

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

may
•
june
1959

COPENHAGEN

to

MILWAUKEE

and via

FLEXI-VAN

to

ST. PAUL

see page 2



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• Briefly Noted •

IN, NOT UNDER the Olympian Hiawatha, Jeff Davis, King and Emperor of the International Itinerant Workers Union—commonly called the King of Hoboes—arrived in Seattle recently, fresh from lobbying against the 10 per cent travel tax in Washington, D. C. The man who hitched many a ride "with a wet handkerchief over my nose to keep the dust out," said, "The railroads have always been good to me, so I thought I'd fight for them. If the tax is removed, more people now using autos will use trains." Davis said his fight is in line with the "do good" motif of the Kings of the Road which he has headed since 1908. The organization is understood to have 1,040,000 members.

GOOD SCOUTS. The nation's railroads have been presented with an "Appreciation Plaque" by the National Council of the Boy Scouts of America for the role they have played in the promotion of safety among youths. Specifically, the railroads were commended for their efforts to reduce trespassing on rail-

road property and depredations committed against railroads by youngsters. The citation also recognized the assistance of the railroads and the A.A.R. in connection with the Scout's "Safety Good Turn" program.

IT'S FOR THE BIRDS. The whistle and bell at the entrance to Dohl's Morton House restaurant which faces the Milwaukee Road tracks at Morton Grove, Ill., were both silent this spring. The reason? A robin had built a nest in the bell which is used to announce the arrival of guests, and in deference to approaching motherhood, the whistle which is blown when the Milwaukee Road trains pass was also hushed. A sign explained their muteness: "No whistles, no bells, Till our baby robins Pop out of their shells."

PINK IS FOR GIRLS. Leaving Chiavari, Italy, recently, the Rome-Paris express was an hour late, but the locomotive sported a pink ribbon. Back of the delay and decoration was the birth

The Cover

SCORE another first for Flexi-Van! In mid-May, with the St. Lawrence Seaway only a few days old, Milwaukee Road Flexi-Van became the first trailer-on-flatcar service of any kind to take a load of import freight from dockside at Jones Island in Milwaukee and deliver it to final destination. The simplicity of the operation and the fast overnight service from the ship dock in Milwaukee to the consignee in St. Paul, made newspaper stories in both cities. The procedure was repeated a few days later with a still larger shipment—this time several van loads of import pipe bound for Minneapolis.

The first movement consisted of baler and binder twine arriving in Milwaukee (see cover) on the *S. S. Erholm*, a Swedish-American Line vessel out of Copenhagen, which loaded the twine at the port of Aarhus, Denmark, and had the distinction of being among the first salt-water vessels to enter the freshwater seaway. The insert picture on the cover shows (center) L. R. Garaghty, traffic manager of the Minnesota Farm Bureau Service Company, looking over the load of twine upon its arrival in St. Paul. At right is G. F. Quinlan, St. Paul general agent, and at left D. C. Sutton, Flexi-Van sales representative.

The actual speed with which cargo can be removed from the hold of a vessel, swung into a Flexi-Van, and delivered to destination depends on several factors—whether it is of such kind as to permit its being lowered by the ship's tackle directly into an open-top van pulled up alongside the vessel; the time required for customs inspection; and the hour when these operations take place. Ideally, a vessel docking at Jones Island in the early afternoon can load Flexi-Vans in time for them to be placed on Twin City-bound No. 83 at 7:20 P.M. and be at a receiver's freight platform anywhere in the Minneapolis-St. Paul area early the following morning. Similar service can also be effected to other points served by Flexi-Van.



Examining the first of the twine to be unloaded in Milwaukee are, left to right: James L. Phleger, Flexi-Van sales representative in Milwaukee; Captain Jarl Guhde of the *S. S. Erholm*; and William D. Vogel, president of the P&V Atlas Maritime Corporation, Milwaukee.

of a girl to Mrs. James Coates of Topeka, Kans., in one of the compartments. Mrs. Coates was traveling to Rome with her husband, an Air Force major who had been transferred from Morocco, when she became aware that the stork was on the wing. The train was stopped at Chiavari, a doctor was found, and the infant was born soon after. The crew ran up the ribbon, for in Italy, as here, pink means "It's a girl!"

FIFTY YEARS HAVE PASSED since construction crews on the Road's coastward extension met near Gold Creek, Mont., and drove home the last spike. Of the people who were present for that traditional golden spike ceremony on May 19, 1909, J. F. Pinson of Seattle is believed to be the only one still living. Mr. Pinson, who was the senior employe on Lines West when he retired in 1946 after 41 years of service, worked as an assistant engineer on the line between Harlowton and Haugan. The point at which forces building east-

(Continued on page 8)

Elect Three New Members To Board of Directors

At the annual meeting of stockholders of The Milwaukee Road held in Chicago May 12 and conducted by Leo T. Crowley, chairman of the board of directors, the program of business included the election of three new members to the board, and the re-election of six directors whose terms expired this year. The three directors elected for the first time are Edgar A. Eyre, Jerome C. Eppler and Arthur S. Bowes.

Mr. Eyre, who was elected for a two-year term, is a director of the W. R. Grace & Company steamship line, New York. Mr. Eppler, who was elected for a term of three years, is a partner in Cyrus J. Lawrence & Sons, New York, and a director of Haveg Industries, Wilmington, Del., the Vickers Petroleum Co., Wichita, Kans., and of the First National Iron Bank, Morristown, N. J. Mr. Bowes, also elected for a three-year term, is a director of the Automatic Canteen Company of America and the Lily Tulip Cup Corporation, Chicago.

In a meeting of the board of directors which followed the stockholders' meeting, Walter J. Cummings was re-elected chairman of the finance committee and J. Patrick Lannan was re-elected chairman of the executive committee.

May—June, 1959

1959 Scholarship Winners Announced



The J. T. Gillick Scholarship Committee reviews the applications. From left: C. William Reiley, Director of Admissions, Northwestern University, chairman; Charles C. Caveny, dean of the Chicago Undergraduate Division, University of Illinois; Charles D. O'Connell, Director of Admissions, University of Chicago; and Philip B. Lottich, Director of Admissions, Illinois Institute of Technology.

THE news is out. As announced by the J. T. Gillick Scholarship Committee May 26, the winners of the two top scholarships named for the Road's late operating vice president are Eugene Irons, the son of Agent N. A. Irons, Canton, S. D., and Gary Jensen of Miles City, Mont., a son of H. J. Jensen, who before his death in 1954 was trainmaster at Deer Lodge, Mont. Each was

awarded a \$600, or full tuition, scholarship for four years. The winner of the \$400 annual four-year scholarship is Larry Cooper, whose father, C. L. Cooper, is a maintenance of way employe in Chillicothe, Mo. The committee said that the competition has never been keener than this year. Approximately 85 sons and daughters of Milwaukee Road employes applied for the awards.



EUGENE IRONS, who graduated at the head of his class at Canton Public High School with straight "A's", was a National Merit Scholarship finalist and National Honor Society member. In addition, he had won honors in football, basketball, track, band and debate, sung in the all-state chorus, received awards as a soloist, and represented his school at Boys State. In the School and College Aptitude Tests given to some 7,000 South Dakota high school seniors this year, he ranked among the top one per cent. On the side, he had worked at sundry odd jobs and for the county board. His chosen career is science research. Commented one of his teachers, "... not only a superior scholar, but exceedingly versatile in about any area where he may be called upon to make a contribution to his school, church, home and community."



GARY JENSEN, also a National Merit Scholarship finalist, rated an academic "superior" throughout four years at Custer County High School, Miles City. In the extra curricular program, he was a letter man in football, treasurer of the Key Club, starred in the school operetta, was vice president of the Science Club, and won numerous honors in district and state science fairs. In last year's Elk sponsored Student Day, he was mayor-for-a-day of the city. Meanwhile he had worked as a delivery boy and clerk, and started a small vending machine business. He plans to attend Massachusetts Institute of Technology and later teach in fields related to mathematical and science research.



LARRY COOPER, a graduate of Chillicothe High School and a member of the National Honor Society, participated in the Math, Phy-Chem and Speech Clubs, managed the basketball team, won letters in various sports, served on the Junior Executives Committee, and was a school host. He had also worked as a concession stand employe for the City Park Board and as a stock boy. A recommendation from his school principal cited "... a desire to work hard, and leadership. He sees things to do, and knows how to get the job done." Larry received the Curator's Award at the Rollo School of Mines and hopes to be a chemical engineer.



President William J. Quinn opens the general staff meeting. At his left are Walter J. Cummings, chairman of the finance committee of the board of directors, and Leo T. Crowley, chairman of the board of directors.

Expansion Programs Spark Discussions at **ANNUAL STAFF MEETING**

The slogan, "Dependable Friendly Service Builds Traffic," which set the tempo for the meeting, is discussed by President William J. Quinn with W. W. Kremer, vice president-traffic (left) and F. G. McGinn, vice president-operation, whose departments made a big contribution to the program.



FROM the pages of reports, statistics and charts which were reviewed at the annual staff meeting in Chicago May 19, one fact emerged, clear-cut. That in the midst of the railroad industry's present revolutionary change, The Milwaukee Road is out front in the modernization field. Balancing the plus factors were the problems common to all railroads—mounting costs, higher taxes, declining passenger revenues, outmoded regulations, stiffer competition. The outlook, however, appeared favorable.

Commenting on the company's changing economy and the need it imposes to improve operating ratios, Leo T. Crowley, chairman of the board of directors, stressed a close coordination of activities between all departments. "We have in our supervisory and executive field men who are capable of long range planning," he said. "I believe that in Mr. McGinn you have a vigorous operating vice president who is going to bring into our system imagination and leadership. I think, too, that Walter Kremer will build a strong, energetic traffic department. In Mr. Quinn you have a young, intelligent, fine president. As I see it, they have done an excellent job

in the short time they have been together.

"In 1958, taking into consideration the first six months of the recession, I think the earnings of The Milwaukee Road were an outstanding success. That goes to compliment Mr. Quinn and the men who were able to bring that profit about. I think that in 1959, unless there is a steel strike, there should be additional volume on our railroad which should bring additional profits. You have never had better management and more sympathetic understanding of your problems."

A statement by R. S. Stephenson, vice president and comptroller, strengthened this view. Mr. Stephenson, whose forecasting and budget control had a great deal to do with last year's good financial



Leo T. Crowley, chairman of the board of directors: "We all know that the railroad business is becoming more competitive every day, and it is more and more necessary that we have long range planning."

showing, said, "At last year's staff meeting I stuck my neck out when I said that if every department kept to its budget we could end up the year as well as in 1957. Well, I'm sticking it out again. We are facing increased expenses over 1958—wages, unemployment and insurance taxes—we have to make that up. But I predict that if we can show a 4½ per cent increase in freight revenue, we can wind up in 1959 as good as in 1958. We should do better."

Because some matters on the agenda had been discussed in regional conferences held by the operating and traffic departments during the past year, the business of the meeting was concluded in a one-day session. Mr. Crowley's remarks opened a hard-hitting program in which about 250 officers, department

heads and traffic representatives were brought up to date on what the company is doing, what problems it faces, and what they can do to help. This, mainly, is how it shapes up:

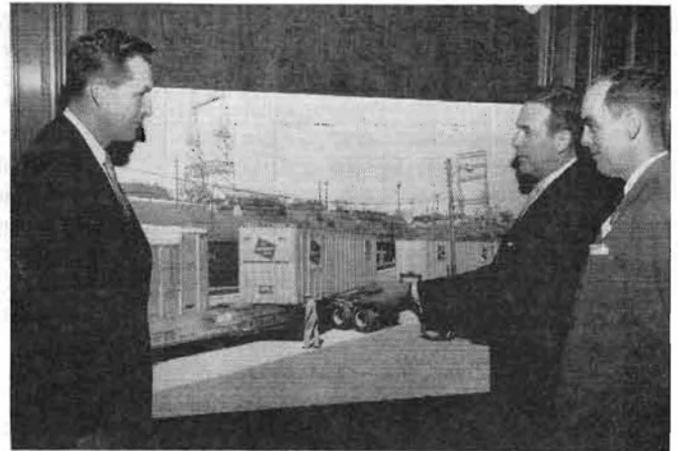
In this highly competitive era, when a railroad must furnish the public not only with the type of service it wants but must *have something extra to offer*, The Milwaukee Road is going all-out on improvements to its operations and service. An example of its efforts to provide shippers with new and special equipment is the inclusion in the year's \$20,000,000 improvement budget of an \$8,000,000 order for 750 freight cars. At Milwaukee Shops, where car forces have been increased, the output of 34 cars a week has been stepped up to 100. Another major item is the provision for purchasing 52 new diesels at a total cost of \$8,500,000.

Of the new equipment, W. W. Kremer, vice president-traffic, said, "It places our representatives in a better position to secure business, and the acceptance of the shipping public is already showing results in increased revenue". As other helps to traffic solicitation, he cited the new traffic analysis reports provided by the accounting department, and the speed-up of some

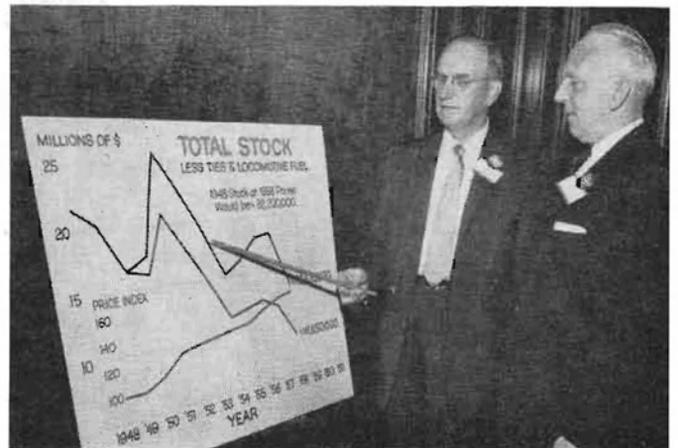
freight trains to former passenger train schedules. "In the traffic department we are keenly aware of the competition we face daily. These new things taking place in our company offer avenues of approach which would otherwise be difficult for us."

Trains that received particular mention were Nos. 263 and 264 between Chicago and the west coast, which have been picked up 24 hours over a year ago and are establishing outstanding records for on-time performance. F. G. McGinn, vice president-operation, pointed out that strides are also being made in stepping up schedules on our joint operations with the Union Pacific. Among ways and means which have proved very successful in maintaining schedules, he cited the new hot box detector at Duplainsville, Wis., and mentioned that we are looking to developments in this field for installing more in the future. In the passenger field, he said, equipment is being upgraded which should be attractive to patrons. An example is the restyling of the cafe parlor cars on the Pioneer Limited into diner-lounges for operations starting June 10. Service that builds good will is also being highlighted with the creation of the new position of supervisor of passen-

A poster used in a visual demonstration of a Flexi-Van operation is studied by President William J. Quinn with J. D. Phillips, executive vice president of The Milwaukee Motor Transportation Company, the railroad's motor carrier subsidiary (left), and E. W. Chesterman, director of Flexi-Van sales.



V. E. McCoy, chief purchasing officer, left, aided by A. E. Johnson, assistant to chief purchasing officer, demonstrates the inventory reductions achieved by the Road since 1948. He pointed out that substantial reductions have been made in spite of higher prices.





"By watching our pennies, we did a very creditable job in 1958. Our financial position is considered good."—R. S. Stephenson, vice president and comptroller.



W. W. Kremer, vice president-traffic, addresses the gathering. Others at the speakers table are, from left: L. H. Dugan, vice president and western counsel; R. S. Stephenson, vice president and comptroller; F. G. McGinn, vice president-operation; and E. R. Eckersall, vice president and general counsel.

ger train personnel.

Per diem charges, however, continue to be the bane of every operating man, Mr. McGinn said, and here he brought into the picture the Road's new central freight service bureau now in the planning stage which will be of tremendous help in keeping foreign cars moving on our lines and utilizing our own. The bureau, to be located adjacent to the office of general superintendent of transportation in Chicago, will handle round the clock requests for information on tracing, diversion, reconsigning and special handling. This operation, which calls for the expansion of teletype facilities to offices not thus equipped, will provide each with a daily report of the location of cars in and out of their territory, together with information on specific train passings.

Among other projects being pushed these days, Mr. McGinn mentioned the continuing campaign to instruct employes in safe working practices. The importance placed on this subject was reflected by the appearance on the program of F. B. Lewis, general manager of safety and courtesy for the Union Pacific. Mr. Lewis' address dealt with ideas and methods employed by his own company in building the record for accident prevention which has topped that of all Class I railroads for the past three years.

New business which has come to the railroad was discussed by J. D. Phillips, executive vice president of the Milwaukee Motor Transportation Company, who directs the operational feature of Flexi-Van service. In remarking that the Road's new trailer-on-flatcar equipment is recognized as the most versatile in use today, he pointed out that the

cargo is given an easy ride, and the fact that loss and damage is thus reduced to a minimum makes it very attractive to shippers. "With this equipment we may see the pendulum swing back, as truck traffic returns to the railroads. The potential for the development of the service on the Milwaukee has scarcely been touched."

To this statement, E. W. Chesterman, director of Flexi-Van sales, added that each month's business has shown an increase over the preceding month, "and practically all was traffic the Road would not have received without this service." He mentioned, too, that some of the equipment has been leased to a large forwarding company, and that the traffic department is working with several large steamship lines which are interested in acquiring Flexi-Vans for foreign freight. Before the end of the year, a film illustrating a complete Flexi-Van operation will be available for traffic solicitors to show prospective customers.

Big news was the potential in foreign freight as a result of Alaska's statehood and the opening of the St. Lawrence Seaway. According to R. T. McSweeney, foreign freight traffic manager, the Milwaukee is in a position to offer top drawer service on both fronts. In soliciting the remunerative long-haul business from Alaska, he said that his department stands ready to quote rates from the only complete set of Alaskan tariffs east of the Rockies. Concerning the Seaway, he remarked that it will be difficult to evaluate what the new waterway will mean to the Milwaukee until the shipping season closes.

Among cardinal needs of the railroad today, the information which will be supplied by the new electronic data

processing system when the programming gets into operation was discussed at length by R. F. Kratochwill, assistant comptroller, and G. A. Kellow, data processing manager. On the subject of market research, new in the transportation industry, T. H. Desnoyer, director of traffic research, outlined the strides made since our road established its own research bureau less than a year ago. Another optimistic report was furnished by W. E. Fuhr, assistant chief engineer-signals and communications, who said that the program to install radios in diesels has now reached the point where the Milwaukee has one of the largest installations of any road in the country.

In closing the conference and commenting on its morale building aspect, President Quinn said, "Every time I think of the problems of the railroad, a consciousness is borne home to me that this is a tremendously large and important organization, and that we have men of ability working on our problems. I am also constantly impressed with the fact that there are opportunities in this industry of ours, and particularly in The Milwaukee Road. We're not overlooking ability wherever it may be in our ranks.

"I hope you carry away with you the understanding that we are attempting to do something about the problems in the competitive transportation world we are living in, and the feeling I have every time I think of this railroad. We work for a great organization—an organization that has a splendid heritage of 109 years of giving service to people in our territory. When you represent The Milwaukee Road to a customer . . . you can do it with pride. I acknowledge the support and hard work of every one of you."

THE "ONE PACKAGE" DEAL

"The shipping and traveling public should have available to it the best service that can be provided by utilization of different means of transportation under a single management and the convenience resulting from such arrangements. A certified carrier should be given the same opportunity to enjoy the benefits possible through diversification as any other independent corporation or persons." —U. S. Chamber of Commerce.



WHAT is "one package" transportation? In simple terms, it means an across-the-board service by means of trains, trucks, planes, vessels and pipelines, in whatever combination is most consistent with a shipper's needs. Why is it important in the public interest? Again the explanation is simple. A unified transportation system, while providing shippers with better service at less cost, would more fully exploit our country's economic potential.

It is an indisputable fact that the interest of the public is best served if the carriers on which it relies are financially strong and structurally sound. In other industry, financial stability and strength are achieved by diversifying—increasing the number and variety of products or services—the purpose being to reduce the chance of failure of the entire enterprise should any one venture fail. This prin-

HOW SHIPPERS WILL BENEFIT

Shippers require a variety of services. For instance, the business of even one shipper may require transportation—

- for raw materials and finished products
- for bulk and packaged commodities
- to and from job sites and storage plants
- for long and short hauls
- for carload and less-than-carload lots
- to and from highway and rail sidings
- at maximum speed, regardless of cost
- not fast, but low cost
- that permits changes in routing and destination en route

The "one package" deal would enable him to arrange through a single agency for the complete service he needs.

ciple is as practical in its application to transportation as it is to any other business.

The railroads, however, are allowed to offer diversified service only on a very limited basis. Although transportation experts advocate the "one package" deal as a solution to many of the nation's more complex shipping problems, efforts to provide it are generally frustrated by law and the policies of regulating agencies.

For example, no railroad may operate air or inland waterway service except upon a special showing of public necessity. Again, a railroad may not operate interstate truck service under the same terms which apply to non-railroad operators. The exceptions are operations authorized under "unusual circumstances", and "grandfather rights" which existed before the Motor Carrier Act of 1935. In general, railroads are restricted to trucking operations that are supplemental to rail service, or used in movements that involve a rail haul and move on railroad billing.

Rail competitors, on the other hand, can diversify with comparative ease. On the Pacific Coast, for instance, a truck line recently bought a freight forwarder and helped to set up a company to lease railroad flat cars. Another truck line, which already owned a tank car leasing company, branched out into the shipping business by chartering two freighters. But when railroads apply for permission to establish service where they can compete with other transport media, they are invariably turned down. About the only non-railroad type of operation they are allowed to use freely is the pipeline.*

Why do the railroads favor "one package" transportation? There are two principal reasons. First, so they can make

* The Southern Pacific, which operates several small pipelines, uses them in serving four air fields with jet and aviation fuel products. In the past three years, this service has saved the Government over \$1 million in transportation costs.

possible real economies to shippers and retain traffic which might be lost to other forms of transport. Second, as a means of accelerating their modernization programs and of enhancing their usefulness to the nation as a whole. The vital role of the railroads in the national economy, as well as national security, makes the latter factor of public concern.

Allowing the railroads to offer other-than-rail service would also alleviate the injustice which requires them, as heavy taxpayers, to share in the cost of highways, airways and waterways for the benefit of their competitors. If this practice is to continue, it should not be compounded by denying the railroads the use of the facilities they help to provide and maintain.

Legislation to correct the situation has been introduced in Congress by Senator Butler of Maryland. It is expected, however, that its provisions will be opposed by carriers now licensed to provide service by means of publicly-owned highway, water and air facilities.

Opponents of the Butler Bill contend that allowing railroads to provide "one package" service would lead to a monopoly; that the railroads could cut their rates drastically and absorb the losses on regular freight operations. The railroads answer this by citing the ample protection other carriers now enjoy under the authority of the Interstate Commerce Commission and the Civil Aeronautics Board. Any new operating certificates would have to meet the standards and tests of these agencies, as well as conform with the nation's anti-trust laws.

Even without these restrictions, transportation by land, water and air of both people and goods in privately owned conveyances effectively places the whole function beyond the reach of any one group. Significantly, the monopoly charge does not come from shippers, who will stand to suffer in the event of a monopoly control. Rather, a number

of large shipping groups, as well as farm and business organizations, regard diversification as a solution of our nation's shipping needs.

It has been said, too, that if railroads are permitted to diversify, they will neglect the development of their companion carriers to concentrate solely on improving rail service. As counterevidence, the railroads can cite the fact that the trucking operations of the few which hold "grandfather rights" compare favorably with the best independently owned operations in the country. Any neglect on this score would be reflected immediately in the patronage of the public, which would not use inferior rail-owned services when more efficient services are available.

