

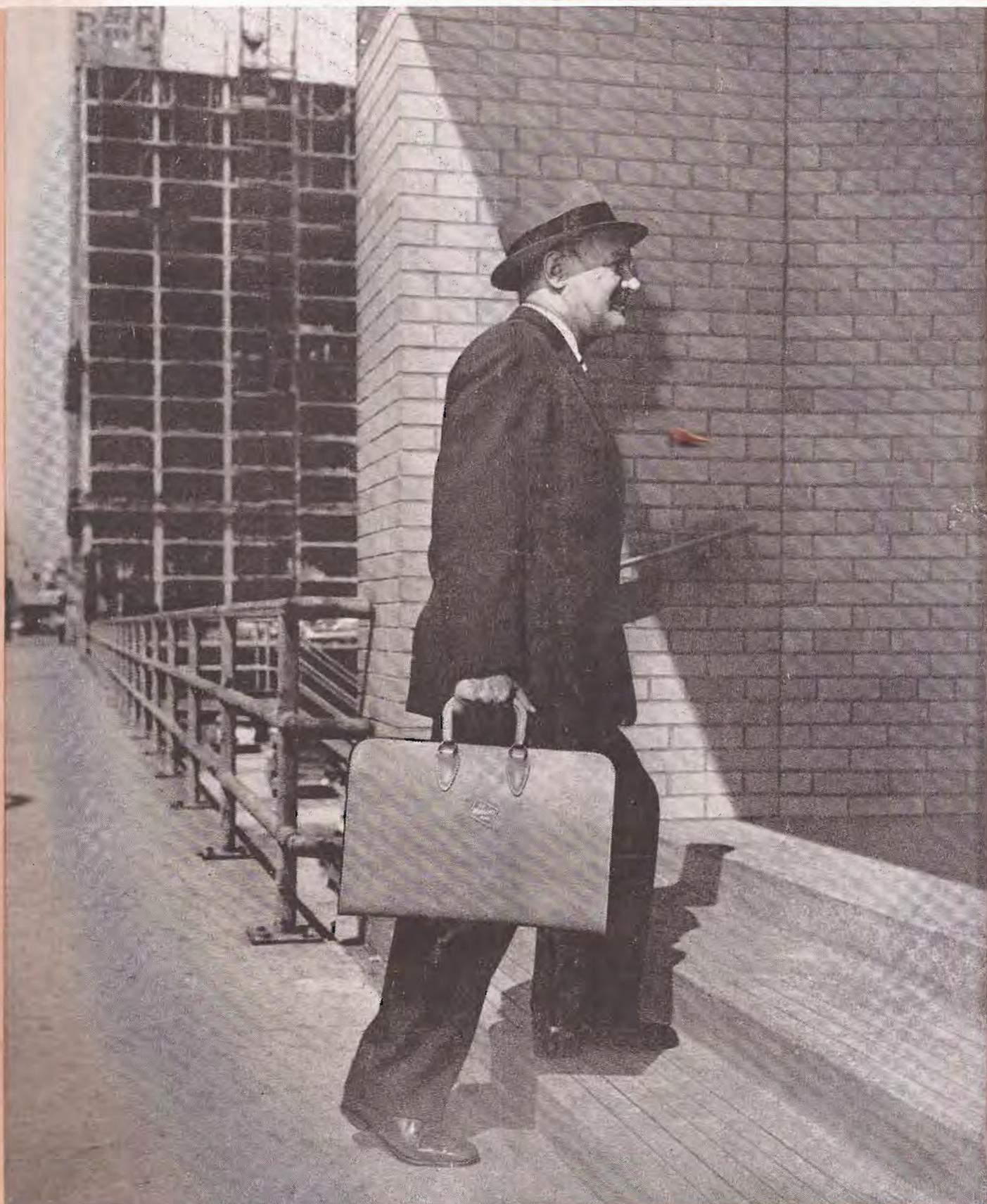
THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

september

•
october

1960



Now... SALES KITS (see page 4)

MARIE HOTTON
Managing Editor

PUBLIC RELATIONS
DEPARTMENT

Union Station—Chicago

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

contents

Now . . . SALES KITS	4
The Milwaukee Road Goes Overseas	7
They Were There	8
Charles H. Buford	11
Comments From Our Customers	11
"Brother Rat"	12
Slides Tell the Careful Car Handling Story	14
Appointments	15
L. J. Kidd Honored at Retirement Dinner	16
Retirements	17
About People of the Railroad	19



Milwaukee Road Officers and Employees:

THESE are times when people who work together should pause to *think together*, as well.

This, I would say, is one of those times.

The recent meeting of the United Nations General Assembly has made it clear that there is much for all of us to think about as we prepare to exercise a privilege which millions of people represented at the United Nations do not enjoy—that of casting a vote in our country's national election.

There are many public spirited groups and many business organizations which regularly urge all citizens to vote, but in the national election of 1952 only 62.7 per cent of them actually went to the polls to perform this most fundamental act of citizenship. In 1956 the number dropped to only 60.4 per cent.

It is alarming to see such evidence of non-participation in our country's affairs. It is even more alarming, it seems to me, to realize that almost half of the citizens of our country thereby failed to take the simple action which can be guaranteed, in itself, to spark a keener interest in government and a greater awareness of the many forces affecting both our lives and our livelihoods.

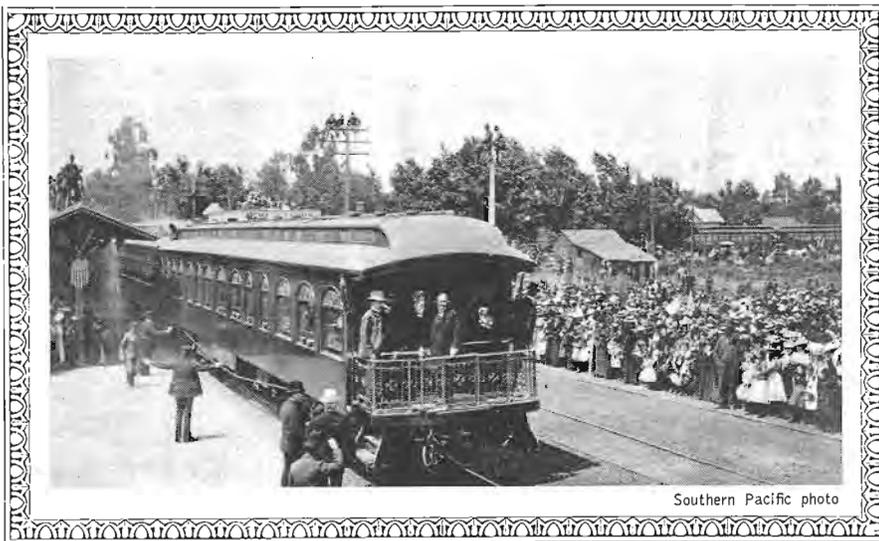
Voting is not simply the result of interest in national affairs. It can be, and often is, the beginning of such an interest.

It is very much to the point to remind ourselves that, aside from all other considerations, alert, informed, active citizenship carries over into the affairs of a business organization such as ours, creating good company relations at the community level.

I sincerely hope that all Milwaukee Road people and members of their families who are eligible to vote will do so. Our choice of party or candidate will be a personal choice, of course, and not directly related to any benefit to the railroad whose economic well-being we share in common, but it is good to think that in spirit, at least, we will see each other at the polls on November 8th.

The Cover

OUR "Mr. Milwaukee Road" is A. J. "Art" Berry, traveling freight agent out of Chicago traffic headquarters, who is pictured putting to use his new sales kit containing pictures and materials describing the Milwaukee Road's facilities and services. The contents are tailored to the requirements of shippers in his territory, which embraces northern Illinois outside of the Chicago switching district. As a supplement to his own efforts, the kit is a valuable sales tool in this area, which is highly competitive and includes industrial cities such as Rockford (second largest in Illinois), Freeport, De Kalb, Elgin, Waukegan, and the rapidly expanding Morton Grove-Skokie locality. Mr. Berry, who has been with the traffic department since 1938, has been covering this territory since 1951. For the complete story, see page 4.



Southern Pacific photo

Scene on a barnstorming tour made by President McKinley (1897-1901).

Campaign Trains on the Political Track



If the professed intentions of the presidential candidates are carried out this fall, the country will witness a revival of that colorful political institution, the campaign train. Both Vice President Nixon and Senator Kennedy have said they plan to travel by rail as one of the best ways to reach voters outside the large cities. In doing so, they will be continuing a tradition established by President William Harrison in 1840.

The first to hire a special train for purely political purposes, however, was Stephen Douglas, Lincoln's opponent, who used one during a senatorial campaign in 1858. A good showman, his train included a flatcar carrying a cannon which was fired at stations and whistle stops to announce his arrival. Lincoln responded by touring the country in an ordinary coach, although he later gave in to requests that he travel in more showy style.

It took William Jennings Bryan to give whistle-stopping a sharp boost. In the summer of 1896, he rode for three months in hot wooden coaches and even cabooses to make a total of 569 speeches. His 24 talks in one day is still a record. Bryan's efforts, however, were shaded by those of Theodore Roosevelt. In running for the vice presidency in 1900, Roosevelt traveled 21,209 miles and made 673 speeches.

William Howard Taft was a vigorous train campaigner, too. The 300-pound candidate made 418 whistle-stop talks in 1908, won the election, then rode 114,500 miles during his four-year term as president.

Warren G. Harding was the first train campaigner to have a loudspeaker installed on a rear platform. The novelty helped draw large crowds, who also were treated to the sight of a telephone being plugged into overhead lines. His frugal successor, Calvin Coolidge, called a halt on special trains, and had his car attached to a regularly-scheduled train out of Washington. He also ate in the regular diner. So many security and other problems arose, however, that the railroads serving Washington began operating presidential specials at no extra fare, charging only the fare based on a minimum occupancy per car.

By far the most devoted train traveler of all the presidents was Franklin D. Roosevelt. It is estimated he rode more than 350,000 miles in 399 rail trips—at a specified speed limit of 35 miles an hour. Roosevelt also specified that his train pull away just as he ended a speech. This dramatic finale went over big with audiences. Unfortunately, though, visiting politicians were often caught on board and reporters left behind at telegraph offices.

Harry S. Truman is credited with the most vigorous whistle-stop campaign of recent times. In 1948 he made seven rail trips covering more than 21,000 miles and delivered more than 300 speeches. This train-borne onslaught is generally acknowledged to have been a decisive factor in the Nov. 8 balloting.

Campaigning by train usually runs so smoothly that few are aware of the minute planning behind it. Yet mishaps sometimes crop up. For instance, during President Eisenhower's 1952 campaign his train overshot a waiting crowd at Carmi, Ill., by several hundred yards. At the next two stops it pulled up short. Candidates and crowds finally got to-

gether. Later that year, a crowd of some 20,000 trampled public address wires while awaiting his train. By the time the damage was repaired, it was time for the train to leave, and leave it did. His speech was the shortest campaign address on record.

"Whoops!", he cried out to the astonished crowd. "They're taking me away!"

• It Happened On The Milwaukee •

From N. B. Hinds, Section Foreman, Saukville, Wis. Here's one you hear about, but seldom see. A few years ago in upper Michigan a freight crew had stopped at a small out-of-the-way spur to do a little switching, and having completed the work, the brakeman on the rear highballed the engineer to leave and climbed on the caboose. As the train picked up speed, however, he was startled by a shout, "Hey! Don't leave me here all alone", and looking back, saw the conductor still standing on the ground. So the brakeman obligingly jumped off the caboose and stayed with his conductor!

From R. T. McSweeney, Foreign Freight Traffic Manager, Chicago. We

have many Japanese friends who request assistance in buying U. S. products. On this occasion I accompanied one interested in purchasing livestock to be shipped to Japan. We stayed overnight at a summer resort hotel that had just opened for the season. Before checking out the following morning, my Japanese friend came to my room and showed me a half dollar on which lay two dead "housebugs" he had captured during the night. He transferred one of the sleep disturbers to another half dollar piece and handed it to me.

When we laid the two coins on the
(Continued on page 18)

STILL THE BEST WAY TO REACH THE PEOPLE



Now ... SALES KITS



THE Milwaukee Road service representative offering his card to the traffic manager of a paint company appeared to have picked an opportune time for soliciting new business. Recently there had been some trouble with damage to a shipment.

"Have you considered using 'DF' cars?" asked the Milwaukee Road man.

"I've heard about damage free cars, but haven't had time to investigate. What about them? How are they loaded?"

"Let me show you", said Mr. Milwaukee Road, opening his brief case, "I have a picture of one right here."

W. W. Kremer, vice president-traffic (right), and W. D. Sunter, general freight traffic manager-sales and service, preview the sales kit before the start of the Chicago meeting. The kit is open to the leaflet describing Carscope, the Road's electronic car reporting center in Chicago.



The foregoing conversation is typical of situations involving the new visual presentation of Milwaukee Road services to which shippers and travelers are currently being introduced. Based on the

theory that describing the services of a modern railroad doesn't convey the true story—that people need to see for themselves—it features a sales kit of pictures and descriptive material designed to give

the public a well-rounded idea of what the railroad has to offer.

As pointed out by W. W. Kremer, vice president-traffic, in today's highly competitive transportation market, securing rail traffic calls for methods of salesmanship not usually required in selling an intangible product. Moreover, in recent years railroad services and facilities, including types of freight and passenger cars, have changed more than most people realize. Operating within this framework, the sales kit represents an attempt to supplement the salesman's efforts with visual aids to the greatest extent possible.

The idea of a kit as a showcase to display the railroad's stock in trade was suggested about a year and a half ago by one of the company's traffic representatives. Accordingly, each traffic salesman throughout the United States and Canada was asked to say what he would like to see in such a kit, and all of the opinions were taken into consideration in determining its contents. The actual work of preparing the contents and designing the unique portfolio was in progress for about a year.

The kit presents the railroad's services in full panorama, and in language that can be easily understood. It is assembled in looseleaf form, indexed with

W. D. Sunter, general freight traffic manager-sales and service, presiding at the Chicago meeting. Seated, from left: G. M. Heath, secretary to vice president—traffic; L. R. Whitehead, freight traffic manager-sales and service; G. M. Ryan, general freight traffic manager-rates and divisions; P. L. Cowling, assistant to vice president-administrative; W. W. Kremer, vice president-traffic; William Wallace, general passenger traffic manager; R. T. McSweeney, foreign freight traffic manager; and R. T. White, assistant traffic manager, Milwaukee.



vari-colored tabs, and contains a large map of the system and smaller ones of the operating divisions; illustrated leaflets on the automatic freight classification yards in Chicago, Milwaukee and St. Paul; glossy photos and data regarding the principal types of freight cars, full color leaflets and brochures on passenger services; information on trans-loading facilities; Puget Sound barge operations; port information and export shipping forms; photos and descriptive information on rail highway services; claim and rate revision procedures; and a detailed equipment register, among other items. Space is also allowed for inserting current reports and other materials which the individual salesman considers useful to a prospective customer.

One of the kit items of particular value to shippers is a leaflet describing Carscope, the electronic car reporting center in Chicago, through which information regarding freight car movements clears continuously for dispatch by teletype to the Road's traffic offices throughout the country.

Insofar as is known, the kit is the only service tool of its kind in the railroad industry. Starting Sept. 8, it was introduced at a meeting of approximately 50 Chicago and Milwaukee area sales representatives, held in Chicago. W. D. Sunter, general freight traffic manager-sales and service, presided.

As the principal speaker, Mr. Kremer opened the staff meeting with an address keyed to "Selling Service With Service." Observing that transportation service is largely relative as to cost and often parallel in operation, he pointed out that human relations are generally the determining factor in choosing one type of service in preference to another. In advancing suggestions for dealing with the man across the desk, he stressed the importance of offering personalized service in daily contacts. "Even the



W. W. Kremer, vice president-traffic, presents H. C. Reupert, traveling passenger agent, Chicago, with the switchman's key signifying his charter membership in the Mil-Walk-Key Club as P. L. Cowling, assistant to vice president-administrative (rear), hands him his sales kit. William Wallace, general passenger traffic manager, is at the microphone.

toughest traffic manager will respond to a friendly and intelligent approach to his problems," he said.

In this connection, he called attention to a recent survey among traffic managers which had developed that many calls made by sales people are not productive; that they offer nothing to the customer, waste his time, and are actually detrimental to the company the salesman represents.

To illustrate the last contention and dramatize the "right" and "wrong" methods of salesmanship, a skit was presented with traffic personnel as the performers. The cast of characters consisted of William Wallace, general passenger traffic manager, impersonating the traffic manager; H. J. McKenna,

assistant to vice president-special duties, together with Glen M. Heath, secretary to vice president-traffic, as service representatives using the "wrong" pitch; and R. T. McSweeney, foreign freight traffic manager, in the role of the salesman whose approach to the situation is rewarded.

As "Mr. Milwaukee Road," Mr. McSweeney demonstrated the potential of the sales kit for stimulating a customer's interest and doing a better job of selling.

With relation to the new service, each traffic representative was enrolled as a charter member in the traffic department's Mil-Walk-Key Club. The title of the organization is symbolic of the salesman's activities, "Walk" signifying the effort put into daily calls and con-

Traffic representatives from the Chicago and Milwaukee areas who attended the staff meeting in Chicago.





Skit actors William Wallace, general passenger traffic manager (right), and R. T. McSweeney, foreign freight traffic manager, in a bit of stagecraft. The sales kit holds the spotlight.

tacts, and "Key" the unlocking of doors that lead to traffic sales.

As tokens of their membership, each received a gold colored railroad switch lock key. In presenting the pocket pieces, Mr. Kremer expressed the opinion that the sales kit is, in effect, a master key for carrying on the important selling job that must be done now and in the future.

• Briefly Noted •

TRAVEL-DINE-SLEEP EXTENDED.

Good news for Super Dome Hiawatha travelers is that the Milwaukee Road's unique travel-dine-sleep package plan, previously intended to continue through Sept. 15, 1960, has been extended through May 15, 1961. The plan makes it possible for revenue passengers to pay for all transportation, including meals and sleeping car space, in advance of departure and at a saving that includes the honoring of coach tickets for the purchase of Touralux Pullman berths (15 per cent lower than regular rates for equivalent accommodations), and meals on the regular dining car menu at a reduction of approximately 30 per cent.

"THE IRON HORSE GOES TO WAR"

is the title of a 16-page cartoon booklet issued recently by the Association of American Railroads in connection with the centennial of the War Between the States. In narrative form, the booklet depicts the transportation of troops to the fighting fronts, the establishment of the U. S. Military Railway Service by President Lincoln, the mounting of

LET THE RAILROADS COMPETE

The competitive struggle in which the railroads are involved is not a simple selling contest between modes of transportation, as many people like to think.

It is a battle that is being waged on two fronts at the same time.

On his "front", the railroad salesman works diligently and skillfully, but his results are determined largely by what success the industry as a whole has in clearing a path through regulatory restrictions. In increasing numbers newspapers and magazines throughout the country have editorialized against this extra hurdle placed in the way of the railroad industry.

One of the most effective of these editorials, entitled "Let the Railroads Compete", appeared in The Milwaukee Journal in August and is reprinted here for the benefit of Milwaukee Road personnel so they may keep abreast of current developments affecting the earning power of their industry.

THE question whether the railroads should be allowed to operate two new types of piggyback services at much reduced charges is coming before the interstate commerce commission (ICC). Independent intercity truckers are fighting the extension fiercely.

Under the new plans in dispute, shippers are allowed to provide their own semitrailers for transfer by rail, or can have their own flatcars as well. In the latter plan, the railroad only charges for moving the piggyback cars to their destination.

The ICC has given its approval to piggybacking where the railroad provides the cars for moving semitrailers owned by trucking firms or by the railroads themselves. One ICC examiner recommended approval of piggybacking shipper owned semitrailers, and on shipper owned cars, but another examiner has now found the latter plans "unjust and unlawful" on the ground that they are "diverting increasing amounts of traffic from motor carriers".

Well, the truckers have diverted enormous amounts of traffic from the hard pressed railroads over the years, and posed increasingly vexing problems on our highways.

* * *

If the railroads can profitably provide a superior service to shippers with these piggyback arrangements it would seem they should certainly be allowed to do it. The railroads have taken an awful beating in part because of overly restrictive laws and regulations and it's time to give greater consideration to keeping them sound and in position to serve the country adequately in time of peace or war emergency. This must have been the intent of congress in passing the 1958 transportation law telling the ICC hereafter that, in ruling on matters such as this, it could approve rates or practices that might hurt competitive transportation systems if that seemed to be in the general national interest.

Now it's up to the ICC to show just how faithfully it is going to apply that principle.

heavy guns and mortars on railroad cars, and the development of armored "railroad batteries" for the protection of track workers. Hospital trains, first used in the Civil War, are pictured; also the destruction of the railroad

bridge at Harper's Ferry, and the celebrated "Chase of the General." Copies of "The Iron Horse . . ." may be obtained from the Milwaukee Road's public relations and advertising department, 824 Union Station, Chicago 6, Ill.



In the most recent of the Milwaukee Road's Flexi-Van movements overseas, the seagoing Flexi-Van containing out-

board motors from Minneapolis is shown being unloaded from the S. S. Keystone State in Rotterdam, Holland.

The Milwaukee Road Goes Overseas

As the answer to safe and damage-free equipment for the export trade, Milwaukee Road Flexi-Vans are taking to the ocean lanes in growing numbers. The pictures shown here involve the railroad's most recent joint highway-rail-ship operation, a seagoing Flexi-Van of outboard motors moving from Minneapolis, Minn., to Antwerp, Belgium. The distance was about 3,700 miles.

This particular service was performed for the McCulloch Corporation marine products division in Minneapolis, with The Milwaukee Road as the originating carrier to Chicago. There the seagoing van was turned over to the New York Central, which has compatible Flexi-Van equipment, for third morning delivery in New York City. At the latter point it was transferred to a bogie (Flexi-Van wheel assembly) and trucked to the Erie Basin Terminal of the States Marine Lines in Brooklyn, where it was lowered onto the deck of the S. S. Keystone State. The port of discharge for the Atlantic crossing was Rotterdam, Holland.

The lack of standard Flexi-Van wheel assemblies at the foreign port was solved by using a conventional flat bed truck trailer for over-the-road hauling. The fact that the "containerized" method of shipping does not require transloading made it possible to deliver the seagoing van to the consignee with

the seal unbroken.

The last report received about the van was that, carrying electronic equipment, it had found its way to Cairo and Alexandria, Egypt, thus making The Milwaukee Road the only American railroad currently "operating" in those far parts of the world.

The sealed container pictured being transported over-the-road in Antwerp, Belgium, on a conventional flat bed truck trailer.





Skit actors William Wallace, general passenger traffic manager (right), and R. T. McSweeney, foreign freight traffic manager, in a bit of stagecraft. The sales kit holds the spotlight.

tacts, and "Key" the unlocking of doors that lead to traffic sales.

As tokens of their membership, each received a gold colored railroad switch lock key. In presenting the pocket pieces, Mr. Kremer expressed the opinion that the sales kit is, in effect, a master key for carrying on the important selling job that must be done now and in the future.

• Briefly Noted •

TRAVEL-DINE-SLEEP EXTENDED.

