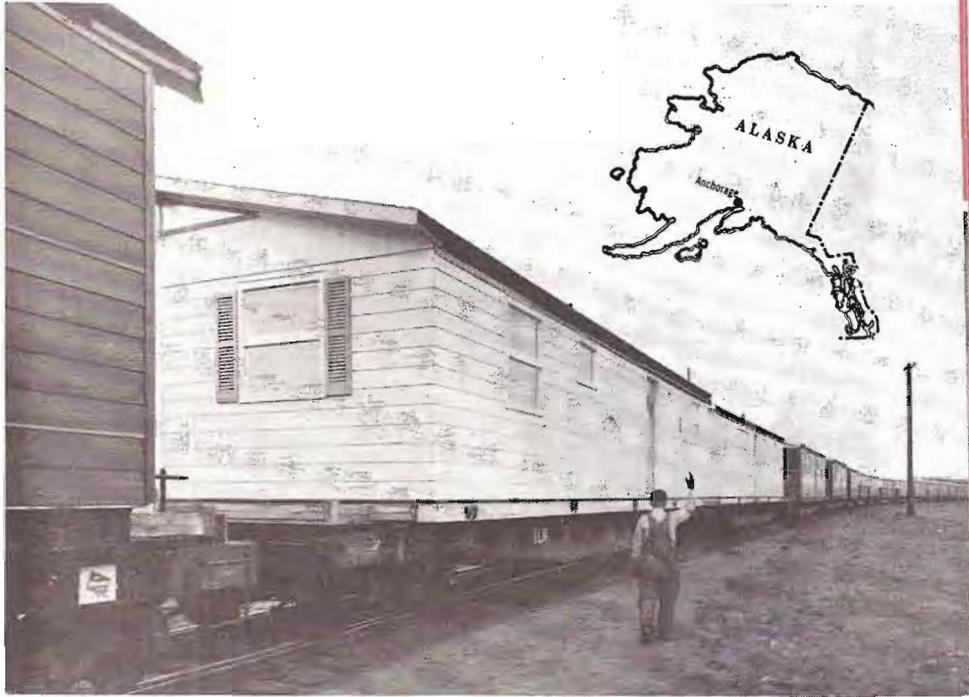
"To your discretion, therefore, must be left the degree of danger you may risk, and the point at which you decline, only saying, we wish you to err on the side of your safety, and to bring back your party safe, even if it be with less information."

The President was Thomas Jefferson. The expedition leader was Captain Meriwether Lewis. The event was the beginning of the Lewis and Clark Expedition, which extended over more than three years and covered thousands of miles of unexplored country from St. Louis, Mo., to the mouth of the Columbia River in the Pacific Northwest.

There was only a handful of men in the expedition—total of 31. But Captains Lewis and Clark observed the safety admonitions of President Jefferson so well that only one life was lost, and that was by sickness and not accident.

Careful job planning and execution 150 years ago paid off just like it does today, even in the face of unusual hazards.—*Northwestern Bell Telephone Co.*

FOR THE LAND OF THE MIDNIGHT SUN. Looking like a town on the move, 40 flatcar loads of prefabricated houses are pictured leaving Bensenville (Ill.) Yard Nov. 14, en route from Carlisle, Ind., to Seattle, from where they were taken by barge to Anchorage, Alaska. The movement, covering almost 4,000 miles, was the largest in a transcontinental service launched by The Milwaukee Road more than a year ago, but the houses, constructed in two lengthwise sections each 44 feet 4 inches long and 11 feet 8 inches wide, were larger than most of those previously handled. Less than half of the half-house sections are shown in this picture.



SANTA LIFT. The nation's railroads will transport the bulk of more than six million pieces of holiday mail delivered by the Post Office Department this year between Dec. 1 and Christmas Day. To carry out the tremendous hauling job they provide the Post Office with a daily average of 215 solid-mail 12 car trains. About 10 pounds of Christmas mail—letters and parcels—will be handled for every man, woman and child in the country.



GREEN BAY HEADLINE. At the 47th annual convention of the American Short Line Railroad Association in Green Bay, Wis., Oct. 3-5, visiting railroad dignitaries included President William J. Quinn, pictured here with Assistant Superintendent W. M. Freund, Green Bay (left), and L. R. Whitehead, freight traffic manager, rates and divisions. Highlighting the convention was a "Revolution in Transportation" exposition held on the grounds of the new National Railroad Museum. The Milwaukee Road display of modern equipment included the Flexi-Vons in the background, introduced at Green Bay with the extension of the Road's trailer-an-flotcar service to that city Oct. 3. (Green Bay Press-Gazette photo)



ON "SODA ASH JOHNNY" HORAN'S 99TH BIRTHDAY, Jan. 22, 1937, the Milwaukee Road's employe who developed the ideo of using sodo ash to prevent scale in locomotive boilers, posed for this picture with a modelmaking artisan, William J. Lenair, alongside Hiawatha 4-4-2 engine No. 1. The model is a replica of the "General". Mr. Horan, whose death occurred on Feb. 4, 1938, observed his hundredth birthday in his 83rd year as a bailer washer inspector at Milwaukee Shops, on all-time record for continuous employment in any industry. (Photo courtesy of W. A. Vaughn, Chicaga Great Western sales manager, Houston, Tex.)



MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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THE 4-H INVASION of Chicago over the Thanksgiving week end included this group of bright-eyed young men and women from Washington, Idaho and Montana who traveled to the 39th National Congress on the Milwaukee Road's Olympian Hiawatha. Pictured greeting them in the Union Station are L. B. Horton, commissioner of agricultural

and mineral development (foot of stairs, left), and L. J. James, city passenger agent (same position, right). In the insert are delegates Maureen Hatcher of Fairfield, Mont., a student at Rocky Mountain College, and Marion Waters of Malta, Mont., a 4-H leader past president, shopping in Fred Harvey's "Aisle of Gifts" in the station.