Necessary in the Public Interest

Another argument against the Butler Bill—that railroads seek the right to move into other fields "on their own terms and at their own option"—creates a false image of diversification. To obtain permission to operate truck, barge and air lines, the railroads would have to show regulating authorities that the service meets all requirements now imposed in the public interest. If Congress removes the barriers, all that would be changed is that no application for operating authority could be denied for the sole reason *that the applicant is already a carrier by another mode of transport.*

That "one package" transportation is workable has been demonstrated in Canada, where the two principal railroads are licensed to provide other forms of transport service. Canada is also served by many thriving competitive agencies. In this country, men progressive in transportation matters look to this broad base of operations as necessary in the public interest.

How it would meet the demands of our nation's expanding economy has been well summed up by Commissioner Anthony Arpaia, immediate past chairman of the Interstate Commerce Commission. In advocating congressional action, Mr. Arpaia said, "Waste and inefficiency in transportation is expensive for everybody. To insure progressive improvement at least cost, new methods of transportation must be coordinated and integrated with rails. . . Integrated ownership of all forms of transportation is desirable so that the service required by shippers can be obtained from one source, under one administration and management."

Peter J. Weiland



P. J. Weiland

THE railroad family was saddened by the announcement that P. J. Weiland, general manager Lines East, had passed away in St. Francis Hospital, Evanston, Ill., Apr. 25. He had been ill about two months and died at the age of 56.

Mr. Weiland, who was known generally as "Pete", was a member of a pioneer Milwaukee Road family in South Dakota. His father, the late Paul J., who started in track work in 1896, was a section foreman on the former Iowa & Dakota Division until as recently as 1950. General Manager Weiland, born in Bridgewater, started his career there in track service in 1916 and subsequently was a roadmaster and trainmaster at various points. He was promoted to assistant superintendent at Dubuque in 1947 and appointed division superintendent in 1949. In the last capacity he served, in turn, at Ottumwa, Sioux City, Aberdeen and Marion. Starting June 1, 1956 he was appointed general superintendent with headquarters in Milwaukee, on Feb. 1, 1957 assistant general manager Lines

East at Chicago headquarters, and the following October general manager Lines West at Seattle. He returned to Chicago as general manager of Lines East in May, 1958.

Other members of Mr. Weiland's family currently in service are his brothers Wilbur F., who started in 1923 as a section worker and is now trainmaster at Horicon, Wis., and John P., who has been with the Road since 1928, now as roadmaster at Canton, S. D. Another brother, Theodore G. of Bridgewater, was employed in track work from 1911 to 1919.

After Mr. Weiland's death, his body rested for a day at an Evanston mortuary, and the following Tuesday a Mass was said at St. James Catholic Church in Liberty, Mo. Burial was in Mount Olivet Cemetery in Kansas City.

Survivors include his widow, Agnes; two sons, Peter Jr. of Liberty and Dr. Gerald of Cedar Rapids; his four brothers, including George Weiland of Seattle; and five sisters, Mrs. Lorena Gossman of Bridgewater, Mrs. Edith Garber of Eau Claire, Wis., Mrs. Edna Stewart of Lead, S. D., and Mrs. Florence Kershaw and Mrs. Phyllis Weir of Seattle.

• Briefly Noted •

(Continued from page 3)



The monument on the site of the golden spike ceremony—a large wooden spike painted yellow.

ward and westward met is between mileposts 1577 and 1578. A monument in the form of a huge spike now marks the spot. Significantly, the annual general staff meeting in Chicago was held on the historic anniversary.

OLYMPIAN HIAWATHA NOW FASTER. Starting June 5, the schedule of the westbound Olympian Hiawatha was stepped up 30 minutes. The reduction in the over-all running time was accomplished by reducing the time from Spokane to Seattle-Tacoma. The earlier arrival provides better connections at Seattle with other transport agencies.

SEPPWLRTEP, ANYONE? Passenger service shall not pass from the scene if one hardy band of supporters can prevent it. They are the members of the Society for the Encouragement and Preservation of People Who Like to Ride on Trains, Especially Pullmans. SEPPWLRTEP's motto is "See America from the comfort of a train and enjoy the beauties of our country". Chairman of the board is Paul Allingham, president-publisher of the Atchison (Kans.) Globe. People wishing to be enrolled in "good sitting" membership should contact Mr. Allingham at the organization's "roundhouse", Atchison, Kans.

St. Lawrence Seaway — a New Oceanfront for The Milwaukee



THE long-cherished dream of navigators that became a reality when the St. Lawrence Seaway was opened to salt water trade Apr. 26 was a significant event for The Milwaukee Road. With the opening of the widened and deepened passage between the Great Lakes and the Atlantic, the Milwaukee found itself on a new oceanfront and in a vanguard position to engage in world commerce.

The appearance on the Great Lakes of the first ocean-going vessels is a fitting time to recall that it involved four centuries of exploration and planning, starting in 1535 when Jacques Cartier was commissioned by the king of France to find a new route to China. Sailing westward, Cartier found a promising channel on the Feast of St. Lawrence, and named it for the saint. His hopes of reaching China were dashed, however, when he was stopped by the rapids above Montreal. A century later another French explorer, Jean Nicolet, thought he had found the way when he learned from

Indians of a large body of water west of Green Bay. The water was the Mississippi, of course, and not the Pacific as he had hoped. Later explorations by Marquette and Joliet put an end to the plan for reaching China by this route.

Interest in the seaway then lagged until work was begun on the Erie Canal in 1815, when Canadian interests, anticipating that their Great Lakes trade might be diverted to the new channel, started digging the Welland Canal around Niagara Falls. They completed it in 1830 and the canals around the rapids of the St. Lawrence in 1849. Then the advent of the steamship made the canals increasingly inadequate, and although they were later improved, and trade between Canada and the American lake ports continued to thrive, most ocean traffic was ruled out.

In the past 50 years, though, a widened seaway had been the subject of exhaustive study and planning by engineers, which concluded with the signing of an agree-

ment between Canada and the United States in 1941. Work on the half billion dollar project was begun late in 1954.

The opening of the Seaway on Apr. 26 was watched with world-wide interest. At Montreal, about 100 ships flying the flags of many nations had gathered for the race through the channel. Shortly after 8 A.M. the first two, carrying the Canadian Cabinet and United States senators and congressmen, raised anchor and, to a fanfare of sirens and whistles, were off. Their entrance into the huge locks heralded a red letter event in history—the cities of the Great Lakes had become seaports.

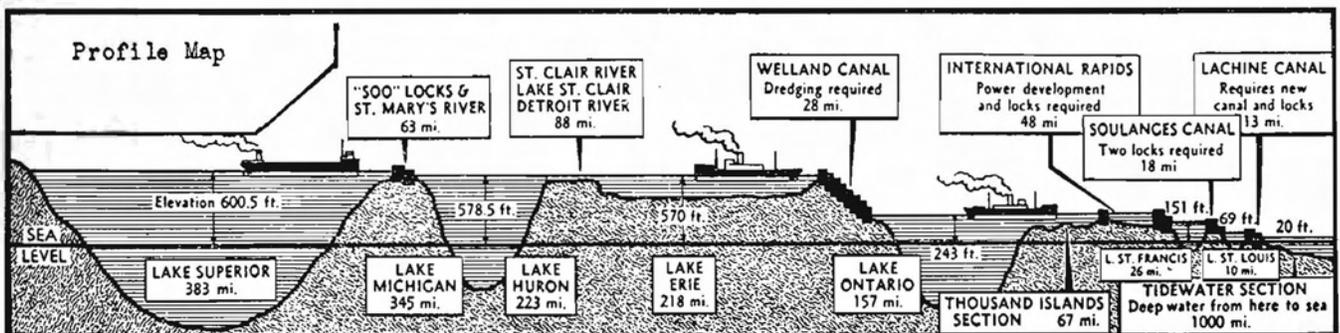
When the Seaway is completed it will represent one of the great engineering feats of all time. The old water route, with 22 locks on which there was a 14-foot draft limitation, now has seven larger and more efficient locks which provide a water depth of 30 feet. The rapids are gone, replaced by a lake that stretches for 25 miles. Some work is still to be done, principally in the channels linking the lakes. Army Engineers estimate this will take about three years.

Ready to Serve New Trade

What significance does the Seaway hold for The Milwaukee Road? Just this. Last September, while the new traffic lane was nearing completion, the Road revamped its foreign freight department in order to better serve an accelerated export and import trade. Foreign freight traffic has always been an important factor on this railroad. The project also dovetails with the Road's efforts to develop industrial real estate along its right of way.

Transportation experts agree that it is too early to determine what effect the Seaway will have on the traffic of any rail-

Drawing from the St. Lawrence Survey, U. S. Department of Commerce



roads serving the lake ports, but it is expected that there will be a decided increase in the movement of bulk traffic through those ports. The answer, as well as any estimate of import traffic, will depend to a large extent on such matters as service schedules, rates to be charged by the vessels, tolls, and other factors yet to be resolved.

It is a certainty, however, that the cities of Chicago, Milwaukee, Green Bay, and Duluth-Superior, which the Road has served for many years and which have excellent docking facilities, will become tonnage ports. Traditionally, the interests of those cities are in close parallel with those of The Milwaukee Road.

J. H. Andrews Elected Head of Freight Claim Division

At the 68th annual session of the Freight Claim Division of the Association of American Railroads held in Miami, Fla., May 12-14, J. H. Andrews, general freight claim agent of The Milwaukee Road, was elected chairman by unanimous ballot. He had previously served as first and second vice chairman.



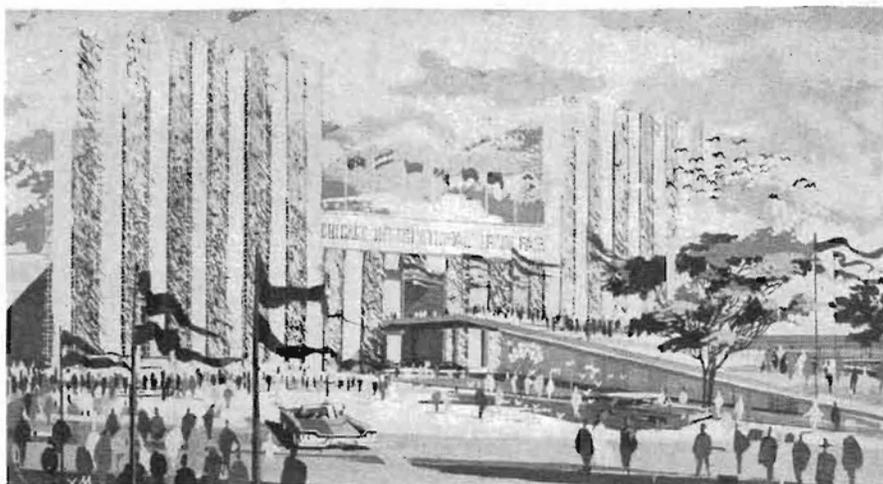
J. H. Andrews

Mr. Andrew's election to the Operations and Maintenance Department division recognized his long and active participation in its affairs. He has served on the General Committee and various Arbitration Committees, having been chairman of one of its six arbitration groups, and as chairman of the Appeal Committee as well as the Northwestern and Chicago Claim Conferences. In being chosen for the top post he carries on a tradition established by H. P. Elliott, C. H. Dietrich and G. W. Loderhose, his predecessors as the Road's freight claim agent, which dates from 1902 when Mr. Elliott was elected president of the old Freight Claim Association from which the Freight Claim Division originated.

Mr. Andrews entered Milwaukee Road service in 1920 as an investigator of freight claims. He has been assistant freight claim agent in both Seattle and Chicago and was appointed freight claim agent in 1950. He has been general freight claim agent since 1952.

A procrastinator is one who puts off until tomorrow the things he has already put off until today.

International Trade Fair to Mark Chicago's Seaway Future



Decorated for the fair with pennants of orange and red, as this artist's drawing shows, the entrance to Navy Pier will be visible for many miles along the Lake Michigan shore. Visitors will enter along a ramp lined with the flags of participating nations.

The formal dedication of the St. Lawrence Seaway by President Eisenhower and Queen Elizabeth of Great Britain June 27, marking a new era of growth for the entire Midwest, will set off a gala demonstration in Chicago. As the largest city of the Great Lakes and the biggest producer of goods, Chicago has planned a whole summer of celebration, of which the major spectacle is the 1959 International Trade Fair.

The fair, which will be held at Navy Pier July 2-18 under the sponsorship of the Chicago Association of Commerce and Industry, promises to be one of the largest trade shows ever staged under one roof in the United States. Approximately 65 nations will show consumer and industrial products valued at an estimated 34 million dollars. Added to this, about 30 countries will maintain pavilions to display native products and craftsmanship. The Milwaukee Road,

which hopes to play a large role in bringing Chicago to the rank of a world port, will participate, together with 15 other Chicago railroads. The railroad exhibit will feature a huge lighted map showing the railroad lines of the United States, with Chicago as the gateway to the world's seaports, together with desk facilities for the use of foreign freight service representatives.

For the general public, the fair will represent an international bazaar, since many of the exhibitors will sell their products. Included will be 15,000 to 20,000 items of food and gourmet specialties, gifts, textiles, apparel, handicraft and jewelry, toys, sporting goods, office equipment, home furnishings, building materials, industrial goods, and optical and photo equipment. A large area has been set aside for an auto show devoted exclusively to foreign makes.

Approximately \$500,000 is being spent to "dress up" the pier. Six restaurants will provide menus ranging from snacks to full course meals, while a new Dutch luxury liner, the Prinses Irene, will provide exhibitors and businessmen with a floating club in which to relax and conduct business.

Buyers of tickets will find a variety of free entertainment. Water shows and aquatic pageants will be staged before a grandstand which will accommodate 7,000 people, and in a newly decorated "International Theater" which seats 3,000, guest artists and troupes from many countries of the world will per-

Discount Tickets for Employees

Admission to the 1959 International Trade Fair will be \$1.50 for adults and 50 cents for children. Milwaukee Road employees may purchase tickets at the special exhibitors' discount price of \$1.00 for adults, with children's tickets at 40 cents. Employees in the Chicago-Milwaukee area can obtain them from their supervisors. Others should write to the public relations department, 356 Union Station, Chicago 6, Ill.

form hourly from noon to closing time. A fireworks demonstration will close the fair each evening.

People who travel to Chicago on The Milwaukee Road will be able to arrange through the railroad's traffic department for sightseeing bus tours of the city. The fair is expected to be a mecca for July vacationists, particularly during the July 4 weekend. New experiences they will encounter will be the sight of a flotilla of 28 U. S. warships which, after standing by for the opening of the Seaway in Montreal, will start arriving in Chicago July 2. Traditional naval ceremonies will take place July 4, and in all likelihood will salute the arrival of Queen Elizabeth's yacht, the "Britannia," July 6. Her Majesty, traveling as "Queen of Canada," will visit Chicago on her trip for the Seaway opening.

J. Walter Thompson Company To Handle Road's Advertising

As announced by President William J. Quinn, the J. Walter Thompson Company, Chicago, has been appointed to act as the Road's advertising agency. The company, one of the foremost advertising agencies in the country, maintains offices in many of the cities in which the railroad operates, as well as key cities off line. The appointment was effective May 1.

W. J. Hotchkiss, "Dean" of Superintendents, Retires

WHEN W. J. Hotchkiss retired as superintendent of the Iowa, Minnesota & Dakota Division Apr. 30, it was remarked in division headquarters at Austin, Minn., that it took two banquets to give him a proper send-off. The first, held in Austin Apr. 11 and attended by some 230 friends, was the largest gathering of Milwaukee Road people in the city since the division won the system safety award in 1946. The west end of the IM&D honored him similarly at Sioux Falls Apr. 25.

The Austin send-off was in the nature of a homecoming for officers, dispatchers, engineers, conductors, section men and others who had worked with Mr. Hotchkiss during his 49 years of railroading. They included F. G. McGinn, vice president—operation, who served as master of ceremonies. Mr. McGinn recalled that Mr. Hotchkiss had started railroading at the age of 16, "but somehow got mixed up with the wrong railroad." It was almost six years before he got "on the right track." The Milwaukee Road, but when he did everyone knew who was calling the signals.

Mr. Hotchkiss, who was regarded as the dean of Milwaukee Road superintendents, started his career as a section



F. G. McGinn, vice president—operation (left), presents W. J. Hotchkiss with a set of luggage for the traveling he and his wife have planned for the future. In the background is L. W. Palmquist, general superintendent in the Twin Cities.

hand with the CB&Q and came to the Milwaukee as agent at Florence, Ill., in 1916. Two years later he was a dispatcher, then a chief dispatcher, and by 1927 a trainmaster. Following his promotion to superintendent of the former I&SM Division in 1939—his first stint at Austin—he served successively as superintendent at Aberdeen, Ottumwa, Kansas City, Terre Haute, Milwaukee and Savanna. He returned to Austin in that capacity in 1954.

Meanwhile he had taken time out for Army service in World War II, in which, as a lieutenant colonel, he first commanded the Baltimore and Ohio's military outfit. Later he commanded the 744th Railway Operating Battalion, which was largely officered by Milwaukee Road men. With the latter unit, he served overseas until 1946.

The fact that the Iowa, Minnesota & Dakota Division, with 1,649 miles of road operation, is the longest on the system, has kept Mr. Hotchkiss pretty well on the move. In the future he and Mrs. Hotchkiss intend to do some traveling of their own choosing. It will naturally include visiting their son Jennings, who has been with the Road since 1938, and is currently city freight agent in New York City. With his father, Jennings was on leave during World War II, in which he served as an Air Force lieutenant. Before he was assigned to the New York office, he represented the traffic department in Denver and Kansas City.

We ran across a refreshing thing in these inflationary times the other day. The insurance rates for getting scalped during an Indian uprising haven't gone up a cent in the last 25 years.—Nortonville, Kan., News



HIAWATHA PLAYING CARDS

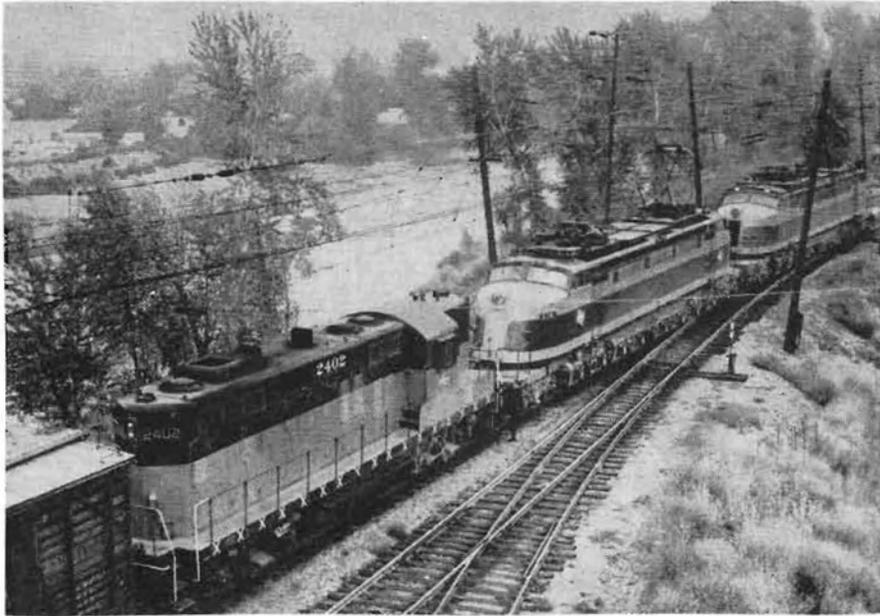
a "Shoppers Special"

Attention, all Bridge, Pinochle, Canasta, Poker and Gin Rummy fans. Have you a deck of Hiawatha playing cards in your home?

These attractive cards, ornamented with the emblem of the running Indian in rich gilt, are again in ample supply for purchase by the Road's employes and their friends. At 45 cents a deck, or just about cost, they are a real "shoppers special". Card players will recognize the trade name—"Redi-Slip"—as descriptive of their high quality plastic coating. Bridge decks, with two jokers, are available with both blue and maroon backs, the pinochle decks are green.

The cards may be purchased in any quantity. In ordering specify which type of deck is desired, and send a check or money order to William Wallace, assistant passenger traffic manager, room 708 Union Station, Chicago 6, Ill.

The Joes and the Sputnik



ON the steep mountain grades of the West—through the Belt Mountains, the Rockies and the Bitter Roots—how does The Milwaukee Road maintain its fast freight schedules? The picture above illustrates how it's done—with souped-up motive power. Shown at Missoula, Mont., are two of the well-known Little Joes, 5,100 horsepower each, coupled to a 1,750 horsepower diesel. Operating and mechanical men refer to the powerful mixed tandem as the Joes and the Sput-

nik.

The Little Joes, so-called because they were originally ordered for the Russian railroads by Joe Stalin, are two of the dozen acquired by the Road in 1950 when, due to international complications, they could not be delivered. They weigh 270 tons, have eight pairs of drive wheels, and are equipped with eight traction motors said to be the largest ever built by General Electric. Designed for Russia's five-foot track gauge, the locomotives

were converted to the American 4 foot-8½ inch standard. Their purchase by the Road was principally for use on the electrified line between Harlowton, Mont., and Avery, Ida.

The system for combining a Little Joe with a diesel and operating both units through a single control represents an example of creative thinking on the part of Laurence Wylie, the Road's retired electrical engineer. Experiments with two thus equipped were so gratifying that all of the units have been made compatible for Sputnik operation. In addition to utilizing expensive equipment to the fullest extent, the tandem arrangement provides power to handle an additional 800 tons, or 16 loads, and reduces running time on the 438-mile run between Harlowton and Avery about three hours. (*Missoulian-Sentinel photo by John A. Forssen*)

Lines West Surgeon Honored by Colleagues

DOCTOR CARROLL SMITH, company oculist at Spokane, was singled out by the Pacific Coast Oto-Ophthalmological Society as the guest of honor at its 43rd annual meeting in Las Vegas, Nev., May 2-7.



Dr. Carroll Smith

Appointed to the Road's medical staff in 1913, he is the senior physician on Lines West.

Doctor Smith was born in North Carolina and went west with his family when he was a small boy. He received his B.S. degree from the University of Idaho, of which he is one of the earliest graduates, and his M.D. from Northwestern. Starting in 1904, he practiced general medicine and surgery in Spokane, where he became the city's first school physician, a service which he headed until 1915 when he quit to prepare for eye, ear, nose and throat work. After serving an internship at the Illinois Eye and Ear Infirmary in Chicago, he returned to Spokane in 1916.

Dr. Smith became assistant local surgeon for the railroad when the Lines West extension reached Spokane in 1913, and was appointed company oculist three years later. He is a past president of the Pacific Coast Oto-Ophthalmological Society, as well as the Spokane County Medical Society, the Spokane County Eye, Ear, Nose and Throat Society, and the Washington State Medical Association, also a former vice president of the American Laryngological, Otological and Rhinological Society and the American Academy of Ophthalmology and Oto-Laryngology.