Good news for Super Dome Hiawatha travelers is that the Milwaukee Road's unique travel-dine-sleep package plan, previously intended to continue through Sept. 15, 1960, has been extended through May 15, 1961. The plan makes it possible for revenue passengers to pay for all transportation, including meals and sleeping car space, in advance of departure and at a saving that includes the honoring of coach tickets for the purchase of Touralux Pullman berths (15 per cent lower than regular rates for equivalent accommodations), and meals on the regular dining car menu at a reduction of approximately 30 per cent.

"THE IRON HORSE GOES TO WAR"

is the title of a 16-page cartoon booklet issued recently by the Association of American Railroads in connection with the centennial of the War Between the States. In narrative form, the booklet depicts the transportation of troops to the fighting fronts, the establishment of the U. S. Military Railway Service by President Lincoln, the mounting of

heavy guns and mortars on railroad cars, and the development of armored "railroad batteries" for the protection of track workers. Hospital trains, first used in the Civil War, are pictured; also the destruction of the railroad

bridge at Harper's Ferry, and the celebrated "Chase of the General." Copies of "The Iron Horse . . ." may be obtained from the Milwaukee Road's public relations and advertising department, 824 Union Station, Chicago 6, Ill.

LET THE RAILROADS COMPETE

The competitive struggle in which the railroads are involved is not a simple selling contest between modes of transportation, as many people like to think.

It is a battle that is being waged on two fronts at the same time.

On his "front", the railroad salesman works diligently and skillfully, but his results are determined largely by what success the industry as a whole has in clearing a path through regulatory restrictions. In increasing numbers newspapers and magazines throughout the country have editorialized against this extra hurdle placed in the way of the railroad industry.

One of the most effective of these editorials, entitled "Let the Railroads Compete", appeared in The Milwaukee Journal in August and is reprinted here for the benefit of Milwaukee Road personnel so they may keep abreast of current developments affecting the earning power of their industry.

THE question whether the railroads should be allowed to operate two new types of piggyback services at much reduced charges is coming before the interstate commerce commission (ICC). Independent intercity truckers are fighting the extension fiercely.

Under the new plans in dispute, shippers are allowed to provide their own semitrailers for transfer by rail, or can have their own flatcars as well. In the latter plan, the railroad only charges for moving the piggyback cars to their destination.

The ICC has given its approval to piggybacking where the railroad provides the cars for moving semitrailers owned by trucking firms or by the railroads themselves. One ICC examiner recommended approval of piggybacking shipper owned semitrailers, and on shipper owned cars, but another examiner has now found the latter plans "unjust and unlawful" on the ground that they are "diverting increasing amounts of traffic from motor carriers".

Well, the truckers have diverted enormous amounts of traffic from the hard pressed railroads over the years, and posed increasingly vexing problems on our highways.

* * *

If the railroads can profitably provide a superior service to shippers with these piggyback arrangements it would seem they should certainly be allowed to do it. The railroads have taken an awful beating in part because of overly restrictive laws and regulations and it's time to give greater consideration to keeping them sound and in position to serve the country adequately in time of peace or war emergency. This must have been the intent of congress in passing the 1958 transportation law telling the ICC hereafter that, in ruling on matters such as this, it could approve rates or practices that might hurt competitive transportation systems if that seemed to be in the general national interest.

Now it's up to the ICC to show just how faithfully it is going to apply that principle.



In the most recent of the Milwaukee Road's Flexi-Van movements overseas, the seagoing Flexi-Van containing out-

board motors from Minneapolis is shown being unloaded from the S. S. Keystone State in Rotterdam, Holland.

The Milwaukee Road Goes Overseas

As the answer to safe and damage-free equipment for the export trade, Milwaukee Road Flexi-Vans are taking to the ocean lanes in growing numbers. The pictures shown here involve the railroad's most recent joint highway-rail-ship operation, a seagoing Flexi-Van of outboard motors moving from Minneapolis, Minn., to Antwerp, Belgium. The distance was about 3,700 miles.

This particular service was performed for the McCulloch Corporation marine products division in Minneapolis, with The Milwaukee Road as the originating carrier to Chicago. There the seagoing van was turned over to the New York Central, which has compatible Flexi-Van equipment, for third morning delivery in New York City. At the latter point it was transferred to a bogie (Flexi-Van wheel assembly) and trucked to the Erie Basin Terminal of the States Marine Lines in Brooklyn, where it was lowered onto the deck of the S. S. Keystone State. The port of discharge for the Atlantic crossing was Rotterdam, Holland.

The lack of standard Flexi-Van wheel assemblies at the foreign port was solved by using a conventional flat bed truck trailer for over-the-road hauling. The fact that the "containerized" method of shipping does not require transloading made it possible to deliver the seagoing van to the consignee with

the seal unbroken.

The last report received about the van was that, carrying electronic equipment, it had found its way to Cairo and Alexandria, Egypt, thus making The Milwaukee Road the only American railroad currently "operating" in those far parts of the world.

The sealed container pictured being transported over-the-road in Antwerp, Belgium, on a conventional flat bed truck trailer.



THEY WERE THERE



F. G. McGinn, vice president-operation, addressing the veterans at the banquet in the Crystal Ballroom of the Schroeder Hotel.

at the Veterans' 24th REUNION in Milwaukee

THAT the employe whose ability has been sharpened and broadened through long years of experience is a valuable asset to his railroad was made clear to members of the Veteran Employes' Association in Milwaukee July 23. The tribute came from F. G. McGinn, vice president-operation, speaking at the banquet session of the Vets' 24th reunion in the Schroeder Hotel.

As a junior member of the association who served an apprenticeship under some of the railroad's old timers, Mr. McGinn acknowledged his personal gratitude for their tutorship. "Even today I'm glad to have the advice of our older men on a problem," he said. "We are reaping right now the fruits of their work and their loyalty."

His statement was a corroboration of one made by President William J. Quinn in a message which conveyed to the Veterans his greetings and best wishes. Prevented from being present by a prior commitment, President Quinn had written, "Everyone recognizes the Milwaukee Road's veterans as professionals in this business of ours, and the mere fact of having them among us—whether active or retired—lends support to our day-to-day endeavors. In a sharply competitive and rapidly changing world, I find much encouragement in the support of our veterans and their whole hearted devotion to the best interests of the railroad."

The saying that "It's always fair weather when the Veterans get together" was accurate this year in every respect. Taking advantage of an ideally sunny week end, approximately 500 employes whose 25 or more years of service qualifies them for membership attended the reunion. Some traveled long distances. They arrived early and stayed late, and from young old timers intent on fun to older folks who just came to watch, everyone found something to his liking.

Starting with the reception in the morning, there was the opportunity to visit with old friends and renew long standing acquaintanceships. For the

music minded, a strolling accordion player furnished the accompaniment for close harmony singing, at the same time that in the "switch shanty" adjoining, a German band gave out with a lively potpourri of dance music.

By noon the program was in full swing, and about 225 distaff members and wives attended the traditional Ladies Luncheon in the hotel's Empire Room. As master of ceremonies, G. M. Dempsey, assistant superintendent of safety, presided over the hospitality and led community singing. Following the luncheon, the biennial business meeting conducted by L. J. Benson, retired as-

Banqueters at the head table. From left: E. G. Tyckoson, assistant chief carpenter; M. L. Medinger, retired safety engineer; Tom Birch, retired airbrake foreman; H. A. Grothe, retired district general car foreman; J. L. Brown, retired general superintendent transportation; J. E. Bjorkholm, retired superintendent motive power; P. H. Draver, vice president-industrial development; W. C. Lummer, district storekeeper; F. W. Bunce, chief mechanical officer; J. D. Shea, general superintendent, Milwaukee; V. E. Glosup, assistant vice president-chief engineer; C. E. Crippen, assistant to president; E. R. Eckersall, vice president and general counsel; (right) M. L. Bluhm, retired vice president and general counsel; L. J. Benson, retired assist-



The Milwaukee Road Magazine



Association officers and members of the executive committee extend a welcome to the "ladies only" luncheon. From left: W. C. Lummer, vice president, committee members E. G. Tyckoson, R. W. Engstrom, Tom Birch and Matt L. Medinger, and L. J. "Larry" Benson, president. Miss Florence M. Walsh, secretary and treasurer, is pictured in the insert.



Two views of the Ladies Luncheon in the Empire Room of the Schroeder Hotel.

sistant to president and lifetime president of the Veterans, provided still further opportunities for fraternization.

The banquet in the festive surroundings of the Crystal Ballroom climaxed a full day. Serving as toastmaster, M. L. Bluhm, retired vice president and general counsel, read a testimonial composed by Mr. Benson to the late J. T. Gillick, former operating vice president who served as the association's president for many years. Mr. Bluhm's introduction of the evening's speakers included W. J. Whalen, retired vice president-operation, who was followed on the program by E. R. Eckersall, vice presi-

dent and general counsel.

In a discussion of legislative matters pertaining to the railroad industry, Mr. Eckersall reviewed for the Veterans the main proposals being supported by the railroads in attempts to diversify their services and remove some of the barriers blocking their basic operations. Observing that results can't be obtained overnight, that they involve weeks—months—sometimes years of planning, he asked the Veterans' support in helping the in-

dustry meet its goal. "We're not seeking favors," he pointed out, "all we ask is the opportunity to compete with other forms of transportation on a fair basis. You can help by urging your representatives in Washington to see these things our way."

This statement was indorsed by Mr. Bluhm, who added the comment that letters to Senators and Congressmen in the handwriting of their constituents receive consideration. "Alert them about

ant to president; F. G. McGinn, vice president-operation; W. J. Whalen, retired vice president-operation; L. V. Anderson, general manager system; J. A. Jakubec, assistant to vice president-operation; R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service; A. W. Shea, superintendent of safety; K. R. Schwartz, superintendent, Milwaukee Division; G. L. Wood, superintendent car department; William Wallace, general passenger traffic manager; C. F. Dahnke, general passenger agent Milwaukee; K. F. Nystrom, retired chief mechanical officer; R. W. Engstrom, general foreman-substations; and G. M. Dempsey, assistant superintendent of safety.

K. F. Nystrom, retired chief mechanical officer, receives a warm welcome from Mrs. Edith Hamann, car department clerk at Milwaukee Shops who served on the registration and information committee. Mr. Nystrom came from his home in Evanston, Ill.





A hubbub of excitement surrounds the registration desk as veteran employes and their wives arrive for the reunion.



Waltzing to "Let Me Call You Sweetheart" at the morning get-together in the "switch shanty."

matters concerning the railroads," he counseled. "You'll be surprised at what letters can accomplish."

A good example of what had previously been done was cited by Mr. McGinn,



A big hit of the banquet entertainment was this skit featuring "The Celebrated Malone Sisters and Marvin Moran."

who referred to that part of President Quinn's letter read at the banquet wherein he thanked the retired veterans for their generous response to his appeal last January for help in securing favorable consideration for the railroads' legislative program then before Congress. "It was a pleasant experience," President Quinn wrote, "to see carried into their retirement the same loyalty that is so much in evidence among our veterans in active service."

Talking over with the group what the railroad is doing now and what is intended for the future, Mr. McGinn said that he knew everyone was intensely interested in news of the proposed Milwaukee Road-Rock Island merger, and proceeded to recount the benefits accruing from a consolidated operation, should it go through. In the line of

recent technical progress, he listed expansions of electronic installations, and the adoption of new types of rolling stock and maintenance equipment, including Flexi-Van and automobile piggyback. In connection with the latter, he announced a recent expansion of service facilities at the North Harvey (Ill.) Yard.

Remarking about the effect of last year's steel strike on 1960 railroad earnings, Mr. McGinn pointed out that although carloadings had not come up to the level anticipated, the final six months of the Milwaukee's operations are historically an improvement over the first half year, and that this railroad should come out all right. "This is where the experience of the veteran employe is felt," he said. "Your help is needed to do an important job."

Attending the reunion from Chicago was this group which met by prearrangement in the hotel lobby. From left: "Comp" Operators Hazel Dillon and Mary Kelly and Typist Irene Barry, all of the Fullerton Avenue accounting department, Rosebud Wittwer, comptometer-typist, Union Station, and Jo Goetz, retired Fullerton Avenue typist.

For a pleasant journey home, the railroad provided the Chicago veterans with a special train. Members of the volunteer crew were, from left, Brakeman F. L. Loftin and Conductor R. O. Siegel, pictured with Brakeman I. R. Kamperschroer. Others were Engineer Dean Bartels and Fireman O. Qualey. The passenger is Tina Langton of the freight traffic department force in Chicago.



Charles H. Buford

CHARLES HOMER BUFORD, who retired as president of The Milwaukee Road in 1950 after a career of national leadership in the transportation field, died in Wesley Memorial Hospital in Chicago Aug. 17. En route from the Pacific Northwest to his home in St. Petersburg, Fla., he became ill and was hospitalized. He was 74 years of age.

Mr. Buford, a native of Newport, Ark., was graduated from the University of Arkansas with a degree in civil engineering in 1907, whereupon he started directly as a \$75-a-month instrumentman in the Road's engineering department at Ottumwa, Ia. After working a short while on the former Kansas City Division and as a draftsman in Chicago headquarters, he took a job as a designing and estimating engineer for the Santa Fe. In 1913 he was back on the Milwaukee to serve as assistant engineer on track elevation work in Chicago, and later as engineer of track elevation.

Transferring to the operating department in 1917, he was employed as a trainmaster at various locations for a year, when he was promoted to superintendent of what was then the Wisconsin Valley Division. In the latter capacity he served in turn at Green Bay, Sioux City and Terre Haute. He became general superintendent with headquarters in Chicago in 1924, advanced to assistant gen-



Charles H. Buford

eral manager of the lines west of Mo-bridge in 1925, and was appointed general manager with headquarters in Seattle in 1927.

In October, 1939, Mr. Buford was granted a leave to serve as vice president of the operations and maintenance department of the Association of American Railroads in Washington, D. C. During the war which followed, he was the central figure to whom military planners looked for the solution of the country's transportation problems.

Under his leadership, the successful

unification of the American railroads was recognized as a determining factor in the early termination of the war. The honors conferred on him at that time included the President's Certificate of Merit, the Certificate of Appreciation of the Bureau of Naval Personnel, and a Certificate of Appreciation from the War Department.

Again, on May 17, 1946, when the country faced a nation-wide strike of trainmen and engineers and the railroads were seized by the government, Mr. Buford was appointed federal manager in the presidential order under which the government took control.

Meanwhile, on Mar. 1, 1946 he had returned to the railroad as executive vice president. He was elected president and a member of the board of directors on May 13, 1947. Upon retiring from the presidency on Aug. 31, 1950, he continued to serve the railroad as a consultant until July 31, 1953.

Mr. Buford was an honorary member of the American Society of Civil Engineers and the American Railway Bridge & Building Association, and a founding member of the American Society of Traffic and Transportation. Surviving him are his widow, Ruth, of St. Petersburg, Ohio, and two sons, Jack W. of Cleveland, Ohio, and Curtis D., vice president of the operations and maintenance department of the A.A.R., Washington, D. C. Funeral services were held in St. Petersburg.

COMMENTS FROM OUR CUSTOMERS

"TOPS" IN EVERY INSTANCE

"Many thanks to your company for the very pleasant trip that my wife and I enjoyed to Chicago. The train crew was 'tops' in every instance, and every person concerned made the trip most enjoyable. The new rail travel-dine-sleep plan should make many friends for The Milwaukee Road, as well as increase train travel over your northwestern line. We can hardly wait until the time arrives for us to repeat this wonderful experience".

Howard C. Lyda
Tacoma, Wash.

THE FIRST TRAIN RIDE

"Ever since we took our 'big train ride' to Minneapolis on the Hiawatha over a month ago we have been meaning to write to tell you how pleased we were with the experience. It was the first train ride our children Ella (six years) and Carl (three years) had had, and we undertook the project more for an educational experience for them than for any other reason.

"We were very pleased with the venture. . . . The children enjoyed every minute of it

from the moment they excitedly got on the coach until they got off, including the Super Dome car, eating in the diner, and going through the tunnel at Tunnel City. They still talk of it, and I know it will always be a pleasant memory for all of us."

Mrs. Archer C. Wilcox
Hales Corners, Wis.

GOOD CUSTOMER RELATIONS

(To W. A. Keller, manager reservation bureau, Chicago)

"I am all set for my trip on The Milwaukee Road from Chicago to Seattle . . . and I cannot let your attention, together with that given me by your Buffalo representative go unnoticed. Your interest in one passenger's relatively short trip is certainly refreshing . . .

" . . . Once I get out there I have to return in a hurry, so I am going to take a plane, but . . . I would rather give you the business, due to your good customer relations program."

C. K. Hellebush Jr.
Rochester, N. Y.

OUTSTANDING PILGRIMAGE

" . . . My wife and I were on board your special train en route to Denver to attend the Imperial Shrine Session, and we want you to know how very much everyone enjoyed the facilities, delicious food and courtesies offered to us by all connected with your railroad . . . Robert Hurlbut [general agent, Madison, Wis.] was at our command all the time. The provisions made for our stay on the train and while in Denver were greatly appreciated . . . a most enjoyable trip for all."

Earle S. Lewis, Past Potentate

"A great share of the enjoyment was due to the excellent accommodations and arrangements made for our special train. The meals were wonderful, and served in fine fashion. . . . The accommodations in Denver stand above any our Temple has ever experienced in its many Pilgrimages. Our sincere thanks to Mr. Robert Hurlbut who always does a tremendous job for us, and to the Milwaukee Road for your cooperation."

Kenneth L. Svej, Divan Representative
Zor Shrine Temple, Madison, Wis.

"BROTHER RAT"

The Research Animal That Goes to the Far Corners of the World

THE current boom of scientific research in drugs and nutrition emphasizes a unique item of transportation which has involved The Milwaukee Road for many years. To the operating department it's known as the "white rat express" shipment originating at Madison, Wis., for destination points all over North and South America, and many overseas.

A fact unreported in tourist guides is that Madison, capital city of Wisconsin and site of the state university, is the country's leading production center for white rats bred scientifically for biological experiments. Among the several producers located there, one, the Holtzman Company, is the largest in the world. To accommodate this business, unerringly, Monday through Saturday, the Milwaukee Road's "Varsity" leaving Madison for Chicago carries a baggage car whose sole cargo is white rats consigned via Railway Express to research projects, university laboratories and pharmaceutical houses.

Routed for time-saving connections, in Chicago they are transferred to air-

"Brother Rat," gentled and "cleaner than a human," is easy to handle. Shown here is a carton being prepared for shipment from the Holtzman farm at Madison, Wis.

lines for destinations north, south and east. Shipments northwest and west move by way of Portage, Wis., to the Twin Cities, for airlift beyond. On days when shipments are heavy, the cargo may total 10,000 rats. For the railroad's part of the operation, the coordinators are F. J. Love, assistant trainmaster at Madison, together with General Agent R. K. Hurlbut and Agent D. A. Dunning.

Albino rats were prized by the ancient Romans, who regarded them as good luck carriers. That enthusiasm is shared by Evan C. Holtzman, a pioneer in the production field and this magazine's authority for information as to

their habits, rearing and human-like physiology. To anyone whose associations in the animal kingdom have been largely with household pets, a visit to the Holtzman farm just south of Madison is somewhat like attending a behind-the-scenes performance of *Zoo Parade*.

One of the impressions implanted by it is that the term "Brother Rat" is not actually far-fetched. For instance, starting with primer facts, Mr. Holtzman cited the relationship between white rats and humans which recommends their use for laboratory studies; that they have the same metabolism, and that their nutritional needs are strikingly similar. "Strange as it may seem to nonprofessionals," he said, "white rats are easy to handle—less frisky than mice—and reared under hygienic conditions, as these are, they are cleaner than humans."

By training, Mr. Holtzman is an accountant who switched professions in 1924 when he learned that an experiment underway at the University of Wisconsin was stalemated by the inability to obtain white rats of a pure blood strain. Starting with one litter, he undertook his own experiments to produce a strain free of disease, and to meet other laboratory requirements for age, size, blood lines and weight. By 1927 he was filling shipping orders, and three years later the company had an established world market.

In general, the demand stemmed

F. J. Love, assistant trainmaster at Madison, Wis. (left), checks a shipping list with Railway Express Agent Leo Volkert. The cartons at the right contain white rats from the Holtzman farm, the wooden cartons at the left from other Madison producers.





The majority of research animals are shipped at the age of one to two months, R. K. Hurlbut, general agent at Madison, Wis. (left), learns in this discussion with Evan C. Holtzman, pioneer white rat producer.

from heavy research spending on vitamins and nutrition in the 1930's, and expanded during the later swing to hormones. The concentration now is on animals to use in experiments on cancer control and the "new technology" drugs.

The Holtzman farm accommodates a permanent colony of approximately 100,000 rats. They are fed a nutritionally balanced diet and their average life span is a year. The females produce litters about every seven weeks. A staff of 30 trained personnel tends their wants, and standards are checked constantly. "No visitors allowed" prevents any possible contamination of their surroundings.

An average day's shipment is about 3,000 rats, although on Monday and Tuesday, when foreign orders are filled, they may total upward of 5,000. Among Holtzman customers are drug companies such as Merck, Sharpe & Dohme, Proctor & Gamble, the Miles, Abbott and Hudson laboratories and Parke, Davis; also, many of the leading universities of this and other countries, scientists in France, Sweden, Switzerland and Australia, and United States research projects abroad. The Wisconsin Alumni Research Foundation in Madison, for example, uses a large number in the manufacture for commercial use of vitamin additives that go into flour and milk.

Careful handling and rapid transit assure the delivery of the rats in prime condition. Like humans, they must be kept warm in winter and cool in summer. The Holtzman animals are shipped

Having a Wonderful Time

WHEN Doctor and Mrs. Steve L. Chojnacki of Milwaukee take their annual vacation, they never worry about something happening to the children. The youngsters go along—all 11 of them. This summer the family treat was a transcontinental train ride on the Olympian Hiawatha and a tour of the beautiful Pacific Northwest. It turned out to be just what the doctor ordered.

Of the arrangements made for their party by City Passenger Agent F. C. Foug—train, hotel and sightseeing reservations—Mrs. Chojnacki said, "Everything was so comfortable, and so well planned, it was just like being on a conducted tour. We had a wonderful time."

Moreover, traveling on the family fare plan and taking advantage of the Milwaukee Road's unique travel-dine-sleep package, the Chojnackis got a break on their transportation. For instance, on the latter combination of fares, sleeping car space and meals at special rates, they saved \$313.76 on train and Pullman tickets, and \$87.50 on meals—a total of \$401.26.

This year the physician and his wife took only nine of the children, as their

two older sons were working, in anticipation of returning to college in the fall. But the others, five boys and four girls ranging in age from 6 to 16, were with their parents when the Olympian Hiawatha pulled out of Milwaukee Aug. 15. C. F. Dahnke, general passenger agent, put them aboard the train. The family occupied five Pullman Touralux sleeping car sections, and Doctor Chojnacki carried 121 meal coupons for the round trip.

Their destination was Seattle, where a station wagon of the large family size was waiting at the Union Station to take them sightseeing. Following the itinerary mapped for them, they visited the major tourist areas of western Washington's vacation empire, all surrounded by magnificent scenery, and crossing Juan de Fuca Strait, climaxed the trip with a stopover in British Columbia.

At every turn there was something exciting to do and see, and plenty of recreation for the children. Back home two weeks later, the Chojnackis figured their Pacific Northwest holiday as one they will always remember.

