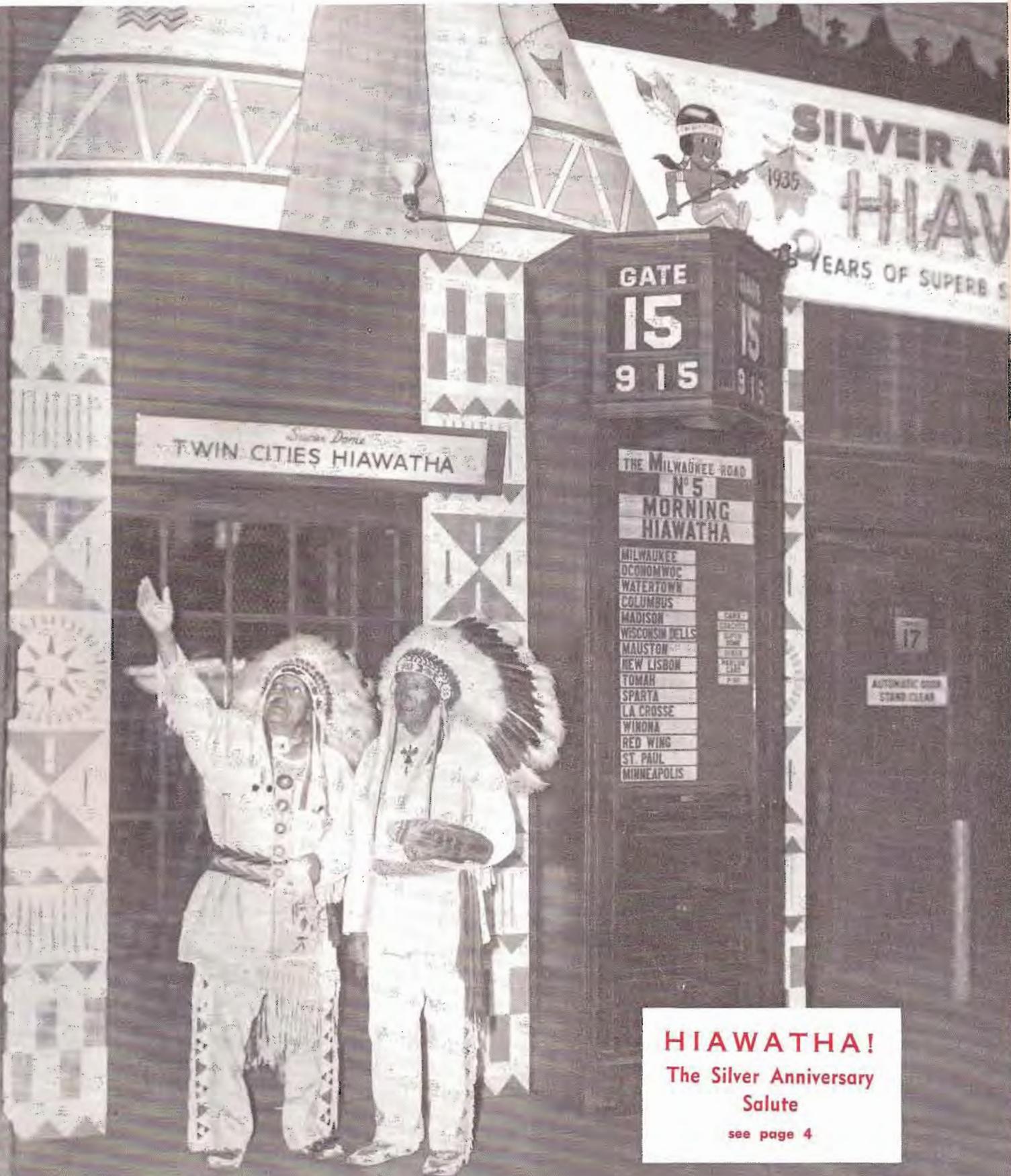


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

july
•
august
1960



HIAWATHA!
The Silver Anniversary
Salute

see page 4

MARIE HOTTON
Managing Editor

PUBLIC RELATIONS
DEPARTMENT

Union Station—Chicago

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

contents

"Hiawatha!"; The Railroad's Famous Train Service is 25 Years Old-----	4
Comments From Our Customers ----	6
What's New On The Milwaukee? ----	7
Peg Board Storekeeping By G. V. Ireland -----	8
Hot Box Detectors Call the Shots on the La Crosse Main Line -----	11
Regional Data Centers Opened ----	12
William A. Murphy -----	12
Mechanical Foremen Hold Biennial Meeting -----	13
Teletype Communications "Come Clean" -----	14
The Milwaukee Road a Proving Ground for "Hide-and-Seek" Missile Train -----	15
Appointments -----	16
Retirements -----	18
About People of the Railroad -----	20



• Briefly Noted •

AND ONE FOR THE WALLET. H. S. Wykoff, who used to be traveling passenger agent at Pittsburgh, is proud of the Certificate of Recognition he received when he retired and has hung it in a prominent place in his home at Waterloo, Ia. There, however, only visitors have an opportunity to see it. The result is that now the railroad presents to its veteran employees upon their retirement, in addition to the regulation 8 x 10 scroll, a wallet-size certificate to carry in a billfold. It's Mr. Wykoff's suggestion.

WHISTLE STOP CAMPAIGNS will be revived by both Vice President Nixon and Senator Kennedy in their contest for president of the United States. "Aside from its historical value," Senator Kennedy stated, "the campaign train brings the candidate face to face with the voters to a greater degree than any other method. Air travel may be faster when time is of the essence, but it cannot match the railroads for convenience in reaching rural America." Vice President Nixon is quoted, too, as saying that trains afford the ideal way to reach small cities in heavily populated states. "All of us who have been in national campaigns have a nostalgic feeling for the campaign train which long has been an integral part of presidential races."

RAILROAD RETIREMENT ALMANAC FOR SALE. Copies of a booklet, "Questions and Answers on the Railroad Retirement Act", are now on sale by the Government Printing Office. The wide range of topics it covers includes requirements for eligibility, the calculation of benefits, duration and suspen-

sion of benefits, the financial condition of the railroad retirement system, how to apply for benefits, and appeals procedures. It is based on the law as amended in 1959. Copies may be purchased from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., for 35 cents each.

BECAUSE HE'S ALWAYS WORN ONE. When the first train steamed out of London's Euston Station on Sept. 17, 1938, the stationmaster wore a top hat and tails, and top-hatted the stationmasters have been ever since, as this picture bears testimony. The traveler is John Hay Whitney, United States Am-



bassador to the Court of St. James, who is pictured speaking with the stationmaster on the occasion of a recent trip he made from London to Liverpool. Ambassador Whitney was being accorded the correct formal reception which is customary at Euston Station for distinguished travelers, including the attendance of the stationmaster in his full formal attire for such an event—"chalk-striped" trousers, top-hat and tails!

The Cover

Honest Injun, they're for real. Pictured in a classic pose are Chief Daybreak (looking sunward) and Chief Still Day of Wisconsin Dells, Wis., authentic members of the Winnebago tribe, as they offer a gesture of welcome to The Land of Hiawatha during the ceremonies at the Chicago Union Station prior to the departure of the Morning and Afternoon Hiawathas for the Twin Cities, on the trips which marked the 25th anniversary of the Milwaukee Road's famous streamlined passenger service. Stationed at the tepee portico surmounting the train gate, the Indian chiefs extended greetings to travelers and presented them with membership cards in the Hiawatha tribe. Both are performers in this summer's Standing Rock Indian Ceremonials at Wisconsin Dells. See "HIAWATHA! . . ." starting on page 4.

CREATIVE CREWSSM of the Milwaukee Road



Now they're pioneering new methods of "go-how" in U.S. and foreign trade

Flexi-Van Goes International!

How The Milwaukee Road, anticipating the needs of shippers in the present world trade boom, has expanded its Flexi-Van service to points overseas is dramatized in the current "creative crews" advertisement. The text points out that this new "containerized" method of moving marine traffic was developed by the Road's Flexi-Van and foreign freight traffic personnel working with a steamship line and an eastern railroad, and that the sealed sea-going vans are adaptable for transporting entire shipments without special export packing. "The creative crew concept is at work everywhere on The Milwaukee Road," the ad states.