The Milwaukee Road Women's Club Annual Report—1958

a summary of activities and membership for the year ended Dec. 31, 1958

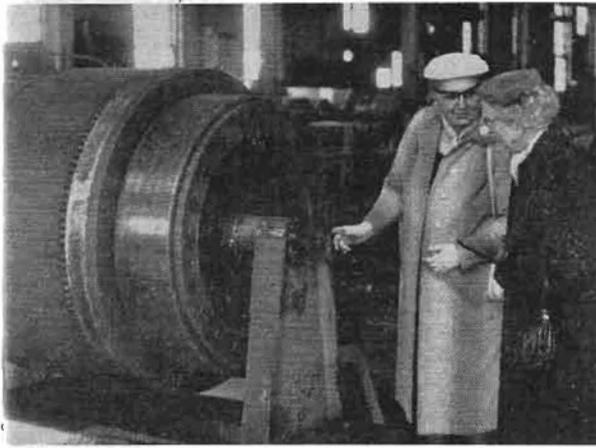
ACTIVITIES

Spent for Welfare and Good Cheer.....	\$6,475.47
Value of No-Cost Donations.....	\$ 801.11
Earned on Ways and Means Activities.....	\$3,563.97
Families Given Aid and Cheer.....	2,825
Call Made.....	6,292
Good Cheer Messages Sent.....	5,503

MEMBERSHIP

Voting.....	6,519
Contributing.....	8,986
Total.....	*15,505
Donated to Local Chapters by the Governing Board.....	\$3,585

*Chapters with memberships exceeding 500 were: Milwaukee, 1,203; Chicago-Union Station, 990; Chicago-Fullerton Ave., 839; Aberdeen, S. D., 693; Minneapolis, 590; Bensenville, 512; and St. Paul, 502. Chicago-Union Station and Milwaukee Chapters had the largest increases over 1957—85 and 83 members, respectively.



"He said it's a 'main generator armature'."

Entering the mechanical world on the other side of the tracks.

ON ADVENTURE'S TRACK

THE cherry pie she's served in the diner, the linen cover on her coach seat and the snowy sheets in her berth represent an aspect of railroad housekeeping every homemaker can understand. But when it comes to "baking" a traction motor case or "storing" a diesel engine in a bag, she's on unfamiliar ground.

So what does she do to find out what keeps a railroad running? She asks the people who know, and when a woman's interest is genuine, she can buzz with a hundred and one questions.

This was the observation of Miss Peggy Daum, a feature writer for The Milwaukee Journal, when she recently accompanied a YWCA "Here Is Adventure" group on a tour of the Road's Mil-

waukee Shops. The women, the first of their sex to venture the shop tour, were teachers, homemakers, saleswomen, stenographers and others who wanted to know more about their city.

Outfitted first with safety goggles, the adventure seekers started at roundhouse No. 2 where they studied the half circle of stalls. Going on then to the diesel house, they filed in and out of a diesel, peered at the controls, and squeezed through the narrow passageways. "What are all those signs doing?" asked one as she spotted the lubricating directions. Then, "I should think your men would know how to oil an engine."

As they proceeded through the various buildings, each foreman and supervisor explained the operation of his department. As explained by J. W. Crowley, foreman of the electric shop, the identification of "traction motor cases over here", "section of a main generator armature over there" and "auxiliary armatures lined up here" brought attentive but bewildered looks.

The suggestion, though, to "Tell them about what you're baking in the oven" brought smiles of recognition. The massive oven did not conjure visions of pie and cake, however, and neither did its contents, a traction motor case. To the question of why it was being "baked", Foreman Crowley replied that the case had been washed to remove accumulated grease, and that moisture would cause the motor to ground, hence the need to dry it thoroughly. That made sense.

In the erecting shop the party picked up more facts, and by the time they arrived at the diesel electric shop the pieces were beginning to fit together. For in-



(Milwaukee Journal photos)

stance, when Foreman W. J. Weingart told them that one locomotive costs a quarter of a million dollars, household budgeters listened with respect. There they saw something else that reminded them of home—plastic storage bags. Only these were large enough to cover repaired engines. "We used to use canvas covers, but these are much lighter and easier to work with", they were told.

Continuing the tour, the group visited the machine shop, the reclamation department, the wrecking department ("where cars are dismantled, not wrecked"), and the boiler shop. Everywhere the evidence of neat housekeeping—every casing and every pipe, every nut and bolt, in place—merited approval. In one area where the floor was getting a scrubdown, there were understanding nods as Foreman Weingart told them that a cleaning program goes on continuously. "We've found that good housekeeping goes hand in hand with good workmanship."

At roundhouse No. 1, the last stop, Foreman R. Rydlewicz held forth on wheelturning. "It's the same as retreading the tires for a car, except that we pare down the wheel to even it off instead of putting something more-on." Then with a ride once around the turntable, the tour was over. No more questions.



W. J. Weingart, foreman of the diesel electric shop, is a helpful guide.



V. E. Glosup



L. LaFontaine



R. H. Kocher



B. J. Worley



W. E. Fuhr



N. E. Smith

appointments

Operating Department

Effective Apr. 1, 1959:

L. LaFontaine is appointed manager of the mail, baggage and express department with headquarters in Chicago, following the retirement of C. F. Rank. Mr. LaFontaine began his railroad career with the New York Central in 1916 and came to the Road's mail, baggage and express traffic department in 1922. He was promoted to chief clerk in 1937 and to assistant manager on Oct. 1, 1946.

R. H. Kocher is appointed assistant manager of the mail, baggage and express department. Starting with the Pennsylvania in 1925, Mr. Kocher came to the Road's sleeping and dining car department in 1927 and transferred to the mail, baggage and express traffic in 1929. He was traveling agent before being promoted to chief clerk in 1947.

Effective May 1, 1959:

V. E. Glosup is appointed general manager Lines East with headquarters in Chicago, following the death of P. J. Weiland. Starting in the engineering department in Chicago in 1928, Mr. Glosup has served the Road as instrumentman at various locations, assistant engineer in Butte, division engineer in Miles City, and principal assistant engineer, Seattle. In February, 1953 he was appointed principal assistant engineer in Chicago, and in May of that year assistant chief engineer, signals and communications. He has been engineer in charge of maintenance of way since June, 1957.

J. T. Hansen is appointed superintendent of the IM&D Division with headquarters at Austin, following the retirement of W. J. Hotchkiss. Mr. Hansen has been with the Road since 1916. He was assistant superintendent of the former Iowa & Dakota Division from 1939 to 1946, and superintendent of the Trans-Missouri Division until July 16, 1951, since when he has served in the same capacity on the Coast Division.

N. H. McKegney is appointed super-

intendent of the Coast Division. Since entering service in 1938, Mr. McKegney has been trainmaster at various points and assistant superintendent in Dubuque and Miles City. He was appointed superintendent at the latter location in 1956, of the Twin City Terminals in 1957, and of the Chicago Terminals on Jan. 16 of this year.

D. O. Burke is appointed superintendent of the Chicago Terminals-Terre Haute Division with headquarters at Bensenville, Ill. Mr. Burke, who has been with the Road since 1935, has served as chief dispatcher, transportation assistant to general manager, and trainmaster at various points. He was appointed assistant superintendent of the Chicago Terminals on Feb. 1, 1957 and of the Iowa Division on June 1, 1958.

R. A. Middleton is appointed assistant superintendent of the Iowa Division with headquarters at Perry. Since starting with the Road in 1927, Mr. Middleton has served in the engineering and operating departments in various capacities. He has been assistant superin-

tendent of the Dubuque & Illinois Division, and most recently of the Hastings & Dakota.

H. J. Dimmitt is appointed assistant superintendent of the Hastings & Dakota Division with headquarters at Montevideo. Mr. Dimmitt, who has been with the Road since 1920, has served as traveling engineer and assistant trainmaster on the former I&D Division, and as traveling engineer and assistant superintendent Mitchell, S. D., since 1955.

P. M. Loftus is appointed trainmaster-roadmaster of the IM&D Division with headquarters at Mitchell, S. D. Mr. Loftus was formerly roadmaster in Sanborn, Ia. He will supervise the territory Mitchell proper to Rapid City, S. D.

J. W. Stuckey, assistant superintendent of the IM&D Division with headquarters at Sioux City, will also have jurisdiction over the territory Elk Point to Mitchell, and Mitchell to Canton. The territory from Mitchell to Elk Point will remain under the jurisdiction of Superintendent L. H. Walleen at Aberdeen, and the territory from Mitchell to Canton will remain under the jurisdiction of Superintendent J. T. Hansen at Austin.

W. K. Peterson is appointed agent at Galewood, Ill., following the retirement of A. E. Ward. Mr. Peterson, who started as an agent and operator in 1937,

Head Passenger Groups



W. M. Van Buren



G. D. W. Landahl

WALLACE M. VAN BUREN, city passenger agent in Chicago, is currently serving as president of the Chicago Passenger Club. Previously he had been active on various committees and served two years on the board of governors. With a member-

ship of approximately 900, the Chicago organization is the largest of its type in the country.

All of Mr. Van Buren's service with the Road has been in Chicago, starting in 1927. He has been employed in the advertising department, the city ticket office, the information and reservation bureaus and as depot passenger agent, and as city passenger agent since 1937. In 1957 he was president of the City Passenger Agents Association.

Gordon D. W. Landahl, city freight and passenger agent in Des Moines, has been elected president of the Des Moines Passenger Club for the current year. Mr. Landahl has been with the Road since 1947, starting in Minneapolis. He was formerly ticket salesman in the Minneapolis ticket office and city passenger agent in Des Moines.

was formerly a traveling auditor in Iowa and South Dakota. He has served as agent at Mason City and Aberdeen (S. D.), and as assistant agent at Galewood since May 16, 1958.

J. F. Millard is appointed assistant agent at Galewood, Ill. Mr. Millard started with the Road in Garner, Ia., in 1942 and since November, 1953 has been traveling auditor with headquarters in Green Bay.

Engineering Department

Effective May 1, 1959:

B. J. Worley is appointed engineer maintenance of way-tracks, following the promotion of V. E. Glosup. Mr. Worley came to the Road after graduating from Iowa State University in 1939, and served in the engineering department in various capacities until 1947 when he was appointed division engineer at Aberdeen, S. D. Later he filled that position in Chicago, where he has served as principal assistant engineer, and as assistant chief engineer-signals and communications, since 1957.

W. E. Fuhr is appointed assistant chief engineer-signals and communications. Mr. Fuhr has been with the Road since his graduation from Iowa State College in 1941. He was formerly assistant engineer in Aberdeen and Mason City, division engineer in Ottumwa, Miles City and Savanna, and since June, 1957 has been principal assistant engineer in Chicago.

N. E. Smith is appointed principal assistant engineer with headquarters in Chicago. Since graduating from the University of Arkansas in 1947, Mr. Smith has served as instrumentman and assistant engineer on various projects. Since 1953 he has served as division engineer in Minneapolis and most recently at Bensenville.

K. L. Clark is appointed division engineer of the Chicago Terminals and Terre Haute Divisions with headquarters at Bensenville, Ill. Mr. Clark, a graduate of the University of Missouri, has been with the Road since 1937, as division engineer in Aberdeen and the Chicago Terminals, principal assistant engineer, and on special duties in Chicago. Since Feb. 1, 1958 he has been division engineer of the D&I Division.

E. C. Jordan is appointed division engineer of the Dubuque & Illinois Division with headquarters at Savanna. Mr. Jordan has been with the Road since graduating from Purdue University in 1939. He has served as division engineer in Minneapolis and Savanna, and most recently as assistant division engineer of the Twin City Terminals.

Law Department

Effective Apr. 1, 1959:

R. K. Johnson is appointed attorney with headquarters at Chicago. Mr. John-

C. F. Rank Honored at Retirement Luncheon

CARL F. RANK, manager of the Road's mail, express, baggage and milk department, retired Mar. 31 following 38 years of service to this railroad. His fellow officers in Chicago honored him at a luncheon which was attended by a large number of Milwaukee Road friends and officials of the Post Office Department and the Union Station Company.



Carl F. Rank

Mr. Rank's career calls attention to the important role of the railroads in this country's mail transportation task. As an authority in the field of postal and express service, he was known nationally. Speaking at the luncheon, President William J. Quinn voiced the regard of his associates when he said, "He has brought a great deal of prestige to The Milwaukee Road, which in turn has brought prestige to him. And in doing so, he has brought prestige to each of us."

Mr. Rank, born in Chicago, had approximately 10 years of experience in the Post Office Department there when he entered the Road's service in 1920.

Starting as a special clerk in the mail, express, baggage and milk department (then the mail and express traffic department), at the end of his first year on the job he was appointed chief clerk. On Jan. 1, 1928 he was promoted to assistant manager, and on June 1, 1930 he was appointed manager.

His acquaintanceship among ranking officers in the nation's postal service is unique in the transportation industry. His retirement terminated 20 years of service to the Association of American Railroads as chairman of the Operating Committee, Railway Mail Transportation Division, and 21 years as chairman of the Express Traffic Auxiliary Committee. He was also active in the Western Baggage and Milk Committee, having served it as chairman, and in the American Association of Baggage Traffic Managers, of which he is a former president. In the execution of these duties, he figured prominently in presenting the interests of the railroad industry before the Interstate Commerce Commission and committees of Congress and the Post Office Department in Washington.

Mr. Rank and his wife will continue to live in Chicago. They have three sons, Carl Jr., Allen and Kenneth. The last is assistant to vice president-traffic of the Western Pacific.



R. J. Wuellner



C. J. Novak



J. H. Verron

son, a 1955 graduate of Northwestern University, was formerly an attorney for the American Insurance Co.

Traffic Department

Effective Apr. 1, 1959:

J. D. Hotchkiss is appointed city freight agent in New York City. Mr. Hotchkiss, who entered service in 1938, was formerly city freight agent in Kansas City, and traveling freight and passenger agent and district passenger agent in Denver.

The Milwaukee Motor Transportation Co.

Effective Mar. 1, 1959:

R. J. Wuellner is appointed manager

of Flexi-Van operations for The Milwaukee Motor Transportation Co. in Tacoma with headquarters at 2503 D Street. Mr. Wuellner was formerly employed by the Universal Carloading Co.

J. H. Verron is appointed manager of Flexi-Van operations for The Milwaukee Motor Transportation Co. in Seattle with headquarters at 95 Atlantic Street. Mr. Verron was with Universal Carloading for approximately 20 years, most recently in Seattle.

C. J. Novak is appointed manager of Flexi-Van operations for The Milwaukee Motor Transportation Co. in Spokane with headquarters at 258 W. Trent Street. Mr. Novak has been active in the motor carrier industry for approximately 30 years.

retirements

during March-April 1959



General Offices—Chicago and Seattle—System Employees

Barry, Lillian E. Clerk. . . Chicago, Ill.
DeVries, Edward S.
Frey, Julius G. Lead Pension Clerk.
Hadnott, Henry E. Sales Agent.
Hamm, John A. Buffet Attendant.
Hunter, William L. Head Adjuster.
Macina, G. G. General Attorney.
McFadden, Victor R. Asst. Aud. Jt. Fac. Accts.
Myers, Charles C. Chief Clerk. . . Seattle, Wash.
Rank, C. F. Steward. . . Chicago, Ill.
Schleiter, Philip A. Mgr. Mail, Exp. Bag. & Milk.
Stanley, Clyde W. Clerk.
Whiteman, May S. Clerk.

Chicago Terminals

Alsaker, Jacob Caller-Frt. . . Galewood, Ill.
Cabrera, Valentin Ex. Gang Laborer. . . Chicago, Ill.
Corron, Gerald K. Ex. Gang Laborer.
Denney, Glenn H. Switchman.
Eckhardt, Fred C. Switchman. . . Bensenville, Ill.
Griffin, James Sec. Laborer. . . Chicago, Ill.
Hasty, Orville, E. Yard Clerk. . . Bensenville, Ill.
Helenburg, Charles L. Sec. Laborer. . . Chicago, Ill.
Hendrickson, John Signal Helper.
Horwitz, Frank T. Snow Shoveler.
Kelly, Jay Switchtender.
Kockler, Nick M. Collector.
Larson, George G. Crossingman.
Newton, Roy C. Carman. . . Bensenville, Ill.
Pasterczyk, Joseph Coach Carpt. . . Chicago, Ill.
Piwowar, John Janitor.
Tarchala, Frank Checker. . . Bensenville, Ill.
Underwood, Thomas L. Caller. . . Chicago, Ill.
Van Leeuwen, Jacob Assemblyman.
Ward, Alan E. Agent. . . Galewood, Ill.
Wodecki, Joseph Trucker.

Coast Division

Adams, Noah J. Carman. . . Tacoma, Wash.
Anderson, Harry A.
Beiring, Herman H. Ex. Gang Laborer. . . Seattle, Wash.
Buckley, John L. Carman. . . Tacoma, Wash.
Cloud, Floyd M. Patrolman.
Cody, Thomas F. Ex. Gang Laborer. . . Seattle, Wash.
Godon, Clarence E. Ex. Gang Laborer. . . Duval, Wash.
Hobbs, Joseph F. Pipefitter. . . Othello, Wash.
Insko, John Loco. Engr. . . Tacoma, Wash.
Kirsch, Jacob J. Sec. Laborer.
Kocher, Leo E. Water Service Foreman. . . Cle Elum, Wash.
Murphy, Lawrence J. Boilermaker. . . Tacoma, Wash.
Schindler, George L. B&B Carpenter.
Smoke, Albert T. Inspector. . . Seattle, Wash.
Stetson, Carlton F. Switchman. . . Tacoma, Wash.
Stetson, Carlton F. Chief Cooper. . . Seattle, Wash.

Dubuque & Illinois Division

Bradbury, Charles H.
Goudy, Porter E. Foreman-Roundhouse. . . Calmar, Ia.
Kinney, Elsie L. Laborer. . . Ottumwa, Ia.
Lindholm, John T. Relief Clerk. . . Savanna, Ill.
Reardon, Leo J. Machine Helper. . . Ottumwa, Ia.
Reynolds, Francis B. Laborer.
Veit, Charles L. Crossing Watchman. . . Dubuque, Ia.
Veit, Charles L. Conductor.

Hastings & Dakota Division

Belanger, Edward J. Loco Engr. . . Aberdeen, S. D.
Clay, George Laborer.
Hadrath, Charles F.
Jamesgaard, Oscar B. Crossingman. . . Montevideo, Minn.
Kranzler, Jacob Loco. Engr. . . Minneapolis, Minn.
Kranzler, Jacob Flagman. . . Aberdeen, S. D.

Lewis, Gordon M.

Mertz, Fred Ex. Gang Laborer. . . Andover, S. D.
Searle, Roy T. Coach Cleaner. . . Aberdeen, S. D.
Searle, Roy T. Conductor. . . Minneapolis, Minn.

Iowa Division

Calhoun, Evert D. Sta. Agent. . . Varina, Ia.
Clark, Robert G.
Kapayou, Harrison Extra Gang Laborer. . . Martelle, Ia.
Killmer, William A. Sec. Laborer. . . Tama, Ia.
Kottwitz, Arthur A. Boilermaker Helper. . . Perry, Ia.
McCord, Edwin C. Foreman. . . Council Bluffs, Ia.
Rasmussen, Charles F. Sec. Laborer. . . Maxwell, Ia.
Vallas, Nicholas B. Sta. Helper. . . Delmar, Ia.
Vallas, Nicholas B. Ex. Gang Foreman. . . Green Island, Ia.

Iowa, Minnesota & Dakota Division

Boldt, Erwin H. Sec. Laborer. . . Faribault, Minn.
Brouillette, Delphis P.
Christ, George C. Sec. Laborer. . . Jefferson, S. D.
Christ, George C. Flagman. . . Sioux Falls, S. D.

New Law Raises Retirement, Unemployment Benefits; Boosts Taxes

AMENDMENTS of the Railroad Retirement and Unemployment Insurance Acts providing an increase of 10 per cent in retirement annuities and an average increase of 20 per cent in unemployment benefits were signed by President Eisenhower May 19. The bill included an extension-of-time feature under which unemployed railroad workers may qualify for lay-off benefits.

The law increased the retirement tax, which is paid by both the railroads and their employes, from 6¼ per cent to 6¾ per cent starting June 1, 1959, and to 7¼ per cent on Jan. 1, 1963. The unemployment insurance tax, the cost of which is met by the railroad employers alone, was raised from 3 per cent to 3¾ per cent effective June 1 of this year. In both cases, the tax hikes apply on an employe's earnings up to \$400 a month. They formerly applied to earnings of \$350.

As a result of the legislation, payroll tax costs of The Milwaukee Road will be \$10,860,000 annually, which is equal to \$504 per employe. This represents an increase of \$2,250,000 annually over the rates in effect up to June 1 this year, or an additional payment by the railroad company on behalf of each employe of more than \$100 per year.

The increase in payroll taxes for 1959 over 1958 breaks down as follows:

DeWolf, Cyrus Janitor. . . Canton, S. D.
Dunning, Walter S. Chief Clerk. . . Faribault, Minn.
Hansen, Lyle O. Section Foreman. . . Waldorf, Minn.
Hotchkiss, Walter J.

Johnson, Ivan A. Superintendent. . . Austin, Minn.
Lunsman, Arthur H. Boiler Foreman. . . Sioux City, Ia.
Ness, James L. Switchman. . . Mason City, Ia.
Newman, Mark Switchman. . . Austin, Minn.
Sessions, Mark Brakeman. . . Sioux City, Ia.
Sharrar, Charles S. Mach. Helper. . . Mason City, Ia.
Simon, Edward A. Loco. Engr. . . Sioux City, Ia.

Smith, Walter W. Section Foreman. . . Faribault, Minn.
Smith, Walter W. Brakeman. . . Sanborn, Ia.

La Crosse & River Division

Ayers, Roscoe N. Conductor. . . Milwaukee, Wis.
Baker, Carl Carman. . . LaCrosse, Wis.
Brown, Harold C.

Gillespie, Richard B. Extra Gang Laborer. . . Dakota, Minn.
Grunke, Carl G. Pass. Conductor. . . Minneapolis, Minn.
Hurley, Richard T. Sec. Laborer. . . Portage, Wis.
Irvine, Harold R. Loco Engineer. . . LaCrosse, Wis.
Isaacson, Wilburn, M. Sec. Foreman. . . Rockland, Wis.

Kriesel, Fred G. Section Foreman. . . New Lisbon, Wis.
Kvan, Gilbert N. Teleg. Opr. . . Winona, Minn.
Lawrence, Jesse H. Carman. . . LaCrosse, Wis.
Robertson, Lydia E. Sec. Laborer. . . Wycocena, Wis.
Seebrock, Joseph J. Relief Clerk. . . Westby, Wis.

Sieber, Gregor T. Section Laborer. . . Babcock, Wis.
Wedler, William F. Carman. . . LaCrosse, Wis.
Wedler, William F. Section Laborer. . . Merrill, Wis.

Madison Division

Boziel, Anthony Loco. Engineer. . . Janesville, Wis.
Fuller, Robert L. Agent & Teleg. . . Freeport, Ill.
Guse, Bernard C. Machinist. . . Beloit, Wis.

Railroad Retirement Tax:

From 6¼% to 6¾% on \$400 per month instead of \$350, effective June 1, 1959 \$700,000

Unemployment Insurance Tax:

From 2½% to 3% on \$350 per month, effective Jan. 1, 1959 \$466,000
From 3% to 3¾% on \$400 per month, instead of \$350, effective June 1, 1959 \$654,000

The railroads opposed the bill because of the excessive tax burden it would require them and their employes to shoulder. Under the new law, Railroad Retirement tax rates are now two and a half times as high as the Social Security tax rates. The maximum benefits, however, are only 60 per cent higher.

In documenting their stand, the railroads cited that trucks, barges, pipelines and airlines operate under the tax rates of Social Security, and that an increase in the railroads' higher retirement taxes would place them at a still greater disadvantage in competing with these forms of transportation. They pointed out that the law, by adding to their overhead, would drive away business, and the upshot would be fewer jobs for railroad people.