Waiting for the Olympian Hiawatha in the Milwaukee station, the Chojnacki youngsters line up to say good-by to their big brothers, who were staying home to work summer vacation jobs. Standing between Dr. and Mrs. Chojnacki is John, 19, and lined up the stairway are Stanley, 21; Gregory, 6; Mary, 7; Signe, 8; Tommy, 9; Stevie, 11; Joey, 13; David, 14; Cathy, 15; and Ruth, 16.



in "chick" boxes—heavy corrugated paper cartons reinforced with metal screening and with openings that admit light and air—bedded down in shavings strewn with a special moisture absorber. A few raw potatoes placed in the boxes provide both food and drink en route.

As a routine operation of long standing, the "white rat" movement is practically without incident. One cropped up, however, several months back when a carton became dislodged and several

of the little creatures broke bounds. Standing by at the time was the Varsity's conductor, E. R. Kazynski of Franklin Park, Ill., who was given a pair to take home for his youngsters. All went well until one day they became mischievous and turned up missing. When Mrs. Kazynski finally found them perched saucily atop the living room drapes, the youngsters received an ultimatum. For her taste, white rats as household pets are a trifle exotic.

Slides Tell the Careful Car Handling Story

"BACK the attack on rough and careless car handling!" is the slogan being broadcast during October to all Milwaukee Road employes who play an active role in the handling of cars and freight.

In connection with the railroad industry's annual stepped up effort to reduce loss and damage to shipments, the Milwaukee is carrying out a month-long campaign whereby proper methods of car handling are being demonstrated through the medium of instructive slides. According to R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service, arrangements have been made to present showings before as many yard, train service and freight handling employes as possible. The program, under the supervision of Mr. Kemp and H. M. Warner, manager of claim prevention, refrigerator and merchandise service, is being progressed by the department's 13 freight inspectors.

The realization that loss and damage prevention is a shared responsibility calls for teamwork involving thousands of people all along the freight handling line. Supplementing the carriers' ceaseless striving toward more effective ways to give freight an easy ride, shipping people, too, are accelerating their studies of packing and handling practices with an eye to taking corrective measures. However, the continuing need to get the facts to the man on the job—in the

words of a shipper, "to the man who actually damages the freight"—is emphasized by the fact that last year claims resulting from loss and damage cost the railroads \$114,500,000. The number one problem was overspeed impact—more than half of the revenue loss was due to this factor.

The slides being shown to Milwaukee Road employes carry home this story. Accompanying the script, which was prepared by the Association of American Railroads Freight Loss and Damage Prevention Committee, are scenes of car handling techniques in use on various railroads. The Milwaukee Road operation on review is the workings of the car retarder at Air Line Yard in Milwaukee.

Modern classification yards figure prominently in the narration, which explains at length the methods of regulating the speed at which cars roll. As a guide to the new and a reminder to the seasoned railroader, emphasis is placed on careful coupling, with close-ups demonstrating the use of the pocket speed card to gauge impact, and of impact recorders.

What goes on inside a car when it does receive rough handling is illustrated with slides showing various "fish bowl" cars developed by individual railroads. The transparent cars also provide an "x-ray view" of how coupling cars at the regulation speed of four miles an hour or less prevents damage.

Summing up the situation, the point is carried that every carload of freight is a breadwinner for railroad people. Sparking the efforts of employes who handle cars is the message that, looking ahead, there is still a big job to be done, "But we know you can do it."

Significantly, careful car handling is the subject of the railroad's latest "creative crews" advertisement (see page 17 in this magazine). As the advertisement points out, methods developed by employes to reduce vibration in movement recently made it possible to ship 84 completely assembled houses from Indiana to Puget Sound without so much as cracking a window.

A letter from President William J. Quinn posted on employe bulletin boards cites this movement as an example of resourcefulness which can be passed along to the public with pride.

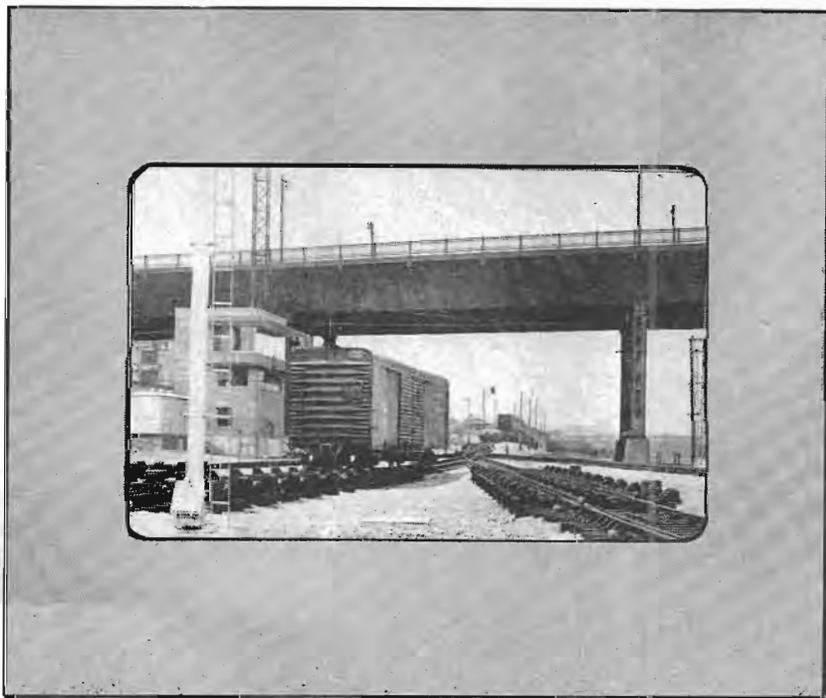
"Our railroad's successful handling of these houses is a tribute not only to the skill of Milwaukee Road traffic and operating forces," he wrote, "but to our claim prevention experts as well. *It is a fact well known to all of us that careful handling of freight entrusted to our care can be a veritable gold mine of new and retained traffic.*"

New Data Offices Opened; Program Moving Forward

THE Milwaukee Road's plan involving the installation of an electronic data processing system to start functioning next year is moving forward. Following the opening of regional data offices in Minneapolis (June 1) and Milwaukee (Aug. 8), the new system of freight accounting went into operation in Chicago on Sept. 6. The Chicago office serving shippers and receivers of freight is located at 1900 North Central Avenue, under the supervision of J. F. Millard as regional data manager. The rating and billing system applies to shippers formerly serviced by agencies in Chicago and 31 other Illinois points, 11 in Indiana and two in Wisconsin.

As this Magazine went to press, plans were being progressed to open a fourth regional data office on Oct. 18 in Madison, Wis. The Madison operation, centered at 40 North Frances Street, will apply to shipping patrons now serviced by the agencies in Madison and 87 other Wisconsin points, and 16 in Illinois.

Under the new system, freight bills are prepared in the regional offices, rather than by local agents. Remittances are also made to the data centers, except in the case of bills handled through the Chicago Railroad Freight Collection Association.



From the careful car handling script: "Here at the Milwaukee Road's Air Line Yard in Milwaukee, a car is approaching the retarder, controlled by an operator in the tower on the left."



P. L. Cowling



H. J. McKenna



George Neu



J. E. Marshall



F. W. Baker



E. C. Derr



J. L. Gable



W. B. Tigerman



W. V. Dilworth



K. G. Hosfield



D. C. Workman



R. L. Johnson

appointments

Traffic Department

Effective Sept. 1, 1960:

P. L. Cowling is appointed assistant to vice president-administrative, with office in Chicago. Mr. Cowling, who came to the Road in 1941, has served in various capacities in Tacoma, Great Falls, Seattle and San Francisco. He was district freight and passenger agent in Sacramento before his most recent appointment as assistant to vice president-traffic on July 1, 1959.

H. J. McKenna is appointed assistant to vice president-special duties, with office in Chicago. Starting in 1922, Mr. McKenna was employed in the freight-traffic department of the Soo Line and was freight traffic manager, rates and divisions, of that railroad before transferring to the Milwaukee as freight traffic manager, rates and divisions, in Chicago on Jan. 1, 1959.

George Neu is appointed traffic manager at San Francisco. Mr. Neu has been with the traffic department since 1927, serving in various capacities in Tacoma, Portland, Spokane, Aberdeen, S. D., and Minneapolis. Since 1954 he has been general agent at Pittsburgh, general freight agent in Milwaukee, and since July 1, 1959 assistant traffic manager, San Francisco.

J. E. Marshall is appointed traffic manager with office at New York, N. Y. Since starting with the Road in the Winnipeg traffic office in 1926, Mr. Marshall has served as city freight agent, traveling freight agent, general agent in Seattle and Milwaukee, and general freight agent, Seattle. Since Sept. 1, 1957 he has been assistant traffic

manager, sales and service, Chicago.

F. W. Baker is appointed traffic manager with office at Kansas City. Since entering service there in 1920, Mr. Baker has served as division freight and passenger agent at Aberdeen, S. D., and Terre Haute, general agent in Pittsburgh, and district freight traffic manager, New York City. He had been traffic manager at the latter point since Feb. 1 of this year.

E. C. Derr is appointed assistant traffic manager with office at Seattle, following the retirement of L. J. Kidd. Mr. Derr, who started with the Road in Kansas City in 1934, has served as traveling freight and passenger agent and also as general agent in Atlanta. He has been general southwestern agent at Kansas City since 1951.

W. B. Tigerman is appointed general agent with office in Kansas City. Mr. Tigerman has been employed continuously in the Kansas City office since 1929, as chief clerk before being appointed assistant to general southwestern agent in 1951.

P. A. Larson is appointed general freight agent, Chicago. Starting with the Road in 1927, Mr. Larson has been city freight agent in Chicago, traveling freight agent, St. Louis, and general agent in Atlanta and Philadelphia. He returned to Chicago on May 16 this year as assistant to freight traffic manager, sales and service.

D. C. Workman is appointed district supervisor, rail-highway sales, at Chicago. Mr. Workman has been with the traffic department since 1947, serving in Minneapolis and Aberdeen, S. D., before being appointed traveling freight

and passenger agent, Des Moines, in 1952. Since May 1 this year he has been chief clerk to freight traffic manager, Chicago.

K. G. Hosfield is appointed assistant to freight traffic manager, sales and service, Chicago. Mr. Hosfield has been with the traffic department since 1947, serving on various positions in Des Moines. Since Dec. 1, 1958 he has been chief clerk to freight traffic manager, and most recently to assistant general freight traffic manager.

Effective Sept. 16, 1960:

W. V. Dilworth is appointed general agent, Buffalo, N. Y. Mr. Dilworth, who started in the traffic office in Philadelphia in 1937, has held various positions in Washington, D. C., San Francisco, and Oakland, Calif. He was general agent in San Francisco when he transferred to Chicago as assistant to freight traffic manager, sales and service, in May this year.

R. L. Johnson is appointed assistant to freight traffic manager, sales and service, Chicago. Mr. Johnson started in the operating department in his native Spokane in 1941, transferred to the traffic department in Seattle in 1951, and held various positions there and in Spokane before he was made chief clerk to general freight traffic manager in Chicago on May 16.

Operating Department

Effective Aug. 1, 1960:

J. L. Gable is appointed operations research analyst with headquarters in Chicago. Mr. Gable, a native of Bismarck, N. D., holds a master's degree in industrial administration from Carnegie Institute of Technology as well as a master of science degree from the University of Minnesota and a bachelor of arts de-

L. J. Kidd Honored at Retirement Dinner

THE retirement on Aug. 31 of L. J. "Roy" Kidd, assistant traffic manager at Seattle headquarters, was the occasion for a rousing get-together by the Milwaukee Road family. At a dinner party held in the Washington Athletic Club in Seattle Aug. 20, approximately 95, including 17 retired associates, tendered their good wishes.

As a member of a pioneer Milwaukee Road family in the West, Mr. Kidd was the subject of a "This Is Your Life" skit, for which L. H. Dugan, vice president and western counsel, was master of ceremonies. Woven around his 44 years of



In the "This Is Your Life" spotlight, L. J. Kidd is presented with a retirement gift by G. H. Kronberg, traffic manager, Seattle.

service with the railroad, one of the facts it revealed was that his father, the late John Clement Kidd, was the Road's first agent at Odessa, Minn., about 1890, and that he also opened the station at North Puyallup, Wash. Another revelation was that Roy's woodworking acumen, a talent which shows to advantage in the homes of his friends as well as his own, dates back to his high school days in Puyallup when he won the state manual training championship.

Mr. Kidd started his career in the local freight office at Tacoma in 1915 and transferred to the traffic department as a rate clerk at that point in 1923. Later he became traveling freight and passenger agent at Tacoma, then division freight and passenger agent at Aberdeen, Wash., and subsequently export and import agent in Seattle. In 1947 he was appointed general agent, first in Seattle and later in Milwaukee, following which he served as assistant to western traffic manager. He was promoted to general freight agent, sales and service, at Seattle on Sept. 1, 1957 and advanced to assistant western traffic manager on Nov. 1, 1958.

He and Mrs. Kidd will make their home at Dockton, Wash., on the tip of Vashon Island, where they have property on which Roy is planning to demonstrate his manual training skill. They have three children, a son, Donald, who has a farm implement business at Everett, Wash., two daughters, Virginia in San Mateo and Alice Jo in San Luis Obispo, Calif., and 10 grandchildren.



What's Going On Here?

REMEMBER that story about how we had to air condition the trains because we couldn't get the windows open? Here's how it started—air conditioning, that is.

The year was 1930, and Dr. Willis H. Carrier, the father of air conditioning, was hot on the solution of a cooling system for a railroad car. Each of the light bulbs radiated the same heat as would two passengers, and a tank of hot water (background, right) supplied the amount of humidity given off by a full car of passengers. The coach was enclosed in a shed through which heat, dirt and wind were forced, to show the conditions which the air conditioning would overcome, including temperatures up to 106 degrees. The result was the first steam ejector refrigerating unit for railroad car air conditioning introduced on American railroads in 1932.

APPOINTMENTS

(Continued from page 15)

gree from St. John's University, Collegeville, Minn. He was formerly employed by General Mills in Minneapolis, and since 1955 as senior systems analyst with Collins Radio in Cedar Rapids.

J. D. Feiereisen is appointed assistant agent at Milwaukee, succeeding D. A. Dunning. He was formerly agent at Chicago Heights, Ill.

R. G. Arntz is appointed agent at Chicago Heights, Ill. Mr. Arntz was agent at Watertown, Wis.

C. D. Nunley is appointed assistant agent at Galewood, Ill., succeeding J. F. Millard. Most recently he was assistant agent at Rockford, Ill.

W. J. Hamann is appointed assistant agent at Rockford, Ill. Mr. Hamann was formerly chief clerk to agent at Galewood.

Effective Aug. 16, 1960:

R. M. Gordon is appointed agent at

Aberdeen, S. D., succeeding D. C. Fish. Mr. Gordon has been assistant agent at Cedar Rapids.

A. E. Swanson is appointed assistant agent at Cedar Rapids. Most recently he was agent at Hettinger, N. D.

J. J. Nentl is appointed superintendent commuter service, with headquarters at Chicago. Mr. Nentl, who has been with the operating department since 1935, has served as a trainmaster and as assistant superintendent at Aberdeen, Miles City, Dubuque and Savanna. Since Jan. 16, 1958, he has served in the last capacity at Terre Haute.

J. R. Werner is appointed assistant superintendent of the Terre Haute Division with headquarters at Terre Haute, Ind.

W. F. Plattenberger is appointed assistant superintendent of the Coast Division with headquarters in Seattle.

F. A. Barton is appointed assistant superintendent of the Milwaukee Division with headquarters at Beloit, succeed-

ing W. F. Plattenberger.

R. L. Martin is appointed trainmaster of the Milwaukee Terminals with headquarters at Milwaukee, following the resignation of N. J. Klein.

G. W. Mealey is appointed trainmaster of the Coast Division with headquarters at Othello, Wash., succeeding R. L. Martin.

R. D. Richter is appointed trainmaster of the Rocky Mountain Division with headquarters at Deer Lodge, Mont., succeeding G. W. Mealey.

Engineering Department

Effective Sept. 1, 1960:

W. C. Kelly is appointed relay office supervisor-system, following the retirement of F. T. Ross. Mr. Kelly, a native of Bozeman, Mont., started as a telegrapher at Three Forks, Mont., in 1950 and has served in the relay office at Butte and the St. Paul radio shop. He was maintainer of electronic equipment at Savanna before being promoted to assistant to relay office supervisor-system in March of this year.

retirements

during July-August, 1960



General Office and System Employees

Bazemore, J. A. Chief . . . Chicago, Ill.
 Kidd, L. J. Asst. Traffic Mgr. . . Seattle, Wash.
 Maday, F. T. Chief Rate Clerk . . Chicago, Ill.
 Mitchell, W. Waiter
 Ross, F. T. Supv., Relay Office
 Sima, A. E.
 Secy to Asst. Chief Engr.
 Smykowski, M. Cook

Aberdeen Division

Copeland, R. E. Conductor . . Minneapolis, Minn.
 Hultman, O. J. Sec. Laborer . . Milan, "
 Johnson, J. A. Engineer . . Minneapolis, "
 Kurle, R. Sec. Laborer . . Java, S. D.
 Lyons, W. J. Brakeman . . Minneapolis, Minn.
 Riley, M. J. Agent . . Corona, S. D.
 Winn, S. L. Agt. & Operator . . Selby, "

Chicago Terminals

Boland, C. L. Gen. Roadmaster . . Chicago, Ill.
 Breit, J. F. Counterman
 Campbell, G. W. Frt. Handler
 Debs, P. J. Foreman
 Finnane, W. D. Yard Conductor
 Garrett, W. D. Engineer
 Horner, G. W. Fireman
 Houghton, H. W. Electrician
 Kocenda, M. Coach Cleaner
 Kurak, J. M. Car Cleaner
 Leveille, T. T. Track Laborer
 Lukaszewski, S. Frt. Checker
 Martinez, J. Laborer
 Nealon, T. Frt. Handler
 Ohl, H. L. Engineer
 Owens, F. E. Conductor . . Bensenville, "
 Portschy, J. M. Foreman . . Chicago, "
 Russell, C. W. Switchman
 Shaw, H. T. Machinist . . Bensenville, "
 Stephan, H. A. Rate Clerk . . Chicago, "
 Wilk, A. Laborer
 Zwibler, G. Snow Gang Laborer

Coast Division

Anderson, H. W. Warehouse Foreman . . Seattle, Wash.
 Bravtigan, M. H. Sec. Laborer . . Chehalis, "
 Coplen, C. H. Agent . . Snoqualmie Falls, "
 Downing, C. Hostler . . Port Angeles, "
 Gotham, R. R. Carman Helper . . Tacoma, "
 Hofferber, G. Machinist
 Kelly, J. N.
 Machinist & Relief Foreman . . Othello, "
 Martens, R. J.
 Sub Station Operator . . Kittitas, "
 Miley, R. Fireman . . Spokane, "
 Rachau, J. E. Sec. Laborer . . Maytown, "
 Sargent, L. O. Chief Clerk . . Tacoma, "
 Tisher, S. A. Train Baggage

Dubuque & Illinois Division

Chambers, D. E. Switch Foreman . . Ottumwa, Ia.
 Chism, C. F. Engineer . . Cedar Rapids, "
 Hunsaker, W. S. Engineer . . Marion, "
 Rivera, A. Track Laborer . . Savanna, Ill.
 Webber, F. Box Packer

Iowa Division

Frazier, G. V. Engineer . . Des Moines, Ia.
 Lawrence, V. E. T. F. & P. A. . . Omaha, Neb.
 Noack, E. E. Rhse Laborer . . Perry, Ia.
 Sikkema, L. W. Conductor . . Savanna, Ill.
 Swearingen, L. B. Agent . . Woodward, Ia.
 Vodnek, J. Laborer . . Perry, "

Iowa, Minnesota & Dakota Division

Anderson, A. G. Sec. Laborer . . Caledonia, Minn.
 Bohan, J. F. Machinist . . Mitchell, S. D.

Ibsen, J. R. Agt. Operator . . Welcome, Minn.
 Joynr, C. A. Station Agent . . Emmetsburg, Ia.
 Maricle, M. Sec. Laborer . . Austin, Minn.
 Munsch, T. J. Agent . . Vermillion, S. D.
 Rakow, A. C. Engineer . . Austin, Minn.
 Roberts, B. Sec. Laborer . . Fairmont, "
 Ruckman, J. F. Switchman . . Sioux City, Ia.
 Yost, H. A. Clerk . . Sioux Falls, S. D.

La Crosse Division

Bankert, G. A. Clerk & Cashier . . Wisconsin Rapids, Wis.
 Barry, G. E. Mach. Helper . . Tomah, "
 Grothman, O. R. Laborer . . Portage, "
 Hansen, L. R. Clerk . . New Lisbon, "
 Janz, F. Engineer . . Wausau, "
 Koch, C. R. Carman Hlpr. . La Crosse, "
 Mause, H. E. Storehelper . . Tomah, "
 Ruskell, E. F. Sec. Laborer . . Mineral Point, "
 Smith, C. W. Sec. Laborer . . Tomah, "
 Steen, A. C. Chief Clerk . . La Crosse, "
 Streeter, G. H. Engineer . . Wausau, "
 Swanson, W. B. Machinist
 Sweet, R. C. Crossing Watchman . . Tomah, "
 Thompson, C. J. Conductor . . Portage, "

Umberger, A. W. Brakeman . . Minneapolis, Minn.
 Wangerow, J. H. Brakeman . . St. Paul, "

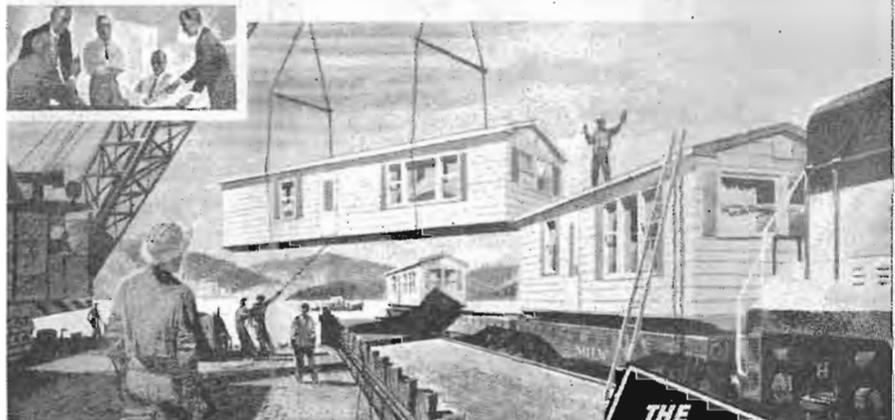
Milwaukee Division

Bloom, T. A. Brakeman . . Channing, Mich.
 Harrington, N. C. Conductor . . Beloit, Wis.
 Hurley, E. L. Chief Clerk . . Rockford, Ill.
 Leonelli, L. Track Laborer . . Ladd, "
 Logan, J. J. Sec. Foreman . . Rockton, "
 McEvoy, E. L. Sec. Laborer . . Mendota, "
 Pawlak, W. J. Laborer . . Rondout, "
 Petersen, P. B. Laborer . . Kansasville, Wis.
 Schur, H. Track Laborer . . Plymouth, "
 Seifert, J. Sec. Laborer . . Ontonagon, Mich.