It Happened On The Milwaukee

From R. C. Blakeslee, Retired Telephone and Telegraph Inspector, West Allis, Wis. In Milwaukee, one morning during the first World War, 12 or 14 trustees from the state prison at Waupun, Wis., traveling under guard, boarded the local which ran daily to Freeport, Ill., and took seats in the front of the smoker. They were being taken to Union Grove where the state was building the Southern Colony and Training School for mentally retarded children, using some convict labor, and all wore dark grey uniforms with caps to match.

At Oakdale an old man got on and took a seat. As the train slowed for the next stop he got up and went to the door, and while standing there saw the convicts. Stepping up to the first man, he grabbed his hand and shook it, and addressed them all: "Boys, I'm too old to go myself, but when you get over there, give old Kaiser Bill H-ll for me."

From F. J. Newell, Retired Director of Publicity. It was fall of a year in the early twenties, and a football special was scheduled from Minneapolis-St. Paul to Madison, Wis. As a traveling passenger agent . . . I was told by the general agent to get out on the street and secure some business.

With my pockets filled with leaflets describing the program, I went to the top floor of the Medical Arts Building, assuming that many of the doctors and dentists had attended the University of Minnesota or perhaps the University of

Wisconsin Medical School, and worked my way down. Entering the crowded reception rooms, I proffered my business card with the remark, "May I see Doctor (the name on the door) for a moment? Not professionally, I just want to talk to him about his travel arrangements for the Minnesota-Wisconsin football game."

When I entered Doctor Madden's office I was surprised to see no patients waiting, but addressing the receptionist in my best passenger solicitation manner I said, "May I please see the doctor

about his proposed trip to the football game?" She looked skeptical. "Are you sure the doctor's going to the game this year?" she asked. "You see, Doctor Madden's well past ninety, and comes to the office only occasionally for consultations."

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



See You At The Polls . . . ?

THE forthcoming presidential election raises a question for every American of voting age. . . "Am I eligible to go to the polls on Nov. 8?"

This is the time to check your voting status, considering that in the last national election more than six million citizens were disfranchised by failing to meet residential requirements. If there is some doubt about it—for instance, if you have not voted recently in local elections or have moved to a new address—get in touch with your registration committee.

This applies, also, to the coming-of-age group who are now eligible to vote in a presidential election for the first time.

Remember, if you expect to vote, you must be registered!

* * * *

In order to facilitate absentee voting for the 2,610,000 members and civilian employes of the Armed Forces overseas, the Department of Defense has designated Sept. 27 as Armed Forces Voters Day. Information on all state election laws and dates has been distributed among personnel, and voting officers have been appointed at every level of command throughout the world. Milwaukee Road people whose families are affected by the proclamation can assist the "get out the vote" campaign by reminding their absent members of this opportunity to cast an effective ballot.



"HIAWATHA!"

The Railroad's Famous Train Service Is 25 Years Old



The Hiawatha of yesterday and of today; May 29, 1935 — May 29, 1960

SILVER anniversaries are occasions for paying homage, which is why May 29 was Hiawatha Sunday on The Milwaukee Road. Marking a nostalgic milestone—the inauguration of its famous streamlined passenger service between Chicago and the Twin Cities 25 years ago that date—the railroad hosted a birthday celebration the like of which is seldom seen. Falling in with the idea, the public flocked to take in the show.

The inaugural run of the country's first streamlined steam powered passenger train a quarter of a century ago was an event which glorified the name "Hiawatha" in railroad lore. Following newspaper announcements of the festiv-

ities in store, the anniversary salute, which was directed by William Wallace, general passenger traffic manager, retraced the journey with special observances at the four principal cities on the 421-mile route.

Ceremonies at each point were appropriate for a train which services a territory rich in Indian lore and was named for a legendary Indian chief. In the Chicago Union Station, passengers for both the Morning and Afternoon Hiawathas were greeted by two authentic Indian chiefs in tribal buckskin as they passed through a tepee enclosure at the train gate. In Milwaukee, likewise, an authentic tepee was pitched in the station, and the train gateway was decorated with a colorful anniversary poster. The arrival and departure of both trains in each direction touched off performances by 30 Mah-Hede Indian Scouts (Boy Scouts and young "squaws") in the con-course and on the train platform.

The St. Paul and Minneapolis stations were decorated similarly with 18-foot banners drawing attention to the Hiawathas' 25 years of yeoman service. In the Minneapolis terminal, also, a Scout troop known as the Arapaho Tribe of Indian Guides performed around a tepee for the benefit of Hiawatha patrons.

It was a beautiful Sunday, and the

trains carried capacity crowds. At all points along the route, passengers taken aboard received suitable mementoes. Representatives of the passenger department presented each woman with a vial of perfume enclosed in a gift box, the men with billfolds embossed with the symbolic running Indian emblem, and youngsters with "Hia!-Watha" Indian headdresses. In addition, all received membership cards in the Road's good fellowship group, the Hiawatha Tribe.

If anything, the anniversary trip was a bigger travel bargain than the first. By way of turning back the clock, dining car patrons were offered meals typical of those served on the inaugural run. Special menus featured full course luncheons and dinners at the prices prevailing 25 years ago—50 cents for lunch and 65 cents for dinner. The souvenir menus, on which the cover theme duplicated the originals, were presented to each dining guest.

Accounts of the festivities were reported in newspapers throughout the Midwest, and tributes were extended by many individuals. At Wisconsin Dells, Wis., the new Minirama tourist attraction which features a model layout of Milwaukee Road trains was opened for a pre-season showing to Wisconsin Chapter of the National Railroad Historical



The cover of the menu used in the dining cars of the original Hiawathas in 1935.



They were there, on the inaugural run of the Hiawathas, and again for this reunion on the 25th anniversary trip. From left: O. R. Anderson, general passenger agent, Chicago; R. A. Harrington, engineer train lighting; Waiter Israel Townsend; Henry Hadnott, retired buffet attendant; F. J. Wozny, retired commissary agent; W. R. McPherson, superintendent of transportation-passenger; and William Wallace, general passenger traffic manager. Mr. Wozny's souvenirs include the original dining car menus.



Sprucing up Hiawatha equipment for the anniversary celebration found several employees who had worked on the construction of the original cars at Milwaukee Shops still on the job. Pictured here are, from left: C. Rintleman, stencil cutter and painter; G. J. Bilty, general foreman passenger department, assistant cabinet maker foreman 25 years ago; H. J. Klind, an upholsterer in 1935, now paint foreman; and F. Crucius, inside finisher.

precluded wear on parts, and the use of oil rather than coal, to eliminate fuel stops.

Progress on the construction of No. 1 and its running mate, No. 2, was watched with keen interest by the Road's employes, and in a contest conducted by The Milwaukee Road Magazine there was considerable vying among them for the honor of naming the new trains. As a symbol of phenomenal speed, six people suggested "Hiawatha", the name of the legendary hero of whom the poet Longfellow had written that his fleetness of foot outdistanced the flight of an arrow.

A quarter of a century later it can be said that the Hiawathas, improving with each passing year, have become legendary themselves. The march of progress on the railroads has produced a fleet resembling the originals in name and service only. Although the first trains were intended as five car units, a sixth and a seventh car were quickly added. Today's Hiawathas carry about twice as many cars as their predecessors.

The dual daily service introducing the Morning Hiawathas was established in 1939, whereupon the trains operating on the original schedule became known as the Afternoon Hiawathas. Dieselization

was started in 1941. The third addition to the famous fleet, the Olympian Hiawatha, went into operation between Chicago and the Pacific Coast on June 29, 1947.

Since the first Hiawathas took to the rails, the trains have operated a total of 14¼ million miles. Three new sets of equipment have been placed in service, in addition to individual new units such as the luxurious Sky Top lounges and Super Dome observation cars. The interest displayed in the silver anniversary celebration bore testimony to their enduring popularity throughout a quarter of a century.

COMMENTS FROM OUR CUSTOMERS

PERSONNEL OF WHICH TO BE PROUD

"I wish to thank the Milwaukee Road crew of the Olympian Hiawatha for the splendid service and courtesy shown us on our recent trip to Wisconsin. I was traveling with another lady and my six small children to Portage for the interment of our beloved husband and father, and under normal circumstances it would have been hard to travel so far with so many. On this occasion, without the kind help of all the porters, waiters, stewards, conductors and brakemen, it would have been almost impossible. I am indeed grateful. You have personnel on these trains of which you can surely be proud."

Mrs. Hilliard Schwanz

St. Maries, Ida.