Milwaukee Division

Basche, Frank E... Mach. Helper... Green Bay, Wis.
 Denier, Paul C... Loco. Engr... Milwaukee, Wis.
 Dorffer, Frank J... Loco Engineer... Channing, Mich.
 Fischer, Walter... Loco. Engr... Milwaukee, Wis.
 Knight, Edward S... Sec. Laborer... Marinette, Wis.

Milwaukee Terminals & Shops

Baumgartner, Joseph F... Helper... Milwaukee, Wis.
 Bomke, Kurt P... Steam Fitter... " "
 Carnako, George... Laborer... " "
 Carney, Thomas F... Per. Frt. Insp... " "
 Clark, Clarence A... Electrician... " "
 Crivello, Tom P... Sec. Laborer... " "
 Douglas, D. L.
 Extra Gang Laborer... " "
 Einsiedel, George V... Janitor... " "
 Elster, Carl... Electrician... " "
 Fischer, Hubert S... Switchman... " "
 Gaska, Louis... Helper-Forge... " "
 Grijaliba, Miguel... Section Laborer... " "
 Hackbarth, George B... Electrician... " "
 Hanson, Edgar... Asst. Engineer... " "
 Heims, William M... Switchman... " "
 Hoppe, William A... Machine Helper... " "
 Jorde, Ole... Carman... " "
 Kavelaris, John L... Sec. Laborer... " "
 Littleton, Evan... Machinist... " "
 Miller, Charles J... Mail Sorter... " "
 Pence, Samuel H... Switchman... " "
 Pitman, Howard L.
 Blacksmith Helper... " "
 Ropelewski, Stanley... Painter... " "
 Samage, Clem S...
 Extra Gang Laborer... " "
 Wallis, Ernest... Trucker... " "
 Wood, Marshall W... Janitor... " "

Off Line

Braden, Robert W.
 Per. Frt. Agent... New York, N. Y.
 Hayes, James E.
 Trav. Frt. & Pass. Agent... Pittsburgh, Pa.
 Preston, Harry C.
 Trav. Frt. & Pass. Agt... Tulsa, Okla.
 Schindler, Louis K.
 City Frt. & Pass. Agent... New Orleans, La.

Rocky Mountain Division

Holcomb, Leland... Sec. Laborer... Deer Lodge, Mont.
 Lavis, Peter... Inspector... " "
 Pollis, Michael J... Carman... " "
 Yeakley, Jean O.
 Extra Gang Laborer... " "

Terre Haute Division

Hartley, William... Carman... Terre Haute, Ind.
 Dietz, Clarence H... Yard Clerk... " "
 Taylor, Joe... Laborer... Faithorn, Ill.
 Wright, Andrew J.
 Chf. Dispatcher... Terre Haute, Ind.
 Ziems, Fred C... Laborer... Faithorn, Ill.

Trans-Missouri Division

Childers, Anna M... Sta. Helper... Regent, N. D.
 Cook, William C... Loco. Engr... Miles City, Mont.
 Patrick, George... Sec. Laborer... " "

Twin City Terminals

Benz, George E.
 Gen. N.W. Frt. Agt... Minneapolis, Minn.
 Bravo, Ralph M... Sec. Laborer... St. Paul, Minn.
 Brophy, Daniel P... B&B Carpt... Minneapolis, Minn.
 Eggersgluss, Herman W.
 Carman... " "
 Esterle, Ernest... Blacksmith... " "
 Fitzgerald, Patrick
 Ex. Gang Laborer... St. Paul, Minn.
 Jackson, Jacob... Ex. Gang Laborer... " "
 Jaskolka, John J.
 Machine Helper... Minneapolis, Minn.
 Kimmel, William M.
 Ex. Gang Laborer... " "
 Miller, Nathan J.
 Switchman... " "
 Pyttlik, Ernest S.
 Ex. Gang Laborer... St. Paul, Minn.
 Siegler, Ella L... Steno... " "
 Wicklem, George... Electrician... " "
 Wright, Augusta S.
 Secretary... Minneapolis, Minn.

Agent Alan E. Ward, Galewood, Retires

ALAN E. WARD, who was a Milwaukee Road agent for all of his 48 years of railroad service, was honored at a retirement banquet in Chicago Apr. 4. Some 125 fellow employes, company officers and friends in railroad affiliated businesses gave the popular agent for the Galewood freight station a first class send-off.

Agent Ward was born in Spenceer, Wis., and reared in the stations at Mosinee and Pittsville, Wis., while his father, an agent before him, served at those points. He started his own career as relief agent at Doylestown, Wis., and in 1913 was appointed to the agency at Astico, where he remained for 20 years. In 1932 he was promoted to agent at North Milwaukee, from which he transferred to Galewood in 1938.

Mr. Ward had distinguished himself in committee work for the Freight Station Section of the A.A.R. since 1938, and for the past dozen years as chairman of the Loss and Damage Committee. He was also active in the agents' associations in both Chicago and Milwaukee. On the recommendation of the A.A.R., in 1957 he was commissioned to act as adviser to the National Railways



A. E. Ward, shown (center) at his retirement send-off with Superintendent N. H. McKegney of the Coast Division (left), and Agent R. E. Chalifoux of Green Bay, formerly assistant agent at Galewood.

of Mexico, for which he made an operations study and set up an improvement program.

As a member of the 13th Engineers in World War I, Mr. Ward helped to organize the veterans of the Chicago railroad unit, which he has served as president, secretary and treasurer, and editor of its news bulletin. He is a past commander several times over of Post 513, in which he is currently active.

an invitation to 25-YEAR EMPLOYES

AS PRESIDENT of The Veteran Employees' Association, Larry J. Benson invites all Milwaukee Road employes who have completed a total of 25 years of service to join the organization. The initial fee is \$3, and the dues thereafter are \$2 per year.

Anyone who wishes to become a member may do so by filling in the form below

and mailing it to the secretary and treasurer, Miss Florence M. Walsh, Veteran Employees' Association of The Milwaukee Road, Room 383 Union Station, Chicago 6, Ill.

Present members are reminded that *dues for the current year became payable Jan. 1.* Their remittance as soon as possible will be appreciated.

VETERAN EMPLOYES' ASSOCIATION

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

Application for Membership

To the Secretary:

I hereby make application for membership in the above association. I have been in the service of The Milwaukee Road for a total of 25 years.

Name.....

Occupation..... Home Address.....

Entered Service

Recommended by Veteran.....

.....19.....

"THE WOMAN'S ROUTE", or EXIT THE ALCOHOL LAMP

THE Spanish-American War was smoldering at Manila Bay when on the home front a gentlewoman reporter for *The 400: American Society Journal of Travel*, recorded this impression of a trip via our predecessor company, the Chicago, Milwaukee & St. Paul:

"Such comfy quarters, in spite of their elegance. Not a bit stiffish, like the best-



company rooms at home. Private lavatories in each stateroom; drawing room compartments accommodating large or small parties; and the library and smoking room—a dream of smoke wreaths mingling tints with the St. Jago mahogany that looks down on you from its walls and ceiling rich with carvings and inlaid marquetry, where, ensconced in a comfortable chair, you may read or write, or discuss the war news with some friendly co-traveler. I almost expected to find (whisper softly) a duplicate room for our fin de siècle ladies who dearly love their cigarette, but public venture does not as yet recognize this fact.

"But, sisters fair, we have our compensations. The railway instructor who presided over the construction of the toilet departments dedicated to our use must have been the father of daughters galore, and did not forget the noble calling of the curling tongs to force crinkles into intractable locks, for in connection with the electric fittings are patent fixtures for heating curling irons. No more need to fill your poor little overcrowded satchel with an alcohol lamp.

"The daughters of earth are permitted to be exacting in these times, and they accept all the gods (and the railway company) provide. As others before me have said, the Chicago, Milwaukee & St. Paul is essentially 'a woman's route.'"



And now that the fire is ready, here are two simple ways to add a bit of style to backyard grilling:

Wiener Krauts—Slit frankfurters lengthwise to about a ¼-inch from each end. Toss drained sauerkraut with a sprinkle of caraway seed, stuff the wieners with kraut, and wrap each with a bacon strip, anchoring ends with toothpicks. Broil over the coals until the filling is hot and the bacon crisped. Serve on buns and pass catsup and mustard.

Filets Buckaroos—Flatten minute steaks and spread one side lightly with mustard. At the narrow end of each, place a strip of dill pickle or one or two green onions. Roll up, starting with the pickle end, fasten with toothpicks, and brush with melted margarine. Broil over hot coals 10-15 minutes. Sprinkle with salt and pepper and serve with hot-dog buns.



BEEF KABOBS, KING-SIZE. Cut a top round or filet of beef in 3-in. squares; remove fat. Marinate in barbecue sauce 30 minutes, then thread on large skewers, leaving about one inch between chunks. Grill 20-30 minutes, brushing with sauce. Slice and serve with French bread which has been slashed and spread with an herb butter of thyme and parsley, or of lemon, garlic and parsley, then foil-wrapped and heated over coals. To grill vegetables to the right degree of doneness, select combinations that cook in the same amount of time. For instance those pictured here are sliced zucchini dipped in melted butter, alternated with mushroom caps marinated in dill-flavored French dressing, and small cooked onions with squares of green pepper and small tomatoes.

Tips for Backyard Barbecuing

THIS being the time when the rattle of charcoal under the grill and the sizzle of broiling steak is heard in the land, these little techniques from the June Better Homes & Gardens may add to your outdoor eating fun.

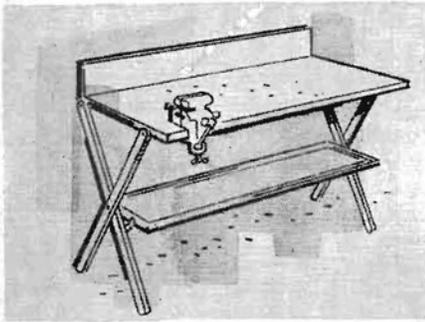
TIPS FOR FLAVOR FANS: It's easy to get that genuine hickory-smoked flavor if you remember that hickory is used for taste and not as fuel. Wait until the charcoal burns down to a cooking fire before adding the damp hickory. Disks or hunks should be soaked in water for an hour, sawdust or chips dampened when you light the charcoal. If the hickory flares, haul it out with tongs, soak again in water, and toss back on the coals.

While you're grilling steak or burgers, cut a garlic clove or two and toss on the coals. The flavor should be subtle. When

you roast pork or ham on a rotisserie, wait until the meat is almost done, then drop a spiral of orange or lemon peel in the fire.

BROIL ON FOIL. If it's hamburger for a crowd, cover the top of the grill with a piece of metal foil, and with a two-pronged fork, puncture (don't tear) the foil at about two-inch intervals. Turn up a half-inch all around and lay the burgers on hot foil. The holes let heat up and fat drippings out, and the burgers will brown to a turn, yet stay juicy.

This is a trick to save fuel and keep your grill new looking: Line the firebox with heavy duty foil, then cover with gravel and a layer of charcoal. The foil reflects the heat back on the food and speeds up cooking, at the same time it catches the melted fat and drippings.



A Workbench to Make in an Evening

If you enjoy making do-it-yourself items but don't have space to house a workbench, this small folding bench may solve your problem. It was made by James J. Trimble, yard clerk at Cedar Rapids, Ia., who submitted the idea to a magazine published by the United States Gypsum Co. As a short term project for utilizing a discarded bathinette, the suggestion earned a \$20 award.

Both Mr. Trimble and his wife Ella are do-it-yourselfers, and Mrs. Trimble has won several awards and prizes in home-making contests. The bathinette in this case had been given hard use, since they have a lively family of four—Linda, 7, Margaret, 5, Forrest James, 3, and Pamela, 2. The salvage idea occurred to Mr. Trimble as he was about to consign it to the junk heap.

Timewise, any handyman (or handywoman) can complete the project in an evening. Mr. Trimble removed the bathinette's waterproof liner. Next he cut a piece of 3/4-inch plywood to 32 1/2 x 20 inches. With pipe clamps he then attached the plywood to the top rods of the bathinette. In case the clamps are too loose, he suggests wrapping friction tape around the rods where the clamps are to go.

COMMENTS FROM OUR CUSTOMERS

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



NONE BETTER THAN MR. WHITE

"I have yet to run across a Redcap to beat Mr. Bob White at the Tacoma depot. I go to Tacoma quite often, as my mother who lives there is ill, taking my twin sons who are 30 years old and confined to wheel chairs. When we arrive, Mr. Bob White is on the train as soon as it stops, to help us off and into a taxi, and to get our luggage. He also tells us to let him know when we are going back home, so we phone ahead of time, and he is waiting when our taxi arrives, to take us to the train and to see that we are comfortable in our seats before he leaves.

"No depot could have a better Redcap. We think the world and all of him."
Mrs. Clyde Kingsland
Lewiston, Mont.

THE BED WAS COMFORTABLE

"I wish to express my appreciation for the fine accommodations in going to the 37th National 4-H Club Congress in Chicago, and returning from our trip.

"I thought it was certainly a fine way to start off. I was surprised to find how comfortable a bed on a train can be. This trip was my first long train ride, so everything was new to me."

Jane Woodmansey
Highwood, Mont.

HELP FOR A TRAVELER

"While traveling on the City of Portland . . . my purse containing over \$50 was lost. Due to the exceptional courtesy and thoughtfulness of Mr. B. W. Schmidt, conductor D&I Division, Sa-

vanna, the purse was returned to me the following day in Milwaukee via Conductor Bartman [Lester Bartman, Milwaukee] on train No. 9—Chicago to Milwaukee.

"I would like to congratulate you for having in your employ such a fine person as Mr. Schmidt. To me, his helpfulness meant a great deal, and I am extremely grateful for it."

Dr. Elizabeth Anderson
Headmistress
Milwaukee-Downer Seminary
Milwaukee, Wis.

NOT FORGETTABLE

(From a letter concerning G. T. Sims, traveling passenger agent, Minneapolis.)

"We, the Pelican Rapids High School seniors and class advisors, wish to thank Mr. Sims for his part in making our trip to Chicago an unforgettable experience. We enjoyed every part of it; the well-planned sightseeing, the comfortable hotel accommodations and the interesting train ride.

"The advisors especially appreciated the freedom from concern when details of the schedule were handled by him."

Senior Trip Group
Pelican Rapids Public Schools
Pelican Rapids, Minn.

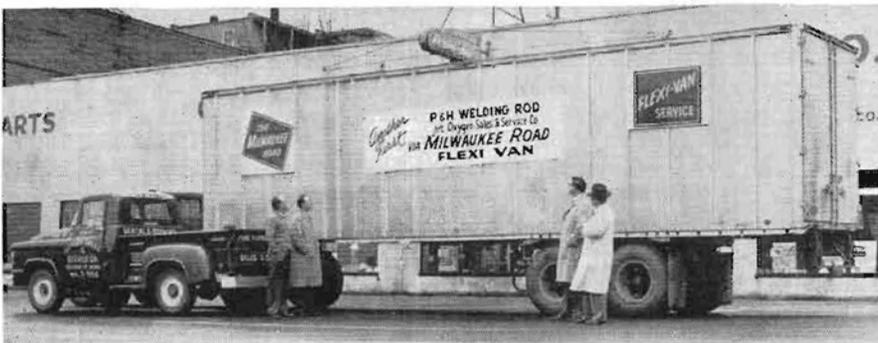
BETTER VIA FLEXI-VAN

(From a letter received by the Harnischfeger Corporation, Milwaukee, Wis., concerning the Road's first Flexi-Van shipment to Tacoma, following the extension of the new trailer-on-flat-car service to the Pacific Northwest Mar. 10.)

"We at OSSCO want to express our appreciation for the expedient way in which our recent order of 20,000 pounds of welding rod was handled and received here. Through your shipping this order via the Milwaukee Road's new Flexi-Van service, the van actually left Milwaukee on Thursday evening and was delivered direct to our store and unloaded before noon of the following Monday.

"We will appreciate any and all future orders that are large enough to warrant such service to be shipped via the Flexi-Van system, as it enables us to better serve our customers."

E. E. Brown, Office Manager
Oxygen Sales & Service Co.
Tacoma, Wash.



Inspecting the first Flexi-Van shipment to reach Tacoma. From left: Forest E. Brown, office manager of the Oxygen Sales & Service Co., Tacoma; Jack Westerdahl, sales manager, OSSCO; R. J. Wuellner, manager of Flexi-Van trucking operations in Tacoma; and H. K. Williams, division freight and passenger agent, Tacoma. Read "Better Via Flexi-Van" at the right.

Nora B. Decco: Memorial to a Pioneer

"FORGIVE me if old memories make you sad", wrote Nora Decco in the long solitude of a Montana night. "Have I been dreaming while the hour grows late?" And prompted by memory, proceeded to put into words this dream of another time and place. It is reprinted from The Milwaukee Road Magazine for June, 1919:

*As if upon my heart strings softly
played,
By angel hands that touch the
chords unseen,
Through all the dead, sweet years
that lie between
There comes the music of a serenade.
Of olden dreams the melody is made;
Of violets that bloom amid the
green,
And like a benediction, calm,
serene,
A gentle peace upon my soul is laid.*

That gentle peace came to Mrs. Decco on Apr. 14 when, after a progressive illness, she passed away in a hospital in Lewistown, Mont. Her death at the age of 73 closed the career of one of this railroad's most unforgettable personalities.

The story of Nora Breckenridge Decco is one of a life-long love of the West which reads as vividly as her own fiction. She was a descendant of the famous



Nora B. Decco (left) as she appeared in 1954 with her dear friend Mrs. W. H. Merrill, wife of the boardman (now retired) at Three Forks, Mont.

southern Breckenridge family, born in 1886 in Colorado where her father was an agent-operator and sometime auditor for the Southern Pacific. Her childhood was spent in the open country near the Kansas border. For diversion, the Breckenridge youngsters raced each other bareback and engaged in amateur rodeo jousts. Throughout her life Nora bore a few scars of tomboy misadventures.

In 1906 Nora took her first railroad job as a telegrapher on the El Paso Division of the Rock Island, to which her father had transferred, with her two brothers and two sisters following suit. The move brought the Breckenridges to national attention as the only family in the United States whose members, with the exception of the homemaker, were all working on the same division of a railroad at one time.

After some service in Kansas and later in Texas, Nora came to The Milwaukee Road in 1910 and opened the station at Bruno, Mont. From there she went to what is now Loweth, Mont., at the summit of the Big Belt Mountains, and in 1917 moved to Three Forks, Mont.

Although the railroad's movement westward had stimulated the growth of settlements, the going was rough. During her early years of railroading, Nora lived in tents, sheet iron warehouses (in August) and tie shacks. At Bruno, the telegraph office was so close to the track that "you could stand on the doorstep and hand up a train order". At Loweth she lived in a box car.

"Those days were the hard ones", she recalled years later. "No phones, no automatic blocks or signals, no electric lights. Just work, and keep the trains

moving. I copied many train orders by oil lamp and once in an emergency with an engine torch." Conditions were better at Three Forks, although she recalled that there she once worked through an earthquake.

While Nora was at Loweth she "proved up" on a 160-acre homestead, which meant breaking ground, building a house and farming the land for five years. To work it, she rode a pony 16 miles a day between her holding and the telegraph office.

It was in 1913 that Nora first became known to readers of The Milwaukee Road Magazine by winning the first prize in a fiction contest. In 1915 she became the correspondent for the east end of the Rocky Mountain Division, and the following year division editor. Until she retired in 1946, her column, which in the first years bore the head "Up and Down Hill on the Rocky Mountain Division", was probably the most well read personal news in the entire Magazine.

The familiar "N. B. D." by-line also appeared in the Magazine at intervals at the head of short stories she wrote for publication in this and other railroad magazines. The best known was "The Widow at Pomeroy", which was partly autobiographical. An incident in it had to do with an experience in 1907 when she was night operator at Arlington, Kans. Through a mix-up of train orders, it seemed certain that two freights were destined to collide, and the lives of 10 men were at stake. In true movie heroine fashion, Nora, after exhausting all other resources, raced to the town telegraph office and succeeded in rousing a farmer along the right of way, who flagged down the trains with only seconds to spare.

Nora's fiction was secondary, however, to her talent for poetry. Inspired by her beloved West, she wrote of the ritual of the seasons, of happiness and heart-break, home and fireside. Over the years, the Magazine published almost 40 poems signed "N. B. D."

Her marriage to Leonard Decco, a Rocky Mountain Division locomotive engineer, in 1920, was a long and happy union. In their home in Three Forks there was always music and hospitality, and a welcome for friends near and far. Mr. Decco's death occurred in 1952.

Toward the end of the first World War, Nora wrote for the Magazine a poem from which we quote:

*God give us peace,
Put forth Thy Hand.
Command this tumult cease.*

For Nora, the tumult has ended. The Milwaukee Road mourns the death of a gallant pioneer.

MRS. NORA B. DECCO

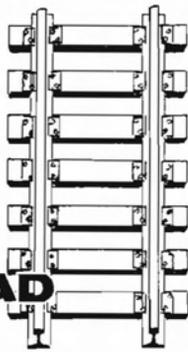
MRS. Nora Breckenridge Decco, retired Three Forks, Mont., telegrapher, died in a hospital in Lewistown, Mont., Apr. 14. She was 73 years of age. Funeral services were held in Three Forks, and burial was in Bozeman, Mont.

Mrs. Decco was a native of the West, born in Colorado. She came to The Milwaukee Road in 1910 to open the station at Bruno, Mont., transferred to Three Forks as a telegrapher in 1917, and retired there in March, 1946.

Mrs. Decco was one of the first contributors to The Milwaukee Road Magazine, starting with the issue for December, 1913. In 1915 she was appointed correspondent for the east end of the Rocky Mountain Division, and the following year division editor. Under the by-line of "N. B. D." she wrote a number of short stories for the Magazine, and many poems of lasting literary value.

A Montana homesteader, Mrs. Decco was a member of Three Rivers Chapter of the American Pioneer Trails Association and a director of that organization. Her late husband, Leonard, was also of pioneer heritage. Surviving her are two brothers, J. E. Breckenridge of Hilger, Mont., and Harold C. of Detroit; and two sisters, Mrs. Albert Coffin and Mrs. Roscoe Minnis of Hutchinson, Kans.

ABOUT PEOPLE OF THE RAILROAD



L & R Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Retired Engineer Carl Bloom and wife who were in an auto accident have been released from the hospital and are convalescing at home at this writing. Engineer Bottoni, who was hospitalized in Portage, has been released and is at home in Milwaukee. Engineer Ralph Jevens, however, is still in the hospital as this is being written.

We are being kept busy explaining daylight time to John Q. Public—the usual mixups and exasperated people who are either too early or too late.

THIRD DISTRICT

Death came suddenly to Crane Operator D. W. Schmeckpeper who collapsed and died, apparently of a heart attack, in the Minocqua depot May 6. Mr. Schmeckpeper, 43, had been working for the Road since 1938. Funeral services were held at Trinity Lutheran Church, LaCrosse, May 9. He is survived by a widow and two sons.

Chicago General Offices

OFFICE OF FREIGHT AUDITOR

Norman R. Hendrickson, Correspondent

May Whiteman of the review bureau announced her plans for retiring. She has been on an extended leave of absence and this August would have marked her completion of 50 years service.

Geraldine McPherson of Waybill Filing is presently on a leave of absence to await the arrival of her first child.

Richard Hoehne has returned to the revising bureau after serving two years with the Army, 17 months of which he spent in Germany.

Ken Stark, of the revising bureau, and his wife Alberta have welcomed their second daughter, whom they've named Linda Joy.

The freight auditor's various bureaus combined to give a luncheon in honor of Gustave (Dick) Ewalt upon his completion of 50 years' service, at which time he received expressions of esteem in the form of words and gifts. Among those present were Dick's wife Edna and mem-

bers of the review bureau. During his first years with the Road, Dick worked in the revising and interline bureaus acquiring the knowledge which has made him an essential part of the review bureau for the past 30 years. He has no thought of retiring. The Ewalts have two sons, Richard and Ken, who live in Chicago.