Milwaukee Terminals & Shops

Anagnos, N. J. General Foreman . . Milwaukee, Wis.
 Badovinac, J. Painter
 Bouzek, G. A. Paint Sprayer
 Breckenridge, W. E.
 Conductor . . North Milwaukee, "
 Burg, E. J. Engineer . . Milwaukee, "
 Chojnacki, L. W. Mach. Helper
 Cloud, A. Janitress
 Crucius, F. H. Carman
 Dahms, E. O. Laborer
 Dohse, W. C. Carman
 Ewing, C. L. Cutter-Carman
 Grant, L. E. Engr. of Tests
 Hanstad, T. A. Supply Clerk
 Hirshman, S. Conductor
 Jansen, M. P. Steamfitter
 Kieckbusch, P. W. Laborer
 Kramer, G. J. Engineer
 Metznerhuber, A. S. Machinist
 Meyer, A. E. Signalman
 Muenchow, R. R. Engineer

SOMETHING NEW IN RAILROADING...
 "CREATIVE CREWS"
 of the Milwaukee Road



Entire houses, complete with furnishings, reach Alaska undamaged because of a unique damage-prevention operation that serves all Milwaukee Road customers on call.

Their latest: Moving whole houses from Indiana to Alaska without cracking the picture window

EIGHTH IN THE SERIES of the railroad's "Creative Crews" advertisements currently appearing in leading newspapers and magazines is this dramatic picturization of a recent movement of 84 portable houses from Indiana to Alaska (see The Milwaukee Road Magazine for March-April 1960). The houses, ready-finished to the last square inch of paint, including utility appliances, curtains and drapes, required special methods of tying, blocking and bracing which were developed for the shipper by personnel of the Road's claim prevention, refrigerator and merchandise service department. Pointing out that they were delivered without so much as a crack in a picture window, the advertisement cites the movement as "a further example of how The Milwaukee Road is building a reputation for resourcefulness . . . our Creative Crews strive constantly to do better the many jobs that the railroads do best."

O'Day, A. L.	Electrician	Milwaukee, Wis.
Odegaard, H. T.	Shop Engineer	" "
Rasmussen, D. H.	Lineman	" "
Regan, J. W.	Laborer	" "
Robertson, A.	Pipefitter	" "
Sowle, J. H.	Welder	" "
Walmer, N. H.	Mach. Helper	" "
Wdowicki, A.	Machine Operator	" "
Young, J.	Carman	" "

Off Line

Pritchard, A. B. Clerk. Buffalo, N. Y.

Rocky Mountain Division

Barnard, H. W.	Agent	Gallatin Gateway, Mont.
Bryan, A. D.	Brakeman	Harlowton, "
Cease, L. O.	Mach. Helper	Avery, Ida.
Dworshak, R. J.	Car Inspector	Harlowton, Mont.
Eggleston, F. R.	Engineer	Three Forks, "
Good, R. S.	Sub-Station Operator	Butte, "
Hawkins, A. L.	Steno-Clerk	Great Falls, "
Kay, E. M.	Agent	Bozeman, "
Lundin, O. H.	Tele. Operator	Lewistown, "
MacKenzie, J.	Laborer	Miles City, "
McKee, K. C.	Machinist	Deer Lodge, "
Pascoe, R.	Storehelper	" "
Phillippe, G. L.	Engineer	Harlowton, "
Riddell, R. C.	Trainman	Mobridge, S. D.
Schultz, B. C.	Engineer	Miles City, Mont.
Stefanoff, E.	Sec. Foreman	Choteau, "

Terre Haute Division

Crum, L. H.	Brakeman	Terre Haute, Ind.
Winn, I. A.	Sec. Laborer	Grammer, "

Twin City Terminals

Carlson, M. J.	Frt. Handler	Minneapolis, Minn.
Drussell, G. P.	Frt. Checker	" "
Falk, J. H.	Carman	" "
Healy, P. E.	Flagman	" "
Johnson, F. B.	Per Diem Clerk	" "
Johnson, G. N.	Trucker	" "
Olson, L. O.	Triple Valve Repairman	St. Paul "
Opatz, J.	Laborer-Repair Track	" "
Simon, G. A.	Sec. Foreman	" "

It Happened On The Milwaukee

(Continued from page 3)

check-out counter, the man behind it stated that our charges were impossible, inasmuch as every room in the hotel had just been renovated. However, the evidence indicated otherwise, so he was very happy to compliment us, provided we would forget we had ever feathered down in his establishment. I am still trying to figure out why my friend captured two instead of one, unless he just wanted to show his appreciation.

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

PURCHASES AND STORES TO CHICAGO. As announced by the Association of American Railroads, the Purchases and Stores Division of the A.A.R. was moved from Washington, D. C., to Chicago Aug. 15. The new division offices are at 59 East Van Buren Street. The move was made "to coordinate more effectively the work of the division".

"Father Was A Railroad Man"



Horatio Greenleaf Selby

A RETIRED employe who on Aug. 9 observed his 95th birthday is the subject of a unique family chronicle which provides an intimate glimpse of a career spanning 57 years of Milwaukee Road service. "Father Was A Railroad Man," handsomely bound and illustrated, is the biography of Horatio Greenleaf Selby of Mt. Vernon, Wash., written by his son Kenneth E., assistant superintendent of the Seattle elementary schools.

The booklet, which was published for circulation among the Selby kin, records Mr. Selby's birth in Evansville, Ind., and episodes of his boyhood in Milwaukee. There at an early age he studied telegraphy, and at 14 was hired as the first operator for Postal Telegraph. In 1880, he began his long career with The Milwaukee Road, which was then establishing its own telegraph system. During his first years with the railroad he served as assistant to the freight auditor and as a traveling auditor with headquarters in Milwaukee, La Crosse and St. Paul.

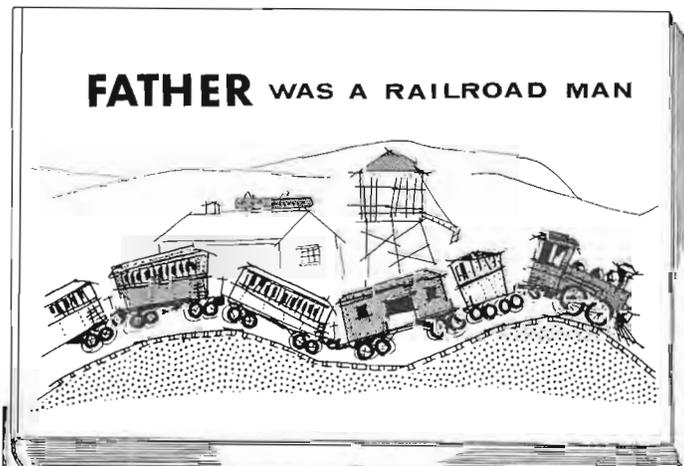
In 1895 Mr. Selby married the late

Martha Edgerton, his childhood sweetheart. She was a daughter of E. W. Edgerton, one of the first superintendents of the Chicago, Milwaukee and St. Paul stockyards in Milwaukee, and a niece of B. H. Edgerton, the first secretary of the Milwaukee and Waukesha Rail Road, the original line of the present Milwaukee Road system. Three sons were born to them, Halbert (now deceased), Kenneth and Malcolm, and a daughter, Miriam.

Following the turn of the century, Mr. Selby served as a traveling freight and passenger agent, manager of the Duluth, St. Cloud, Glencoe and Mankato Railway while it was being acquired by the Milwaukee, and commercial agent. In the meantime the route to the Pacific had been completed, and in 1912 he was transferred to Bellingham, Wash., as superintendent of the Bellingham and Northern Railroad. During that period of his career his sons worked with the Road's section gangs, bridge and engineering crews throughout high school and college vacations.

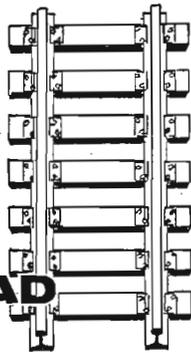
In 1927, when the Bellingham and Northern was consolidated with the Coast Division, Mr. Selby was appointed special assistant to general manager at Seattle. Later he served as chief of the personnel record department, and then as Seattle manager of the Continental Telegraph Company, a subsidiary of the railroad. He retired in 1937.

The biography creates a picture of a loved and respected patriarch. Shortly after his 80th birthday Mr. Selby's vision began to fail, but he gets around freely, and a new vista was opened when he discovered "Talking Books for the Blind." At age 95, his experiences and memories are those of a man "who has lived and served through most of the golden years of railroad prosperity."



Cover design for "Father Was A Railroad Man," by Henry Petterson, director of art for the Seattle public schools.

ABOUT PEOPLE OF THE RAILROAD



La Crosse Division

THIRD DISTRICT

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

Engineer George Streeter, a veteran of 55 years' service who began his railroad career in the roundhouse at Tomahawk, chose the month of June to retire and enjoy a well deserved rest. George will now be able to thoroughly enjoy one of his favorite pastimes, fishing.

Mrs. J. C. Rodehaver, Wausau, widow of a Valley pioneer engineman, died suddenly July 23, while spending the day with her daughter.

Mrs. Robert Knickelbein, wife of Extra Gang Track Foreman Knickelbein, passed away recently. Besides the widower, she is survived by eight children.

Rufus P. Rawson, 80, who had been in ill health for the past year, died July 28. Mr. Rawson retired as a conductor in 1945, after 56 years in train service. He is survived by his widow, a son, and two grandchildren.

Machinist Bill Swanson, Wausau roundhouse, retired July 29. His co-workers presented him with a goodwill gift. The Swansons plan to spend much of their time at their cottage on Manson Lake, north of Tomahawk.

Aberdeen Division

EAST END

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

Fireman Ralph Boss has resigned and is now the dentist in the St. Croix Falls, Wis., Clinic.

Otto Streich, who recently retired as section foreman at Brownton, Minn., died suddenly July 24. Ed Waldman, who retired as an engineer in 1938, died at his Minneapolis home at the age of 86 July 23. The mother of Train Director Pat Maloney died in St. Paul after having been in failing health for some time. Retired Engineer Chester Charter died suddenly Aug. 11 at his home in Minneapolis.

Engineer Lawrence B. Reeve, who has been known to produce some astounding things in his garden, now has a new conversation piece. This summer he threw some cucumber seeds in the vicinity of his morning glory vines and now the cucumbers and the morning glories are going up the fence together. Most spectacular development.

Section Foreman Harris Klefstad and his wife were enjoying their western vacation until they got to Las Vegas and then things took an unpleasant turn when Mrs. Klefstad fell and broke her hip. She remained in the hospital in Las Vegas for several weeks, but is now recuperating at home.

Engineer Jack Acers and his family have moved to Minneapolis and Conductor F. N. Lund has moved his family to Farmington where Floyd is conductor on the "Hay Line."

Brakeman Allan Skarp was recently married to Lois Mettling of Montevideo. Lois is the lucky young lady who, a couple of years ago, won the choice of a trip to Europe for two, or \$1,000. She chose the thousand which may have influenced Allan's decision that she was meant for him. However, he will neither affirm or deny.

Stanley L. Winn, agent at Selby, S. D., for the past 25 years, retired in August after 51 years of railroading. He started as a call boy for the C&NW at Escanaba, Mich., and after learning telegraphy began working for the Milwaukee in July, 1911 as an operator. Among towns where he was stationed before going to Selby are Montevideo, Milbank, Marvin and Aberdeen. He and Mrs. Winn have sold their household goods, planning to visit relatives in Missouri and Kansas, and then spend the winter in California. They have three children, Richard of Kansas City, Mrs. William Bietsch of La Crescenta, Calif., and Mrs. Kenneth Swift of Canoga Park, Calif.

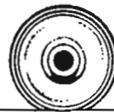
TOP HOLE TACTICIAN. Winner of the Chicago traffic department's first invitational golf tournament held at the Bartlett Hills Country Club Sept. 17 was R. K. Merrill, commerce counsel (left). Presenting the champion's trophy is P. L. Cowling, assistant to vice president-administrative.



AIRLIFT PILOT. Robert D. "Bob" Hoffman, secretary to the superintendent of the car department at Milwaukee Shops, pictured taking part in Operation Bright Star/Pine Cone III, a gigantic field exercise held Aug. 16-23 near Fort Bragg, N. C. Bob, who is a captain and pilot in the 440th Troop Carrier Wing of the Air Force Reserve, trained this summer at Donaldson Air Force Base, Greenville, S. C.



RETIRING AFTER 53 YEARS of service, "City of Denver" Engineer A. R. Mills is pictured at Savanna, Ill., Aug. 27, as he finished his last Chicago-Savanna run. From left are: Superintendent A. O. Thor, Mr. Mills, Fireman James Hamilton, Mrs. Mills and Master Mechanic D. A. Radabaugh. Mr. Mills, who started as a fireman in the Chicago Terminals in 1906, is a veteran of the railroad's construction west of Moberge, S. D. His service date on the D&G Division is Nov. 2, 1907, as engineer since Sept. 24, 1912.



	AUGUST		EIGHT MONTHS	
	1960	1959	1960	1959
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$23,550,101	\$21,994,445	\$154,518,252	\$164,856,908
PAID OUT IN WAGES	10,299,742	10,774,695	76,485,370	82,456,909
PER DOLLAR RECEIVED (cents)	43.7	49.0	49.5	50.0
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	890,759	966,303	6,748,609	6,424,076
PER DOLLAR RECEIVED (cents)	3.8	4.4	4.4	3.9
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest ..	10,369,619	9,699,007	73,890,494	73,873,178
PER DOLLAR RECEIVED (cents)	44.0	44.1	47.8	44.8
NET INCOME	\$1,989,981	\$554,440	—	\$2,102,745
NET LOSS	—	—	\$2,606,221	—
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	107,234	104,308	758,486	828,992
Decrease 1960 under 1959.			—70,506	
Increase 1960 over 1959..	+2,926			

Milwaukee Shops

CAR DEPARTMENT

Erwin C. Weber, Correspondent

Norman W. Pfenning, who started to work for the Road as a blacksmith helper July, 1936, promoted to blacksmith November, 1936, to layout man January, 1946 and to leadman September, 1946, was promoted to assistant blacksmith foreman July 1.

Alex Wdowicki, a machine hand in the freight car shop, retired at the age of 70 after completing 49 years of service. He started as a passenger carman in 1911.

Arthur L. O'Day, an electrician in the passenger department, and a committeeman for the electricians, retired Aug. 1. He started with the Road in February, 1937.

William C. Dohse Jr., triple valve repairman in the passenger shop, retired Aug. 12 after 43 years' service.

Alfred H. Boettcher, 71, passed away in his home July 10. He began work as a supplyman in September, 1918 and was promoted to assistant airbrake foreman April, 1949 from which position he retired in July 1954.

John Legas, painter helper in the freight car shop, passed away suddenly June 24.

The wife of Retired Freight Shop Foreman Charles Wickert died July 10.

William E. Weidel, a machinist in the passenger airbrake shop, passed away Aug. 8. He started work as a machinist in the locomotive department in June, 1903.

Ralph P. Cunningham, carman in the freight car shop, died suddenly Aug. 13. Mr. Cunningham began working for the Road in June, 1956.

Charles A. Henner, 65, machinist helper in the wheel shop, passed away Aug. 13. His starting date with the Road was Aug. 27, 1945.

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

Romana Kopitsch, stenographer, spent her vacation in Norway and Sweden.

Alex (Shorty) Robertson recently completed 50 years as a pipefitter.

Larry Chojnacki will do some farming at Wausaukee since he has retired as machinist helper in the locomotive department garage. Anton Metzehuber, retired as machinist in the reclamation department, plans to live in Grand Rapids, Minn. Two other recent retirees are Harvey Beck, electrician, and Charles Fox, machinist.

W. L. Hemsey, son of shop superintendent at Tomah, recently transferred from Tomah to the Milwaukee Shops. He is a machinist apprentice.

W. Bidlingmeyer, supervisor at Lewis-

town, recently accepted the position of night electrical foreman in the locomotive shops, Milwaukee.

Machinist Helper Tolford Carlson passed away in July.

Foreman Earl Hogan is back in the truck shop having recovered from his recent illness.

OFFICE OF MECHANICAL ENGINEER SUPT. OF CAR DEPT., & TEST DEPT.

H. J. Montgomery, Correspondent

Highlights of the send-off for Engineer of Tests Leland E. Grant when he retired at the end of July included the presentation of a box of cigars for his smoking pleasure, a subscription to the National Geographic Magazine for his reading pleasure, and cash for his spending pleasure. Mr. Grant, or "Doc" as he was better known, started with the test department in 1928 as chief chemist. In 1939 he became metallurgist and welding engineer, and in 1942 was promoted to the position he held when he retired. Lew McAllister of the mechanical engineering force, who formerly worked in the test department, was among the group of laboratory and test department employees who honored him at an office farewell party. The Grants will spend the future winters in a warm climate and the summers at their home in Wauwatosa.

Chicago Terminals

UNION STREET

Carolyn DiCicco, Correspondent

Charles (Chuck) Arnolde, check clerk at Kinzie Street, won't ever have to worry about a shortage of nurses. His daughter Meredith was graduated from Illinois Masonic Hospital Sept. 6 and his two younger daughters are also contemplating nursing careers. Chuck's wife Thelma is superintendent of nurses at Martha Washington Hospital.

Michael Fruend, 14 year old grandson of Ed Muller, rate clerk at Division Street, entered St. Joseph's Seminary (Servite Fathers) in St. Charles, Ill., Sept. 4 to study for the priesthood.

Emil Cuicci retired Aug. 31. Emil



Engineer of Tests Leland E. Grant (right), retiring with 32 years of service at Milwaukee Shops, is congratulated by H. H. Melzer, chief engineer of tests. For details, read the office of mechanical engineer and test department news.

The Milwaukee Road Magazine



SILVER PASS CONGRATULATIONS. Steve C. Filut, chief clerk to the assistant superintendent of the car department at Milwaukee Shops (right), who recently became a 45-year veteran, receives his Silver Pass with the good wishes of G. L. Wood, superintendent of the car department. Since entering service in 1912 under the master car builder, he has served in a supervisory capacity under eight car department heads.

worked as janitor in the Union Street district since 1936 and when asked how he planned to spend his retirement he simply said, "take life easy".

Thomas J. Taras, demurrage clerk at Division Street, transferred to the regional data office at Galewood.

Mary Stevens, wife of Edward, House 5 Kinzie Street, passed away Sept. 16 after a long illness. Surviving, in addition to her husband, are a son Edward and a daughter, Sr. Mary Edissa, B.V.M. Requiem Mass was at Our Lady of Angels Church.

Thomas Nealon, House 5 Kinzie Street, retired Aug. 1. He had been 25 years with the Road.

GALEWOOD

Ray Bishop, Correspondent

Mrs. Emily Young, veteran notice clerk at this station, retired Aug. 31. A farewell party was held by a group of friends at the Gay Spot, a dinner club on the northwest side.

John Millard has been appointed manager of the new regional data processing and accounting office recently opened here. He has been succeeded as assistant agent by C. D. Nunley (Duffy) of Rockford. W. J. Hamann, formerly chief clerk at Galewood, succeeded Mr. Nunley as assistant agent, and R. C. Stark stepped into the chief clerk's position vacated by Mr. Hamann. The ladies of the office served coffee and cake at lunch time the day preceding Mr. Hamann's departure, and he was presented with a fine golf cart and a well filled billfold, the hand tooling of which was the work of Fred La Rue.

Tom Dyba, route clerk, was made grandpa a second time by his son and daughter-in-law. The happy parents and grandparents now have a boy and a girl to spoil.

At this writing, Verne Comstock and Marie Riley are still on sick leave, and I am sure both would welcome mail.

Walter Daumke, caller at Galewood, lost

his mother, and Howard Kay, auto mail clerk, told us of the death of his father-in-law after a long illness. Phil Scorza of Galewood and Robert Scorza of Bensenville also suffered the loss of their mother who had been ill for a long time.

WESTERN AVENUE STORES & LOCOMOTIVE DEPARTMENTS

LaVergne Misiak, Correspondent

Chick Breen, retired counterman, who has been living in Burlingame, Calif., since his retirement in 1956, stopped in to say hello before returning home after attending funeral services for his sister.

Pipefitter Apprentice Donald R. Centenail entered military service Aug. 6.

Traveling Engineer William Cruickshank, who was recently transferred from Miles City, Mont., now has his headquarters at Western Avenue.

H. R. (Cappy) Marxen, assistant district storekeeper, was recently transferred to Milwaukee Shops.

Sympathy was extended to Electrician Helper Edward Sikora, whose father passed away Aug. 6 after a long illness, to Electrician August Gehrke whose son Walter, a former employe of the Road,

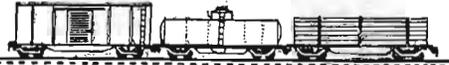
passed away Aug. 21, to Machinist Ray Grzanka, whose father passed away July 21, and to Roosevelt Gully, chauffeur, whose brother passed away in Pittsburgh. Sympathy was also extended to the family of Second Shift Laborer Leonard Burge who passed away Aug. 6.

On a much happier note, we congratulate Boulevard Caller Clarence Hjcks who became the father of a baby boy July 12, and Chicago Terminal Fireman Edward Keaton who became the father of a baby girl, Colleen, Aug. 29. Congratulations also to Price Clerk Tom Flynn who is the proud grandfather of a baby boy, Steven Eugene, born July 17 in Butzbach, Germany, to his son and daughter-in-law, stationed there with the armed forces.

Mike Masoncup, youngest son of Diesel Foreman Robert J. Masoncup, won the junior singles at the Park Ridge-Des Plaines Park District tennis tournament Aug. 28. Another son, John, won the senior singles, and a third son, Harold, is a champion tennis player. The three boys have been trophy winners for the past five years.