"GIVE HIM MY THANKS"

"... We arrived from Seattle on a through car from Portland to Salt Lake City, and

shifted from the City of Portland to the City of Los Angeles at Green River, Wyo. As these trains are a joint Milwaukee-Union Pacific enterprise, I wish you would tell somebody in the railroads that these two dome-liners simply delighted me by their superiority to anything that I have encountered. The rolling stock was admirable, crews extremely agreeable, and the food in the dining cars was good. My enthusiasm was not even abated by a six-hour layover at Green River where (by combination with other trains) a dining car was hitched to our sleeper to provide breakfast and lunch. Somebody in this pair of railroads seems to care about passenger traffic. If you can find him, I hope you will give him my thanks."

Dr. Walter Muir Whitehill
Director and Librarian of the
Boston Athenaeum

North Andover, Mass.

A GOOD IMPRESSION

"I don't suppose you get many letters like this, but I was so impressed with the diligence and friendliness of one of your employes recently that it seems to me that the least I can do is impart my impression to you.

"... I was traveling ... from Mobridge, S. D., to Chicago, and the steward on the diner—Mr. B. Socol—was so courteous and attentive to everyone that I thought you might like to know about it. Among his patrons was a lady with five small children going from Seattle to Germany; another was a young lady with an 11-week-old child. His handling of those folks and everyone else on the car was extremely kind and thoughtful. You can be proud of having a person like Mr. Socol working for you."

R. T. DeVany, Executive Director
National Industrial Council
New York, N. Y.

The Milwaukee Road Magazine

Monorail Hoist Truck

Refrigeration For Flexi-Van Fleet

A NEW TRUCK which was assigned recently to Car Foreman W. A. Davis at Delmar, Ill., is an example of the type of special equipment being acquired by The Milwaukee Road to improve the operating flexibility of its automotive fleet. The unit, built to body specifications under the direction of Chester Miller, superintendent of automotive equipment, was developed specifically for the man in the field to change out wheels and rebrass journal boxes.

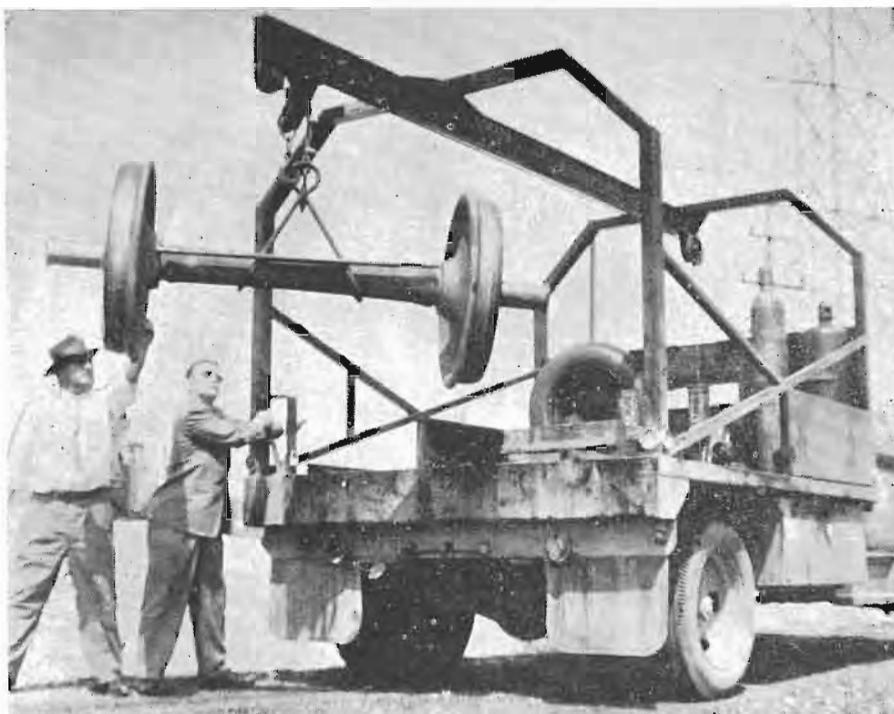
Efficiency features incorporated in the construction of truck 324 are a monorail hoist and a power winch. The monorail is equipped with a movable trolley which enables the operator to move car wheels either into the truck or out the rear of the body by means of a cable reeving from the winch. The latter, driven by a take-off from the truck transmission, has one forward speed and one reverse, for raising and lowering the load. The controls are located at the left rear corner of the body, where they are accessible from both the ground and the truck platform. There is a throttle cable at the rear for controlling engine speed.

An automatic brake holds the load at any elevation desired, and the control levers are equipped with a safety pin to lock them in a neutral position while traveling. The cable can also be removed from the pulleys and extended to the rear of the truck some 250 or 300 feet to serve as a tow line.

With this truck, one man can load wheels from the ground or a flatcar, and when changes are made on the line, can load the scrap wheels and haul them to a terminal point. Under the usual method, scrap wheels must be left on the ground until a crane is in the vicinity to handle them.

For hauling purposes, the unit will accommodate two pairs of wheels plus the necessary jacks, blocking, oxygen and acetylene tanks, journal oil, journal bearings, and all other equipment required for changing out a set of wheels or for a rebrassing job.

July-August, 1960



Above: Operating the monorail hoist, Chester Miller, superintendent of automotive equipment, demonstrates the convenience of handling the controls while standing beside the truck. W. C. Mauer, district general car foreman with headquarters at Bensenville, is steadying the load. The boxes mounted on each side of the truck body hold small tools and equipment.

Right: W. A. Davis, car foreman at Delmar, Ill., to whom the truck has been assigned, lowers a pair of car wheels into the body while operating the controls from the platform. An automatic brake holds the load at any elevation desired.



The ease with which the truck can be moved in on a job to get it done quickly is a distinct advantage in facilitating hot box repairs and preventing costly road delays.

New Flexi-Van, Piggyback, Units

The versatility of the Road's Flexi-Van fleet was broadened in July with the delivery of the first of an order of 25 new mechanically refrigerated vans. All of the units were expected to be in service by the end of the month.

The refrigerated vans are equipped with dual temperature controls so they can also be heated for the shipping of perishables during cold weather. Fifteen of the units contain a laminated lining of fiber glass and plastic, which makes for easy cleaning of the interior. They are also fitted with stainless steel rails,

installed lengthwise, with hooks for the hanging of meat. When not in use, the hooks can be turned up against the ceiling.

Capable of temperatures as low as zero, the units are also well suited for the handling of frozen foods. Propane gas is used to fuel the mechanisms, each of which will operate 90 hours without refueling.

In addition to the new refrigeration equipment, the Road has taken delivery of 15 conventional piggyback trailers, each 35 feet long and with a capacity of 40,000 pounds. These are being operated in a manner similar to Flexi-Van trailers, except that whereas the latter slide off their highway wheels and into position on the specially built Flexi-Van flatcars, the conventional trailers ride piggyback flatcars with their wheels permanently in place.



A section of the continuous peg board arrangement around the walls of the St. Paul storeroom, showing light materials and items too heavy to be placed on the boards. All materials are accessible from floor level.

Peg Board Storekeeping

... a Time and Space Saver

by G. V. Ireland, General Storekeeper



G. V. Ireland

This article is taken from one which appeared recently in "Railway Purchases and Stores", and with the accompanying pictures, is reproduced with the permission of that magazine. Mr. Ireland, the author, has been with The Milwaukee Road since 1919. He has been stationed at Milwaukee Shops since 1929, serving in turn as blacksmith foreman, general foreman of the forge and fabrication shops, assistant general storekeeper, and as general storekeeper with headquarters in Milwaukee since 1951.

THE manner of material storage on American railroads has undergone many improvements since the turn of the century, when most railroads stored other than bulk items in "midnight" bins. The term "midnight" was derived from the fact that in many cases, due to inadequate window lighting and the type of artificial light then in use, to locate material it was necessary to use matches or a flashlight.

On The Milwaukee Road, the change started a few years prior to the twenties when we adopted the "daylight" open shelf type material rack, which was 8 feet high and had a 10-inch step 2½ feet above the floor for access to the upper shelves. During the early thirties, to

further conserve space and make all materials on the rack accessible from the floor level, our present standard wooden rack was adopted. It is 30 inches wide, 5 feet 11 inches high, and is made up of 3-inch posts and 1¼-inch shelves. It is still in use in most of our stores, but as time permits, will be replaced with the peg board type of storage.