OPERATING DEPARTMENT

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

Adeline Van Schoyck, formerly of the office of general superintendent of transportation and widow of manager of mail and express traffic, spent some time in the hospital. At this writing she is home and progressing nicely.

Mr. and Mrs. Gordon Flack expect to move into their own home in Berwyn the latter part of June. Mrs. Flack is the former Mildred Nelson, secretary to the general superintendent of transportation.

Yvonne "Bonnie" Weber, stenographer in the C.P.R. & M.S. department, will marry William Weber, of Johnsbury, Ill.,



EVERYTHING'S UP TO DATE in the train directors' office at Bensenville Yard which was recently moved to the "glass pent house" above the superintendent's office. One of its modern features is this compact panel arrangement for the speaker's phone, which is pictured getting the once-over from Trainmasters Guy A. Chamberlain (left) and Al V. O'Hara. Lineman Jim Erhardt did the installation work.

Freight auditor veterans in Chicago presented recently with Gold and Silver Passes were, respectively, Dick Ewalt, a 50-year employe, and Bureau Head J. T. Harvey, 45 years, who are pictured with some of their associates of long standing. Front, from left: Mr. Harvey, Mr. Ewalt and Freight Auditor W. H. Nickels. Rear, from left:



W. Kures, transit accountant; J. L. Riplinger, assistant freight auditor; and E. S. Haidys, chief clerk. More about this occasion in the freight auditor's office news.



GEORGE E. BENZ RETIRES as general northwestern freight agent at Minneapolis Apr. 30, after 43 years of service, the last 33 in the traffic department. This picture was taken at a dinner given in his honor by Twin Cities traffic personnel, and shows, from left: S. P. Elmslie, general agent, Minneapolis; R. H. Harding, freight traffic manager, Minneapolis, who was toastmaster; Mr. Benz; G. F. Quinlan, general agent, St. Paul; and V. S. Rawson, division freight agent, Minneapolis. Mr. Benz' career included service as city freight agent, traveling freight agent, and division freight and passenger agent at Aberdeen; general agent at Minneapolis; and general northwestern freight agent at the last point since 1951.

GOLD AND SILVER PASSES AWARDED

Gold - 50-Year - Passes

Berthoff, C. A., train conductor... Savanna, Ill.
 Collova, Carl P., foreman... Racine, Wis.
 Curtis, J. J., agent... Lennox, S. D.
 Ewald, G. P., review clerk... Forest Park, Ill.
 Helsdon, R. W., train conductor... Elgin, Ill.
 Hensen, C., section foreman... North English, Ia.
 Lambertsen, Otto R.,
 general agent... Cedar Rapids, Ia.

McCurdy, V. W., train dispatcher... Dubuque, Ia.
 Mertz, William G., car inspector... Aberdeen, S. D.
 Oakes, Grant E.,
 locomotive engineer... Wauwatosa, Wis.
 Schrader, W. G., train conductor... Mascot City, Ia.
 Sullivan, John J.,
 train conductor... Minneapolis, Minn.
 Wickler, S. B., agent... Davis Junction, Ill.

Silver - 45-Year - Passes

Baxter, P. E.,
 locomotive engineer... Lewistown, Mont.
 Blackwell, R. M., chief clerk... River Grove, Ill.
 Capasso, Pasquale F.,
 machinist helper... Savanna, Ill.
 Curtis, Ralph W.,
 locomotive engineer... Milwaukee, Wis.
 Evanoff, Dimo, section foreman... Templeton, Ia.
 Forte, Joe, section foreman... Everett, Wash.
 Harvey, James T., bureau head... Chicago, Ill.
 Havlik, Paul, train baggageman... Milwaukee, Wis.
 Jarvis, Matthew G.,
 locomotive engineer... Minneapolis, Minn.
 Jessey, H. B., section laborer... Dancy, Wis.
 Karpik, Mike, blacksmith... Milwaukee, Wis.

Kennedy, I. F., locomotive engineer... Delavan, Wis.
 Kijak, Joseph, welder... Chicago, Ill.
 Mahler, N. C., train conductor... St. Paul, Minn.
 Nelles, F. S., agent... Scotland, S. D.
 Pazour, L. J., train conductor... Marion, Ia.
 Ritter, R. S., locomotive engineer... Davenport, Ia.
 Roberts, T. W., electrician helper... LaCrosse, Wis.
 Roers, R. H., yard conductor... Minneapolis, Minn.
 Schiefelbein, B. E.,
 locomotive engineer... Moberg, S. D.
 Stoffregan, E. W.,
 locomotive engineer... Dubuque, Ia.
 Volrath, George V., foreman... Davenport, Ia.
 Wingert, Leo, cutter... Milwaukee, Wis.



MRS. OREN P. BARRY RETIRES after 27 years of service in the Chicago general offices. Pictured with her (center) is the steno-clerical force of the signals and communications department who were among 55 women associates who honored her at a dinner in Harvey's Gold Lion restaurant Mar. 24. From left: Barbara Born, Marilyn Monaghan, Lorene Jambor, Emily Pultorak, Jackie Broton and Betty Naughton. Mrs. Barry, widow of the Road's assistant comptroller, was employed in the offices of the ticket auditor and the freight auditor, on the superintendent of Chicago Terminals force, and in the engineering department since 1953. Active in the Women's Club, she is a former president of Fullerton Avenue Chapter and member of the general governing board.

June 13, in St. John's Church at Johnsburg. Yvonne is the daughter of Stephanie Weber, traffic department.

Janice McCamant, daughter of George McCamant, supervisor refrigeration service, C.P.R. & M.S., will marry Robert Twohill of Chicago, June 20, in St. Monica Church, Chicago. Janice is employed by the Pacific Fruit Express Company.

Donald Barnes, mail clerk, C.P.R. & M.S., will marry Dorothy Germann of Chicago June 20 in St. Benedict Church, Chicago. Dorothy is employed by the Victor Adding Machine Company. Don is one of three brothers employed by the Road. The others are Elmer, tax department, and Bob, C.P.R. & M.S. department, both now in military service.

Louis Bacci, retired freight service inspector, C.P.R. & M.S., Minneapolis, passed away Apr. 6 at Glendale, Calif. Mr. Bacci retired in 1955. Sympathy was extended to Mrs. Bacci who survives.

Ivy Bolton of South Milwaukee, formerly employed by the store department at Milwaukee and Western Avenue, Chicago, is now employed as a stenographer in the C.P.R. & M.S. department. She expects to become a resident of our state in the near future.

GENERAL

Five lucky teen-agers, sons, daughters or grandchildren of Union Station Chapter members of the Milwaukee Road Women's Club, will spend July 12-17 at the Conservation Training School, Springfield, Ill. The Club has offered five scholarships, which cover meals and lodging, to students interested in learning more about our natural resources and their conservation. The young people will be head-quartered on the Illinois State Fairgrounds and will be under the direct supervision of biologists, foresters and other experts from the Department of Conservation and various state government departments.

Miss B. Keary, reservation clerk, was the fortunate winner of 100 free dinners at Stouffer's while attending a Sox ball game May 10. Unselfishly, she looked around for a place where these might be most appreciated, and children from the Angel Guardian Orphanage will be having some special "feast" days, thanks to her kindness.

Bill Klomp, former assistant to general passenger agent, has yet to settle down at his home outside Wheaton as he planned when he retired early this year. In the Apr. 22 "Variety", trade magazine of the theatrical profession, we read that Bill has been hired to work out railroad sales promotion and theater parties for the Chicago company of "The Music Man." Big business is anticipated for Meredith Willson's musical comedy this summer when it will be the Windy City's major legitimate attraction. St. Paul Dis-

patch columnist Lou Gallop also reported the "Music Man" assignment in "Ride the Rails" when Bill passed through the Twin Cities a few weeks back. Gallop said that Bill had "reformed."

Edgar Hanson, assistant engineer in the signal department, retired Mar. 30 after 32 years of service. A party was given in his honor, and B. J. Worley had the privilege of presenting him with a watch as a remembrance. A great deal of his service was in Milwaukee, where he started as a draftsman in 1927.

PURCHASING DEPARTMENT

Jim Maloney, Correspondent

You know we have a few grandparents in the department. The grandmas are Evangeline (Billie) Galbreath who boasts of ten grandtykes, and Clara Lattimore of two. The granddads are T. H. Patrick with 11, B. B. Melgard with five, C. B. Hanover and L. R. Thelander with three each, and V. E. McCoy and D. R. Thelander each with one. Believe you me, all of them are still "young at heart".

We welcomed back ex-roommate George Turdick and a newcomer, Dennis Morrissey, formerly of the accounting department. They are filling the vacancies left by Bob Buchan and Bob Easton who decided to pitch their tents elsewhere.

The Road's modernization program includes plans for using electronic data processing equipment, so "back to school" go Carl Gallagher and Luther Banker to

Edward J. Connors

E. J. CONNORS, retired cashier of the treasurer's office in Chicago, died in the Elmhurst, Ill., hospital Apr. 3, after a brief illness.

Eddie, as he was affectionately known by a legion of friends, retired July 30, 1950, after 50 years of service. He started as a waterboy at Muscoda, Wis., became a telegraph operator, and transferred to the treasurer's department in 1906, where he was promoted to cashier in 1942. His 50 years of service was the longest in a remarkable family record, which included 44 years of service by his father, and 46 years by a brother.

Funeral services were held at the J. C. Geils & Sons mortuary in Bensenville, Ill., his home for many years, with interment in Mount Emblem.

learn the whys and whatfors of these new electronic brain machines. The only thing the machines can't do, it seems, is give out with rock 'n' roll.

Jim (Mac) McPherson has just finished putting up a link fence around his new home and would like to get a small puppy, something like Lassie or Laddie.

Clarence Deffley, who had eight years service with this department, accepted a position with a clothing concern in Bensenville and left the end of April. We hated to see him go, but all wished him the best of luck.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Edward Marciszewski has rejoined our staff after two years spent in the Army.

Sympathy was extended to Leona Perpignani on the death of her grandmother, with whom she had made her home.

John Kuptz and Marge Minkley have returned to the office after spending some time in the hospital.

Edward Knapp and Herman Grell were promoted to the positions vacated by Messrs. Hamm and Frey. Other promotions included Leonard Palla and Jake Mathiesen.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

J. F. Millard, traveling auditor of Green Bay, Wis., was promoted to assistant agent, Galewood, effective May 1.

Sympathy was extended to Frank F. Glasbrener, pick-up and delivery clerk, and Osmund I. Osmundsen, rate clerk, whose mothers died recently, and to Elmer J. Linden, assistant auditor of station accounts and overcharge claims, and Arthur C. LaRue, bureau head, each of whom lost a sister.

Richard L. Stingle, claim investigator, is a first time grandfather. A son, Russell Allen, was born to his daughter Apr. 4.

While vacationing in Florida, H. L. Anderson, retired chief demurrage inspector, became ill and was hospitalized for several weeks.

Sympathy was extended to Eleanor Harrer of this office and to her sister Ernestine of the auditor of equipment accounts force on the death of their mother Apr. 20 at their home in Morton Grove at the age of 93. Mrs. Harrer, believed to be the town's oldest resident, was born in a log cabin in the Morton Grove area. Her late husband, who moved there at the time of their marriage in 1886 and helped to obtain the village charter, served as the first president of the village for many years, and as mayor from 1896 to 1910. George F. Harrer Park in Morton Grove was named in his honor. Surviving Mrs. Harrer, in addition to Eleanor and Ernestine, are her daughters Olive, Mrs. Mae Smith, and Mrs. W. P. Heuel, wife of the Road's assistant comptroller; her sons Raymond and Lambert; 22 grandchildren, 30 great-grandchildren, three sisters and a brother. Funeral services were held at St. Martha's Church in Morton Grove.



"Family group" picture of the paymaster's force in Chicago taken at the retirement party in honor of E. S. DeVries, lead pension clerk, Apr. 22. Seated, from left: S. S. Scheffel, Paymaster E. H. Sowle, Mr. De Vries, J. H. Tabor and R. A. Albrecht. Standing, from left: E. E. Bosworth, Amanda Klank, Ann Bert, Loretta Jaszowski, Allen Thompson, Joyce Jacobsen, Anna Schaefer and C. W. Johnson. For a report on the party, see the auditor of expenditure's news. (Picture by Edwin A. Klank)

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Wedding bells rang out for Dorothy Wilhelm and James Griffith, May 2 at St. Sebastian's Church, followed by a dinner and reception. The newlyweds went on a motor trip.

Genevieve Tanny's daughter Joanne and Charles Harrer were married Apr. 4 at St. Genevieve's Church.

At this writing Hazel Reetz is on leave due to ill health and Elaine McGovern is on a maternity leave.

The Bob Zahnens vacationed in Tucson, Ariz., Kitty McCants went to California, and Ardell Westerberg to Washington State.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Congratulations were extended to Kurt C. Donisch and Robert V. Notson, on being selected as members of the staff of the newly organized electronic data processing office; to Hilary P. Wisniewski, newly appointed traveling accountant; Robert D. Williams, dining car accountant; Bernard Gregg, bureau head in the dining car accountant's office, and George J. Kuper, bureau head in the bookkeeping bureau.

The welcome mat was out for Helen Gloeckner when she returned to take the position of assistant bureau head in the bookkeeping bureau, after having been a member of the assistant comptroller's office for a year.

Kurt C. Donisch became the father of a baby son Apr. 11. The baby was named Steven Kurt.

Jean Stahlman, formerly of the typing bureau, gave birth to a baby boy, Donald Ayar, Apr. 6.

Lorraine Connick of the shop time-



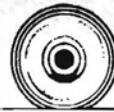
FREIGHT CLAIM RETIREMENTS. The retirement of Bureau Heads John Hamm (left) and Julius Frey at the end of April was an important event in the freight claim department in Chicago, where they were veterans of the force. Mr. Hamm, head adjuster-loss & damage, had 48 years of service, and Mr. Frey, sales agent-salvage sales, had 49. Gifts to each included \$100 from their freight claim associates, and other remembrances from many well wishers in the Fullerton Avenue building.

keeping bureau and Richard Ellison of the miscellaneous accounts receivable bureau have become suburbanites. Lorraine and her family moved to a new home in Carpentersville and Richard and his wife to one in Edgebrook.

Henry Koecher of the material bureau popped the question to Pat Norrie of Willow Springs and she has promised to become Mrs. Koecher Nov. 28.

Two retired members of the miscellaneous accounts receivable bureau paid visits to the office during April; Mary McCormick bound for a holiday visit to

here's how we're doing



	MARCH		THREE MONTHS	
	1959	1958	1959	1958
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$20,820,861	\$18,602,536	\$57,949,553	\$56,321,499
PAID OUT IN WAGES	10,049,904	9,435,819	29,804,857	28,958,634
PER DOLLAR RECEIVED				
(cents)	48.3	50.7	51.4	51.4
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	696,856	661,509	2,092,879	2,042,705
PER DOLLAR RECEIVED				
(cents)	3.3	3.6	3.6	3.6
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest ...	9,194,520	9,113,022	26,772,208	27,160,836
PER DOLLAR RECEIVED				
(cents)	44.2	49.0	46.2	48.2
NET INCOME	\$879,581			
NET LOSS		\$607,814	\$720,391	\$1,840,676
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	103,108	95,042	298,759	287,060
Increase 1959 over 1958 ...	+8,066		+17,699	

Fort Wayne, Ind., and Dorothy Siegel returning from a five weeks trip to South America.

Sophie Kustron and Janet Johnson returned after winter vacations in the south and each of them is sporting an enviable suntan; Sophie's acquired in Acapulco, Mexico, and Janet's in Florida.

Sympathy was extended to the following: Kay Geisler of the material bureau on the death of her father; George Kuper of the bookkeeping bureau on the death of his brother, and Nile J. McGinley of the



bill and voucher bureau on the death of his wife.

On Apr. 30, Lead Pension Clerk Edward S. De Vries of the pension bureau in the paymaster's office retired after more than 22 years of service. He started in the pension bureau in 1937. When the prior service bureau was formed in 1941 he was appointed bureau head and when it was disbanded he was appointed to the position he held until his retirement. A group of about 75 of his friends attended a dinner in his honor at the Bjornson Male Chorus Clubrooms Apr. 22. Paymaster Edward H. Sowle acted as toastmaster and introduced Henry G. Russell, Eric B. Gehrke, John H. Tabor, Harry C. Johnson, Robert A. Albrecht, Walter I. Grenlin, and Emily McDyer (for the "girls"), who expressed good wishes for

A SHUTTERBUG'S PARADISE is how Theresa Glasl, secretary to public relations officer, Chicago, describes Hawaii after her vacation there in mid-April. Theresa, who keeps a camera record of her vacation trips, is pictured with one of the ceremonial dancers in the Kodak Hula Show in Honolulu's Kapioloni Park, a featured tourist attraction. The sun hat is a "must" for visitors from the mainland. Her companion on the trip was Catherine Freeman, head of the central typing bureau for the Chicago Union Station general offices.

us all. H. C. Johnson led the community singing, after which ventriloquist Allen Thompson and "friend" Billy entertained with some songs and short stories.

We welcomed the following new employees to the office: Claude W. Still, Albert Abrahamsen, Robert A. Dary, Warren E. West, William Mitchell, Norman W. Massow, Ronald R. Kolker and Edward F. Schurz.

AUDITOR OF EQUIPMENT ACCOUNTS

Pat Pulsha, Correspondent

Welcome to our new employes, James Zdeb, Peggy Keller, Josie Jonas, LaVerne Ellinger, Jack Komoll, Gail Thomas and Gregory Pozovich.

It's early to bed and early to rise for Mike Ukropin, who will be spending the next six months in the Army. Good wishes and a gift of money were given by his friends and co-workers.

April 4 was a beautiful day for the wedding of Carmella Maggione and Thomas McHugh at St. Genevieve's Church. A reception for family and friends was held at National Hall, and the happy couple honeymooned at Miami Beach.

Reports of a stork seen near the home of Bertha Joiner were confirmed with the arrival of Patricia Lynn Apr. 2.

Margaret Braden is on an indefinite leave because of her husband's illness. All wish for his speedy recovery.

Cora Eckerly, who underwent surgery at West Suburban Hospital, is coming along nicely at this writing and will be with us soon, we hope.

Cathy Madden, who has been on a six weeks leave, returned May 4 with many wonderful stories about her visit to her home town of Duleek, County Weath, Ireland, to see her mother and other relatives. She spent some time touring the west of Ireland, and one week in England. It sounds like a dream vacation come true.

Sympathy was expressed to Joseph Votava on the loss of his sister, to Elizabeth Oddie and Mabel Derhback who lost their fathers, and to Ernestine Harrer whose mother passed away recently.

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Guy G. Macina, assistant auditor of joint facility accounts, retired Apr. 30, completing 49 years of railroad service. His first job was with the C. & I. in 1909, where he was employed as a painter of cars and locomotives. In 1910 he secured employment in the rolling mill of the Pullman Company, and after a couple of years of this he was employed in the Illinois Central Burnside Shops where he spent four years learning the machinist trade. The Federal Valuation of Railroads was under way in 1916 and he was chosen to act as a valuation pilot for the railroad. In 1918 he entered the Army and upon his discharge in 1919 returned to the I.C. He came to The Milwaukee Road in 1920 as engineer accountant. In 1929 he was promoted to assistant engineer

The Milwaukee Road Magazine



Guest of honor at a retirement dinner in Chicago Apr. 30, Guy G. Macina, assistant auditor of joint facility accounts, poses (center) with R. S. Stephenson, vice president and comptroller (right), and W. E. Broberg, auditor of capital expenditures. For the story, read the auditor of capital expenditures news.

in charge of the equipment section B.V. 588 bureau, which position he held until his appointment as assistant auditor of joint facility accounts in 1949.

Mr. Macina was honored at a retirement dinner at Iglers' Casino Apr. 30, attended by over 60 of his associates on the Milwaukee and other railroads. On the day he left his office he received over 100 letters and cards from friends wishing him well. He and Mrs. Macina plan to continue living at their home in Chicago, spending their summers near Port Washington, Wis.

Terre Haute Division

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

Karen Shanahan, daughter of Mr. and Mrs. L. F. Shanahan, and a student nurse at the Methodist Hospital in Indianapolis, received her cap recently. Mr. Shanahan is traveling engineer on the Terre Haute Division.

A. H. Austin, chief clerk in the car department, tells us that his son Larry and daughter Linda will both be graduated from Indiana State Teachers' College in June.

Barbara Jane Scholl, daughter of car distributor here, is being graduated in June from Indiana University with a B. A. degree in psychology. She is an honor student and will return in the fall to combine graduate work with her duties as associate professor in psychology.

E. H. Lehman and C. H. Dietz, both clerks at Hulman Street, retired Apr. 10 and May 1 respectively.

P. F. Mueller, agent, was confined to the local hospital recently but is back on the job at this writing.

Early in February, Christine Reichert, former Magazine correspondent of the Terre Haute superintendent's staff, and her husband, Leonard, left to spend a vacation with Leonard's sister and husband in southeastern Texas. An unexpected and unwelcome "Norther" moved in, bringing rain and chill, so the party

of four decided to go farther south. They spent 10 wonderful days sightseeing in Mexico City. Touring the countryside, they visited the Pyramids, and the quaint villages of Cuernavaca and Taxco. Of course, a visit to Mexico is not complete without seeing a bull fight. In Acapulco, the vacationers enjoyed a few days of relaxation in near tropical climate. The homeward trip allowed interesting stopovers, particularly in Corpus Christi and San Antonio, Tex.; New Orleans, and Vicksburg, Miss.

Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Casey (switchman) and Mrs. Knapp are happy parents of a baby girl born Mar. 19, Kathleen Marie.

Bernie Larson, switchman, appeared on "Beat the Clock" TV show Mar. 16, 17 and 20 while vacationing in New York and came home with a large variety of prizes.

Henry Cook, also a switchman, won four prizes in the Sports Show sponsored

by the Milwaukee Sentinel at the Arena, in the "Big Fish Story" contest. He went home with a James Headdon spinning rod, reel and various bait prizes.

Sympathy was extended to John Ostrowski whose wife passed away Mar. 26.

Yardmaster John Chambers, who has been on the sick list, is hospitalized at this writing.

Several vacationers went to Florida recently. Among them were Switchman Frank Liska, who saw two Braves games while there; the Sherman Hirschmans, Jim Luedtke and Herman Yakel.

Dennis Klingler and Mary Ann Seiden were married Apr. 4.

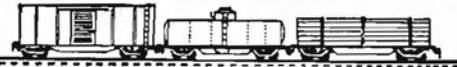
George Rotta, switchman, is recuperating from serious surgery at this time.

Sympathy was extended to the families of Retired Switchman Bill Moore who passed away Apr. 10, and Courtney Leaman, C&M conductor, who passed away Apr. 24, the last day of his vacation.

Switchman William Winkels and wife are proud of their baby girl, Celeste Mary, born Apr. 3.

We have two new callers at Muskego Yard, Miles Cronce and Richard Cook. Miles' dad is a car inspector with the Road.