We were saddened to hear that Gabriel Perry, bridge tender, who was with the Road for 24 years, became suddenly ill

Carloadings



JANUARY-SEPTEMBER 1960 compared with same period of 1959
NUMBER OF CARLOADS

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in 1960 over 1959	NINE MONTHS		INCREASE	
		1960	1959	1960 over 1959	% of increase
12.5%	Grain and Soya Beans	62,990	61,799	+ 1,191	+ 1.9%
3.5	Automobiles and Parts	32,803	30,016	+ 2,787	+ 9.3
2.9	All Other Products of Mines. All Other Products of Agriculture	13,456	12,397	+ 1,059	+ 8.5
1.6		12,598	12,460	+ 138	+ 1.1
20.5%		121,847	116,672	+5,175	+4.4%
	loading of these commodities DECREASED in 1960 under 1959	NINE MONTHS		DECREASE	
		1960	1959	1960 under 1959	% of decrease
14.9	Forest Prod. (Excl. Logs & Pulpwood	67,653	85,834	-18,181	-21.2
6.1	Iron and Steel	48,517	49,739	- 1,222	- 2.5
5.2	Coal and Coke	68,031	78,003	- 9,972	-12.8
3.1	Meat and Packing House Products	30,081	31,814	- 1,733	- 5.4
3.1	Oil and Gasoline	33,514	35,211	- 1,697	- 1.8
2.6	Forwarder Traffic	22,866	25,491	- 2,625	-10.3
2.5	Agri. Impl., Machinery and Parts	14,272	17,171	- 2,899	-16.9
2.4	Gravel, Sand and Stone	37,998	40,656	- 2,658	- 6.5
2.3	Grain Products	41,231	41,504	- 273	- 7
2.2	Fruits and Vegetables (Fresh) Cement, Lime, Plaster and Stucco	20,474	24,454	- 3,980	-16.3
1.8	Merchandise	18,409	20,113	- 1,704	- 8.5
1.7	Logs and Pulpwood	39,951	45,391	- 5,440	-12.0
1.6	All Other Animals and Products	49,615	52,547	- 2,932	- 5.6
1.4	Liquors, Malt	7,903	8,236	- 333	- 4.0
.9	Live Stock	13,829	15,285	- 1,456	- 9.5
25.7	All Other Mfgs. & & Miscellaneous	9,764	12,470	- 2,706	-21.7
		212,827	231,552	-18,725	- 8.1
79.5%		736,935	815,471	-78,536	- 9.6%
100.0%		858,782	932,143	-73,361	- 7.8%



*Captain
of Caps*

NONE GENUINE WITHOUT
THE KROMER TRADE MARK



ALL CLOTH COTTON CAPS

Washable—Non-binding
Balloon or Pleated Tops

Colors: Blue, Red or Green with white dots, Brown and Black with white dots, Black and White stripe, Red, White, and Blue stripe, All Black, All White, Tan or your railroad color combinations. Price only...\$1.00 each



All Wool Winter Sports Caps with ear Bands. Colors Black and White, Red and Black, Green and

White, Tan and White, All Red. Price each only\$3.50

All wool cotton lined with outside ear band 6 piece Top Blue or Black Uniform cloth. Price each only\$3.95



Wool cotton lined with ear band. 4 piece top in Navy Blue, Black or Dark Oxford Grey. All Red. Price each only\$2.95

Light weight Cotton winter cap with ear band. Lined. Colors Black, Maroon, White, Blue with white dot. Express stripe. All Red. Price each \$2.50



Flat Top Uniform style with Ear Band. Price each only\$4.25

UNION MADE

Be sure to give size when you order. All postpaid. No C.O.D.'s. We welcome inquiries for Dozen or Gross lots. Samples of Caps or swatches of materials sent at your request.

KROMER CAP CO.

1027-K N. 7th St. Milwaukee 3, Wis.

while on vacation and passed away Aug. 3.

Carman Joseph Sacco, who retired in August, 1947, passed away Aug. 18 in San Bernardino, Calif. His brother Sam is now employed at the Western Avenue commissary.

Best wishes to Jack Portschy, car foreman, who retired Aug. 27 after 44 years' service. His first position in 1916 was as clerk and in 1925 he was made foreman. Since then he has worked at Galewood, Division Street, Bensenville and Western Avenue.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Assistant Agent Clarence Kunberger and wife had a wonderful vacation this year in Alaska. Clarence reports some of the most fabulous country he has ever seen. The trip was by train, boat, plane and trailer.

Bensenville employes were very happy with the new air conditioners this summer, especially when September turned on 97 and more degrees of heat. Now if a piggyback air conditioner could be invented for the yard clerks!

Sympathy was extended to the family of Florence Coltrin, IBM operator, who died recently. Her husband, Al, is a clerk at Bensenville, and there are three sons. The family are grateful to their many friends for the flowers and cards sent to Florence, and for the kindness shown them when she passed away.

Joe Maturno, chief clerk afternoon shift at Bensenville, won the \$1,000 drawing of the Railroaders Benefit League in August—just in time for the new sewer and water installation at his home.

Retired Yardmaster Robert DeVall passed away recently. Our sympathy to his wife and family.

Trainmaster Al O'Hara and wife Dorothy are proud of the talent shown by their daughter Sharon at the Kirby School of Ice Skating. She recently won a very high award in a large group, many of whom had been skating much longer than she.

One thing that keeps America on the move is the lack of parking space.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Mr. and Mrs. C. E. Ross of the Savanna relay office welcomed another son July 30. This makes two boys and a girl in the family.

Mr. and Mrs. Robert Nehr Korn, (yard clerk), Savanna, welcomed their first child, Sheryl Kay, in July.

Jim Bridenstine, son of Assistant Superintendent Bridenstine, Savanna, and Bob Myers, son of Engineer Robert Myers, with other Boy Scouts, spent two enjoyable weeks at Philmont Scout Ranch near Cimarron, N. Mex., during July.

A 50-star American flag is topping the flag pole at the Savanna roundhouse. This was presented to the railroad by Mrs. William Young, president of the Milwaukee Women's Club, and Mrs. William Ellithorpe, of the VFW auxiliary.

Mrs. Ross Boylan, wife of mechanical department employe, Savanna, passed away in the City Hospital Aug. 1 following a brief illness. Funeral services were held in the Methodist Church with burial in Savanna Township Cemetery. Surviving are her husband, four step-children, two sisters, three brothers and her mother.

Mrs. George Hammerstein, wife of retired electrician, Savanna, passed away suddenly at the family home Aug. 23. Funeral services were held in the Hunter-Fuller Memorial Chapel with burial in Savanna Township Cemetery. Surviving are her husband, one daughter and three sons. Roundhouse Foreman George Hammerstein of Dubuque Shops is a son.

Mrs. Mary Eberhardt, widow of Retired Painter Joseph Eberhardt, died in the Savanna Nursing Home Aug. 11 after a lengthy illness. Funeral services were held in St. John's Catholic Church, Savanna, with burial in Mount Calvary Cemetery in Dubuque.

Retired Engineer J. F. Jacobson passed away Aug. 3. Mr. Jacobson started his career as a fireman in April, 1910, was promoted to engineer in October, 1920 and had been in service on the City trains up to the time of his retirement Sept. 25, 1958.

*Analysis, Procurement and Management of Industrial
and Personal Insurance Programs*

LANNAN & Co.

INSURANCE

WA bash 2-7187

• **CHICAGO** •

MINNEAPOLIS • PITTSBURGH • NEW YORK

INSIDE RUSSIA

Employee Makes Good Will Tour



Jack A. Snyder (Perry Daily Chief photo)

If the people of the democracies and the Communist countries had more opportunities to travel and get to know each other, there would be greater understanding throughout the world, in the opinion of Jack A. Snyder, yardmaster at Perry, Ia. Back from a 26-day tour of 11 European countries, including Poland and Russia, he said he was left with a clear impression that the satellite nations are weary of fighting and have a deep rooted desire for world peace.

His tour behind the iron curtain was made in connection with a vacation trip to the World Conference of Christian Churches in Edinburgh in August, on which he retraced part of a European journey he and Mrs. Snyder made in 1957. He arranged his own schedule, except for traveling in Poland and Russia. In the latter country all sightseeing was supervised by Intourist, the state operated travel service.

Altogether, Jack had a nine-day stay in Russia, entering from Brest on the Polish border. The 800-mile train ride to Moscow took 22 hours. After a night at the Hotel Metropole near the Kremlin, he joined an Intourist group and spent the first four days on a tour of the city and its environs. One of the sights he witnessed was the crowds milling around the tribunal Hall of Columns

during the trial of U-2 pilot Francis Powers.

The Russian way of life, he observed, while far from this country's standard, is such an improvement over the past that the people seem reasonably satisfied. They are generally well fed, but poorly clothed, and their housing is crowded. The educational and scientific exhibits he visited were impressive, however, he reports.

People were polite and friendly, and tried to communicate with his party, but the language barrier made it difficult. To spread his own gospel of good will, Jack passed out pencils, postcards and gum. While caviar is a staple in Russia, gum and candy are still luxuries.

The only restriction placed on the tourists was a ban on photographing bridges, factories, or anything of military significance. Most of the travel was by train, on which Jack thought the first class accommodations compared fairly well with the American standard.

He was more impressed, though, by his visit to Poland, where he thought the people were better off economically. Religious worship, too, was more evident in Poland, he said. Other countries he visited abroad were Ireland, England, France, Switzerland, Western Germany, Finland, Sweden and Denmark.

Brakeman W. F. May, who had been in active passenger service up to the time of his death, passed away in Sherman Hospital, Elgin, June 19. Mr. May began his railroading as a passenger brakeman Sept. 11, 1915. Burial services were held in Rockford, Ill. The only survivor is a sister-in-law.

Iowa Division Engineer Harry Keller passed away in his home at Savanna Aug. 17. Funeral services were held in the Law Funeral Home with burial in the Savanna Township Cemetery. Mr. Keller had been in active service until two years ago when he underwent eye surgery. Surviving are his widow, a son Donald at home, and a daughter, Mrs. Jack Haberbush, in Florida, as well as three sisters and three grandchildren.

Iowa Division Conductor L. W. Sikkema, who retired July 31, and Mrs. Sikkema moved from Savanna Aug. 12 to Perham, Minn., where they will make their future home.

Calvin Kuntzelman of Stillman Valley, Ill., passed away in Warmoltz Hospital, Oregon, Ill., July 14. Mr. Kuntzelman started his railroad career in the maintenance of way department in 1927, being employed in both the track and B&B departments. He transferred to the position of trucker at Davis Junction in March, 1955, which position he held up until the time of his illness. Surviving are the widow and two daughters.

Third District Retired Engineer Charles H. Overturf passed away in his home in Ottumwa July 2. Mr. Overturf started in August, 1908 as a fireman and was promoted to engineer in October 1913, retiring from service Nov. 5, 1959. Surviving is his widow who resides in Ottumwa.

When Third District Conductor R. C. Gladson completed his 40 years in train service on July 7, he pointed out that he had never made out a 171 injury report or been involved in a train accident where anyone was injured.

FIRST

*all-steel welded
brake beams*



exceed A.A.R. spec's

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

APEX
RAILWAY
PRODUCTS CO.

332 S. Michigan Avenue, Chicago 4, Illinois

FIRST

*to protect steel
with glass*

in domestic water heaters:



A. O. Smith *Permaglas* water heaters (gas or electric) last longer, assure scale and dirt-free water. Glass lining prevents corrosive attack regardless of local water conditions.

in commercial water heaters:



Big-volume, high-recovery *Burkay* water heaters provide a plentiful, dependable supply of hot water for car washing, station restaurants and many other jobs.

in mechanized industrial bulk storage units:



For trackside storage of bulk materials — granular, flaky or pulverized, hygroscopic, corrosive or contaminable, edible or non-edible. Glass-protected steel linings. Mechanical bottom unloading.

A. O. Smith can also engineer glass protected steel into many other products. Write for facts now.

Through research  a better way

A.O. Smith
CORPORATION

MILWAUKEE 1, WISCONSIN

A. O. Smith INTERNATIONAL S. A.,
Milwaukee 1, Wisconsin, U. S. A.



"BEST LIGHT ANY NIGHT"

RAY-O-VAC COMPANY

A DIVISION OF THE ELECTRIC
STORAGE BATTERY COMPANY

Madison 10, Wisconsin

EDWARD KEOGH PRINTING COMPANY

*Printers and
Planographers*

925 W. Jackson Blvd.

Phone: MOn. 6-0733

Chicago 7, Illinois

PROMPT AND EFFICIENT SERVICE

T-Z PRODUCTS ALWAYS GIVE UNEXCELLED
SERVICE

JOURNAPAK LUBRICATOR PADS
T-Z "CLINGTITE" DUST GUARD PLUGS
MW JOURNAL BOX LIDS
DUO-THERM FUEL OIL HEATERS
T-Z PIPE CLAMPS for all type cars
T-Z "AB" BRANCH PIPE TEE BRACKETS
T-Z RETAINING VALVE BRACKETS
T-Z "STA-FAST" DUST GUARDS

T-Z Products. As Standard Equipment, Prove
Their Merit

T-Z RAILWAY EQUIPMENT CO.
CHICAGO, ILL.
C. S. Turner

Miss Delia Cush, who retired from clerical employment in the Fullerton Avenue accounting bureau some months ago, underwent surgery in Rochester, Minn., during June, and is making a nice recovery at her home in Savanna where she resides with sisters Clara and Anna, and her mother and aunt.

Chicago General Offices

OFFICE OF AUDITOR OF PASSENGER
ACCOUNTS

Bill Tidd, Correspondent

Wedding bells rang out for Ann Laspesa and Paul Johnson Aug. 27 at St. Josephat's Church. They honeymooned in Minnesota.

Dorothy Magdies and Richard Frueh said their "I do's" Sept. 3 at Our Lady of Victory Church. They spent their honeymoon in Rhode Island.

Kitty McCants is on a leave due to ill health.

Dolores Specht has returned to work after a long illness.



GOLD PASS RECIPIENT Harry H. Krumrei, bureau head in the auditor of passenger accounts office, Chicago (center), accepts the congratulations of A. B. Montgomery (left) and H. F. Koretke, auditor of passenger accounts and assistant auditor of passenger accounts, respectively. Co-workers marked his 50 years of service with a surprise party at which he received many gifts and a "This Is Your Life" album. Active in sports, Mr. Krumrei has bowled in 32 consecutive ABC tournaments and was a member of the 1932 first place team, finishing third in the final standing.

Bob and Loretta Benson are proud parents of a baby girl born Aug. 25.

The presentation of a Gold Pass to Harry Krumrei, head of the local bureau, was a festive occasion in this office. Among former co-workers on hand to congratulate him were A. M. "Art" Dryer, retired auditor of passenger accounts, up for a visit from his home in Ft. Lauderdale, Fla., and Frank Zapp, retired bureau head; also Louis Zelus and Felix Kozy, who worked here with Harry some 40 years ago. Many others sent cards and telegrams.

AUDITOR OF STATION ACCOUNTS
AND OVERCHARGE CLAIMS

Ted Pulsha, Correspondent

Once again the military called upon several of our young men to fulfill their two weeks summer obligation. Frank Glassbrenner, Ron Zillner and Frank Seiser went to Fort Carson, Colo.; Ted Dobosz was on a top secret mission with the Air Force somewhere in Michigan. The axiom that hard work pays dividends was proved as Frank Glassbrenner was promoted to sergeant.

Mark Lange and Fred Wiggins enjoyed the annual Retreat at Notre Dame University recently.

Ron Zabinski, Tony Cawley, Ted Dobosz, Frank Glassbrenner, Guy Bowman and Norman Bondi, manager, were on the E.M.B.A. softball team which won second place in the hard fought Industrial League. The team, composed of Milwaukee Road men, was sponsored by Al Dinoffria, president of Chicago Chapter of the E.M.B.A.

On Sept. 1 our Mr. Linden was presented with a Silver Pass commemorating the completion of 45 years' service. A party was held at the time and co-workers gave him a beautiful gold watch.

Larry Heideman, Boy Scout leader of Troop No. 921, took his boys to Camp Blackhawk on Big Blue Lake, Mich., where they camped for two weeks and reported a very nice time.

Lois Evett has left to become a full-time housewife. Greta Cooke has returned after a leave of absence. Evelyn Barclay and Frank Scharl, formerly of the passenger accounts and record room respectively, are new employes in Paul Jacobsen's bureau.

UNION SPRING & MANUFACTURING CO.

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

General Office and Works
New Kensington, Penna.

WEHR STEEL COMPANY

2100 South Fifty-Fourth St.
Milwaukee 1, Wis.

**Carbon and Alloy
Steel Castings**

**Carefully Controlled
Heat Treating**

**Pattern Making and
Machining Facilities**

The Milwaukee Road Magazine



A PRIVATE AUDIENCE WITH POPE JOHN XXIII was granted this summer to Fr. Robert S. Brodfuehrer (left), son of Frank Brodfuehrer of the auditor of passenger accounts force in Chicago. Others pictured with His Holiness are Bishop Alphons Schladweiler, first bishop of New Ulm, Minn., a cousin of the Brodfuehrers, and Al Chamberlain of Los Angeles, a family friend. The audience took place during a trip to the Eucharistic World Congress in Munich.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Gayle Parker of the payroll bureau left to await the arrival of her first child.

We enjoyed the visits of retired employees Peter J. Diedrich, now of Lake Worth, Fla., John Mooney, who returned to Chicago after an extended stay in Phoenix, Ariz., and Roy Stahl, who is devoting a great deal of his time these days to his work as executive vice president of the National Railroad Pension Forum, Inc.

Supervisor of Machine Accounting Theodore S. Gajewski has been elected to the board of directors of the National Machine Accountants Association for one year.

That diamond sparkler decorating the hand of Beverly Nygren of the typing bureau signifies that she has promised to become Mrs. Frank Herbig in June, 1961.

Good news received from Delia Cush. She has returned to her home in Savanna, feeling much better after her recent hospitalization at Mayo Clinic.

Vacation time and folks take off for all points of the compass! Timekeeper Rose Printz and her mother visited Canada, especially the territory around the shrine of St. Anne de Beaupre and Cap de la Madeleine. Sue Zimpelmann of the book-keeping bureau and her husband went "down Mexico way". Station Timekeeper Emily McDyer spent a portion of her vacation attending the WAC-Vet Convention in Baltimore.

E. B. Gehrke has been promoted to assistant auditor of expenditure, W. C. Wilson is now chief disbursement accountant, and R. E. Risberg is the new bureau head of the statistical bureau.

Viola Zechlin, formerly of the book-keeping bureau, passed away July 18. Following a stroke in 1953, Viola was not able to return to work; however, she kept in touch with her many office friends who will miss her.

Sympathy was extended to Pearl Kinney of the statistical bureau on the death of her brother, to Frank Frick of the material bureau whose wife passed away, and to Mame Hopkins of the supervisor of machine accounting on the death of her father.

**"Drive with Care
...Buy Sinclair"**



SINCLAIR REFINING COMPANY

155 N. Wacker Drive,
Chicago 6, Illinois

**SERVING THE AMERICAN
RAILROADS WITH
QUALITY GLASS AND
BUILDING PRODUCTS
FOR OVER 30 YEARS**

**CADILLAC
GLASS
CO.**

2100 S. Peoria St.
Chicago, Illinois

Phone: **MO**nroe 6-9800 for
Prices and additional details

P. D. Carroll Trucking Co.

CHICAGO, ILLINOIS

ESTABLISHED 1880

Performing Pick-up and Delivery Service

for Railroads in Chicago

Pool Car Distributors — Receiving and Forwarding

Provident's
**RENEWAL SECURITY
 POLICY**



A new concept of long range income protection for the railroad man—providing assured renewal features. Ask your Provident agent to explain the “assured insurance” advantages of both coverage and rates in the Renewal Security Policy.

— Also —

All forms of Life Insurance, including a new Family Plan.



EXCELLENT SALES OPPORTUNITIES for full or part-time insurance representatives.

Write

Railroad Department

**PROVIDENT
 LIFE AND ACCIDENT
 INSURANCE COMPANY**

Chattanooga

BUCKEYE

CAST STEEL PRODUCTS
 FOR RAILROADS

*Truck Side Frames
 Truck Bolsters
 Couplers*

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

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

PEERLESS FRICTION DRAFT GEAR

A.A.R. Approved
GOULD - NATIONAL BATTERIES

PEERLESS EQUIPMENT
 Division of Poor & Company
 332 South Michigan Avenue
 Chicago 4, Illinois

Our Specialty is
 Re-Refining Used Diesel Engine Oil

Also

Suppliers of High Quality Re-Refined
 Car Journal Oil

**MOTOR OILS REFINING
 COMPANY**

7601 W. 47th St.

Lyons, Ill.



General Roadmaster C. L. “Charlie” Boland (left), who retired from Chicago engineering department headquarters Aug. 31, studies the Silver Pass presented to him by F. G. McGinn, vice president-operation (right) with V. E. Glosup, assistant vice president-chief engineer. For more about this, read the engineering department news.

Adeline Gotto of the material bureau became the bride of Norman Zach Aug. 20. After 17 years service Adeline is retiring to set up housekeeping in Greendale, Wis.

On Aug. 27 Robert E. Lloyd married the former Donna Brunton in a ceremony in Grace Methodist Church, Grove City, Pa. The newlyweds honeymooned in Florida and will make their home in Chicago.

Grace Minor of the supervisor of machine accounting office became a grandmother “by adoption” when her son and daughter-in-law recently adopted a baby girl.

OPERATING DEPARTMENT

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

Sympathy was extended to Carl F. Rank, retired manager mail, baggage and express traffic, on the death of his mother Sept. 1 in Chicago. Interment was in Rosehill Cemetery. Had Mrs. Rank lived until Dec. 15 she would have celebrated her 93d birthday.

Columbus Crawford, former business car attendant, called on his many friends in the Union Station recently to tell them how much he is enjoying his retirement.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Dick Abrams, retired district freight claim agent, visited his many friends in the office recently. Eleanor Zell also came in bringing her 10-months old daughter, Karen.

Mary Maymi left recently on a maternity leave.

Louise Erkenwick was married to Daniel Martin Aug. 13 in St. Gertrude's Church.

Richard Timm was married July 30 to Elaine Murphy at North Side Gospel Center. They honeymooned in Minnesota.

Mike Kalter and wife announced the

The Milwaukee Road Magazine

COBRA  **SHOE**

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.”



CHARLIE HERMAN—1905-1960—WOW! read the banner announcing the retirement on Aug. 31 of Charles E. Herman, top man on the Chicago relay force seniority roster, pictured (center) at the send-off in his honor. Since starting as a telegrapher in 1905, all of his service had been in the Chicago office. He and Mrs. Herman, who live in suburban Deerfield, will now spend more time with their three children and eight grandchildren.

birth of a daughter, Deborah Ann, Aug. 29, and Dennis Syverson and wife announced the arrival of son, Kenneth, Aug. 25.

Anthony Tedeschi has resigned to take up coaching duties at North Park College. Tony expects to have earned his degree in another six months and will then teach.

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Loras I. (Larry) Evans, assistant engineer, passed away Aug. 7 after a brief illness. He came to this office in 1949 to handle improvement budget items. Previously he had been employed in the engineering department for 27 years, serving at Savanna, Dubuque and Austin. He is survived by his wife Cora and his brother Victor. Burial was at Key West, Ia.

Mrs. Joseph Beberger, mother of Retired Assistant Engineer Anthony L. Beberger and widow of retired carman, celebrated her 100th birthday anniversary July 12. A reception held in her honor on July 10 was attended by over 300 relatives, friends and business people of the Pulaski-North Avenue area, where she has lived in the same home since coming to Chicago in 1890. She was born in Milwaukee in 1860, the year in which Abraham Lincoln was nominated for the pres-

idency in the 'Wigwam' in Chicago. The centenarian is active, does her own housework and shopping, her chief worry being that she may soon need glasses. Five sons were born to the Bebergers, four of whom are living. She also has five grandchildren and 12 great grandchildren.

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

General Roadmaster C. L. (Charlie) Boland, who retired Aug. 31, was honored at a luncheon Aug. 11 in the Midland Hotel, Chicago. Mr. Boland, whose service dated from September, 1911, was presented with a Silver Pass by Mr. McGinn. Mr. Glosup presented him with smoking accessories and fully equipped new billfold. Among the 83 who attended were W. J. Whalen, retired vice president-operation, and W. G. Powrie, retired chief engineer. Both these men recalled past incidents involving Charlie Boland. They also gave him advice on how to enjoy retirement. Mr. and Mrs. Boland and daughter Cecilia will continue to live at 2846 N. 50th Street, Milwaukee.

John Kampwirth, assistant engineer, proudly announced the marriage of his son Bob to Patricia Komis on Aug. 20 at St. Cornelius Church, Chicago. The young couple spent their honeymoon in Yellowstone Park. They will live in Albuquerque.