The adoption of peg board storage on our railroad originated this way:

In the early fifties, with the start of our transition from steam to complete dieselization, it became apparent that changes would be necessary in order to provide proper storage for the many precision diesel parts we would have to

The Milwaukee Road Magazine



Bulk storage arrangement in the center of the St. Paul storeroom. Spaces are outlined with yellow stripes and numbered. Peg board storage provides a "panorama" view of the entire room.



The identification of materials by section and manufacturer makes them easy to locate. Peg boards go around posts, thus utilizing wall space completely.

stock. We wanted a visual type of storage so as to permit ready identification.

Assistant District Storekeeper E. F. Volkman, who was stationed in Chicago at that time, suggested using $\frac{1}{2}$ -inch x 4-foot x 8-foot plywood, with $\frac{1}{4}$ -inch holes drilled for steel pins, which could be secured to the wall near the service counter. This made possible the selection of gaskets, seals and other small items on sight, and saved shopmen's waiting time. Later we also experimented with four peg boards patterned after an arrangement I had observed in the C&O shops at Huntington, W. Va.

From this basic starter, we determined that hard surfaced $\frac{1}{4}$ -inch drilled standard peg board, with adjustable metal brackets in various lengths, would serve our purpose. Our first installation of this type consisted of four divided sections covering an area of approximately 6 feet x 40 feet in our Chicago stores. It proved to be a tremendous improvement over the plywood boards.

Each section was identified with a letter of the alphabet, and the material on the boards was separated according to manufacturers. To further aid the counterman in locating material, each item was identified by the addition of a number. A "locator" board adjacent to the peg boards showed the location in manufacturer-part-number sequence.

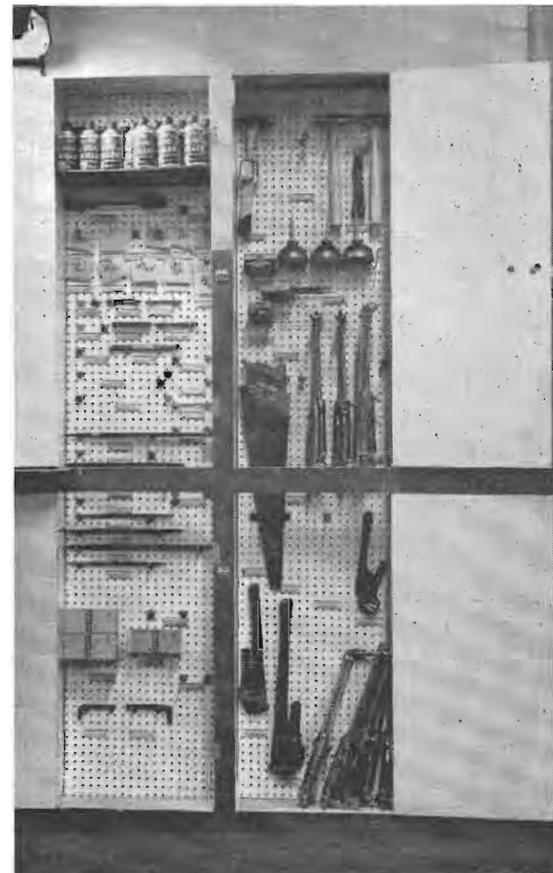
District Storekeeper A. M. Lemay, vis-

iting Chicago early in 1959, was impressed with the superiority of the manufactured peg boards, and upon returning to his headquarters in St. Paul decided that they should be satisfactory for the storage of all rack type materials stocked in a railroad storeroom. A complete changeover was accomplished at St. Paul in approximately four months.

The St. Paul storeroom now has a continuous peg board arrangement around the walls, covering an area 4 feet wide by 320 lineal feet, divided at intervals by a red strip $\frac{1}{2}$ inch wide. Each section is identified with a reflectorized number, and as to the type of material. For instance, section No. 1 contains Westinghouse Air Brake material, and is lettered "WAB" at the top. Likewise, other sections with heavier items on the floor directly underneath are numbered and lettered "Baldwin", "Alco", "FM" and "EMD", with the AAR classification number also shown.

The arrangement provides additional floor area for the storage of bulk materials, and has permitted moving many bulky items formerly stored outside into the storeroom area. This saves time, as it is no longer necessary to dig material out of snow and ice during the winter (which in most of our territory is anywhere of five to seven months' duration). It also expedites the taking of inventory, provides for better house-

Visual lock-up for special tools in a glass case near the service counter in the St. Paul storeroom.



keeping because of less accumulation of dirt and dust, and through the ready identification of similar items from different manufacturers, greatly reduces duplicate stocking.

Another innovation worked out is the immediate knowledge of material shortages. To take care of this feature, we use a small red tag, metal bound and punched to fit the peg board hook. The tag is placed on the peg for a particular item as soon as the minimum is reached, and remains until additional material is received to bring the supply up to maximum.

In preparing purchase orders, the peg board number is shown on the requisition. For example, if material is stored on board No. 10, this number is shown on the purchase order. If stored on the floor directly below, "10F" is shown. Bulk storage areas in the center of the storeroom are numbered 100, 101, etc. These numbers are shown on the vendor's shipping notices, and are ready reference in receiving and placing material in the proper locations.

The changeover at St. Paul showed us the great advantage of storing material in a visual manner, and it was decided to effect a gradual transition at all of our sub stores and small diesel and car points. To achieve a uniform pattern at all points, two easel type peg board storage racks, to be made up at Milwaukee Shops, were designed. One is a single easel with space below for bulk storage to place against a wall; the other a double easel with bulk storage space below, for stores where wall space is not available. Using the single easel type rack, we have since effected complete changeovers at the Janesville and La Crosse, Wis., and Miles City, Mont., storerooms. We do not recommend this type of storage at points which stock items in large quantities for redistribution.

High costs are making it increasingly necessary for railroads to stock materials as close as possible to actual use, and to locate them with the least possible delay. We feel that the peg board type is one of the most revolutionary changes in material storage in our railroad's history.

KID STUFF. The purchase of a toy locomotive and four feet of track solved the University of Michigan's problem of how to move samples of pure nickel through its nuclear reactor. "Our biggest headache," a university official reported, "was getting the request for a toy train past our purchasing department."

RAILROAD GRADE CROSSINGS—Why Shouldn't Others Provide Warnings? Newspaper Asks

Early on the afternoon of July 18 a heavily loaded semi-trailer truck pulled across the main line of The Milwaukee Road at a well marked but little used crossing near St. Paul, Minn., and was struck by the Chicago-bound Afternoon Hiawatha. Parts of the trailer whipped beneath the wheels of the train, derailling the four-unit diesel locomotive and 13 cars.

Accounts of the accident have since appeared in newspapers throughout the area served by The Milwaukee Road and elsewhere. Practically all took note of the fact that no one was seriously injured—neither passengers nor members of the train's personnel.

Aside from underscoring the safety built into modern railroad passenger equipment, the incident lent urgency to a question regarding the fundamental responsibility for providing warning devices at grade crossings. That question found expression in the following editorial which appeared in the Chicago Daily Tribune on July 21.

ONLY 10 persons were held in hospital overnight following the spectacular derailment of the Milwaukee road's crack train, the Afternoon Hiawatha, a few miles out of St. Paul. This bad wreck could have been much worse than it was. The railroad and the public can both take satisfaction in that.

But what about the pattern of this wreck? It is the too familiar story of a grade crossing unprotected by gates or automatic flashers and an ill timed motor vehicle struck by a train moving too fast to stop. In this latest incident, the truck's load of steel railings proved just the thing to send the train off the tracks.

There are in the United States thousands of crossings such as this one near St. Paul, where the standard wooden X and the road user's senses are not reinforced by any automatic protection or warning. As road traffic gets denser, even on minor roads, a mere painted "Stop, Look, and Listen" becomes increasingly inadequate.

We do not demand that the railroads, which maintain their routes at their own expense, should install expensive machinery at every point where a township road has been built across their rights of way. Rather, we suggest that states, counties, and townships ask themselves if they have no responsibility at grade level crossings. They build bridges over creeks, and fill and excavate at great expense. If more flasher signals at crossings are needed, why should not the road builders provide them? If no one does, human errors will continue to account for crossing accidents, many of them killers.



"LIFETIME" PASS HOLDER. W. A. Keller, who is known to thousands of travelers as the long-time manager of the Road's reservation bureau in Chicago, is presented with his "lifetime" Gold Pass by President William J. Quinn. With the exception of time out for military service in World War I and a brief period as city passenger agent in Detroit, Mr. Keller has been employed continuously in the Chicago passenger department since June, 1910, progressing from ticket seller through cashier and assistant ticket agent to his present position in 1925. He is the father of D. A. "Doug" Keller, assistant manager rail-highway sales in Chicago.