Carloadings



JANUARY-APRIL 1959 compared with the same period of 1958

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in 1959 over 1958	NUMBER OF CARLOADS			
		FOUR MONTHS		INCREASE	
		1959	1958	1959 over 1958	% of increase
11.8%	Forest Prod., (Excl. Logs & Pulpwood)	35,802	29,258	+ 6,544	+22.4%
6.5	Coal and Coke	42,045	40,529	+ 1,516	+ 3.7
4.6	Iron and Steel	24,049	16,798	+ 7,251	+43.2
3.4	Meat & Packing House Prod.	14,149	13,668	+ 481	+ 3.5
3.4	Oil and Gasoline	17,628	16,457	+ 1,171	+ 7.1
3.0	Automobiles and Parts	15,123	10,166	+ 4,957	+48.8
2.6	Forwarder Traffic	10,653	10,541	+ 112	+ 1.1
2.3	Grain Products	19,176	17,189	+ 1,987	+11.6
2.2	All Other Products of Mines ..	5,007	4,026	+ 981	+24.4
1.8	Gravel, Sand and Stone	12,740	12,611	+ 129	+ 1.0
1.7	Logs and Pulpwood	18,427	17,128	+ 1,299	+ 7.6
1.2	Cement, Lime, Plaster & Stucco	5,672	5,601	+ 71	+ 1.3
26.7	All Other Mfgs. & Miscl....	101,373	89,931	+11,442	+12.7
71.2%		321,844	283,903	+37,941	+13.4%
	loading of these commodities DECREASED in 1959 under 1958	FOUR MONTHS		DECREASE	
		1959	1958	1959 under 1958	% of decrease
15.3%	Grain and Soy Beans	24,628	32,561	- 7,933	-24.4%
3.4	Agri. Impl., Machinery & Parts	8,544	9,791	- 1,247	-12.7
2.2	Merchandise	19,748	22,677	- 2,929	-12.9
2.0	Fruits & Vegetables (Fresh) ..	8,004	8,564	- 560	- 6.5
1.7	All Other Animals & Prod. ...	3,662	3,907	- 245	- 6.3
1.6	All Other Prod. of Agriculture ..	5,161	5,606	- 445	- 7.9
1.6	Liquors, Malt	6,160	6,990	- 830	-11.9
1.0	Livestock	4,941	5,235	- 294	- 5.6
28.8%		80,848	95,331	-14,483	-15.2%
100.0%	Total	402,692	379,234	+23,458	+6.2%

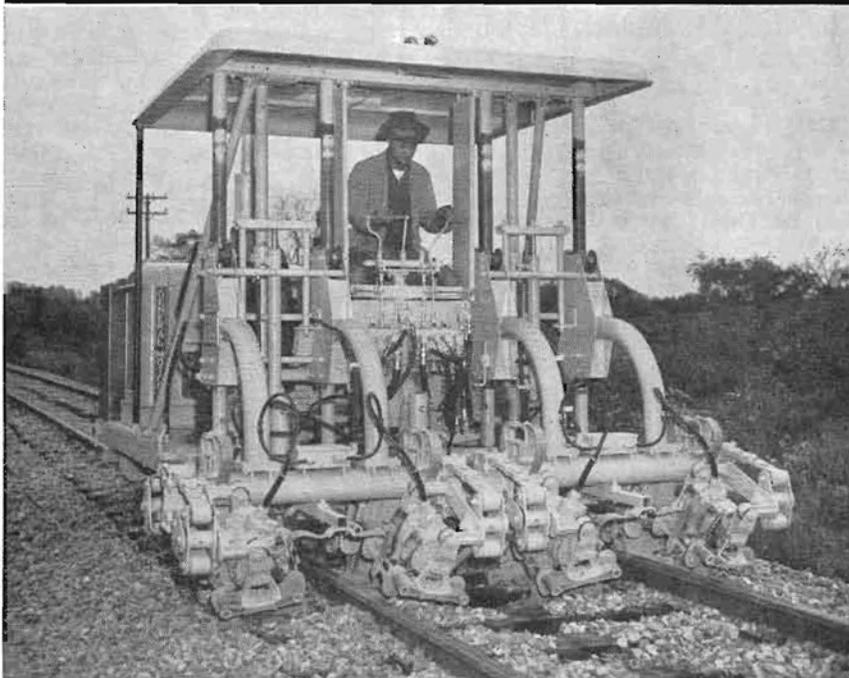
Congratulations to the Ronnie Feyrer family on their baby daughter, Kathleen Anne, born Apr. 29. Ronnie still participates in weight lifting contests under sponsorship of the Deutsch Athletic Club of Milwaukee, and recently won first place in the 165 pound class at a contest held in South Bend, Ind., competing vs Twin Cities Clubs of Illinois and In-

standings in the leagues.

John J. Ambrose, 70, died suddenly in his home at Milwaukee. He started service with the Road as a ticket seller in La Crosse and after six years there came to Milwaukee where he had 40 years' service as an accountant at the time of his death. He was a member of St. Anne's Catholic Church where funeral

with the Road—all in Milwaukee—when he retired May 1 as station ticket agent. He started as a clerk in the telegraph office October, 1913 and served in the baggage department before joining the traffic force. He was appointed ticket agent in the station in 1952. Mr. Bartel was succeeded by Arthur L. Stuckrad, former city ticket agent.

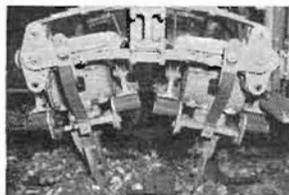
more productive *than ever before*



MORE PRODUCTIVE THAN ANY MACHINE IN ITS CATEGORY



Perfect consolidation of ballast right under the rail and from end of tie to specified distance inside the rail.



Since its inception, **THE JACKSON TRACK MAINTAINER** has had no close rival in its dual function of quality production tamping and maintaining track of finest characteristics under all conditions. Now, the 1959 model, equipped with much more powerful vibratory tamping motors which deliver **FORTY-TWO HUNDRED 6000-lb. BLOWS PER MINUTE** to the tamping bars, further increases that wide margin of superiority which led to its adoption by the vast majority of American railway systems.

JACKSON VIBRATORS, INC.
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diana. Ray Barber's son also participated in the 123 pound class.

Muskego Yard boys again have a softball team under the management of Benny Webster. They are playing in two leagues this year, Mitchell Park-Pulaski, Monday nights, and Garfield-Sherman Park, Friday nights. They will wear Milwaukee emblems on their jackets and we all wish them good luck and good

services were held. Surviving are five daughters, Mrs. Catherine Culbertson, Phoenix, Ariz.; Mrs. Margaret Dieringer, South Bend, Ind.; Emily Ambrose, Mrs. Jean Leannah and Mrs. Phyllis Wise, all of Milwaukee; three sons, John, Northridge, Calif.; William, Curundu, Panama Canal Zone; and James, Redlands, Calif.; a sister and a brother.

O. R. Bartel ended 45 years service

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

We were shocked to hear of the death of Conductor Courtney Leaman while on vacation in Pasadena, Calif. He was stricken with a heart attack Apr. 23.

Conductor Carl Tranter reported the arrival of his 10th grandchild, a daughter born to Conductor and Mrs. Gordon Tranter of Libertyville.

Fireman Larry Brehmer retired May 1 and has left for his cottage at Fish Lake, Wis., where he expects to spend much time.

Sympathy was expressed to Brakeman Walter Lee of Walworth whose father, Fred, a retired trainman, passed away at Milwaukee Apr. 10. He is also survived by his widow, Ruth, a former ticket stock clerk at Milwaukee.

News has just reached us of the death of Retired Conductor John J. Corbett at Superior, Wis., Feb. 9. He was a Milwaukee Division conductor who had made his home in Chicago until 17 years ago when he moved to Superior.

John T. Crooks, 87, of Neenah, died recently in Oshkosh. Funeral services were held in Green Bay and burial was in St. Edward's Cemetery, Flintville. Mr. Crooks retired as foreman of a section crew after 52 years service. He was a member of the Catholic Order of Foresters in Kaukauna. Among his survivors are four daughters, all of Green Bay—Mrs. Clarence Olson, Miss Stella Crooks, Mrs. John Golembeske and Mrs. Lloyd Gunn; five sons, Frank and Leonard, Green Bay; Vincent, Menasha; Lawrence, Neenah; and Richard, Waukesha.

SECOND DISTRICT

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

We regret to report the death of our friend and co-worker, Rate Clerk Henry Hendricks, who passed away Mar. 7. Our deepest sympathy to Mrs. Hendricks and family.

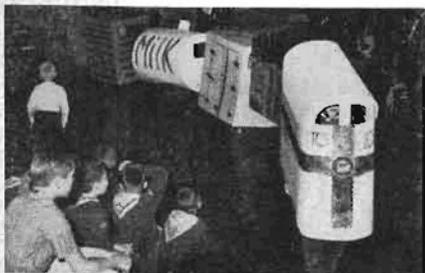
At this writing, Chief Clerk Cecil Huntley is getting acquainted for the third time this year with the nurses at St. Vincent's Hospital.

Expense Clerk L. L. Ferron spent some time in St. Mary's Hospital, just resting, after her vacation.

A. F. Behrendt, yard clerk, and wife have a new baby girl.

Agent R. E. Chalifoux attended the annual session of the Station Agents Section of the Association of American Railroads held in Chicago May 5, 6 and 7.

The Milwaukee Road Magazine



A "SEE AND DO" PROJECT which made a big hit with Cub Scout Pack 156 of Glenview, Ill., recently was to "see" an event or place of interest in the area and then "do" an exhibit or skit to reconstruct the activity. Among the results was this model of a diesel freight train, complete with a blinking red signal light on the caboose, which was inspired by a visit to the Milwaukee Road roundhouse at Bensenville Yard. (Northbrook, Ill., Star photo by Edward A. Center)

Marty Jansen is acting chief clerk, Green Bay freight office, in the absence of Chief Clerk Huntley.

We welcome Robert Pazdera to Green Bay as the vacation relief clerk. We will see a lot of Bob during the remaining year. He comes to us from Menominee, Mich.

Florence Gotto, secretary to Assistant Superintendent W. M. Freund, Green Bay, attended the Woman's International Bowling Congress convention in Buffalo, N. Y., May 4 and 5 as a delegate from the Wisconsin Woman's Bowling Association. She was elected president of the association for the 1958-59 season during which time the state tournament was held in Green Bay. She has been on the executive board since 1942 having served once before as president, 1950-51, and in the intervening years was elected vice-president and also a director. She has been chairman of the budget and audit-

ing committees since 1956. Florence has been active in local bowling affairs for 20 years, during which time she has been president of the Green Bay Woman's Bowling Association and has seen this organization grow from 200 members to the present 2,500 woman bowlers.

Madison Division

SECOND DISTRICT

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

Ticket Agent Robert L. Fuller of Freeport was honored at a party Mar. 28 at the Red Cedar Lounge. Sixteen fellow employes attended and presented him with a wrist watch. His retirement Apr. 3 marked the end of 47 years service, 30 of which were as agent in Freeport. Mr. and Mrs. Fuller recently purchased a new home in Albuquerque, N. M., where they will live.

Yardmaster R. E. Hoogland was elected president of the 12-team North Town Men's League Apr. 28.

The Madison Second Credit Union has been formed with headquarters at 625 S. Main, Rockford. Approval was received from the Department of Financial Institutions and a board of directors was elected at a meeting May 26 to start it in operation. This meeting was open to all employes of the Madison Second District.

FIRST DISTRICT

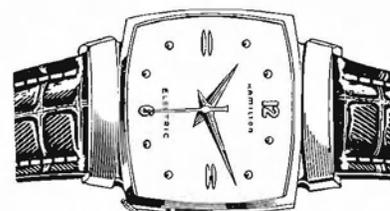
Leo McCann, 62, passed away in a Madison hospital Apr. 29 after a brief illness. A Milwaukee employe for 46 years, the last 15 before retirement were spent as yardmaster at Madison. Mr. McCann was a member of the Veterans of Foreign Wars. He is survived by his widow, Dorthea; nine sons, Sidney L., Gordon L., Robert A., and Michael L. of Madison, Leo B. of Hartland, Ronald T. and Terry R. of Ft. Benning, Ga., Patrick G. of Wichita, Kans., and Donald J. of Ft. Leonard Wood, Mo.; three daughters, Mrs. George Crawford of Wichita, Do-



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lores at home, and Mrs. Eugene Leonhardt of Madison; six brothers and three sisters, and 19 grandchildren.

On Mar. 20 last, William H. France, 57, a Milwaukee Road yard clerk in Madison, died in a Milwaukee hospital. Funeral services and burial were in Middleton, Wis. Mr. France was a member of the B. of R.T., a past president of the Eagles Lodge, Madison, and a member of St. Patrick's Catholic Church there. His wife died in 1954 but he is survived by a son, Thomas of Moscow, Ida., a daughter, Mabel, attending school in Rome, Italy, three brothers and four sisters.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

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April 12 marked the climax of the 26th annual Daffodil Festival with the parade taking place Apr. 11 and the Marine Regatta Apr. 12. Guided by long tradition, the pomp and pageantry of this year's theme, "Daffodils Salute Alaska", truly deserved the adjective "gala". Visiting Alaskans who came here to participate in the festival were Governor and Mrs. William A. Egan, the mayors and their wives of Juneau, Fairbanks, Anchorage, Nome and Douglas, the president of the Alaska Chamber of Commerce and his wife, and the Anchorage Fur Rendezvous queen and her mother. One of the events arranged for the Alaska delegation included the dedication of Tacoma's new \$9,500,000 County-City Building.

The 1958-59 Milwaukee League bowling season ended Apr. 24 with the newcomers in the league—the Dispatchers in Tacoma—winning the championship. They are proudly displaying the trophy in the chief dispatcher's office here. The Sand House team, consisting of Captain Herb Davis, Ed Gettman, Leo Jensen, Bill Mojean and Harry Connolly, won the first half, and the Dispatchers, consisting of Captain L. H. Bailly, Bob Huntsman, R. E. Beck, W. F. Bannon and C. W. McMillan, won the second half. A. L. "Bud" Running captured the singles tournament which was held the same night, firing a 633 scratch which, with a 98 handicap, gave him a 731 total. Dorothy Conrad took second place, with Jim O'Neill, Jack Wise and W. F. Bannon following in that order.

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John Murphy, yard clerk at Tacoma, and his wife Barbarie Jeanne share an interesting hobby. John is working on a book-length animal story for which his wife, an exhibiting artist, is furnishing the illustrations. For details, read the Coast Division personal news.

practiced by Assistant Chief Yard Clerk John "Jack" Murphy, Tacoma, and his wife Barbarie Jeanne. John and "Babs," who were married at ages 19 and 16 respectively, share their zest for living with sons Michael, 11, and Mark, 3. John, who has a vivid imagination, has developed the art of telling animal adventure tales to Michael and Mark. Babs is an amateur artist whose oil paintings have been exhibited at Seattle's KTNT television station and the Western Washington State Fair. She is to have a one-woman show later this year in the Washington State Historical Society Museum. She also lends her talents as arts and decoration chairman for the elementary section of the Tacoma City Council P.T.A. John is now completing a book-length animal story for which Babs has made the water color and charcoal drawings.

Hazel Cardle, clerk in the roadmaster's office, is spending a month's vacation with her daughter Joyce in San Antonio, Tex.

We are glad to hear that Retired Chief Clerk Fay Clover is home and in good condition after being hospitalized for some time.

Cigars and candy were passed Apr. 13 in honor of Sheri Rae, baby adopted by "Tommy" and Mrs. Carscallen. Tommy is the superintendent's secretary.

Anne Beaumont, demurrage clerk freight office, is at this writing recuperating at home after major surgery on her knee.

O. H. Guttormson, retired chief yard clerk, and wife recently returned from a five months winter stay in Arizona, during which time they made several trips to Mexico. They are now at their home in Silverton, Ore.

Chief Carpenter W. E. McFadden recently presented Certificates of Recognition to three of our retired bridge

and building employes—John H. Clapham and Francis J. Kalama, carpenters, and A. L. Bill, foreman.

Leading attraction at the home of Babs and Ivan Stafford is Deborah Ann, their first baby, born Apr. 19. Babs is the daughter of Mr. and Mrs. W. J. Weatherall.

I M & D Division

MASON CITY AREA

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

The late Richard E., son of Mrs. E. J. and the late Mr. Sullivan, traveling claim agent, Mason City, was honored recently by having a residence hall named for him at the University of Wisconsin, where he had been a professor in the college of commerce. Professor Sullivan was born in Mason City while his father worked for the Road there. He was associate director of Industrial Management Institutes in 1948 and director in 1950. He became chairman of the extension division's commerce department in 1954. His death at age 35 in 1957 was most unexpected. He is survived by a wife and three sons. Ruby Potter, retired roundhouse clerk at Mason City, is Richard's aunt.

Sympathy was extended to the William Johnson family upon his death Mar. 18. William was a retired roundhouse clerk and had reached age 90. Survivors are his wife, a son and a daughter, and two grandchildren.

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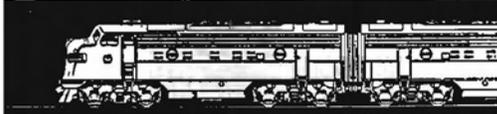
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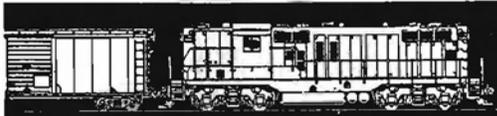
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Funeral services were held at St. Thomas Catholic Church for Bernard E. Jennings, 77, of Cylinder, retired agent. He is survived by his widow.

Sincere sympathy was extended to the family of Everett H. Friend, 68, who died Apr. 21. He retired from the position of car inspector in 1950. Surviving are his wife, four daughters and two sons, 15 grandchildren and two great grandchildren.

Thomas Lewis, son of Vernon (signal maintainer) and Mrs. Lewis, was married Apr. 25 to Janice Somers, Mason City, at Holy Family Church. A reception at the home of the bride's parents followed the ceremony.

EAST END

Erle Jorgensen, Correspondent
Office of Dispatcher, Austin

Among the many railroaders attending the party for retiring Superintendent W. J. Hotchkiss was Glen H. Rowley, former superintendent of this division who now resides at Madison, Wis. Several members of the McGinn family gathered together on this occasion also. Vice President McGinn was master of ceremonies, his brothers J. P., conductor, and S. B. (Red), agent at Le Center, Minn., and a sister Mae, telegrapher of the Rock Island at Mason City, Ia., were present, as were more distant relatives including S. A. and P. F. Finnegan, agents at Owatonna and Rosemount, Minn., respectively.

Mrs. Harry Mathews, widow of engi-

neer, Mrs. B. C. Barnetts, widow of train baggageman, and Mrs. John P. Peterson, wife of retired conductor, all passed away recently and were buried in Austin. Mrs. Frank Campbell died recently at her home in Madison, S. D. Retired Conductor Frank Flynn accompanied her husband to Austin for the burial services. Mrs. Ole Tolbertson, widow of conductor and sister of Mrs. William Deare, died a short time ago at St. Olaf Hospital, and was taken to Hukah, Minn., for interment.

Leo McGovern passed away in his sleep Apr. 19. Leo was first employed in a clerical capacity at Dubuque, moved to Austin in 1936 and advanced to the position of chief clerk to superintendent, from which post he retired Sept. 30, 1953. His retirement years were filled with activities in his church and the Knights of Columbus, also the selling of insurance, a new interest. Mr. McGovern is survived by his wife Carena; two daughters, Jeanne of Minneapolis, and Kathleen of San Francisco, three brothers and two sisters. Funeral services were conducted by one of Leo's nephews and interment was in Holy Family Cemetery near Dubuque.

A new daughter arrived Mar. 16 for Brakeman Bruce Beckel and wife. Engineer John C. Iverson joined the ranks of grandfathers when a son was born to Mr. and Mrs. Robert Bang. Mrs. Bang, daughter of Engineer Iverson, is well known at Austin for her work at the local radio station.

At this writing, Engineer Ralph P. Jones is still confined to St. Olaf Hospital following surgery. Brakeman Nick Bonovich has been released from the hospital but is still undergoing treatment.

Engineer Charles W. Western passed away in St. Olaf Hospital Mar. 15 after a brief illness. He is survived by his wife Martha. Service was at St. Olaf Lutheran Church and interment in Oakwood Cemetery.

Word has been received of the death in January of Retired Agent Frank Nelson Myer at the home of his daughter Katherine A. Warren, Redwood Falls, Minn. Mr. Myer retired from the position of agent at LeRoy in September, 1956.

Retired Engineer Frank Diely and wife celebrated their 50th wedding anniversary Mar. 1 at their home in California.

Retired Train Dispatcher A. A. Seeman

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AT ANCHOR. A picture for the home folks — Bensenville Yardmaster Kenneth Crouse and his wife Evelyn—shows their son Harold, perishable freight inspector at Bensenville, back in the U. S. after many months of Navy duty overseas. Coffee cup in hand, he is taking a break from shop work while his ship is tied up for repairs at the Portsmouth Navy Yard. He expects to be home on leave in June.

of Riverside, Calif., writes that he and Mrs. Seeman planned to celebrate their golden anniversary June 10 with all members of their family present. Mr. Seeman is still an ardent golfer and at this time he holds senior class low scoring title in his local area. He also has one of the finest gardens in the community.

Retired Conductor A. B. Reilly and wife are disposing of their home in Austin and plan to move to Los Angeles in the fall to be near their children and grandchildren.

George A. Johnson and wife have returned to Austin after spending several months in California, and George has resumed his duties as conductor.

The long association between our road and the Hormel company sparks interest in the recent announcement that the Austin packing firm has become the first with nationwide distribution to receive the American Humane Association's seal of approval for humane processing of food animals. The association cited the initiative shown by Hormel in developing the first carbon dioxide immobilization chamber for hogs in 1952 as a prime factor in stimulating other progressive packers to adopt improved methods. Since then Hormel has adapted anesthesia to dispatching lambs and calves, and since 1957 employed the bolt gun for stunning cattle. All of the several million meat animals it purchases each year are now handled with these humane techniques.

Chicago Terminals

UNION STREET

Carolyn DiCicco, Correspondent

John Demetro, retired stower House 5, passed away Mar. 22. He retired in 1957 after 18 years of service in the Kinzie Street district. Funeral Mass was held at St. Nicholas Church with interment

May—June, 1959

in St. Nicholas Cemetery. His son Keith works at the Galewood freight office.

William Griepke, brother of Harry, retired clerk Union Street, passed away Mar. 9. William worked at Western Avenue as an industry clerk for many years until his retirement. Angelo Marino, retired stower House 5, died suddenly Mar. 23.

Vacation bound at this writing are Ed Muller, waybill clerk Division Street, headed for Canada, and Mathilde Nauheimer, OS&D clerk Jefferson St., on her way to Seattle.

Bill Stockwell, general clerk Division Street, has an interesting hobby. He collects desk size flags of various states and foreign countries and on days commemorating special occasions or events he displays the appropriate flags in the desk set.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Bensenville Chapter of the Milwaukee Women's Club entertained May 6 with a potluck supper that surpassed any they have ever had. There was a big turnout for this delicious spread—those railroad husbands know good food—and from the large number present the wives may all feel highly complimented. Jesse Capoot, retired yardmaster, showed up looking younger than when he retired. Illinois Division Conductor John Holquist, with a total of 53 years service and still going

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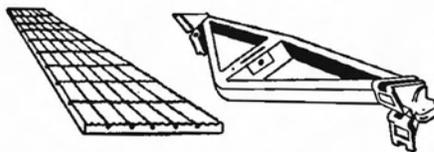
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strong, was also on hand. Clerks, round-house men, engineers, road engineers and conductors, as well as many from the various terminal groups, were all present. Everyone had a good time and the more fortunate ones went home with lovely door prizes.

Thanks to my fellow workers for the many phone calls I received while in the hospital in April. Even now when I am at home these friendly calls are appreciated. They certainly made an unpleasant ordeal a lot easier.

Illinois Division Conductor Bill Maze is out of the hospital more full of pep than before. By the time this is in print he should be back on his old run.