"CAPE CORAL



FLORIDA

UNSURPASSED FISHING both deep sea and fresh water



IS BEST

THE NAUTILUS Cape Coral's luxury resort motel and club



BY FAR!"

PLEASURE AFLOAT at the Waterfront Wonderland



BILL STERN

Dean of American Sportcasters

DREAM HOMES priced to fit every budget

"I've traveled the country over, looking for the one place to settle down for keeps. And Cape Coral, Florida is my choice! It has everything you look to Florida for—and then some! Congenial neighbors, beautiful homes, perfect weather and waterfront pleasure every month of the year! No doubt about it; it's Cape Coral for me—and you, too!"

- CAPE CORAL challenges comparison!
- CAPE CORAL invites inspection!
- CAPE CORAL HOMESITES are offered and sold on merit alone for

as little as **\$20** DOWN, PER MONTH



If you cannot visit this "Waterfront Wonderland" in person **TAKE ONE MINUTE TO PROVE CAPE CORAL IS FOR YOU!**

Send for your free copy of "THE CAPE CORAL STORY"



CHAMBER OF COMMERCE MEMBER Lee County • Ft. Myers • Dade County • Florida

ON THE CALOOSAHATCHEE RIVER, OPPOSITE FT. MYERS

Gulf Guaranty Land & Title Co., Dept. RE 4 Gulf Guaranty Bldg., Cape Coral, Florida

Please rush my FREE copy of "The Cape Coral Story" in full color.

Name.....
Address.....
City..... Zone..... State.....

AD 58022 (B-0)

BAXTER-WYCKOFF COMPANY

formerly West Coast Wood Preserving Co.

We are proud to serve "The Milwaukee Road" in supplying treated ties and structural timbers.

Office: 411 Seneca St., Seattle, Wash. | Plants: Eagle Harbor and West Seattle

KERITE CABLE

For dependability in actual use, no other cable matches Kerite. We believe you will be impressed by the evidence. Write.

THE KERITE COMPANY

General Office—30 Church Street, New York 7, N. Y.

SALES OFFICES: Albuquerque, Ardmore, Pa., Birmingham, Boston, Chicago, Cleveland, Denver, Glendale, Cal., Houston, Lake Wales, Fla., Portland, Ore., St. Louis, Salt Lake City, San Francisco, Seattle.



it's the **KERITE** insulation
that makes the difference

VIERLING STEEL WORKS

Chicago, Ill.



BURKHARDT STEEL CO.

Denver, Colo.

FABRICATORS
Structural Steel Buildings
and Bridges

que, N. Mex., where Bob is employed by the Sandia Corporation.

We were all saddened to learn of the death of Mrs. W. M. Ludolph, Aug. 26. Interment was in Irving Park Cemetery. Mr. Ludolph retired from the position of assistant engineer in Chicago on Sept. 30, 1958. Other survivors are two daughters, a son, and five grandchildren.

The retirement of Frank T. Ross, supervisor of system relay offices, was the occasion for a festive Saturday night gathering Aug. 13 at the Cafe Bohemia, where he was honored by 85 railroad associates, including many from Milwaukee. They presented him with a bulging billfold and a radial arm saw—Frank is a handyman, and his pet hobby is cabinetwork. "The Boomer Kid", to give him the name by which he is well known, is a native Oklahoman who started railroading with the Frisco in 1909, at the age of 13. He came to the Milwaukee in 1914 as an extra agent-telegrapher at Elm Grove, was promoted to second trick at La Crosse in 1917, and transferred in 1921 to the relay office in Milwaukee. After serving at the latter point as both second and first assistant chief operator, he became chief operator in 1948. He had been supervisor of system relay offices since 1949. Letters of congratulation from officers and employes all over the system marked his retirement. He and his wife will continue to live in Franklin Park. Mrs. Ross is also well known to people of the railroad as a general officer of the Women's Club, for her Red Cross activities in World War II, and as the activator of the employes' blood bank in Milwaukee. They have three children and four grandchildren.

A new citizen for Hawaii! Howard and Dorothy Kobayashi have reported the birth of a daughter, Joy Mayumi, Aug. 19. Friends will recall Howard as an assist-



ant engineer who worked on the design and construction of our three automatic classification yards during the period from 1951 to 1956.

Frank T. Ross, system relay office supervisor (right), discusses his plans for the future with W. E. Fuhr, assistant chief engineer signals and communications, upon his retirement Aug. 31 after 51 years of railroading. For details, see the engineering department news.

ant engineer who worked on the design and construction of our three automatic classification yards during the period from 1951 to 1956.

Rocky Mountain Division

EAST END

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

Conductor and Mrs. Howard A. Dahl were honored July 3 on the occasion of their 25th wedding anniversary. About 40 friends and relatives surprised them with a picnic at their home in Miles City.

Sister Mary Byron, granddaughter of Mr. and Mrs. George Hand, received the veil of a novice in ceremonies at the novitiate of the Marist Missionary Sisters, Bedford, Mass.

Gordon William "Gordie" Haynes, 16 year old son of Conductor and Mrs. Orville Haynes, was killed July 27, when the tractor he was operating on a ranch 30 miles west of Broadus, Mont., went over a steep embankment. The youth, a junior at Custer County High School, is survived by his parents, two brothers and a sister. Funeral services were held from the Chapel of Graves Funeral Home with interment in the family plot in Custer County Cemetery.

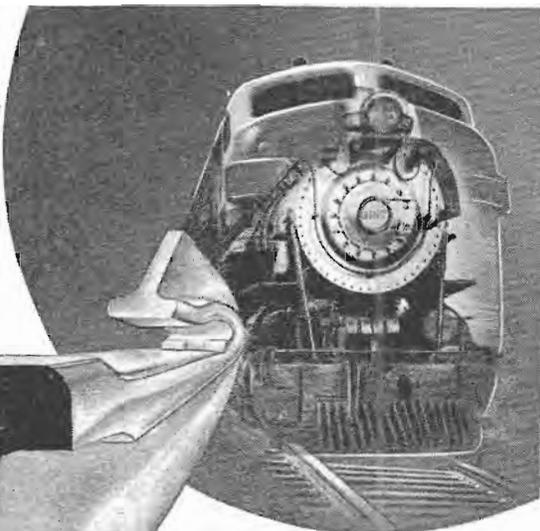
Mrs. Esther Iholts was recently elected first vice president of the Department of Montana, American Legion Auxiliary, at their meeting held in Great Falls.

Funeral services were held in Miles City for Luman Peter Nimbar, 84, retired conductor who passed away in Spokane, Wash., July 30 where he had resided for a number of years. Mrs. Nimbar preceded him in death in 1956. He was a veteran of the Spanish American War. Mr. Nimbar is survived by four daughters and a number of grandchildren and great-grandchildren. Burial was in the family plot in Custer County Cemetery.

Nancy Jean Schell, daughter of Mr. and Mrs. John Schell of Perry, Ia., and David Joseph Riley were married in Sacred Heart Church in Miles City.

The Milwaukee Road Magazine

you get
longer service life with
the world's
largest
selling
rail anchor



write for a complete
bulletin on

IMPROVED
FAIR
RAIL ANCHOR

-POWER® DESIGN MEANS

- Longer service life
- Greater holding power
- Faster, easier installation



THE P. & M. CO.

Division of Peot and Company
CHICAGO • NEW YORK • DENVER • ST. LOUIS • BOSTON
ST. PAUL • WASHINGTON • SAN FRANCISCO • MEXICO CITY



KEEPING IN TOUCH with the railroad, F. N. Hicks (right), who retired in 1947 visits in Chicago with William Wallace, his successor once removed as general manager of passenger traffic. Mr. Hicks, a chipper 80, now lives in St. Petersburg, Fla.

Joyce Tooke, daughter of Mrs. Frank Tooke, was married to Robert Horton in a civil ceremony at Great Falls, Mont.

Billie Julene Asay was united in marriage to Jim P. Peterson, son of Mr. and Mrs. A. T. Peterson, in the Church of Jesus Christ of Latter Day Saints in Miles City.

Gloria King and Don Gunther, son of Mr. and Mrs. Alex Gunther, were married in the Highland Park Congregational Church.

Diane Buxbaum and Jack L. DeLange, son of Mr. and Mrs. W. J. DeLange, were married in the First Methodist Church in Belle Fourche, S.D.

George Phillippe, who started as a fireman on the old Musselshell Division in 1913, recently completed 47 years service and retired. During most of his active years he lived and worked out of Harlowton, more recently as an engineer.

Roy Volkman, agent at Mildred, Mont., has been awarded a 1960 Chevrolet by the Turnbull Chevrolet Company in Terry. The car was one of 72 awards in the General Mills "Corvair Sweepstakes" recently completed.

WEST END

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

The experiences of 48 years in engine service were brought to a close by the recent retirement of Engineer Wallace B. Jones. On May 15, 1911 Mr. Jones entered the railroad industry at Deer Lodge, Mont., as a machinist helper. He hired out as a fireman Oct. 1, 1912 and was promoted to engineer Oct. 4, 1939. When the Army organized the 31st Railroad Engineers he joined them at Fort Lawton, Wash., and served as fireman and engineer in France until his discharge July 30, 1919. He still has a pass that was issued to him on a French railroad. He also has a traveling card issued to him in 1913 by the B. of L.F. & E., Lodge 786, which he joined at Deer Lodge in 1912. Employes of the west Rocky Mountain Division presented him with a transistor radio.

September-October, 1960

Now Magnus Offers Two Ways To Get

BEST BEARING PERFORMANCE

at LOWEST OVERALL COST

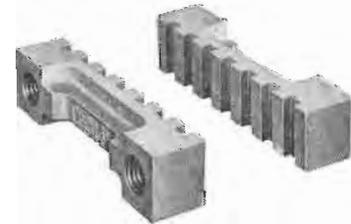
MAGNUS SOLID BEARINGS

Easy to maintain or replace—take the maximum load, make the fastest schedule—save excess weight and have lowest possible running resistance in pounds per ton. Properly maintained, standard AAR solid bearings provide highest efficiency at lowest overall cost.



MAGNUS R-S JOURNAL STOPS

Easily installed on any car, R-S Journal Stops stabilize the entire journal box assembly—cut hot boxes 90%—double bearing and dust guard life—cut operating and maintenance costs all along the line. They keep pads always in place, prevent pad compression, help assure proper lubrication under all conditions.



MAGNUS

METAL CORPORATION

Subsidiary of

NATIONAL LEAD COMPANY

111 Broadway, New York 6, or
80 E. Jackson Blvd., Chicago 4.



Engineer Jones was born in McGraw, N.Y., Mar. 20, 1890, and attended the public schools there. After coming to Deer Lodge, he entered the College of Montana from which he was graduated in 1911. He and Mrs. Jones plan to spend their retirement years traveling.

Operator Richard Emerson has moved his family to Ringling, Mont., where he will take over the duties of agent.

A baby girl, Carola Lucille, was born May 6 to Mr. and Mrs. Paul Mook. She joins two brothers, Paul and Lowell. The proud father is operator at Avery.

Mr. and Mrs. Gene Rowland have moved to Haugan, Mont., where Gene will hold the same type of position he had in

Avery. Mrs. Rowland was treasurer for the Milwaukee Women's Club in Avery for two years.

Mr. and Mrs. Art Johnson have moved to Orofino, Ida., where Art is to be Ranger. Mrs. Johnson was active as art teacher of the Avery Women's Club chapter.

A birthday party was given for Joe A. Dunlap, retired engineer, by his children. Mr. and Mrs. Dunlap live in Coeur d'Alene in the summer and in the winter months they go to Mesa, Ariz.

W. Martin Koehler, former employe of the Road, passed away July 27 in Seattle. Martin was a machinist helper under Frank Kroll at the Avery roundhouse and



General Office:
PEABODY PLAZA
ST. LOUIS 2, MO.

Operating **AIRLINE,**
LINTON, CHIEFTAIN
 Mines on the
MILWAUKEE ROAD

Wisconsin Bearing Co.

1310 So. 43rd St. MILWAUKEE, WIS.

Branch Warehouses
APPLETON, WIS. - RACINE, WIS.
MARQUETTE, MICH.

In Warehouse Stocks
SKF Traction Motor Bearings

also

ALL TYPES OF BALL & ROLLER BEARINGS
 for
RAILROAD REQUIREMENTS

YOUNG & GREENAWALT CO.

Manufacturers of

- Corrugated Metal Pipe Culverts.
- Corrugated Metal Perforated Pipe.
- Structural Plate Pipe.
- Tunnel Liner Plates.
and ALLIED PRODUCTS

1011 E. 148th Street
 East Chicago, Indiana

RAILWAY CARS
 All Types

Built • Rebuilt •
 Repaired • Leased •
 FOR INDUSTRIAL
 OR MAIN LINE SERVICE

**UNITED STATES RAILWAY
 EQUIPMENT COMPANY**

231 S. LaSalle St., Chicago 4, Ill.

in 1936 transferred to the Tacoma shops to get his journeyman's card. During the war he worked in a torpedo factory and in 1946 he became shop foreman for the Alaskan Railway at Curry, Alaska. Among the survivors are his widow Anna of Seattle, a son Bill and several grandchildren; a sister, Ruth Eaton of Philadelphia; his mother, Mrs. Alma Koehler, and a stepsister, Mrs. Ruth Lindow, both of Avery. A memorial service will be held in Spokane following cremation.



Anne Hawkins

Mrs. Anne L. Hawkins retired in August as secretary to the division freight and passenger agent at Great Falls, the position she had held for the greater part of her service with the railroad. A dinner in her honor at the Schell restaurant was attended by 30 co-workers. Mrs. Hawkins is a native of Great Falls and a graduate of the Great Falls High School who started as a stenographer-clerk in 1917. With the exception of service with the engineering department in Butte during 1918-19, she had been employed continuously in the Great Falls traffic office.

Milwaukee Division

SOUTH AND WEST

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

Doty Goff Jr., 18 year old son of Conductor Doty Goff, was killed in a recent auto accident.

Engineer Roy Maloney recently passed away at Janesville. He was a member of Engineers Lodge 466.

James R. Fannan, retired, and an employe of the Milwaukee for 35 years, passed away May 24 at his home in Rockford after a lengthy illness. Final rights were held in St. Patrick's Catholic church and burial was in St. Mary's Cemetery. He was a member of the Holy Name Society, an honorary member of Bishop Muldoon Council, Knights of Columbus.

He is survived by two brothers and two sisters.

Mrs. Freida Yohn, widow of former maintenance man, is now living in the Lutheran Home in Fond du Lac. She is a past president of the railroad Women's Club and will be missed by her friends in Beloit.

The Beloit Milwaukee Engineers Lodge No. 466 held its annual picnic at Riverside Park in Janesville, honoring the retired members and their families. Beloit, Janesville, and Rockford members were among the 30 persons present. The oldest engineer attending was Edward Snively of Rockford who retired 30 years ago.

Charles B. Wiehr is the new agent-operator at Clinton Junction, following the retirement of North Western Agent Auber Hansen—the Milwaukee now provides the station agent at that point under the agreement made when the station facilities were combined. Mr. Wiehr started with the Road in 1949 at Lanark,



NUPTIAL VOWS exchanged recently in St. Roch's Church, La Salle, Ill., united Miss Betty Kobal and Le Roy Stack, agent at Oglesby, Ill. A wedding breakfast and dinner were followed by a reception for 300. The couple spent their honeymoon in Wisconsin. Le Roy, an employe of the Road for 12 years, has been agent at Oglesby the past 9.



POWER PARTS COMPANY

Distributors for
 United States Rubber Company
 and
 Kaiser Aluminum & Chemical Sales, Inc.

Serving the Railroad Industry 24 hours a day, continuously for over twelve years.

All orders are shipped the same day as received. Our motto is "Fire Wagon Service" on all orders.

POWER PARTS COMPANY

1860 No. Wilmot Avenue, Chicago 47, Illinois
 Telephone SPaulding 2-4600

Emergency service and delivery available any time of day or night.

MECHANICAL RUBBER GOODS

V Belts and Sheaves
 Transmission Belting
 Diesel Fueling Hose
 Fire Hose

Hose and Belting For All
 Purposes

CHICAGO RAILROAD SUPPLY COMPANY

336 So. Jefferson St. Chicago 6, Ill.

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.

Here's Our Anniversary Special for

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-CANCELLABLE—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:

Monthly premium for	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
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

1. 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.
2. Dependent wife surviving the insured, may continue her coverage for an additional monthly premium of twenty-five cents.
3. 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.

offered by **EMPLOYEES MUTUAL BENEFIT ASSOCIATION OF ST. PAUL, MINNESOTA**
a legal reserve life insurance association insuring more than 15,000 Milwaukee Road employees and their families

MAIL THIS APPLICATION NOW TO:

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.

The beneficiary is to be Relationship Amount of monthly premium \$.....
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



3%
ON ALL SAVINGS ACCOUNTS

**SAVE at the
FIRST
WISCONSIN**

For future needs, for emergencies . . . save at the First Wisconsin. Make regular deposits at any First Wisconsin office . . . 13 convenient locations throughout the city.

**FIRST WISCONSIN
NATIONAL BANK
OF MILWAUKEE**

Member
Federal Deposit Insurance
Corporation

Ill., and was on active duty with the Marine Corps from 1951-1953 at San Diego and in Korea. He and Mrs. Wiehr have a son, Bradley, 5.

SECOND DISTRICT

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

St. Matthew's Catholic Church was the scene of a beautiful wedding on June 25 when Mary Bushmaker, daughter of the Ernest Bushmakers, became the bride of John Donart. Ernie is a truck driver for the Milwaukee Motor Transportation Co.

Daniel Bronoei, chief clerk to the agent at Green Bay, became a doubly proud grandfather recently when his daughter Barbara gave birth to her second son, Daniel Gerard.

Sympathy was extended to Tony Behrendt, yard clerk at Green Bay, on the death of his father July 13.

Twin City Terminals

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

Marion Cashill, telephone operator in St. Paul, reports that Retired Switch Foreman Sam Lundell and his wife recently visited there. The Lundells now live in Los Angeles and Sam, who is 74 and looks about 60, says the locality has added ten years to his life. Strangely enough, however, they were on their way to Florida to spend the winter. When the Los Angeles Chamber of Commerce hears about this they probably won't let them back!

TWIN CITIES CAR DEPARTMENT
AND COACH YARD

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

Michael J. McDermott and wife celebrated their golden wedding anniversary June 19 in their home in Minneapolis. Mike worked at the Minneapolis roundhouse more than 50 years, and was a member of the Service Club for many years.

Electrician Apprentice H. J. Wilk and



GOLDEN WEDDING ANNIVERSARY PORTRAIT of Mr. and Mrs. E. D. "Ed" Barton, Mason City, Ia., who celebrated with a family reunion at their home. Present were their children: Bernard of Milwaukee; Mrs. Berdine Reom, Roundup, Mont.; Mrs. Robert Clement, Stockton, Calif.; Mrs. Otis Chandler, Shreveport, La.; and Richard, Mrs. Dwaine McDougale and Mrs. T. Lane, all of Mason City, together with their families. Mr. Barton retired as supervisor of signals and communications at Mason City headquarters in 1956, after 46 years of service.

wife are proud parents of a baby daughter born Aug. 21.

Sympathy was extended to the family of Tom Bertilson, formerly of the Minneapolis store department, who passed away Aug. 17, and to Clarence Weidert, carman at Minneapolis coach yard, whose father died Aug. 26.

Lucky Carman Harry Hauger, Minneapolis Light Yard, won three races at Longacres Track, Seattle, while on vacation.

I M & D Division

MASON CITY AREA

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

Operator Jack L. Burns, Mason City, was honored at a farewell party at the Bell Restaurant July 30, upon his retirement after 45 years of service. Jack was really surprised and very pleased with the beautiful watch presented to him. Mrs. Burns was recipient of a necklace and earrings. Mr. and Mrs. Burns left Aug. 1 to make their new home at 634 Churchdale Avenue in Salem, Ore., where they will be near their children.

Sympathy was extended to the family of William Findlay, retired machinist, of Clear Lake, Ia., who passed away in a Mason City hospital Aug. 13. Mr. Findlay, a native of Scotland, worked for the Road 35 years. He retired in 1945 and moved to Clear Lake in 1949. He was a member of Benevolence Lodge 145 A.F.

The Milwaukee Road Magazine

SIGNODE SERVES THE MILWAUKEE ROAD

Signode One-Piece Grain Doors • Carload Bracing Methods • Steel Strapping for Re-coopering • Car Doorway Bracing and Signode Retaining Strips

For latest methods and equipment, write Signode Steel Strapping Co., Dept. MR, 2600 N. Western Ave., Chicago 47, Ill.

THIS SEAL MEANS

SIGNODE

SECURITY IN SHIPPING



RETIRING AT THE HALF CENTURY MARK, T. W. Burke, agent at Albert Lea, Minn., poses with his successor, Richard Schulze. Mr. Burke had been the agent at Albert Lea for 21 years. Mr. Schulze is a 32-year veteran who was formerly agent at Fulda, Minn. (Albert Lea Tribune photo)

& A.M. and of the First Christian Church. Surviving are his wife, Mabel; a daughter, Mrs. Frank Storc of Chicago; two sons, Donald of Fort Dodge, and Roy of Mason City, and two sisters, one in Canada and one in Scotland.

Word has been received from J. Harold Phillips (Doc) that he is slowly recovering from his operation in Rochester, Minn.

Fireman and Mrs. Gilbert Maas announced the birth of a baby boy Aug. 4 at Mercy Hospital, Mason City. He has been named Charles Edmund.

Fireman and Mrs. Eugene Kleinow are also passing out treats to announce the arrival of Laura Ann at Mercy Hospital July 31.

Milwaukee Terminals

FOWLER STREET STATION

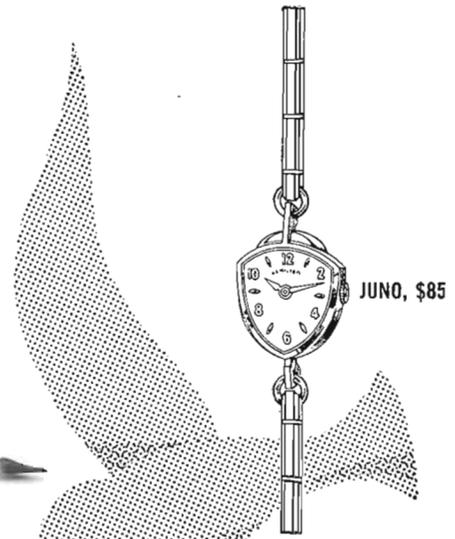
Pearl Freund, Correspondent

J. J. Klima took his pension Sept. 6. He began his railroad career in the store department, Milwaukee Shops, where he worked from 1914 to 1918. From 1918 to 1919 he was in military service, then returned to the Road in January, 1923, and held positions as car clerk, yard clerk, rate clerk, clerk cashier department, and finally head demurrage clerk. Jack comes from a railroad family with a total service of 161 years. His father, who retired as assistant roadmaster, Milwaukee Terminals, had 55 years, Jack had 41 years, and three brothers still in service—Frank J., material bureau head, Fullerton Avenue, has 45 years; Eugene, engineer, 15 years, and Joseph J., timekeeper, Milwaukee, 5 years. Mr. Klima was a charter member and business manager of the now disbanded Hiawatha Band. He and his wife Louise plan to spend summers at their chalet in McGregor, Ia., and the winters in Milwaukee. They both enjoy traveling.