Hotbox Detectors Call the Shots on the La Crosse Main Line

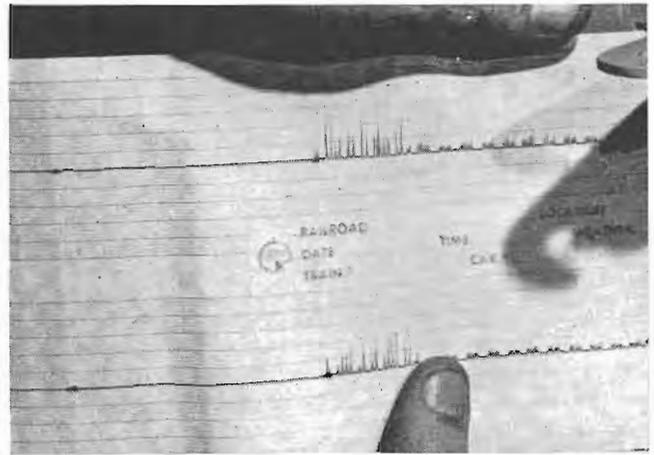
THE use of hotbox detectors for minimizing train delays caused by overheated journals has been expanded on The Milwaukee Road from a trial performance to a large scale program. Culminating a year of planning and intensive installation work, units of the new electronic devices were placed in operation this summer at Watertown, Portage and New Lisbon, Wis., and Winona and Red Wing, Minn. Coupled with the test unit which has been in use at Pewaukee, Wis., since early last year (the first on a western railroad), they form a battery of silent sentries capable of pinpointing journal box trouble on all eastbound movements over a 266-mile section of La Crosse Division main line track.

Savings in time and cost, plus proven dependability, are the features which recommended their adoption, according to W. E. Fuhr, assistant chief engineer signals and communications. Their installation was a joint project involving both signal and communications forces, directed by D. L. Wylie, communications engineer.

Communications Inspector B. F. Powers (left), and Electronics Maintainer C. R. Newberry discussing the operation of the south rail scanning assembly for the Winona, Minn., unit.



Close-up of a strip chart. The high pips were registered by roller bearings. The pen-graph for a hot-box would be higher.



The apparatus for each detector system consists of two small trackside scanner assemblies, one for each rail, housing sensitive infra-red bolometers. These units are mounted alongside the ties, where they scan the trailing journals of passing trains much as the eye uses a

telescope, and report the bearing temperatures as a series of "pips". The pip signals are picked up by a data processing unit in an equipment house close by, which amplifies them and transmits them by an electric pulse over communications line wires to a recorder in the oper-

B. F. Powers, communications inspector, Savanna, Ill. (right), and Electronics Maintainer C. R. Newberry, La Crosse, Wis., inspect the data processing unit of the Red Wing, Minn., system.



H. W. Wellenstein, supervisor signals and communications, Milwaukee (left), and E. A. Kerber, assistant engineer communications, pictured at the Watertown, Wis., detector site.



ator's office. At the latter location, recording pens register the heat signals on a strip chart. The height of each pip represents the temperature of the journal box as "seen" by the infra-red "eye".

Since the intensity of the heat exposure determines the size of a pip, a journal which is running hot will give a high graph reading. Roller bearing journals are an exception, since their structure is such that they radiate heat easier than friction bearing journals. They are easy to spot, however, since all register uniformly high pips.

Each detector unit is located about six miles in advance of the operator's depot. This gives the operator sufficient time after the last car of a train has been scanned to analyze the recorder tape and determine if any hot bearing conditions exist, as would be shown by an abnormally high deflection on the chart.

The recorder location is equipped with a radio base station which permits the operator to talk directly to the engineer and conductor and advise them of a car in questionable condition. Reading from the pen-graph, on which the car trucks appear as clusters of four pips separated by spaces representing the bodies, he localizes the trouble by counting the spaces from the head end and pinpointing the bearing to be examined.

Depending on the inspection report of

the head brakeman, the train may proceed at slow speed to the next yard, or, if the condition is serious, the car with the hot journal will be set out.

The chart may also indicate that a bearing is warm, but not to the point which warrants "breaking" the train. In this case, the operator is instructed to alert the next open station and also the operator at the next recording depot as to the car's location in the train, and its condition. As the train passes these points, it undergoes further inspection, and if either a visual observation or an increased deflection on the next detector graph indicates that the bearing is continuing to heat, the train will then be stopped.

Graphic charts from all of the recording locations are mailed daily to the office of assistant chief engineer signals and communications in Chicago, where a continuing study of the effectiveness of the detectors and the types and varieties of conditions causing hot bearings is underway.

The planning and office engineering for the project were carried out jointly by E. A. Kerber, assistant engineer communications, and P. V. Mather, assistant engineer-signals, with the field work being supervised by B. F. Powers, communications inspector, and J. L. Frohmader, signal inspector. Signal work



The recording machine at Portage, Wis., with R. G. Arntz, first trick operator, in charge. This is the unit which processes the strip chart.

was performed by a crew under Foreman A. H. Tatu, and communications work by crews under Foremen W. R. Jurgeron and N. C. Pugh. The scanner units and electronic equipment were installed by Special Lineman G. A. Adametz and Electronics Maintainer C. R. Newberry.

Supervision of the over-all operation will be shared by H. J. Dunn and H. W. Wellenstein, supervisors of signals and communications with headquarters in Minneapolis and Milwaukee respectively.

Regional Data Centers Opened

THE streamlining of the Road's freight accounting system reached the operational level June 1 with the opening of a regional data office in Minneapolis, where freight billing for that region has been centralized. The second such office was opened in Milwaukee Aug. 8, and the third will start operation in Chicago early in September. Others will follow at later dates.

These offices represent the initial step in the establishment of a complete electronic data processing system which will process the bulk of the railroad's accounting work when completed and also perform other fact-gathering functions.

Under this new system, many routine bookkeeping functions formerly performed at local stations are concentrated in the regional offices. In addition to simplifying these procedures, the arrangement provides an improved service, since agents, relieved of routine bookwork, can now devote more time to other services helpful to shippers. The over-

all operation is supervised by G. A. Kellow, data processing manager, from headquarters in Chicago.

Announcement brochures were distributed to users of the railroad's freight services in the Twin Cities and Milwaukee to explain the new billing methods. The procedure consists of preparing all freight bills in the centralized offices, and either mailing or delivering them from the one location. Remittances are also made directly to the regional centers, rather than to local agents, as heretofore. An initial accounting and rate checking by employes specially trained for the work minimizes the need for corrections. The centers also assist in supplying general rate information.

The Twin Cities operation applies to users of Milwaukee Road service in Minneapolis, St. Paul, and 43 other Minnesota points, as well as 6 in Wisconsin. The office is located at 201-3rd Ave. South, Minneapolis, under the supervision of A. W. Wareham as re-

gional data manager. J. J. Komurka has been appointed regional data manager of the Milwaukee center at 201 West Fowler Street, which services 60 Wisconsin stations, 12 in Michigan and 1 in Illinois.

The new regional offices are two of several gathering points throughout the railroad from which data will be transmitted by wire to the Road's "electronic brain" when it begins operating in Chicago next year.

William A. Murphy

WILLIAM A. MURPHY, retired assistant freight traffic manager, died June 2 in the Oak Park Hospital, Oak Park, Ill. Funeral services were held in St. Edmund's Church, Oak Park, and he was buried in St. Joseph's Cemetery.

Mr. Murphy, whose railroad career spanned 49 years, was widely known to traffic people and shippers. He was a native of Chicago, and in his early years pursued a singer's career, in his youth as a member of the famous Paulist Choir

The Milwaukee Road Magazine

and later on the Orpheum Circuit and radio station WLS in Chicago.

He joined the Road's freight department in 1908, and from the position of chief clerk to assistant freight traffic manager was promoted to general agent in Denver in 1935. While he was stationed in that city, he was the soloist at the Catholic cathedral, and following a transfer to Detroit as general agent in 1938, served as soloist in the Jesu Choir of the University of Detroit. He was appointed general southwestern agent at Kansas City in 1942, and assistant freight traffic manager, Chicago, in 1951, serving in the latter capacity until his retirement on June 30, 1957.

Surviving Mr. Murphy are his wife Phyllis; two sons, William J., a professor at the Missouri School of Mines at Rolla, and Dr. Jerome P. of Omaha; and seven grandchildren.