Good luck to Superintendent McKegney on his new assignment and congratulations to Lt. Vern Krahn, promoted from special officer. Del Burke, at one time assistant superintendent here, is being welcomed back as our new superintendent.

Howard Lawrence of Itasca and Virginia Reinking of Bensenville were married Apr. 3 in the Little Church by the Wayside at Wayne, Ill., by Rev. Donald H. Heinrich. They were attended by Leslie and Ethel Reinking of Joliet, brother and sister-in-law of the bride. After a brief honeymoon they are at home at 411 N. Walnut Street, Itasca. Howard is the Chicago Terminals car distributor in the office of the general car supervisor, Bensenville.

Ray E. Granger, a Milwaukee yard-master with 17 years service, and a member of the B. of R.T., was elected a village trustee of Franklin Park by an overwhelming majority on Apr. 21. Ray and his family have been residents of Franklin Park for nine years and he has been active in civic affairs including the P.T.A., Leyden Parents' Club (a natural, since he has six children) and the Boy Scouts of America. He is a member of the official board of the Methodist Church and recently ended a three-year term as trustee.

GALEWOOD

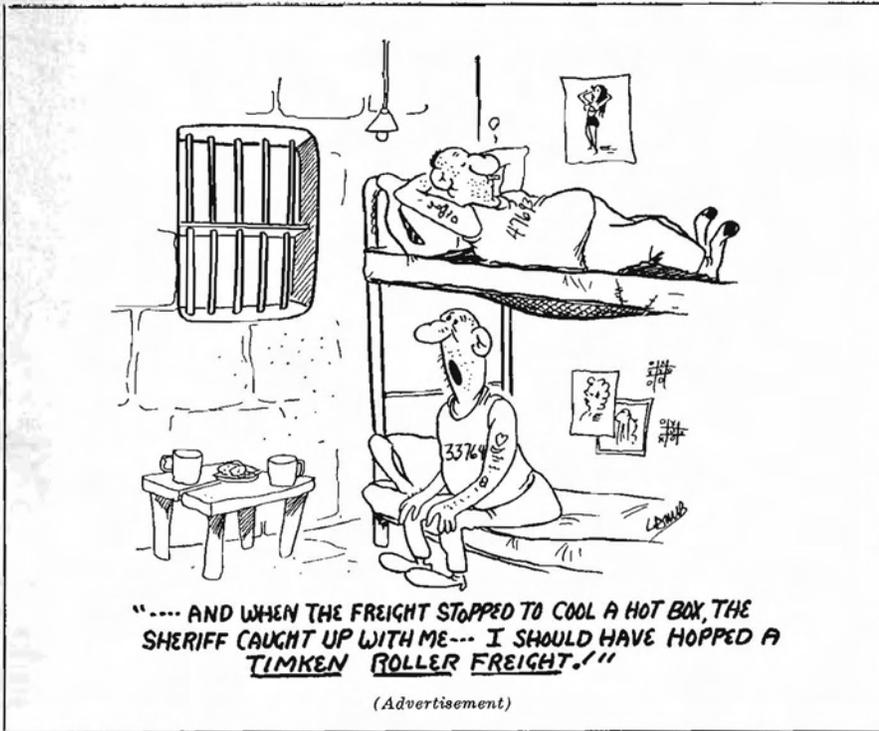
Ray Bishop, Correspondent

On Apr. 6, A. E. Ward, agent, Galewood, was the guest of honor at a testimonial dinner tendered by a host of friends and relatives. More than 100 gathered at the Svithoid Club to wish him a long and happy retirement and to present him with a slide projector and screen with which to indulge his new hobby of photography. He was also presented with a set of colored slides taken at the dinner and a well-filled billfold made especially for him by F. Larue, assistant cashier at Galewood. A tribute to a swell boss and a good friend.

John Satava has returned to work after an extended illness and is looking well; your correspondent is also back in harness after a protracted siege of illness. The Florida climate and relaxation there did a world of good for both Mrs. Bishop and myself.

Edna Trumbull of the car record department and Tom Dyba, route clerk, at this writing are seriously ill at their re-

The Milwaukee Road Magazine



spective homes; also G. Zenger, husband of Ann of Galewood. Our sincere good wishes for speedy and complete recovery go to all.

New clerks recently welcomed at Galewood are Mrs. Mytych, Pat Dawson and Mrs. D. Thompson.

Joe Novak, Galewood transit clerk, and wife left with their glamorous daughter, Kim, to attend the International Film Festival at Cannes. Later they will make an extended tour of Europe.

Our sympathy was extended to the bereaved families of Madge Haworth, former car record clerk; M. D. Kleitch, auto mail clerk; A. Everson, brother of Norma Gunderson, stenographer; and George Sherman, father of Mae Graney of this office.

WESTERN AVENUE

R. M. Blackwell, chief clerk to master mechanic, retired May 7 with 45 years of railroad service. Mr. Blackwell started in the store department of the CTH&SE in Bedford, Ind., in May, 1914, transferred to the Terre Haute store department in 1916, and after two years of military duty was appointed chief clerk to shop superintendent at Bedford in 1919. He transferred to the master mechanic's office in Terre Haute in 1921, and was made chief clerk to master mechanic there in 1923. He came to the Chicago Terminals as chief clerk to master mechanic on Mar. 1, 1946.

It will be a shock to men when they realize that thoughts that were fast enough for today are not fast enough for tomorrow. But thinking tomorrow's thoughts today is one kind of future life.—Christopher Morley

May—June, 1959

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Sympathy was extended to the family of Mrs. Jane T. Fuller, 92, who passed away recently in Aberdeen. She was the widow of a veteran employe and mother of William T., roadmaster, and Dwight (Dutch), section foreman, Aberdeen.

The second daughter in the home of Signal Maintainer "Chip" and Mrs. L. C. Hall will answer to the name of Mary Beth. She was born Apr. 15.

At this writing, Mrs. Jap Wik, wife of dispatcher, is in the local hospital recovering from pneumonia. She is expected to be released very soon.

The newest addition to the Louis F. Mack home was incorrectly reported as "Deborah" instead of "Donna" Louise in our last issue. We apologize to the parents and to Donna for the error.

Machinist Bill Shevlin is inviting his friends to a housewarming for his new summerhouse which has the name "Dog House" prominently displayed.

Conductor J. J. "Dode" Kraft was admitted to the local hospital Apr. 21, but expected to be released before long.

The Milwaukee Railroad Women's Club is planning to hold a picnic near Aberdeen this summer and Mrs. Art D'Mico, president, will welcome suggestions.

Dispatcher Arnold Jerde who underwent eye surgery recently should soon be back in the office.

When sending news to your correspondent, please make allowance for the 60 days elapsed time between issues.

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EAST END

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

The stork, having delivered three little bundles around Montevideo, is no longer flying around. The three fathers who have now quit being nervous are Tom Fasching, "By" McKeown and Dick Mohagen. At the Faschings there's a little girl named Joan Elizabeth. The McKeowns have Robert Joseph and the Mohagens have Martin John. The two little boys chose to arrive on the same day.

Just let a vacationing railroader stop at a town where there are retired rails and the message seems to be spread by air waves. Everybody gathers, scrounges up some food and there's a picnic. Two such gatherings were held recently. One in St. Petersburg, Fla., where the following appeared at a patio party: the Fred Ehlers, Ben Bishops, Guy Millers and Ed Nemitz of Montevideo who were down there to visit their daughter Loretta. At the Jim Murphys in Mesa, Ariz., another group of H&D folks gathered. Included in that

"Old Timers" to Hold Picnic

THE annual picnic of The Milwaukee Road Retired Employees Club will be held July 9 at Salt Water Park, south of Des Moines, Wash. All old timers are invited to join the fun. The club has announced that it will stand treat to the coffee.

The club's next meeting after the picnic will be held in Seattle Sept. 10, in the Union Station club rooms at 11 A.M. Lunch will be served afterwards by members of The Milwaukee Road Women's Club. All retired Milwaukee Road people are welcome.

group were the Herman Fandreys, Christ Standals, Joe Dunlaps and the T. A. Warners of Montevideo.

Recent deaths include Retired Engineer Nelson Ware of Minneapolis, Section Foreman Alf Bagaus of Sacred Heart and Engineer Adolph Sundem of Montevideo.

Agents Bill Witte of Milbank and Felix Poeschl of Prior Lake have recently undergone surgery.

Cal Sorby, former H&D engineer and son of Retired Engineer Oscar Sorby, narrowly escaped with his life in a recent plane crash in Minneapolis. The pilot of the plane was killed. Cal is now back on the job as pilot with Gopher Aviation Service.

When things happen at the home of Assistant Superintendent R. A. Middleton, they happen fast and all at once. Mrs. Middleton was taken to the hospital for an emergency appendectomy and Mr. Middleton was called to Chicago. He has now been transferred to Perry, Ia., and the family will move as soon as school is out. Our new "boss man" at Montevideo is Assistant Superintendent R. J. Dimmit, formerly of Mitchell, S. D.

When Don Jakel served his stretch in the Army, he spent a great amount of his free time in Berlin. Now he has sent for his "schatzie," Christel Dymke and they were married at Danube, Minn. Apr. 10. Don is at present relief agent at Prior Lake. Our best wishes are extended.

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AND COACH YARD

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

The following job changes have been noted recently. William E. Peck was transferred from St. Paul to replace Edward L. Erickson as car foreman at Minneapolis light repair and train yard. Mr. Erickson died Feb. 25. Oscar E. Nelson was promoted to foreman on St. Paul repair track from train yard supervision; John J. Breen to foreman on day crew, and Edgar Lemay to night foreman in train yard when J. Breen vacated the job.

There's a new baby at the home of Mr. and Mrs. T. J. Leonard, born Jan. 24; a son at the home of Mr. and Mrs.

The Milwaukee Road Magazine



FETED BY FRIENDS. "Say It With Flowers" was the slogan with which co-workers marked the retirement of Ella Siegler, secretary to district general car foreman in St. Paul, at an office get-together and a party at the home of Mrs. Ivy Hancer which was attended by a large number of railroad women and friends. Ella retired Mar. 20 after nearly 40 years of service in the Twin Cities car department office.

Vernon Wahl, born Mar. 17, and a daughter arrived for the Roger Grazzinis Apr. 16. Roger arranged his vacation schedule so that he could care for the other four children while his wife was in hospital.

Leroy Samuelson, steno-clerk in St. Paul office, succeeded Ella Siegler as secretary to district general car foreman, and Lawrence Hubert, furloughed clerk, formerly at LaCrosse and Minneapolis shops, was assigned to Leroy's position.

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

"You've gotta live right," Bob Young, St. Paul city freight agent, gives as the explanation for his good luck recently. Bob was just about to turn off his radio when he heard a local station call out the last three numbers of his social security number, and the come-on line that the first person having these three numbers to reach the station would receive \$50. Bob lost no time and arrived about four minutes ahead of a woman who also claimed the numbers.

Your correspondent spent the weekend

of Mar. 13 in Chicago admiring the two fine flower shows, one at Navy Pier and the other in the amphitheatre at the stockyards. Both were excellent, and showed a lot of hard work and planning by the two groups presenting the shows.

Neil G. Johnson, chief clerk in St. Paul, is wondering if it might not be a good idea to keep a dress suit in the storeroom just in case he is asked to be best man again at a wedding performed by the justice of the peace in the next office. Recently Neil was asked to witness a ceremony between two young people from Missouri, and he felt quite inadequate in a business suit.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Welcome to Bob Epperly, carload bill clerk in the local freight office. He has replaced Greg Williams who is on leave of absence to attend the University of Minnesota.

Sympathy was extended to Gloria Czerpak on the death of her brother, Roland Rossi.

Congratulations to Ray M. Pfeiffer, T.F.A., Minneapolis, on his election to the board of directors of the Southern Minnesota Traffic Club for the 1959 season.

A recent freight house visitor was Walter Jarvis who has been retired for 20 years and now resides at Webster, Wis.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Elsie M. Angove, chief clerk in purchasing department, retired Apr. 30 after 41 years of continuous service in that department. Her seniority started Aug. 1, 1918 and she was at the time of her retirement No. 3 on the purchasing department system roster. A luncheon was held in her honor at the Washington Athletic Club Apr. 7 by her co-workers and she was presented with a gift. On Apr. 6 she was honored at a luncheon at the Olympic Hotel by a group of her close acquaintances in the general offices and was presented with a remembrance gift. Now that she has the leisure time, Elsie intends to enjoy her new home on Beach Drive, and has many plans for her retirement years.

Mary Kay Kramer, daughter of W. F.



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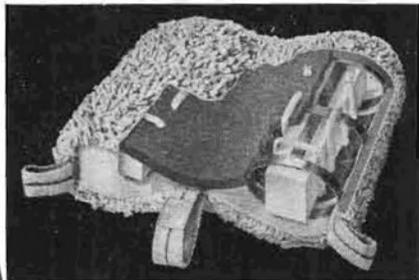
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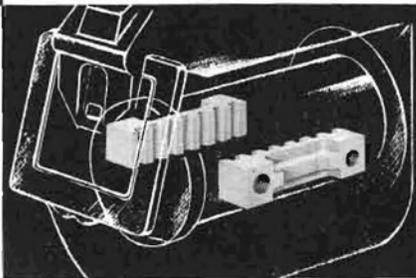


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Kramer, chief clerk to general manager, a student of Blanchett High School, was chosen best comedienne for her recent performance in the play "Home Work" in a contest conducted by the CYO between the nine Catholic high schools. The play won third place.

Nancy Lynn Wilhelm, new daughter of Roger C. Wilhelm, secretary to general manager, was born Mar. 7. David, who has been the center of attention for three years, is very happy with his new sister.

Laura Bahl, cashier, city ticket office, was elected treasurer of the Women's Traffic and Transportation Club of Seattle, and Agnes Horak of the traffic de-

partment was elected trustee at the April election meeting. Laura will serve for the 1959-60 term and Agnes for the next two years.

W. E. Cartwright, city freight agent, is the proud father of a new son, "Edward Casey", born Apr. 15. The Cartwrights have two daughters.

Jeanette Duncan, daughter of D. D. Duncan, file clerk in the general manager's office, was elected president of the Associated Women Students of Seattle Pacific College Apr. 30.

Victor R. McFadden, chief clerk in auditor's office, retired Apr. 30. He was honored at a retirement party at Ivor's,

Fifth Avenue, by friends and fellow workers from the general offices. Mr. McFadden first joined the Milwaukee in 1915 as a bill clerk in Tacoma. In 1918 he took employment with outside concerns and other railroads, and was also in business for himself, until 1934 when he came back to the Road as joint facility examiner, which position he held until 1951 when he was appointed chief clerk in the auditor's office.

A. L. Nance is Mr. McFadden's replacement. Al joined the Road in Tacoma in August 1948 as secretary to the superintendent. He transferred to the claim department in Seattle in July 1952 as chief clerk and adjuster. In May 1957 he transferred to the claim department in Milwaukee as adjuster and in March 1958 returned to Seattle where he joined the auditor's office and, effective May 1, was appointed chief clerk.

E. D. Kennedy, former chief clerk in general manager's office, sent word from the Fiji Islands that he would be arriving in San Francisco Apr. 10 from his seven months' trip to Australia where he had been visiting his daughter and her family.

New appointments in the purchasing department are Mrs. Mary Roberts, chief clerk; Mrs. Barbara Moody, secretary, and Mrs. Eula Teel, stenographer.

Trans-Missouri Division

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

By the time this goes to press the celebration to commemorate the 75th anniversary of the formation and meeting of the Montana Stockgrower's Association will be history. Starting with a parade May 20 in Miles City, a series of meetings, rodeo, pageant and various other gatherings and entertainments ran through May 23.

Retired Engineer Harry Cook is at the Custer County Rest Home, near Miles City, and would appreciate hearing from his old friends.

Spring marriages include those of Viola Berreth, daughter of Mr. and Mrs. W. J. Berreth of Terry, Mont., to Donald Molstad at Trinity Evangelical Lutheran Church in Miles City.

Sharon Cain, daughter of Mr. and Mrs. W. L. Cain, was married to Thomas J. Nolan at St. Peter's Catholic Church in Omaha.

Sybil Peterson, daughter of Mr. and Mrs. A. T. Peterson, became the bride of David Lamm at the Assembly of God Church in Miles City.

JoAnne George of Mandan, N. D., was married to Clifford Hodgson, son of Mr. and Mrs. John Hodgson, at the First Methodist Church in Miles City.

Jean Decker and Eugene Leidholt, son of Carl Leidholt, were married at Trinity Lutheran Church, Miles City.

LaVerne Jones, daughter of Mr. and Mrs. Verne Jones, became the bride of Elwin Hebner at the First Presbyterian Church, Miles City.

Margaret Joan Wyttenhove, daughter of Mr. and Mrs. E. A. Wyttenhove, was married to George Schroeder of Red Lodge at St. Luke's Episcopal Church,

Notice — Milwaukee Road Puget Sound Pioneers

THE MILWAUKEE ROAD Puget Sound Pioneers Club will hold its annual get-together on Saturday, Aug. 8, at the Spokane Hotel, Spokane, Wash. It will start at 2 P.M. with a business meeting and conclude with a banquet at 6:30. Members of record will be mailed a notice concerning arrangements and reservations, but non-members are also invited to attend. Full information may be obtained by writing to Charles Lillwitz, secretary-treasurer, R.F.D. 1, Worley, Ida., or John P. Downey, president, 7235 S. McClellan St., Spokane, Wash.

Billings.

More than 75 guests gathered at the Harold Handley home in Miles City Mar. 22 to honor Mr. and Mrs. Chester Handley on their 25th wedding anniversary. They were married at Medina, N. D., and came to Miles City shortly afterward to make their home.

Switchman Billy G. South was successful in his campaign in the spring municipal elections in Miles City and was elected alderman from the Fourth Ward.

Patrick Cunningham died earlier this year after a long illness. He was born in Ireland Apr. 3, 1887 and came to the United States in 1909. A long time resident of Montana, he was employed in Miles City shop until his retirement in 1953. After funeral services at Sacred Heart Church his remains were taken to Kilkeel, County Down, Ireland, for interment.

Word has been received that Roy Piner, employed for many years at Miles City shop, died Feb. 11 at the Veterans Hospital in Sioux Falls. Funeral services were held at Armour, S. D.

Perry Ingalls, 55, switchman, passed away Mar. 10 at a Miles City hospital following a long illness. He was born in Cornet, Minn., and had been a resident of Miles City since the age of three. Funeral services were held in the Graves Funeral Home with burial in Custer County Cemetery.

Mrs. Hilda Cawood, 69, widow of chief dispatcher, died at her home Mar. 25 after a period of ill health. Funeral services were held at Sacred Heart Church with interment at Miles City.

John A. Rawlings, retired conductor, died in a Miles City hospital Mar. 31 after a long illness. He was born in Quincy, Ill., Aug. 6, 1874 and came to Miles City in 1908. He had worked 42 years for the Road at the time of his retirement. Funeral services were held at the Trinity Lutheran Church with burial at Miles City.

Harry C. Pratt, retired conductor, passed away at a Miles City hospital Apr. 3. He had been in poor health for some time. Mr. Pratt was born Dec. 11, 1882 in New York City and came to Miles City in 1912. He had worked for the railroad from that time until his retirement in 1948. Funeral services were conducted in the Graves Funeral Home with burial in Custer County Cemetery.

Fritz Waldman, retired locomotive engineer, passed away Apr. 5 following a period of illness. He was born Dec. 29, 1880 in Milwaukee and had lived in Miles City for many years, retiring in 1945. Funeral services were held in the Graves Funeral Home with interment in Minneapolis.

Word of the death of Andrew S. Halvorson, retired machinist, at Pasadena, Cal., has been received here. He was employed in Miles City shop for some 45 years before his retirement in 1952, after which he and Mrs. Halvorson moved to Pasadena. Masonic funeral services were held at Pasadena.

Funeral services were held Apr. 29 in the Rose Chapel of Hinthier Janssen Mortuary for William Kirk, retired trainman, who died the preceding Monday in a Miles City hospital. He was born in Nottingham, Pa., Jan. 29, 1880 and came to Miles City in 1916. He was employed as train baggageman for many years until his retirement. Burial was in Custer County Cemetery.

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H. J. Montgomery, Correspondent

Joyce Koester, daughter of G. H. Koester, mechanical engineer, and Theodore F. Berryhill Jr. were married Mar. 21 at Evangelical United Brethren Church, Wauwatosa. Joyce formerly worked as a clerk in the store department office and many railroad people attended the ceremony. The newlyweds were given a check by employes in the mechanical engineer's office. They will make their home in Sacramento, Calif.

Ken Schultz, son of the Arthur L. Schultzs, and Marilyn Sovereign were married Apr. 4 at Aldergate Methodist Church, Milwaukee. A wedding dinner was held at Boder's in Thiensville. The happy couple then left for a honeymoon in northern Wisconsin.

Clarence Semotan, welder in the blacksmith shop for 28 years, died Mar. 27. "Semmy" formerly bowled in the "Hiawathas." The body was taken to Tama, Ia., his old home town, for burial, accompanied by Roy Gierke, his co-welder, and George Jung, long time friend, who acted as pallbearers.

Otto Wagner, welder in blacksmith shop for 42 years, passed on in March. Two brothers survive him; Frank, retired layout blacksmith, and Emil, retired blacksmith foreman.

Kurt Sachs, tinsmith for 37 years, died Apr. 14 following a lengthy illness. Sympathy was extended to his bereaved family.

Two of our men made spring trips to Florida. Clarence (Skinny) Schultz lent moral support to the Braves at Bradenton, and Marty Makutz soaked up some sunshine at Miami.

The Ted Tanin family had our sympathy in their tragic loss when the entire family of Walter Maciejewski, including his wife Jeanne (Mrs. Tanin's sister), a son Walter Jr., and a daughter Tony Lynn lost their lives in a night time fire which destroyed their home in Bayfield, Wis.

The new assistant foreman, electrical department-passenger, is Carl Borg, who hails from Aberdeen, S. D. He is the son



STERLING QUALITY. L. K. Schindler, city freight and passenger agent in New Orleans (right), is presented with a sterling silver life honorary membership card in the Passenger Club of New Orleans by the Road's A. J. Dittmar, president of the club for 1959 and his successor as CFGPA. Mr. Schindler retired with 46 years of service, all in the New Orleans traffic office.

of Ernie Borg, keysmith at Milwaukee Shops.

Clarence Clark, former supervisor at Western Avenue, Chicago, and coach yard, Milwaukee, and for the past four years an electrician in the car department, retired late in February. A party was held by electrical co-workers to honor him.

The writer went to Sheboygan for the Wisconsin Masonic Bowling Tourney and, teamed with Sheboygan's chief of police, Steen Heimke, scored 1291 scratch or 1357 with handicap to win first place in doubles. In all events your correspondent bowled 1917 to win first place, scores being 608 singles, 662 doubles, 585 team, or 1855 scratch.

Hugo Gurrath of locomotive electrical department bowled 682 for second place in state singles at Kenosha.