Seven year old David Wait was selected to play in the Hawthorne School Little Baseball League. He is indeed a chip off the elder block, since his dad, Lowell, C&O rate clerk, is an avid sports fan who likes to participate as well. Lowell has organized a team to play softball, assisted by John Manders, revising clerk, Jack Regan and Art Francke, yard clerks, Donald Mohr, now with the Wauwatosa Fire Department, Enrico Franco, rate clerk, James McPhee, husband of Barbara, extension clerk, and Rudy, son-in-law of Casimir Maciolek.

Tom Vail, former yard clerk and auto messenger, son of Retired Rate Clerk Clem Vail, is ticket agent at LaCrosse. Tom attends LaCrosse State College, and is married.

Biggest news from the nursery set are the twins born July 31 to Mrs. Scholz and Edward, checker at House 7. The boy was named Daniel, and the girl, Donna. They have four brothers and sisters,



JUNO, \$85



THOR, \$95

Hamilton Medallion— a watch for remembering

Cherished moments, happy events continue to live in your gift of a Hamilton watch. Beneath its graceful dial, the Medallion movement has everything a fine watch needs to make it fine. Its 22 functional jewels, for example, are carefully selected and strategically placed to minimize wear, assure accuracy. Your Hamilton Jeweler or time inspector has a variety of new styles in a wide range of prices. See him soon. Hamilton Watch Company, Lancaster, Penna.

HAMILTON



LONG FAMOUS AS THE
WATCH OF RAILROAD ACCURACY

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.

ELECTRO-MOTIVE DIVISION GENERAL MOTORS

LA GRANGE, ILLINOIS · HOME OF THE DIESEL LOCOMOTIVE
In Canada: General Motors Diesel Limited, London, Ontario

1325 hp Road Switcher **RS-1325**



1800 hp General Purpose **GP-18**



1800 hp Special Duty **SD-18**



2000 hp Turbo-charged **GP-20**



2400 hp Turbo-charged **SD-24**



Judy, Joanne, Bob and Jane.

Marjorie and Don Stauber have a baby son born July 3. The well known grandpa is Elmer Keller. We also have a report from another member of the family. William H. Keller, Elmer's son, was graduated from the University of Wisconsin June 6 with a B.S. degree in electrical engineering. On July 29 he received his commission as Second Lt. in the Signal

deceased, as chief yard clerk.

William Spredeman was the successful bidder for demurrage head, replacing J. Klima, retired.

We are sad to report the death of William J. Cary, chief yard clerk for the Terminals, following a short illness. Burial services were from Holy Assumption Church, West Allis. Mr. Cary was employed as a train clerk by the C&NW at

member of the Bishop Henni General Assembly. He is survived by four daughters, Mrs. Dolores Ginter, Mrs. Charlotte Coyle, Mrs. Marjorie Caggio, and Mrs. Jacqueline Turnquist, all of Milwaukee; two sons, William J. Jr. and Eugene, both employes of the Road; four brothers, Howard of Fort Hood, Tex., and Andrew, Eugene and Raymond of Milwaukee, the latter assistant agent at Muskego Yard; and two sisters, Mrs. Shirley Albin and Mrs. Julia Graf of Milwaukee.

Thomas Higgins, 75, passed away June 11 in La Crosse. He had retired in 1949 after being a checker in House 7 for 30 years. Among the survivors are his widow and two daughters. Walter Kaebisch, a son-in-law is a checker at House 7.

Our former auto messenger, Ralph Paul Cunningham, died Aug. 13. He is survived by his widow Louise and six children, Michael, Patrick, Rosanna, Paulette, Byron and Deborah Anne. His last position was that of carman in the freight car shop.

Sympathy was extended to the family of Anthony Stollenwerk, revising clerk, on the death of his mother Aug. 27. Surviving are her husband, Tom, three sons and three daughters.

John Komurka, former agent at Madison, has been appointed manager of the new EDP center. Other appointments are: Max Woelfl, cashier; Milton Straka, cashier's clerk; Josephine Pillier, steno-clerk; Elmer Keller, chief revising clerk; Anthony Stollenwerk, Ted Wojtasiak, V. A. Melcher of Fond du Lac, Ed Heckler of Plymouth, Alice Sobczak, John Manders, and Eric Kaun, revising clerks; Betty Whitford, Darwin Pelozo, Andrew Wieland of Plymouth, Marjorie Crotteau of Wisconsin Rapids, and Ray Gatzke, expense clerks; Margaret Hagberg, lead machine operator; R. J. True of Beaver Dam, machine operator; Mary McCormick, Lois Scott and Barbara McPhee, comptometer operators; Geraldine Hartner, Mary Luebke, Mary Bartelt, and Betty Jo McLeod, keypunch operators, and Otto Kettner, clerk.

Charles Schmidt, House 7 check clerk, has been seriously ill the past three months. He underwent a series of operations and his condition is much improved, though he will be off work for some time yet.

Otto Kaniess, checker House 7, took his pension Aug. 26 after 45 years' service. Otto was responsible for unloading the furniture pool cars received inbound for handling through our warehouse. He lives with his sister and is much interested in baseball.



1 JACKSON TRACK MAINTAINER

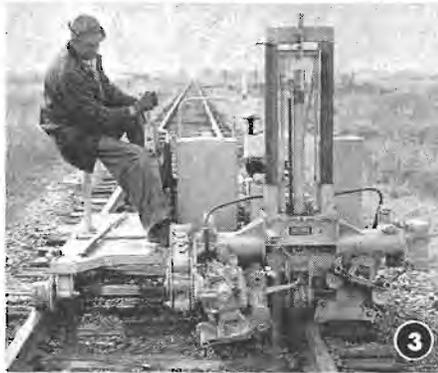
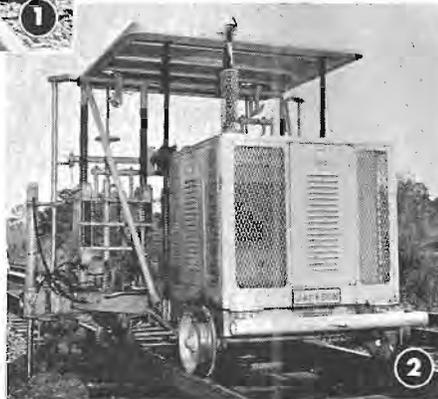
The superiority of this machine over all others in its category is so obvious to all who make a thorough comparison that once you do so, we are confident you will buy no other. Write, wire or phone for complete details or nearest location where you can see it in action.

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.

3 JACKSON MONORAIL

A complete tamping machine ideal for spotting and smoothing, secondary programs and all yard track maintenance. Utilizes powerful "MAINTAINER" tamping units. Traveling, indexing and work-head are all hydraulically controlled. Excellent for those secondary programs which do not justify the investment in a dual track tamping machine. It will pay you to get the facts.



JACKSON VIBRATORS, INC.

LUDINGTON, MICHIGAN

RO5A

Corps at Fort Gordon, Ga. His parents went to Fort Gordon to see him finish his ROTC course.

Henry Koehler, driver for Milwaukee Motor Transport, was recently elected recording secretary for the Order of St. Christopher, Chapter 8, for Catholic railroad men.

John Skubal, former window cashier, was assigned to succeed William Cary,

the age of 16. In 1918, just after he entered the armed services, the war ended and he began to work for the Milwaukee. He was promoted to clerk in the superintendent's office and then moved to his last position where he had completed 42 years. He was a member of the B.R.&S.C., the Knights of Columbus, the Holy Name Society and Ushers' League of Holy Assumption Church, and a fourth degree

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MUSKEGO YARD

Train Clerk Joe A. J. Wuerl announced arrival of a baby boy, James John, Aug. 19. This makes a quartet.

Retired Switchman Charles Zunker was stepping around in a lively manner at the Veteran Employees Association convention in Milwaukee. Immediately follow-

The Milwaukee Road Magazine



FAY L. CRABBS RETIRES as roodmaster's and dispatcher's clerk and ticket agent at Madison, S. D., after 50 years of railroading. Pictured together his last day on the job are, front: Mr. Crabbs, Chief Dispatcher M. P. O'Loughlen and Section Laborer Leo Klopf. Rear, from left: Express Agent Ed Skells, Switchmen Don Rath and V. Westby, Cashier L. H. Palmer, Agent E. F. Lucas, Roadmaster A. P. Vogel and Warehouse Foreman B. E. Schultz. Mr. Crabbs, who is president of the Madison Milwaukee Federal Credit Union, had worked continuously in the Madison office for 40 years.

ing the convention, he left to visit his daughter in New York.

Conspicuous by her absence at the convention was Mrs. Fred E. Grieb. Fred, retired assistant stationmaster, was present and said that his wife had suffered a heart attack in July and was recuperating in their home in Pewaukee after having been hospitalized for three weeks. The Griebs have been among the most regular attendants at these conventions.

Janitor-Storeman **Teddy Hanstad**, friend of everyone at Muskego, has retired and is moving to California. His co-workers presented him a transistor radio to remember Milwaukee by.

Retired Yardmaster **John Koch**, who has been living in California for some time, is back in Milwaukee. His long-time "buddy" Ed Carlson and Mrs. Carlson saw to it that John got to the Vets convention. He is presently a wheelchair patient. Any of John's friends who would like to visit him will find him at 3221 N. 76th Street, Apartment 2.

Mrs. Herman Herbert, wife of clerk, North Avenue district, is recuperating nicely in her home at Germantown after suffering a slight stroke.

Switchman **John Drobnick** left June

17 for military service.

Yard Caller **Henry Windward's** daughter **Pat** was married in June, and his son **Bob** in July.

Twins have the spotlight this month! Boys for **Mr. and Mrs. Dennis LaRue** and girls for **Douglas (C&M brakeman) and Mrs. Grzegorzcyk**. The **Rosenthals** have a baby boy born July 20, and **Mr. and Mrs. Tom Barrett's** son was born July 27. A baby girl, **Tammy Marie**, was born July 30 to the **Tim Caveys**, and **Mr. and Mrs. Kenneth Banaszczek** have a new daughter, **Kim Marie**, born Aug. 6. It was a boy, **James**, for **Vincent and Mrs. Quinn**, July 26.

Sympathy was extended to the family of **Lee Britt**, Southwestern conductor, who passed away July 7.

Yard Caller **Bruce McDonald** and wife announced the arrival of **Michael Bruce** July 7.

Sympathy was extended to **Reginald Ritchie**, switchman, on the recent death of his father.

Congratulations to **Charles Garcia** who was married July 16.

Switchman **Tom Whalen** traveled east for his wedding to **Claire Shirley** of Cheshire, Conn. The young couple were

AT ALL FINE SHOE REPAIRERS



CAT'S PAW soft resilient **HEELS**
microlite half and full **SOLES**

Lighter than leather! Lighter than rubber!

CADWELD®
Signal Bonds



**Permanent installation
requires no maintenance.**

ERICO PRODUCTS, INC.

2070 E. 61st Place • Cleveland 3, Ohio

IN CANADA: ERICO INCORPORATED

3571 Dundas St., West, Toronto 9, Ontario



GRIFFIN WHEEL COMPANY

- better balance
 - longer wear
 - 445 North Sacramento Blvd.
- SPECIFY **GRIFFIN** EQS
- AND WATCH YOUR COSTS GO DOWN
- only 2 tape sizes
 - tougher flange and tread
 - Chicago 12, Illinois

married in St. Bridget's Church in Cheshire Sept. 3.

Congratulations to the Connie Goetz family whose son, David William, arrived Aug. 28 to help in the celebration of his parents' 12th wedding anniversary.

David Friedman, 71, died recently in County General Hospital and was buried in Beth Hamedrosh Hagodel Cemetery following rites at the Goodman-Bensman Funeral Home, Milwaukee. Mr. Friedman was a Milwaukee brakeman for 35 years until his retirement in 1954. He is

survived by two sisters and three brothers, all of whom live in the eastern states.

Coast Division

EAST END

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

John D. Adams, retired car inspector, passed away in a Spokane nursing home after a lengthy illness. He is survived by

four daughters, two sons and 20 grandchildren. Funeral services were held at Hazen Jaeger Funeral Home and burial was in Riverside Park Cemetery.

Retired Engineer Fred Cottingham died July 20. The services were held in Thornhill Funeral Home.

A beautiful auto trip into Canada where they visited the Kootenay Lake area was taken by Clerk-Steno Mrs. Ruth White and family. Your correspondent and family spent the summer at Coeur d'Alene Lake building a new home.

Retired Fireman Harry Rhenberg left New York May 19 for an extended tour of Norway and Sweden.

After 50 years with the Road, Retired Engineer Fred Putnam was presented a 50-year pin and certificate of merit at a formal gathering of the Brotherhood of Locomotive Engineers.

Spokane Chapter of the Women's Club had its second annual picnic in Manito Park Aug. 21. Everyone had such a good time that they are looking forward to future gatherings of the kind.

Shirley Rae Moore, daughter of District Adjuster and Mrs. Ray C. Moore, became the bride of Dermot J. Ryan May 7 in St. Augustine Church. After a trip down the Oregon coast they are living in Spokane.

Wedding bells rang Aug. 13 for Rosemary Elizabeth, daughter of General Agent and Mrs. D. J. Sullivan, in St. Francis of Assisi Church. The groom was Dr. Sesinando A. Gonzales of Manila, P.I.

Many years of fishing and boating are ahead for Operator Merle Carver of Manito, who recently purchased the Coeur d'Alene home of Retired Agent A. L. Slatter. Mr. and Mrs. Slatter have purchased a home in Mesa, Ariz., in a development for retired people. It is reported that Riley Joiner, retired chief dispatcher, and his wife are moving to the same spot from their home in Ennis, Mont.

We regret to announce the death of Mrs. Glenn Webber, wife of B&B carpenter; also the sudden death of Harvey Ickes, young son of Conductor and Mrs. Dean Ickes.

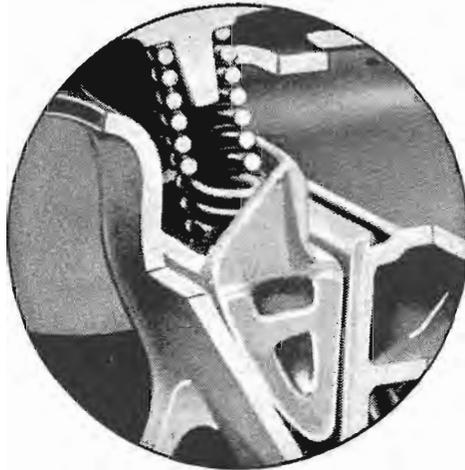
TACOMA

E. L. Crawford, Correspondent
c/o Agent

John J. Sheridan, captain of police at Seattle, passed away Aug. 30 at Roundup, Mont., while en route home from attending the wedding of his niece in Dubuque, Ia. Mr. Sheridan entered service as special officer at Davenport on Nov. 19, 1934, was promoted to lieutenant of police at Tacoma Nov. 16, 1938, was appointed captain of police, Sioux City, Oct. 8, 1953 and transferred to Seattle as captain of police in January, 1956. Burial services were held from St. Patrick's Church, Dubuque, to Mt. Olivet Cemetery. He was a member of the Holy Name Society, Knights of Columbus, International Association of Chiefs of Police, and Pacific Northwest Security Association. He is survived by his wife, Mildred, and his brother, Dr. Edmund R. Sheridan of St. Louis.

balanced

- DESIGN
- METALLURGY

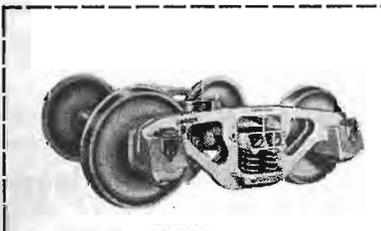


gives better

- OPERATION
- WEAR

National C-1 Trucks

TRANSPORTATION PRODUCTS DIVISION



N-101

NATIONAL
MALLEABLE AND STEEL
CASTINGS
COMPANY

CLEVELAND 6, OHIO



MARRIED IN SEPTEMBER were Jack M. McClure, clerk in the superintendent's office in Tacoma, and Myrna Mae Henderson of Centralia, Wash. Many of Jack's fellow employes attended the ceremony in the Centralia First Methodist Church.

Mrs. Ethel Peterson, clerk in the store department, was recently awarded a \$50 savings bond by the Junior Chamber of Commerce for catching a king salmon weighing 25 pounds 2 ounces in the weekly derby at Point Defiance.

Retired Sectional Stockman W. L. Curtice, 73, passed away July 31 in Tacoma.

We are sorry to report the death of Raymond A. Kinnear, retired general agent, in an Everett hospital Aug. 17. Mr. Kinnear was a veteran with 43 years service on the Coast Division, among the agencies held by him being Puyallup, Alder, Beverly during World War II years in connection with the atomic project at Hanford, Port Angeles and Everett, from which post he retired in 1955. Survivors are his widow, Jane; daughter, Mrs. John Munson of Moses Lake; two sons, F. G. of Seattle and Raymond S. of Weiser, Ida., also four sisters and three brothers.

Byron P. Walker, retired engineer, 87 years young, has reported that he and Mrs. Walker attended the 23d annual meeting of The International Western Convention of the B. of L.E. and the Grand International Auxiliary in Portland Aug. 12-13-14. There were 552 registered and Mr. Walker as guest of honor was presented with a gold-plated trophy inscribed with his name and the dates of the original organization in Seattle, 1927, and the reorganization, 1952, under his leadership as chairman of the organizing committees.

Retired Chief Carpenter T. E. McFadden, 82, passed away in Seattle Aug. 3. He was born in Oglesby, Ill. and lived in Tacoma from 1929 to 1933, since when he had made his home in Seattle. Mr. McFadden was a member of the Milwaukee Road Pioneers Club, Milwaukee Retired Veterans Club, Holy Name Society, Order of St. Christopher, and a life member, Fourth Degree, of the Knights of Columbus. Requiem Mass was sung in St. Joseph's Church and interment was in Calvary Cemetery. Three sons survive—Thomas R. and John L. of Seattle, and William E. of Tacoma. There are also two sisters and six grandchildren.

Cliff Theriault of Alameda, Calif., one of the surviving members of The Milwaukee Road Pioneers Club, who has been No. 1 engineer on the Alameda Belt Line for the past 30 years, retired Aug. 1. Mr. Theriault got his first taste of railroading in June, 1907 when he was 11 years old and was hired to paint stakes for a Milwaukee Road engineering crew surveying the extension to the Pacific Coast. At age 16 he was firing engines. He had been an engineer since 1923, working on the Sierra Railroad and the California State Belt Line before going to the Alameda railroad. He is a brother of Engineer Harold Theriault of Missoula, who started working for the Road at the age of 10 and is also a member of the Pioneers. They plan to have a reunion this year at the club's annual get-together.

Mr. and Mrs. Ralph H. Jones observed their golden wedding anniversary with an open house in their Mercer Island home Aug. 21. Natives of Iowa, they have spent their entire married life on the West Coast. Mr. Jones, an engineering

SPECIAL OFFERING OF FLORIDA LAND 5 Full Acres \$695

COLLIER COUNTY north of Tamiami Trail—adjoining Dade County, 44 to 66 miles West of Miami. If you ever expect to own a piece of Tropical South Florida—do it now. Terms only \$10 month for each 5 acre tract. No interest — no other charges. Send \$10 for complete information, maps and contract. If not 100% satisfied, your deposit returned on request. At present these areas are undeveloped and recommended for long range appreciation.

Webb Realty Corp.

639 N. W. 102nd St., Dept. KG9
Miami 50, Florida
Ref: Miami-Dade Chamber of Commerce

CREOSOTED MATERIALS

and

COAL TAR PRODUCTS

Republic Creosoting Co.
Minneapolis

THE GIFT SUPREME!

"O-6-O SWITCHER"

AN AUTHENTIC REPLICA



TIE BAR
and
"DROVER"
CABOOSE
LINKS

\$6.00*
set

TIE BAR
(only)
\$2.50*

*Add 10% Fed. Tax



(Actual Size)

Beautifully reproduced down to the tiniest detail. A real conversation piece that makes a wonderful gift. Rich golden tone accented in black. Handsomely gift boxed.

HYMAN-MICHAELS COMPANY

108 No. State Street Chicago 2, Illinois

Railroad Freight Car Parts

*Sheet steel * Plates * Structural*

Re-rolling and Re-laying Rails

Ferrous and Non-Ferrous Scrap Iron and Steel

Car Leasing

RAILROAD MEN'S SPECIALTIES M-10
P. O. Box 328, Dobbs Ferry, N. Y.

Please send the following postpaid:

Sets @ \$6.60 Tie Bars @ \$2.75
(Fed. Tax Incl.) (Fed. Tax Incl.)

I enclose \$..... (Sorry, No C.O.D.)

NAME.....

ADDRESS.....

CITY.....ZONE.....STATE.....

Nalco®

- Diesel Cooling System and Steam Generator Water Treatments
- Combustion Catalysts
- Fuel Oil Stabilizers
- Weed, Grass & Brush Control Chemicals
- Wheel Flange Lubricators, Applying Dry Molybdenum Disulfide Stick Lubricant

NALCO CHEMICAL COMPANY

6216 W. 66th Place • Chicago 38, Illinois

Chicago Malleable's

POSITIVE

TRADE MARK

BRAKE BEAM

UNIT TYPE BRAKE BEAMS

Malleable Iron and Cast Steel Car Castings
A.A.R. Bolster Center Fillers
A.A.R. Striking Castings

CHICAGO MALLEABLE CASTINGS CO.

Railway Exchange - Chicago 4, Ill.

Present Day
SAFETY Requirements
DEMAND the Best
Equipment

**LAKESIDE
FUSEES**

Fill the Bill
Safe Dependable Efficient

**LAKESIDE RAILWAY
FUSEE COMPANY**

Beloit, Wisconsin

**CARTER BLATCHFORD
CORPORATION**

80 E. JACKSON BLVD.
CHICAGO

RAIL JOINTS

Reformed and heat treated
to meet specifications for
new bars.

**STANDARD FORGINGS
CORPORATION**

Railway Axles

Center Plates Journal Wedges

Drop Hammer and Press Forgings

General Offices:	Works:
80 E. Jackson Blvd.,	Indiana Harbor,
Chicago, Ill.	Indiana

graduate of Iowa State University, was an assistant engineer in charge of structural designing in the Seattle office until his retirement in 1949 after 38 years' service. The Jones have three sons, one daughter, 12 grandchildren and two great-grandchildren.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Mr. and Mrs. O. W. McBride of Marion, Mr. and Mrs. Don Gustafson of Anamosa, and Mr. and Mrs. B. P. Dvorak of Cedar Rapids attended the recent Veterans' Association reunion in Milwaukee.

Elmer Dan Vosburgh, employe of the Road for 29 years before his retirement in 1959, passed away in Hot Springs, Ark., Aug. 31. He was born in Cedar Rapids Dec. 22, 1890 and was married to Nellie Cornwell, his only survivor, in 1930. Elmer was a member of the Eagles Club and the B. of R.E. Burial was in Cedar Memorial Cemetery.