V. E. McCoy Elected Chairman A.A.R. Purchases and Stores



V. E. McCoy

chairman of that group. He had previously served as vice chairman, and for seven years as a member of the General Committee.

Mr. McCoy is a graduate of Montana State College, from which he received a degree in mechanical engineering. He came to the Road in 1925, starting as an apprentice at Minneapolis Shops, and three years later was promoted to combustion engineer in charge of power plants, with headquarters in Milwaukee. Starting in 1931, he engaged in railway mechanical engineering work and the supervision of railroad service engineers on various railroads, including The Milwaukee Road, until November, 1950, when he returned to the Road as assistant to vice president. He was appointed assistant chief purchasing officer in June, 1951, and promoted to chief purchasing officer on Sept. 1 of the same year.

Other activities in which he has engaged since that time include serving for a period as a director of the Railroad Equipment Division of the National Production Authority in Washington, D. C.

July-August, 1960

Mechanical Foremen Hold Meeting

As The Milwaukee Road progresses with the times it must undergo continual change, and there is reassurance in the thought that veteran skills are being applied to its supervisory responsibilities, members of The Milwaukee Road Mechanical Foremen's Association were told at their biennial meeting in Minneapolis June 18.

Attending as the principal guest speaker, E. R. Eckersall, vice president and general counsel, said, "A group such as yours represents a very considerable concentration of experience and mature judgment. For proof of the claims made about Milwaukee Road people in the railroad's current 'creative crews' advertising series, no one need look farther than the mechanical department."

The host unit for the 1960 meeting, which was held at the Curtis Hotel, was Local No. 8, of which O. E. Nelson, assistant car foreman at St. Paul, is president. Included in matters handled at the all-day session was the election of officers, which resulted in C. E. Wellnitz, assistant general electrical foreman at Milwaukee Shops, being reelected president, an office he has held continuously since 1948. H. C. Sutphin, electrical foreman at Bensenville, was elected vice president of the Southern District, to succeed R. E. Smith, pipe fitter foreman at Bensenville. Reelected were J. S. Walters, shop foreman at Deer Lodge, Mont., vice president, Western Region; O. E. Nelson, vice president, Northern District; and John Duty, tin shop foreman at Milwaukee Shops, vice president, Middle District.

About 100, including members' wives and guests, attended the banquet, at which G. V. Ireland, general storekeeper, was a speaker, together with Mr. Eckersall.

In addressing the group, Mr. Eckersall remarked that the "peek-a-boo" gondola car, whose development sparked the idea for the railroad's "creative crews" ads, is

a long way from being the only evidence of creative genius among shop personnel. Calling the roll on others which have come to his attention, he mentioned the car positioner at Milwaukee Shops, "home-made" at a fraction of the cost of custom built equipment; "rolling boot straps" for holding steel flooring in position for machine welding; a "lazy susan"



Among the speakers of the evening were, from left: E. R. Eckersall, vice president and general counsel; O. E. Nelson, assistant car foreman at St. Paul; G. V. Ireland, general storekeeper, Milwaukee; and C. E. Wellnitz, assistant general electrical foreman at Milwaukee Shops.

with compartments for holding nuts and bolts; and a long list of improved devices and methods for luberizing pistons, repairing traction motors, and handling other jobs which have improved the efficiency and economy of operation in the locomotive and car shops.

Pointing out that a large railroad such as the Milwaukee is perhaps a more complex organization than the people who have virtually grown up with it realize, he also reviewed some of the things done recently to enhance its potential with which many people present were identified. "All of these developments are part of the same major goal", he remarked; "to put our over-all operations on a sound financial foundation so we can provide our customers with the best and the most economical service possible."

Elaborating on this theme, the balance of Mr. Eckersall's address concerned the various areas in which outdated regulations hamper the railroads' efforts to help themselves, and the urgency for legislative relief. Of concern to The Milwaukee Road, he cited new legislature bills which would place additional burdens on its individual operation, and outlined the measures being taken to oppose them.

TELETYPE COMMUNICATIONS "Come Clean"



D. L. Wylie, communications engineer (left), and F. T. Ross, system relay office supervisor, inspecting the new duplicating machine in the Chicago communications department.

AMONG new techniques being employed by The Milwaukee Road to improve its operations at every level, one which has scored as a success is a method for duplicating the teletype communications issuing from its major relay offices. The new process fills a long felt need for a way to produce multiple addressed messages and reports that won't smudge, won't rub off, and won't leave stains on hands and shirt cuffs.

With teleprinters transcribing a steady flow of car records, train lists, passenger reservations, and similar communications 24 hours a day, copying the telegraphic file for re-transmission is a heavy-volume operation. Like most railroads, the Milwaukee formerly used motor driven gelatin duplicators which, although effective, were sometimes the source of complaints because of the gelatin odor and dye stains from handling. Moreover, a change several years ago in the manufacture of the type of machines in use made repairs expensive.

According to D. L. Wylie, communications engineer, other processes had been investigated from time to time, but none proved practical for heavy-volume copying. In many instances, the cost of

duplicating was greater than that of the original message.

Then in a recent canvass of the field, F. T. Ross, system relay office supervisor, discovered that a method which would solve the problem was one based on the dry diazo process, provided the cost could be brought in line. The hitch was that it required the use of translucent paper, and while there was a source of supply, the price was greater than that of the fanfold type then being used.

The solution was, of course, a paper comparable in cost. To obtain it, Mr. Ross enlisted the aid of the Ozalid corporation, which manufactures the duplicator, and of various paper companies, with the result that a paper was developed which was both satisfactory and reasonably priced. Also, a new type of teleprinter ribbon was found that would stand up under the steady pounding of heavy trunk circuits and would not dry out quickly in the heat to which it is subjected in teletype machines.

In operation, the new process for duplicating a teletyped report requires that the original be printed on translucent paper. To reproduce it, a clerk simply faces it on a piece of paper coated yel-

low with diozonium salts and feeds it into the copying machine, where ultraviolet light passing through the sensitized paper is blocked by the printing on the original. The coated paper then passes through developing fumes from which it emerges white, except where the printing shows up in black. The process is repeated until sufficient copies are printed.

The "white print" machines have the additional advantage of versatility. For instance, copies of engineers' estimates can now be duplicated from the original drafts. Requisition, completion reports and various other forms are reproduced in the same manner. Permanent reproducible copies on dimensionally stable film are obtained from pencil sketches. Large reports covering the system operation, of which 20 to 30 copies are required, and which previously were retyped three to four times so as to obtain copies that were readable, are now duplicated in minutes and without the possibility of errors. The process also provides quick check prints for draftsmen which previously were sent to an outside supplier—time in procuring has been reduced from hours to minutes.

F. T. Ross, system relay office supervisor (left), and Operator C. M. Herman discuss a communication on one of the numerous teletype machines in the Chicago relay office.



The Milwaukee Road Magazine

The Milwaukee Road a Proving Ground For "Hide-and-Seek" Missile Train

IN an arrangement carried out by the Association of American Railroads and the United States Air Force, The Milwaukee Road served this summer as a proving ground for the Minuteman Intercontinental Missile Test Train program. About 20 American railroads are expected to participate in the maneuvers, which started June 20 and will continue through November.

The use of trains as mobile launching pads for missiles of intercontinental range is a new concept of national defense. The trial runs underway this year will last from 7 to 14 days, three originating from Hill Air Force Base, Ogden, Utah, for movement in the West and Northwest, and three from Des Moines, Ia., to cover the Iowa-Nebraska area. They are under the operational control of a Strategic Air Command Task Force, with the Air Force Ballistic Missile Division serving as test director.

No missiles or ground support equipment are being carried during the first deployments, their primary purpose being to explore communications, control, logistic support and environmental conditions. In the later tests it is anticipated that engines for the Minuteman will be mounted on flatcars to determine stress and strain factors associated with rail movements.

The train is made up of Department of Defense rolling stock and carries sufficient fuel to operate away from base for two weeks, if necessary. On the initial run it consisted of 14 cars manned by a military crew of approximately 30 men, and carried civilian observers from defense industries and the A.A.R. Throughout the program, engine and train operations will be furnished by the railroads whose facilities are used.