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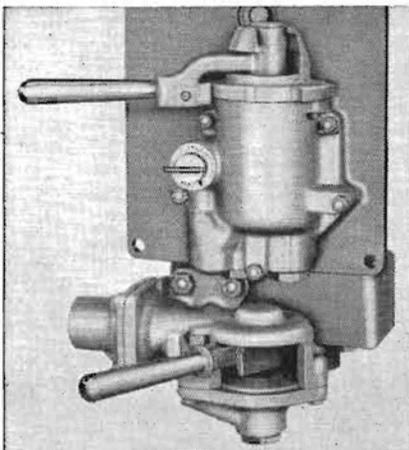
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IN DETROIT, City Passenger Agent H. J. "Hank" Millard (right), who is serving this year as secretary-treasurer of the Detroit Passenger Club, is pictured with his fellow officers at the organization's 47th annual dinner in the Wolverine Hotel. The other 1959 officers are, seated and clockwise: Ed Hanggi, Great Northern, president; Ed Leber, Burlington Lines, first vice president; and Paul Guidry, Eastern Airlines, second vice president. (Detroit Times photo)

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Zeno George Reiff, dispatcher at Savanna, and Mrs. Charlotte Spaulding of Minneapolis were married in the chapel of St. Paul's Episcopal Church, Minneapolis, Mar. 18. Dispatcher A. O. Thosten-son of Savanna was best man. After a wedding trip to New Orleans the couple are making their home in Savanna.

Otto Wacker, retired roundhouse employe, Savanna, passed away suddenly Mar. 9. Funeral services were held in the Law Funeral Home with interment in Clinton Memorial Park, Clinton, Ia. Surviving are the widow, a daughter, a son, a stepson and two brothers.

D&I Second District Conductor Alfred Nelson passed away at his home in Caledonia, Minn., Mar. 2. Mr. Nelson began his railroad career on the Second District as a brakeman June 3, 1920, was later promoted to conductor and was acting as brakeman on the Preston line at the time of his death. Surviving are his widow, a daughter, two sons, a step-daughter, two brothers and a sister. Funeral services were held in the Potter-Haugen Funeral Home, Caledonia, with burial in Evergreen Cemetery.

Frank E. Smith, retired D&I Second District trainman, passed away in Finley Hospital, Dubuque, Mar. 8. Funeral services were held in the Haudenshield Funeral Home with interment in Linwood Cemetery, Dubuque. Surviving are a daughter, son and six grandchildren.

Sympathy was extended to Mrs. Frank Basham, corresponding secretary of Kansas City Chapter of the Milwaukee Road Women's Club, whose husband passed away Mar. 1.

The Milwaukee Road Magazine

Engineer William S. Ervin, Savanna, passed away in the home of his daughter and son-in-law, Switchtender Harold Hammen, following a long illness. Mr. Ervin started his railroad career Jan. 30, 1911 as a fireman and was promoted to engineer Nov. 10, 1920, continuing in that service until illness prevented. Surviving are the widow and four daughters. Funeral services were held in the Law Funeral Home with burial in the Savanna Cemetery.

Mrs. John Kindell, Savanna, wife of retired engineer, passed away suddenly in the family home Mar. 15. Funeral services were held at the Law Funeral Home with burial in the Savanna Cemetery. Surviving are the husband, one son, grandson, two sisters and two brothers.

Judy Belle Clark, daughter of Division Engineer and Mrs. K. L. Clark, Savanna, was recently installed as marshal of Tri-Delt Sorority at Montana State University.

Kenneth W. James, car department employe, passed away Mar. 25 in the Veterans' Hospital, Iowa City, following a brief illness. He had been 45 years with the Road. Surviving are the widow, two sons, three sisters and a brother. Funeral services were held from the Hunter-Fuller Memorial Chapel with burial in the Savanna Cemetery.

Patricia Ann Smith, only daughter of Night Chief Dispatcher and Mrs. Chester C. Smith, Savanna, became the bride of Robert T. Rosenfield of Cleveland, Ohio, at a civil ceremony performed by Mr. Robert Keohane in his home at Mt. Carroll. Members of the immediate families and friends were present. A luncheon and reception followed at Maple Terrace, Mt. Carroll. Pat had been a copywriter with an advertising agency in Cleveland until the time of her marriage. The bridegroom is an attorney on the Seattle regional staff of the NLR Board and holds the rank of ensign in

the Coast Guard Reserve. Following a wedding trip to Victoria, B. C., Canada, the couple are residing in Seattle.

The Lane O'Rourke of Savanna welcomed their second daughter Mar. 26. Lane, who also has a son, is chief time-keeper in the superintendent's office and his co-workers gave him a surprise baby shower.

Harry H. Schueller, retired mechanical department employe, passed away in the City Hospital, Savanna, Mar. 27. Surviving are his widow, one son, a brother and four sisters. Funeral services were held in the Lutheran Church with burial in the Savanna Cemetery.

Mrs. L. R. Dyer, wife of Iowa Division engineer, passed away at the family home in Savanna Mar. 28. Surviving are the husband, a daughter, three sons, a sister and two brothers. Funeral services were held from the Law Funeral Home with burial in the Savanna Cemetery.

Many friends and relatives attended an open house for the Henry Winklers in their Savanna home Mar. 29, the occasion being their 50th wedding anniversary. Mr. Winkler is employed as boiler maker at the roundhouse. They are the parents of a daughter, Mary, employed in the district general car foreman's office here, a son, Earl, an engineer on the First District, another son employed in the local Post Office, and a foster daughter.

It has just come to our attention that Ben Waskow, who was one of the first demonstrating engineers of the electric locomotives over the Cascade Mountains, passed away last June 18 of a heart condition, after a long illness. He was driving the City of Los Angeles and the City of San Francisco when he was obliged to retire because of injuries suffered in an auto accident. Ben started his service as a helper at the Galewood roundhouse in 1906 when he was 16 and became a fireman the following year. He made engineer in 1912, and retired with an unblemished safety record. Among surviv-



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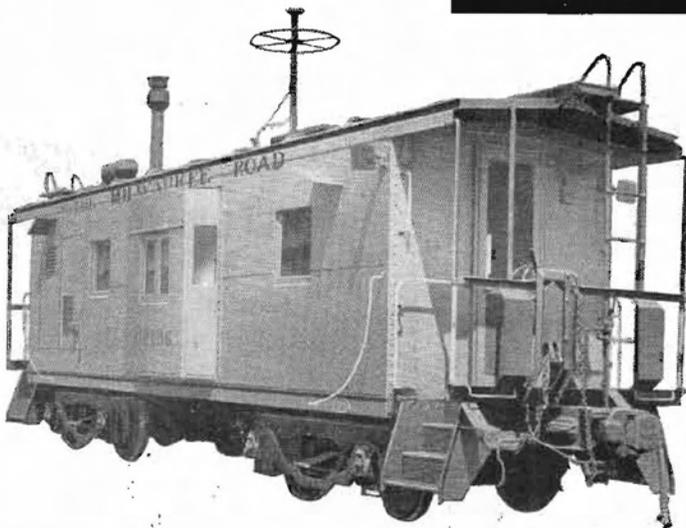
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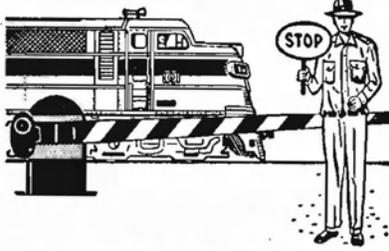
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ing members of the family are his wife, at their home in Chicago; a son, Ben W., and a daughter, Justine Sopko; five grandchildren; a brother, Arthur, a railroad veteran of Palo Alto, Calif.; and a nephew, Engineer August J. Waskow of the Milwaukee Division. Burial was in Mount Emblem. Engineer Waskow was a member of the Veterans association.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Engineer Joe Reilly spent three weeks in March touring Mexico. He started at Nogales, Ariz., visited many towns in Mexico including Tequila; Zacoaco, noted for its serapes; Chapala, where he visited friends, and Cuernavaca which was the point at which he started his return journey.

Relief Clerk D. Peyton and wife are the parents of a girl, Julie Lynn, born Mar. 26.

Sympathy was extended to Carl Eby, whose wife passed away Apr. 3. Also surviving are a son Carl; a daughter Mary; her parents, Mr. and Mrs. Joseph Kalina, all of Cedar Rapids; three brothers and two sisters. Burial was in Mt. Calvary.

Guy F. Miller, for many years chief clerk in the office of the superintendent at Marion, passed away Apr. 4 at Homestead, Fla., where he had lived since retirement. Survivors are his widow and a daughter, Mrs. Melvin Gallatin of Lynn Haven, Va.

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Retired Engineer and Mrs. Wesley Leonard observed their golden wedding anniversary in April. They planned no celebration, but nieces in Des Moines visited them on the eventful day, bringing refreshments and gifts. When the B. of L.E. Auxiliary held a meeting soon after they, too, had refreshments and gifts for Mrs. Leonard who had been their musician for many years.

The resignation of L. C. Shepherd, agent at Grimes, and the closing of

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WED 50 YEARS May 5, Mr. and Mrs. P. J. Rachor of Des Moines celebrated with an anniversary Mass, and a dinner and reception given by their three daughters and sons-in-law, including Mr. and Mrs. R. J. Kemp (assistant to vice president in charge of claim prevention, Chicago). Mr. Rachor was general foreman of the Des Moines Union Railroad when he retired in 1951. Mrs. Rachor, the former Margaret Whalen, is a sister of the Road's retired operating vice president.

Cooper station resulted in several agency changes. V. C. McGee went from Redfield to Grimes; Ward Locke, Cooper, displaced Vern Schliesman at Sac City, and Vern went to Redfield. The closing of Panama and Dawson resulted in E. L. Zeiser, Panama, displacing the agent at Eldridge and D. E. Lee of Dawson taking the work off the extra list.

Chief Carpenter L. R. Riffle had a long siege with a virus infection during March and April.

Section Foreman M. J. Morris of Tama spent some time in the Veteran's Hospital, Des Moines, with a broken ankle sustained while playing with his children. Henry Lohman of Herndon section was hospitalized for throat surgery.

George Keene has transferred from the B&B department to a job as baggageman. He worked extra during the winter months and then transferred to the clerk's seniority list.

Rev. Warren M. Hile, whose wife is the former Louise Losey, daughter of Retired Train Dispatcher Losey, was unanimously elected pastor of the Christian Church at Colorado Springs early in April. Since May 1958 he had been the Minister of Education there.

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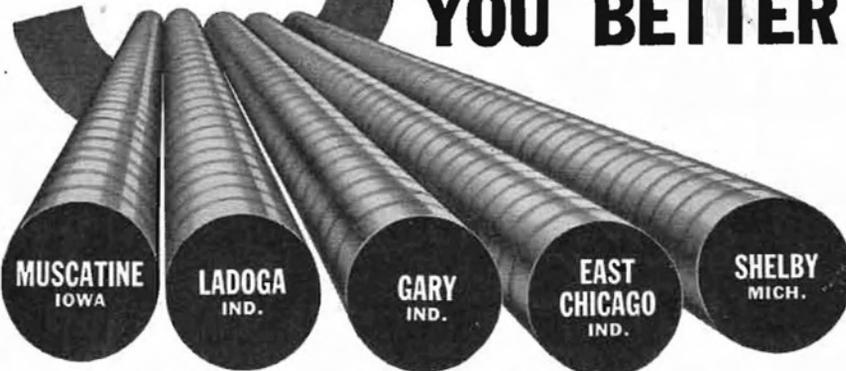
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THE AGENT IS A "GIRT". Miss Gertrude Donahue of Des Moines, currently replacing vacationing operators, is one of three women station agents in Iowa. This picture, taken early in the year, shows her handing a train order to Conductor L. R. Santee of Perry as No. 363 was leaving Jefferson. Miss Donahue had been a supervisor for Western Union 35 years before coming to the Road in 1953. Although an expert telegrapher now, she remembers way back when she used to mix up her "t's" and "l's" and was ribbed by other operators when she tapped out, "Go stow, I'm a girt".

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Jeffrey McGuire, grandson of Chief Dispatcher E. W. Olson of Dubuque, died suddenly at his home in Cedar Rapids during April. Retired Dispatcher Arthur Olson and his son-in-law Engineer Earle Green and family attended the last rites.

Mrs. J. D. Shippey of Granger, Ia., whose husband was agent there at the time of his retirement, died early in April following a long illness.

Paul Karr, relief agent and operator on the Iowa Division for several years, resigned in favor of a farm near Knoxville. E. L. Shepherd, formerly agent at Grimes, has gone to work in the Post Office, and L. G. Rodman, relief man on the east end, entered the employ of a manufacturing firm.

James Anderson, who resigned a few years ago as operator and train dispatcher, has returned to the Milwaukee payroll. James passed the required aptitude tests and is now taking a course in connection with the Electronic Data Processing System.

Funeral services were held in Marion in March for L. E. Mathis who had been living in California since his retirement as passenger brakeman in 1946.

Ted Schmidt, a third generation car department employe, was appointed car foreman at Perry in March, to succeed Kenneth Tutrup. Ted's father, T. P. Schmidt, and grandfather, the late M. P. Schmidt, both served as foremen at Council Bluffs.

Retired Foreman T. P. Schmidt and wife left Council Bluffs early in May for

The Milwaukee Road Magazine

a trip to Denmark.

Elba McClellan, father of James of the signals and communications department, Perry, passed away at the family home in March following a long illness. Burial was at Bagley.

At the age of 92, James Leaming, retired track employe, is still working on a hobby he started as a boy. An avid student of the Bible, he is writing a book with a Biblical theme. The title, "The Prince of Peace,"



James Leaming

is from the 6th verse of the 9th chapter of Isaiah. His interest in the subject developed as the result of visits to the home of his grandparents where he recalls spending many hours reading before a fireplace which was flanked by tiers of books from floor to ceiling.

When Mr. Leaming was born in Dallas County in 1867, the railroad had yet to be built through the territory. He started railroading in the track department as a young man, and during his almost 40 years of service worked for the most part on the Iowa Division. When he retired in 1940 he was employed on the Woodward section. A long-time Mason, he now lives in the Rowley Memorial Masonic Home, the beautiful new building which was opened last year in Perry. He is a member of the National Association of Retired and Veteran Employes, and of the Three-Quarter Century Club, the old timers organization which is sponsored by the Perry Daily Chief.

Edward E. Banyard, who was general yardmaster at Perry when he retired in August, 1947, died of a heart attack Mar. 24 at his home in Berwyn, Ill., where he and Mrs. Banyard had been living since his retirement. Mr. Banyard was born in Perry Nov. 27, 1882 and started his service with the Road at Perry as a call boy in 1899. In his early years he also worked briefly for the Great Northern and the Northern Pacific. Returning to the Milwaukee, he was employed as a brakeman and later as conductor before

becoming yardmaster. For many years he was chief conductor of Division 84 at Perry, also active in the Service Club, a member of the Veterans association and of the Perry Elks. He was buried in Forest Park, Ill. Surviving are his wife Carrie; a son Ernest, and a daughter Dorothy; two grandchildren and eight great-grandchildren; a brother Arthur, of Pocatello, Ida., and a sister, Mary, of Minneapolis.

Mrs. W. G. Bowen, widow of superintendent, is now enjoying a South American cruise with a sister from St. Louis.

Mrs. E. C. Jordan, 89, widow of car department employe at Perry, died in an Oskaloosa nursing home in April. Sympathy also goes to the family of Mrs. Ralph Bolender, whose death followed a long illness; to the Cecil Small family in the death of Mrs. Small's mother; to the family of L. E. Porter, a section laborer; to the children of Mrs. Albert Warren, widow of engineer; to Mrs. A. F. Santee, sister of Passenger Brakeman L. M. Wolber who passed away in the Veteran's Hospital, Iowa City; and to Mrs. Arthur Stromquist and Mrs. Thomas Birmingham, each of whom lost a sister.

New members of the Milwaukee family include a daughter born to Brakeman and Mrs. Richard Heenan. The day yardmaster at Perry is the baby's grandfather. Cecil Gibbons of the Perry roundhouse force has two new grandchildren, Elizabeth Ellen Evans and Dixie

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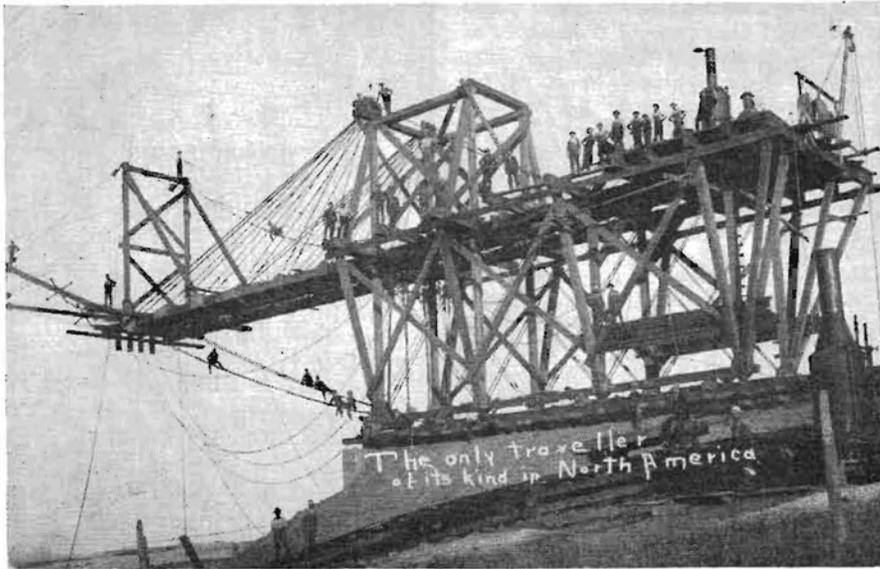
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BUILDING THE HIGH STEEL posed many problems for construction engineers when The Milwaukee Road began pushing westward more than half a century ago. The 1908 post cards reproduced here show the rugged conditions encountered by B&B crews below the summit of the Bitter Root Mountains. The location is Kelly's Creek near Avery, Ida., at what is now milepost 1756. Here was constructed bridge DD220, the steel structure 850 feet long and 213 feet high which is in use today. "The only traveller of its kind in North America", reads the description of the crane. These pictures were furnished by Mrs. Ned Lombard of Olympia, Wash., whose late husband was a member of the building crew.



Lou Gibbons; Earl Bills, freight house foreman, has a new grandson, David Dean Bills, as does Omer Bennett Sr., retired roundhouse employe. Engineer Oliver Jensen is rejoicing in a granddaughter.

It isn't often that the railroad furnishes excitement for a whole community, but it happened at Manning, Ia., recently. A group of local farmers went to Texas to buy feeder stock and it was arranged that all the stock come through in the same train. When the Milwaukee brought the 40 carloads from Council Bluffs into Manning all the buyers and their neighbors were at the station with trucks to get their calves. When the townspeople heard what was going on, they joined the crowd to watch the unloading and stayed around the depot until the last calf was on its way to new pastures.

Nels Nihlen, retired yard clerk who now has plenty of time to devote to his hobby, had a display of his paintings in a furniture store in Perry in April, which gave his friends a chance to see and express admiration for his work. Nels has been asked to display some of his paintings in the art museum in Des Moines.

Engineer John Sazma, who is on one of the Savanna to Perry passenger runs, had a harrowing experience recently. He was en route from Mt. Carroll to his farm home a few miles distant when a flash flood washed his car from the road into a ditch. His calls for help were heard by the farm dogs and their barking alerted his brother who lives on the farm and who summoned help from Savanna. The new "Duck" and the Civil Defense unit of the Savanna Fire Department responded, and rescued John from the top

of his car which was almost submerged.

Conductor L. A. Miller, who retired a few years ago under disability provisions, died at his home in Des Moines recently. Mr. Miller had a heart condition which prevented him from working, but his death was unexpected.

John Hayes, son of Mr. and Mrs. J. T. Hayes, was named assistant drum major of the Iowa State College marching band. John is a freshman engineering student.

A son, Gregory Sanford, born to Mr. and Mrs. William Lones of Seattle, is a grandson for Conductor Lee Lones of Perry and a great grandson for Retired Engineer Sanford Lones.

Mary Lou Mittler, whose mother has been working as a clerk in the roadmaster's office at Perry, was awarded her choice of two scholarships as a result of her rating in a state music festival held recently in Davenport. After being graduated from St. Patrick's High School, Perry, in June she may continue her music studies at Clark College, Dubuque, or Mt. St. Clare, Clinton.

Richard Roddan, a pipe fitter who worked in Perry and Western Avenue shops for more than 30 years, died in Chicago recently. He was a brother of Mrs. Edward Fitzgerald, whose husband is a retired switchman.

Henry Davis, who started his railroad career as a fireman at Perry in 1899 and retired 12 years ago as an engineer at Miles City, passed away early in April at Medford, Ore., where he had been living. His widow is a retired Milwaukee clerk, she having worked at Miles City and retired when Henry did.

Mrs. Chester Slawson, mother of Mrs. R. R. McConahay, wife of the supervisor



STAND INS. When a severe snow storm disrupted the Road's communications between Miles City and Harlowton, Mont., Apr. 15, Dwight Roberts, power plant superintendent for the Montana-Dakota Utilities (left), who is known in radio ham circles as W7YUP, and Vern Phillips, W7NPV, assumed the roles of railroad dispatchers at Miles City. Another ham, Harry Roylance, stood in at Harlowton. Thanks to these three, operations went forward as usual until communications were restored the next day. (Miles City Star photo)

of signals and communications at Perry, died at the family home in Milwaukee the latter part of April following a long illness.

Crane Operator Howard Nelson will be addressing his daughter, Mrs. Charles White, in Grenham, England, for the next three years. Airman 1/c Charles White will be based there and, accompanied by his wife and son, he left in April for his new assignment.



MEN WHO SELL MILWAUKEE ROAD SERVICE pictured at regional traffic meetings held in Seattle May 7 (above) and San Francisco Apr. 9 (right). Conducting the San Francisco meeting, which was attended by sales and service representatives from that city and Los Angeles, Sacramento, Oakland and Salt Lake City, are, seated left to right: from Chicago, William Wallace, assistant passenger traffic manager; R. T. McSweeney, foreign freight traffic manager; G. M. Ryan, general freight traffic manager-rates and divisions; W. W. Kremer, vice president-traffic; and W. D. Sunter, general freight traffic manager-sales and service; P. J. Cullen, western traffic manager, Seattle; and L. P. Freeman, district traffic manager, San Francisco. The same group of officers, with the exception of Mr. Freeman, is pictured conducting the Seattle meeting, together with E. W. Chesterman, director of Flexi-Van sales; T. H. Desnoyer, director of traffic research; R. E. Hibbard, assistant freight traffic manager-rates and divisions; and G. H. Kronberg, assistant freight traffic manager-sales and service, all of Chicago; L. J. Kidd, assistant western traffic manager, freight sales and service; and O. R. Anderson, general freight agent, the latter two from Seattle. Present at this meeting were men from Washington, Oregon, Montana and British Columbia, and representatives of the operating and industrial development departments.



"THE GOLDEN ARROW TRAIN", so-called by the lumber industry to focus attention on the thriving state of its commerce and the railroads' ability to provide fast mass transportation, ready to leave Savanna Yard for Chicago Mar. 26, en route to Long Island and other eastern points. Discussing the switch list are IGD Trainmaster M. T. Sevedge (right) and Yardmaster L. A. Castle. History's largest single rail movement of lumber, the shipment involved 61 cars loaded with 2,400,000 board feet of planking (2,750 tons) which moved out of points in California, Oregon, Washington and British Columbia to converge at Savanna for transport to the eastern seaboard. Signs bearing the names of firms having an interest in the movement are displayed on the cars. The wood, principally pine and Douglas fir, valued at more than \$300,000 will go into the construction of approximately 290 homes.



THE DUKE AND DUCHESS OF WINDSOR, arriving in Chicago Apr. 1 on the Milwaukee Road's City of San Francisco after a tour of the West, shared the public spotlight and a police escort with their pug dogs Disraeli, Trooper and David Crockett. They traveled with a maid, a valet and secretary, and 45 pieces of luggage. On a five-hour rest stop, the duke sped to City Hall for a visit with Chicago's mayor before the party left for New York City. The duchess' chic costume is by Christian Dior.

THE
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