George R. Barnoske, 66, retired chief clerk, passed away July 6 in a Cedar Rapids hospital. His late father was for many years a Milwaukee roadmaster. Mr. Barnoske retired in 1952 after 42 years' service. During World War I he served in France with the 13th Engineer Corps and was a member of Post 298 of the American Legion. He was a member of the Presbyterian Church, of Lodge 692 B. of R.&S. Clerks, Unit 29 of Retired and Veteran Railway Employes, and a life member of El Kahir Shrine. Burial was in Oak Shade Cemetery. His wife, Anne, survives him.

John Cone, 76, last member of a pioneer Marion family, died Aug. 18 in his home following a brief illness. Mr. Cone retired as a trainman in August, 1957 after 45 years' service. He was a member of the Presbyterian Church and of the F. T. Fox Lodge, B. of R.T. His wife, Hannah, survives him. Burial was in Oak Shade Cemetery.

Conductor Gail Elsworth Dunlap, 58, died suddenly in St. Ansgar, Ia., Aug. 29 while enroute home from a vacation. Born in Brainard, Minn., he moved to Marion four years ago from Maquoketa. He was a member of the Methodist Church and F. T. Fox Lodge 319 of the B. of R.T. Among the survivors are his

AMBER JACKET

Originating on
The Milwaukee Road

WASHED
Capacity 3,500 Tons
Daily

INDIANA'S MODERN COAL MINE & WASHERY

QUALITY COAL

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

Washed and Dried Treated Stokercoal

1 1/2" x 3/8" ——— 3/4" x 3/8"

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

Sterling-Midland Coal Co. 8 So. Michigan Ave., Chicago, Ill.

A "MAN IN SPACE" PROJECT

undertaken by students of Gault Junior High School, Tacoma, drew attention of Boeing aircraft researchers to this experiment by Keith Wallis, son of W. C. Wallis, assistant division engineer of the Coast Division, pictured (center) with teammates Lloyd Rodin (left) and John Laudenglos. It is based on using algae to solve the twin problems of providing space men with a supply of oxygen and food for an extended period of time. Keith's efforts won a "first" in his school's science fair and placed second among 32 entries in the junior biological sciences section of the area fair at the College of Puget Sound.



Keith's efforts won a "first" in his school's science fair and placed second among 32 entries in the junior biological sciences section of the area fair at the College of Puget Sound.

widow; three sons, Laurel of Hopkins, Minn., Rodrick of Central City, and Larry at home; two daughters, Ardella and Lynette, both at home; a stepson, Don Tracy of Toddville; 11 grandchildren, a brother and three sisters.

Arthur W. Loftus, a switchman for 36 years until his retirement in 1953, and a member of the B. of R.T., died July 10 in Colorado Springs. He was born Mar. 22, 1885 in Sioux Falls, S. D. Surviving, in addition to his wife Opal, is a daughter, Phyllis Marjorie Dennison of Denver.

Sympathy was extended to Milo Dlack, retired freight house checker, whose wife passed away July 10. She is survived by her husband, and four sisters, all of Cedar Rapids. Burial was in Czech National Cemetery.

W. F. Hunsaker, 68, retired Aug. 19 after 50 years of service. He started as a fireman on the old Dubuque Division, later transferred to the Kansas City Division, and most recently has been working the Marion to Cedar Rapids switch engine. Mr. and Mrs. Hunsaker have shipped their trailer home to Lake-of-the-Ozarks, Mo., where they plan to live.

Sherman Fontaine Sr. and his wife recently attended the graduation of their

son, Capt. Richard C., who received his M.A. from Memphis State University. Captain Fontaine and family are moving to Lubbock, Tex., where he will be an instructor pilot at Reese AFB. Sherman Fontaine was employed by the Road for 25 years, and his uncle, A. L. Fontaine, is a retired machinist of Milwaukee.

MIDDLE AND WEST

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

Retired Conductor A. J. Schloe and Dr. W. W. Arrasmith spent a pleasant vacation fishing in Canada. Doctor Arrasmith is a former employe, having worked as relief agent and operator during summer vacations while attending medical school. He is now on the staff of the mental hospital in Lincoln, Nebr.

Charles Snyder, son of Yardmaster and Mrs. Jack Snyder, has accepted an appointment as camera man at KSOO-TV, Sioux Falls, S.D. Charles worked as relief clerk at Perry during vacations and was graduated from Iowa University in June.

Mrs. Charles M. Williams, 91, widow

(Continued on page 41)

Why Don't They Do Something About the Weather?

Actually they have done something about it . . . that is, the people who make Phillips 66 Flite-Fuel and Phillips 66 Trop-Artic Motor Oil.

With these two fine products in your car, you're prepared for any weather. You'll get fast starting on cold days because Flite-Fuel fires fast and Trop-Artic flows fast. Yet you also get top performance on even the real hot days. The weather is no worry when you drive with Phillips 66 products.

Get them at any station where you see the orange and black Phillips 66 Shield.

EVERYTHING FOR WELDING AND CUTTING

- Gas & arc welding equipment and supplies
- Aircospot, Aircomatic, Heiwelding, inert-gas-shielded arc welding equipment and supplies
- Oxygen, acetylene, shielding gases and electrodes
- Gas cutting machines

AIR REDUCTION SALES CO.
a division of
Air Reduction Co., Inc.
3100 So. Homan Avenue
Chicago 23, Illinois

A. R. BARNES & CO.
PRINTERS

8111 N. St. Louis Ave.
SKOKIE, ILL.

"Treated Products for Life"

RAILROAD
Cross and Switch Ties

PILING
POLES
LUMBER

INDIANA WOOD PRESERVING CO.
Terre Haute
Indiana

Still Greater
PROTECTION
for **CARS and LADING**

CARDWELL WESTINGHOUSE
FRICTION DRAFT GEARS

to absorb horizontal shocks
CARDWELL FRICTION BOLSTER
SPRINGS

to absorb vertical and lateral shocks

•
CARDWELL WESTINGHOUSE CO.
CHICAGO
CANADIAN CARDWELL CO., LTD.
MONTREAL

**AMERICAN
STEEL FOUNDRIES**
• CHICAGO •

A. S. F. Ride-Control Freight Car Trucks

Cast Steel Side Frames, Bolsters, and Coupler Yokes in Grade "B" or High Tensile Steel

Couplers—Types "E", "F", "H" and Controlled Slack.

A. S. F. Ride-Control Package

Simplex Unit Snubbers

Brake Beams—Cast Steel Solid Truss Unit Type

Simplex Unit Cylinder Clasp Brakes

Rotor Brakes

Brake Heads, Levers, Other Repair Parts

Springs—Coil, Regular and Extended Life

Miscellaneous Steel Castings

MINT-MARK OF  FINE CAST STEEL

"M - F"

- Lock Nuts (3 types)
- Water-tight Bolts
- Lock-tight Floor Clips
- Collar Bolts

MacLean-Fogg Lock Nut Co.
CHICAGO, ILL.

Grain Doors
Railroad Cross Ties
Hardwood Lumber
Timbers

**WEBSTER LUMBER
COMPANY**

3410 University Avenue S.E.
Minneapolis 14, Minnesota

Youngstown Steel Sides for Freight and Refrigerator Cars
Youngstown Corrugated Steel Freight Car Doors
Camel Roller Lift Fixtures Refrigerator Doors & Fixtures
Youngstown Steel Door Co. and Camel Sales Co.

OFFICES
332 S. Michigan Ave. Chicago
The Arcade Cleveland
500 Fifth Ave. New York
PLANTS—Hammond, Indiana • Youngstown, Ohio



AT THE VETERANS' REUNION in Milwaukee July 23, L. J. "Larry" Benson, president of the Vets (standing), joins a party of older members in "railroad talk." From left are W. A. "Bill" French, retired safety engineer formerly of Milwaukee who now lives in Tampa, Fla.; Fred E. Butz, retired yard foreman and weighmaster, Milwaukee; and L. N. Larson, retired Olympian Hiawatha conductor, Miles City, Mont.

Below: One of the groups which attended the Ladies Luncheon. From left: Mrs. J. H. Valentine, widow of former superintendent; Mrs. J. V. Tuomey, wife of retired train dispatcher; Mrs. F. R. Doud, widow of retired superintendent; Mrs. E. F. Palmer, wife of retired general car foreman; and Mrs. H. A. Grothe, wife of retired district general car foreman.



**MORE NEW, EFFICIENT EQUIPMENT
TO ROLL on the MILWAUKEE ROAD**



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.

THRALL

CAR MANUFACTURING COMPANY

2602 Wallace St., Chicago Heights, Illinois

WHERE THE "SPECIAL" IS STANDARD AND THE "STANDARD" IS SPECIAL

The Milwaukee Road Magazine

Gold and Silver Passes Awarded

Gold-50-Year-Passes

Bertelson, Albert, agent.....Ossian, Ia.
 Fitzpatrick, Frank, loco. engr.....Chicago, Ill.
 Koester, J. F., agent.....Melbourne, Ia.
 Krumrei, Harry H., bureau head, aud. of pass.
 accts. office.....Chicago, Ill.
 Muenchow, R. R., loco. engr.....Milwaukee, Wis.
 Riley, F. W., switchman.....Bensenville, Ill.
 Scanlon, F. J., tele. operator.....Minneapolis, Minn.
 Spangenberg, O. T., loco. engr.....Montevideo, Minn.

Silver-45-Year-Passes

Boland, C. L., gen. roadmaster....Milwaukee, Wis.
 Bridges, Thomas, boilermaker.....Elgin, Ill.
 Filut, Steve C., chief clerk to asst. supt.
 car department.....Milwaukee, Wis.
 Humiston, W. W., conductor.....Mokenca, Ill.
 McDaniel, Delmont, carman.....Terre Haute, Ind.
 Mills, T. K., conductor.....Aberdeen, S.D.
 Tasse, C., loco. engr.....Milwaukee, Wis.

(Continued from page 39)

of retired clerk, passed away June 18 in the home of her daughter-in-law in Benton Harbor, Mich.

Mrs. LaVonne Thompson, 43, daughter of Conductor and Mrs. I. L. Thomson, passed away in Peoria, Ill., June 29 after several years of failing health.

John Hayes, son of J. T. Hayes, assistant to vice president, was among the seven per cent of undergraduates named to the Dean's list at Iowa State University, Ames. He is majoring in chemistry.

Retired Police Lieutenant A. W. Nicholson and wife have taken the positions of superintendent and matron at the Rowley Memorial Masonic Home in Perry.

C. H. Burger Sr., father of Conductor Clarence Burger, passed away July 12 in the Methodist Hospital, Des Moines. Burial was in Van Meter, Ia.

Retired Conductor Fred Vodenik, 68, passed away July 20 in Colorado Springs where he had lived the past four years. Prior to that he lived in Perry for 45 years. Burial was in the Violet Hill Cemetery, Perry.

Engineer and Mrs. Robert Rogers spent part of their vacation in Kansas City, Mo., where they attended a reunion of the railroad regiment of which Robert was a member during World War II.

Retired Conductor and Mrs. Ralph Van Horne attended the Veteran Employees Association convention in Milwaukee July 23.

Mr. and Mrs. Darrell Lanham of Torrance, Calif., announced the arrival of Julie Marie July 28 in Little Company of Mary Hospital, Torrance. Mrs. Lanham is the daughter of Mrs. S. T. and the late Mr. Legvold who was in charge of the water department.

Jim Francis, relief agent at Yale, was accepted for admission to the freshman class at Buena Vista College, Storm Lake, Ia., in September. He plans to major in business administration.

Funeral services were held in July for Fred White, retired section foreman on the Des Moines Division. He retired Dec. 31, 1958.

Another name was dropped from the top of the clerks' seniority list in August when H. J. Murphy, assistant superintendent's clerk at Marion for many years, retired. Harry had 48 years of service, all of his work being done in Marion.

Larry Fister, operator in the Perry relay office, was named "Man of the Month" in a recent issue of the bulletin which Claim Prevention Chairman Ray Dawson of Yale issues to agents on the First and Second Iowa Districts. Larry learned the Morse code under Ivan Knodel, now agent at Jefferson. His hobbies are model railroads, gun and rock collecting, and playing in the town band. His father is in the maintenance of way department.

Graveside services were held at Perry in July for Mrs. Ada Hindert, mother of

EXTRA POWER— EXTRA MILEAGE!



The year-'round motor oil that can double engine life!

Best for older cars—
a "must" for new cars!

Socony Mobil Oil Company, Inc.

59 East Van Buren Street
Chicago 5, Illinois



THE SYMINGTON-GOULD COMPANY

Division of Symington Wayne Corporation
Designers & Manufacturers
Of Steel Castings For

RAILWAY EQUIPMENT

Truck Side Frames & Bolsters
Couplers - Yokes
Journal Box Lids
Truck Spring Snubbers
Car Castings

Railway Division

Depew, N. Y.

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



COPPER-OXIDE
SIGNAL CELLS

NATIONAL CARBON COMPANY

Division of  Corporation

Retired Electrical Engineer Lawrence Hindert. Mrs. Hindert, 94, passed away in California.

O. M. Stevick, who lived in Perry when working as a brakeman and conductor on the Iowa Division, died in Redlands, Calif., in July. He worked for many years as a switchman in the yards at Kansas City after leaving Perry, and later went to California.

Mrs. J. L. Larkin, mother of Passenger Brakeman J. G. Larkin of Marion and of Retired Passenger Trainman Glenn Larkin, died in Chicago in July. Burial was in Davenport.

Wayne Overton, who had worked as a machinist helper in the Perry shops for 17 years, died suddenly in his home in July. He had been the street commissioner since leaving the railroad.

A. W. Loftus, a switchman in the Cedar Rapids yards for many years, passed away in July in Colorado, where he had been making his home since his retirement. Funeral services were held at St. John's Episcopal church in Cedar Rapids, where he had been a vestryman for many years.

Retired Engineer and Mrs. Thomas Rellihan celebrated their golden wedding anniversary June 28. Perry unit of the National Association of Retired and Veteran Railroad Employees, of which both are members, honored them by having open house.

Charles Stromquist Jr., whose father, Engineer Charles Stromquist, died suddenly in June, was one of the Perry boys who attended the National Boy Scout Jamboree in Colorado Springs in July.

T. O. McMahon, switchman in the Perry yards, was named chairman of the state legislative board of the Brotherhood of Railroad Trainmen in Iowa at their quadrennial reorganization meeting in Des Moines in August.

After more than 52 years of railroad service as agent and operator, L. B. Swearingen retired Sept. 1. The last 25 years were spent as agent at Woodward, where he plans to continue living. Reading is one of his pleasures, and he also expects to do some traveling. D. E. Lee will be the new agent.

Phyllis Ann, daughter of Conductor C. F. McDonald, was married to Laurence Sheaffer of Adel, Ia. The groom is an employe of the Iowa Highway Commission, and the bride is a beauty operator in Perry.

Earl Edwards, first trick dispatcher in the Perry relay office, entered Mercy Hospital in Des Moines in August for surgery. At this writing we have had no word as to his condition.

Claude Altig Sr., 70, retired freight house employe, passed away in the Veteran's Hospital in Des Moines Aug. 25 after suffering injuries in a fall about two weeks prior. Full military rites were conducted at the graveside by the National Guard and the American Legion. Burial was in Violet Hill Cemetery in Perry.

Jack Harris, son of Time Reviser John Harris of the superintendent's office, is one of the youngest working members



YAMBASSADORS. Traveling from their home state with Minneapolis and St. Paul as target cities, approximately 75 representatives of the Louisiana Yambilee Association made the Chicago-Twin Cities leg of the trip on the Morning Hiawatha during their 10th annual good will tour Aug. 25-31. The purpose of the all-rail tour was to publicize the Louisiana yam in important market areas along the route, observe handling methods, and have a good time. Pictured are teenage Yambassadors Sharon Ann Morgan of New Roads, La., Future Homemaker of America Champion Yam Cook, and Ellis Cary of Ville Platte, La., 4-H winner of the annual yam production and marketing contest, with a king size "Mr. Yam" mask.

of a Milwaukee family in Perry. Jack, who is 12 years old, is employed by an instrument firm to demonstrate the Lowry Electric Organ. He is an accomplished pianist and mastered the organ in less than a year of study and practice.

Milton Bower, father of Brakeman Ival Bower, passed away in August after a long illness. Funeral services were in Perry and burial was in Bayard.

N. P. Black recently had the pleasure of seeing the completion of a \$120,000.00 improvement program for the Perry State Bank, of which he was one of the organizers in 1927. Newt was the side table operator in the Perry dispatcher's office when he left the Road to take an official position in the new bank, of which he is now chairman of the board of directors. In 1946 he was appointed by Iowa's Governor Blue as state superintendent of banking. He retired from the post in 1957 and resumed active management of the bank in Perry. Retired Conductor H. W. Lee is also interested in the bank as he was one of the original stockholders.

Mrs. John Clayton, whose husband worked in the maintenance of way department on the Des Moines Division for many years before his retirement, passed away at the family home in Gillette Grove in July.

Glenn Moats, who retired a few years ago after having worked in the track de-



BUTTE YMCA KID'S TRIP shows part of a group of 40 boys and girls who took the Y's annual Milwaukee Road excursion to Three Forks, Mont., this summer. As guests of the Three Forks Chamber of Commerce, they visited the headwaters of the Missouri in Sacajawea Park. More than half had never ridden on a train, and a highlight of the trip was an inspection of the Olympian Hiawatha cab. Standing on the steps are Nancy Grimm (top) and Willene Harkins, two of their adult leaders. (Montana Standard photo)

partment on the Boone section, passed away at the Veteran's Hospital in Des Moines July 8. Funeral services and burial were at Boone.

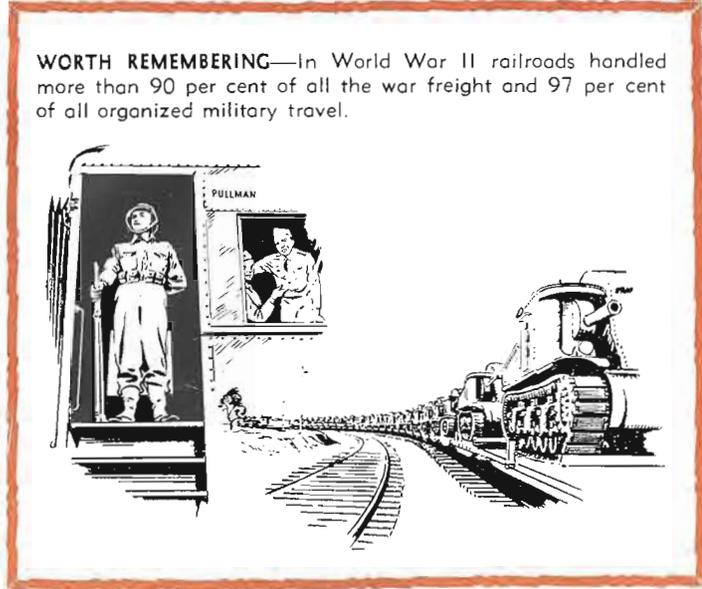
The Milwaukee Pin Splitters have been declared the champions of the Tri-County Bowling League for the 1959-60 season play at the Perry Bowl. The team consists of W. E. Kelley, night wire chief, as captain. Train Dispatcher E. P. Galicher, General Clerk Don Dollarhide, Abstract Clerk Larry Whelchel, Train Dispatcher Larry Harvey and Brakeman D. D. Mansfield.

William E. Barnoske, retired Iowa Division roadmaster, passed away in the Glendale Nursing Home, Glendale, Ariz., July 22. He was 90 years of age. He and Mrs. Barnoske had moved just the previous month from their long-time home in Omaha to Phoenix. Mr. Barnoske had 48 years of service, and during his active years with the railroad lived at Coon Rapids. Funeral services were held from the Most Holy Trinity Church in Phoenix, with interment in St. Francis Cemetery. Surviving him are his wife, Louise; four daughters, Dorothy Barnoske, Coon Rapids, Mrs. Erna Bowley, Phoenix, Mrs. Lillian Cullings, Los Angeles, and Mrs. Mary Losey, Worthington, Ia.; a sister, a brother, 14 grandchildren and 18 great grandchildren. Mrs. Barnoske will now make her home with her daughter, Mrs. Bowley, at 12806 North 30th Drive in Phoenix.

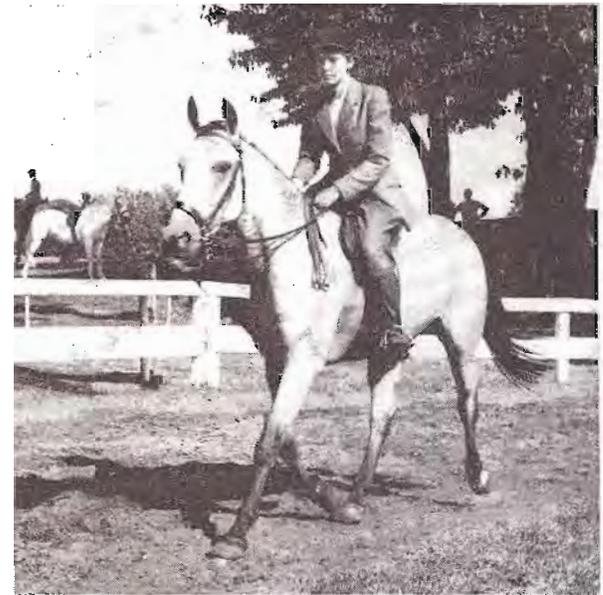
AMONG THE FOLKS IN HISTORY. An original post card view of "The Queen of America's Railroad Trains—the Olympian!", flower-festooned for its inaugural run out of Tacoma on May 28, 1911. The privilege of turning the first wheel fell to Engineer William Keen, who is pictured (left) sharing the spotlight with his wife (dark coat), his little daughter and his fireman. The others, according to the inscription on the back of the card, are "a wealthy old gentleman who furnished the flowers and decorated the train for the honor of it", and his daughter. The pride of the Milwaukee Road fleet made history as the first steel-constructed transcontinental train in the country. (Photo by courtesy of James W. Lydon, Minneapolis)



WORTH REMEMBERING—in World War II railroads handled more than 90 per cent of all the war freight and 97 per cent of all organized military travel.



SHOW RIDER. An up and coming young horsewoman is Kathy McCabe, the 17-year-old daughter of Donald T. McCabe, assistant freight house foreman at St. Paul, shown here in competition at the Minnesota State Fair Aug. 27-Sept. 5. She placed third in the pony hunter class.



AMBULANCE TRAINS CARRY THE BURDEN of the evacuation mission of the 57th Medical Battalion, located at the Landstuhl Army Medical Center in Germany, in transporting patients between U. S. military hospitals in Germany and France. Each 10-car unit includes sections for ambulatory and litter patients, isolation compartments, air conditioning, a diner and a kitchen, and hospital equipment for many types of special cases. Most of the work being done currently, however, is handled in compact two-car self-propelled diesel units which duplicate the elements of the larger trains. Here, a patient is being transferred from a field ambulance to a train, and an Army nurse is checking on a premature infant in an incubator.



516 West Jackson Blvd. • Chicago 6, Illinois

Form 3547 requested

BULK RATE
U. S. POSTAGE
PAID
MILWAUKEE, WIS.
Permit No. 2784

Mr. C. Blanchard
1316 South Del Avenue
Mason City, Iowa 570

THE LONG HAUL. A shipment of new Chryslers and Studebakers, riding piggyback behind time freight 263, rolls through Continental Divide country on the way to car dealers in the far West.