The Minuteman is a three-stage solid-fuel propellant system being developed

for launching missiles at enemy targets more than 6,000 miles away. It is designed specifically for deployment on rails, but plans provide for establishing it also in concrete-lined underground sites where it can be readied for firing and left for long periods of time without losing its alert status. The theory behind the rail-based operation is that in the event of a war, it would be safe from destruction in a surprise attack, since the enemy could not pinpoint its location. Test schedules provide for



Mobile launching pads—the railroads' newest contribution to the Missile Age.

producing it in significant numbers by 1963.

To determine how effectively a future fleet of actual missile trains could operate over existing rail facilities, the "hide-and-see" tests are being coordinated with civilian rail traffic. Since one of the major purposes of the program is to determine the ability to move it at random on a no-notice basis, the participating railroads are not notified of the test train's route until shortly before arrival time. As the Association of American Railroads has pointed out, the program underscores the fact that the industry's 220,000 miles of mainline could at a moment's notice turn into a tactical first line of defense.

Attention – Members of the Milwaukee Road Women's Club

THE biennial get-together luncheon of the 55 chapters of The Milwaukee Road Women's Club will be held in the grand ballroom of the La Salle Hotel in Chicago on Saturday, Sept. 24, at 1 P.M. Chicago Daylight Saving Time; price \$2.50 per person.

All voting members are invited to attend. Please make reservations through your local president, who will supply the detailed information.

Etta N. Lindskog, Secretary General

appointments

Traffic Department

Effective June 16, 1960:

E. P. Schilling is appointed district freight and passenger agent, Philadelphia, Pa. Mr. Schilling entered the Road's service in 1936 in the office of general agent, Chicago, and held various traffic department positions there until 1949, when he was appointed city passenger agent at Cleveland. He was advanced to district passenger agent at Philadelphia in 1951.



E. P. Schilling

J. L. Phleger is appointed traveling freight agent, Milwaukee, following the death of W. F. Hoffman. Mr. Phleger, who entered service in 1951 as chief clerk in the Detroit traffic office, has been city freight agent in Milwaukee since 1952.

D. L. Crittenden is appointed city freight agent, Milwaukee. Mr. Crittenden started with the Road in March, 1956 as a stenographer in the St. Louis traffic office, and has been chief clerk there since October of that year.

D. W. Carpenter is appointed city freight agent, Dubuque, Ia. Since entering service in 1948 as a clerk in Indianapolis, Mr. Carpenter has been chief clerk in the traffic office there and traffic representative at Terre Haute since 1958.

Effective July 1, 1960:

L. W. Schroeder is appointed traveling freight and passenger agent, Omaha, following the retirement of V. E. Lawrence. Mr. Schroeder started in the traffic department at Omaha in 1951 and served as city freight agent and city freight and passenger agent there until May of this year when he was appointed district supervisor, rail-highway sales.

D. A. Stoelk is appointed city freight agent, Des Moines, Ia. Mr. Stoelk has held various positions in the traffic department at Des Moines since starting with the Road in 1955.

W. O. Refke is appointed city freight agent, Chicago. Mr. Refke started with the traffic department in Chicago in 1949 and since July, 1955 has been chief clerk to general agent there.

Operating Department

Effective June 1, 1960:

S. E. Herzog is appointed staff assistant to vice president-personnel, following the death of A. G. Britzius. Starting with the Road at Aberdeen, S. D., in 1922, Mr. Herzog has served as trainmaster and assistant superintendent at various points. He was made superintendent of the former Idaho Division in 1953, of the Rocky Mountain Division in 1954, and appointed assistant superintendent of the expanded Coast Division on Dec. 1, 1959.



S. E. Herzog

J. D. Simon is appointed train rules examiner with headquarters at Marion, Ia. Mr. Simon has been with the Road since 1937, serving as operator, dispatcher and trainmaster. He was appointed assistant superintendent of the Milwaukee Division in 1952, to the same position at Mason City in 1955, and at Marion in 1956.

R. E. Beck is appointed trainmaster of the Coast Division with headquarters at Tacoma.

F. B. Cederholm is appointed chief train dispatcher of the Coast Division

with headquarters at Tacoma. Mr. Cederholm has been with the Road since 1943, serving as an operator on the Rocky Mountain Division, dispatcher at Butte, and since 1952 as dispatcher at Tacoma.

J. W. Stuckey is appointed assistant superintendent of the Iowa Division with headquarters at Marion, succeeding J. D. Simon.

R. W. Riedl is appointed assistant superintendent of the Iowa, Minnesota & Dakota Division with headquarters at Sioux City, succeeding J. W. Stuckey.

K. O. Schoeneck is appointed assistant superintendent of the Milwaukee Terminals with headquarters at Milwaukee.

W. T. Stewart is appointed assistant superintendent of the Dubuque & Illinois Division with headquarters at Dubuque, succeeding K. O. Schoeneck.

R. L. Hicks is appointed assistant superintendent of the La Crosse & River Division with headquarters at Portage, succeeding W. T. Stewart.

J. O'Dore is appointed assistant superintendent of the Dubuque & Illinois Division with headquarters at Ottumwa, succeeding R. L. Hicks.

G. A. Chamberlain is appointed trainmaster of the Rocky Mountain Division with headquarters at Harlowton, Mont.

S. O. Jones is appointed trainmaster of the La Crosse & River Division with headquarters at La Crosse, succeeding R. W. Riedl.

A. G. Beauvais is appointed trainmaster of the Milwaukee Terminals with headquarters at Milwaukee, succeeding



HEADQUARTERS STAFF RETIREMENTS. The head table group at a luncheon in the Union League Club in Chicago at which W. G. Powrie, chief engineer, and T. H. Rycroft, special representative of president, both of whom retired recently, were honored by their associates. From left: J. P. Kiley, retired president of the Road; Mr. Rycroft; President William J. Quinn; Mr. Powrie; and F. G. McGinn, vice president-operation. Mr. Powrie, whose career spanned 40 years of service, had been chief engineer since 1950. Mr. Rycroft, a veteran of 45 years of service, had held various supervisory positions in Chicago, including that of special representative of vice president-operation before March, 1950, when he was appointed special representative of chief executive officer.

S. O. Jones.

F. A. Deutsch is appointed trainmaster of the Iowa Minnesota & Dakota Division with headquarters at Austin, succeeding A. G. Beauvais.

Effective June 9, 1960:

T. E. Witt is appointed assistant superintendent of the Dubuque & Illinois Division with headquarters at Ottumwa, Ia., following the retirement of J. O'Dore. Mr. Witt, who entered service with the railroad in 1935, has been trainmaster at St. Paul since 1959.

N. D. Owen is appointed trainmaster of the Twin City Terminals with headquarters in St. Paul. Mr. Owen has been an operating department employe since 1953.

J. D. Cowart is appointed trainmaster of the Chicago Terminals with headquarters at Bensenville. Mr. Cowart has been employed in the operating department since 1948.

Effective July 25, 1960:

W. K. Peterson, assistant supervisor of stations-system, is appointed acting supervisor of stations with headquarters at Chicago, in the place of I. G. Wallace, who is temporarily assigned to other duties.

Effective July 1, 1960:

D. A. Dunning is appointed agent at Madison, Wis., succeeding J. J. Komurka. Mr. Dunning, who has been with the Road since 1940, has been agent at Mayville, Wis., and most recently assistant agent at Fowler Street, Milwaukee.

Agricultural and Mineral Development Department

Effective July 1, 1960:

J. V. Kelly is appointed geologist with headquarters at 796 Union Station, Chicago. Mr. Kelly graduated from Oregon State College in 1936, majoring in mining engineering and geology. He was associated

with the Bureau of Mines for several years, and has done mining engineering work for a number of private industries.

Engineering Department

Effective July 1, 1960:

P. H. Geelhart is appointed principal assistant engineer with headquarters at Tacoma, Wash., following the retirement of C. H. Tusler. Mr. Geelhart, a graduate of Montana State College, has served as

July-August, 1960



Earl Nightingale

"Give Me A Train"

Radio commentator Earl Nightingale, whose program "Our Changing World" reaches an audience from coast to coast, recently shared with his listeners the reasons why he prefers to ride trains. This particular broadcast was picked up from Station WCCO in St. Paul and is quoted with the permission of his sponsors.

"... I've always liked trains, and I still look forward to taking a trip on one. For one thing, I never get tired of looking out the windows. It can be New England . . . the South . . . or the vast, seldom broken stretches of Texas or New Mexico . . . or the fields of Kansas . . . I can still sit by the window for hours at a time, thoroughly enjoying myself.

"I like the diners on trains, too, and the good food you get. There's something about a train diner that has kept the charm and elegance of the early nineteen hundreds. You can still drink water out of tall glasses with ice cubes instead of little plastic cups, and you can use full size silverware . . . I like to read a menu and order my own food . . . and eat off a real table like a grownup.

"When you order ham and eggs for breakfast on a train . . . you get ham and eggs, and no fooling around about it! A great big piece of delicious ham, with eggs cooked to your order a minute before they arrive. And lots of fresh,

hot coffee while the miles go whizzing by . . . towns and fields and changing scenery.

"And there's nothing to beat a modern Pullman car. After dark you can read for a while, then crawl into a clean, comfortable bed and shut off the lights. Then, as your eyes gradually become used to the darkness outside, you can watch the changing landscape as you go tearing along.

"For speed, there's just no beating the new big jets that can get you from coast to coast . . . or to Paris or London before you can read a newspaper all the way through. But whenever I have the time, give me the train, or a ship. Time spent traveling doesn't have to be wasted. There are things to read, or write, or time to just think and clear the mind, plans to make, or good conversation.

* * *

"The next time you have to go someplace, if you have a little time, take the train. It's fun."



J. V. Kelly

assistant engineer of the water department, assistant division engineer at various points and division engineer at Miles City. He was appointed assistant engineer at Seattle in 1958.

Finance and Accounting Department

Effective Apr. 25, 1960:

A. W. Wareham is appointed regional data manager in Minneapolis. Mr. Wareham has been with the Road since 1918, starting in the Minneapolis freight office. He has held the position of chief clerk there since 1937.

Effective June 16, 1960:

J. J. Komurka is appointed regional data manager in Milwaukee. Entering

service in 1948, Mr. Komurka was agent at various points until 1954 when he was promoted to traveling auditor. He was appointed assistant agent at Fowler Street, Milwaukee, in 1956, and agent at Madison, Wis., Nov. 1, 1959.

Effective July 11, 1960:

J. F. Millard is appointed regional data manager in Chicago. Mr. Millard, who started with the Road in 1942, has served as agent-operator and dispatcher at various points, and as traveling auditor with headquarters in Green Bay. He has been assistant agent at Galewood since April, 1959.

Nothing ruins a neighborhood for the average husband like having an enthusiastic gardener move in.

E. B. Crane

ERNEST BUCHANAN CRANE, retired assistant chief engineer of the western region, died at his home in Seattle May 13 at the age of 78. He was a pioneer of the Road's construction on the Pacific Coast, and played a principal role in the building of the Tacoma terminal.

Mr. Crane was born in Dexter, Ia., and entered railroad service in 1904, after graduating from the University of Iowa with a degree in civil engineering. He was employed by the CB&Q and the Inter-Urban (now the Des Moines & Central Iowa) before starting with the Milwaukee in 1906 as an instrumentman in Seattle. Subsequently he held various engineering positions on the Coast and the former Idaho Divisions until 1916, when he became assistant engineer in the valuation department in Chicago. He was appointed assistant valuation engineer in 1918, and served as engineer auditor from 1920 to 1922, when he returned to Seattle as principal assistant engineer. He was promoted to assistant chief engineer in 1947, and retired from that position in March, 1950.



The Name Is Natzel

You just can't turn around on the Aberdeen or Rocky Mountain Divisions without bumping into a Natzel in short order. This roundup of the clan took place last summer at the Montevideo Yard. Pictured, from left, are Wally, Aberdeen Division conductor, and Lester, Montevideo yardman, both of whom have 23 years of service; Kenneth, roadmaster at Miles City, Mont., 31 years' service; Ronald, weed burner helper, and his dad, Harold, yard foreman at Montevideo, a 32-year veteran; and Michael, weed burner helper, with his father, LeVere, roadmaster at Montevideo, 34 years' service. When this picture was taken, Les, Ronald and Mike were manning the weed burner at Montevideo. Since then Mike has gone into the Navy, so this summer his older brother, Dion, helped out.

And before the present generation took over, there was also Harold Natzel, the father of Wally, Les, Ken, Harold and LeVere, a long-time roadmaster on the former H&D Division, and Frank's father, Gus, for many years foreman at the Manilla, Ia., yard.

Milwaukee Division

Bauer, J. W. . . . Chief Rate Clerk . . . Appleton, Wis.
 Bourbiel, P. A. . . . Conductor . . . Horicon, "
 Buuts, W. . . . Bridge Tender . . . Green Bay, "
 Christianson, M. S. . . . Rhse. Foreman . . . Menominee, Mich.
 Clark, C. E. . . . Conductor . . . Escanaba, "
 Enders, J. B. . . . Chief Clerk-Cashier . . . Marinette, Wis.
 Forsman, R. C. . . . Conductor . . . Green Bay, "
 Giardina, N. . . . Engineer . . . Racine, "
 Henrich, W. F. . . . Engineer . . . Racine, "
 Johnson, L. A. . . . Conductor . . . Fox Lake, Ill.
 Kouris, A. . . . Section Hand . . . Chicago, "
 Leeman, H. M. . . . Engineer . . . Channing, Mich.
 Lindberg, E. S. . . . Engineer . . . Green Bay, Wis.
 Londo, W. R. . . . Engineer . . . "
 Lubke, H. C. . . . Fireman . . . Iron Mountain, Mich.
 Matthes, E. E. . . . Sec. Laborer . . . Frankville, Wis.
 McGrath, M. S. . . . Hostler Engineer . . . Milwaukee, "
 Murphy, J. J. . . . Brakeman . . . "
 Shivey, A. M. . . . Custodian . . . Randville, Mich.
 Soboda, E. M. . . . Bridge Tender . . . Green Bay, Wis.
 Ureda, V. T. . . . Engineer . . . Milwaukee, "
 Warn, W. E. . . . Signal Mtnr. . . . Brookfield, "
 Williams, H. E. . . . Conductor . . . Milwaukee, "

Milwaukee Terminals & Shops

Becker, H. J. . . . Electrician . . . Milwaukee, Wis.
 Bugi, F. . . . Blacksmith Helper . . . "
 Carney, J. A. . . . Mail & Baggage Handler . . . "
 Czysz, H. F. . . . B&B Carpenter . . . "
 Darlington, G. . . . Blacksmith Forge Shop . . . "
 Ellison, F. J. . . . Carman . . . "
 Ewig, G. P. . . . Blacksmith Helper . . . "
 Fahey, G. H. . . . Switchman . . . "
 Fenner, A. F. . . . Carman Cutter . . . "
 Foro, P. . . . Blacksmith Helper . . . "
 Hoerl, W. W. . . . Check Clerk . . . "
 Janik, M. . . . Painter . . . "
 Krueger, G. E. . . . Laborer . . . "
 Lakich, C. . . . Boilermaker Hlpr. . . . "
 Lindberg, J. A. . . . Machinist Hlpr. . . . "
 Morin, W. D. . . . Machinist Hlpr. . . . "
 Morrissey, J. J. . . . Caller . . . "
 Mueller, O. G. . . . Machinist . . . "
 Nicholson, W. . . . Switchman . . . "
 Nitz, J. J. . . . Electrician . . . "
 Ohm, E. A. . . . Triple Valve Repairman Car. . . . "

Olsen, M. O. . . . Blacksmith . . . Milwaukee, Wis.
 Perinich, B. . . . Boilermaker Hlpr. . . . "
 Pfeiffer, J. . . . Electrician . . . "
 Prasser, W. T. . . . Pass. Air Brakeman . . . "
 Reichow, E. F. . . . Foreman-Blacksmith Car Shop . . . "
 Rodgers, E. . . . Laborer . . . "
 Ryan, J. E. . . . Trainmaster . . . "
 Wojtowicz, J. . . . Laborer . . . "

Off Line

Lacey, W. G. . . . Gen. Agent . . . Detroit, Mich.

Rocky Mountain Division

Bootz, C. . . . Engineer . . . Mobridge, S. D.
 Bosonitz, W. A. . . . Switchman . . . Harlowton, Mont.
 Boyer, T. . . . Machinist Hlpr. . . . Avery, Ida.
 Caudel, A. S. . . . Conductor . . . Miles City, Mont.
 Crowder, R. D. . . . Agent Operator . . . Belgrade, Mont.
 DuBois, A. E. . . . Engineer . . . Alberton, "
 Hudson, H. C. . . . Conductor . . . Bozeman, "
 O'Dore, J. F. . . . Asst. Superintendent . . . Harlowton, "
 Osterholm, J. W. . . . Station Agent . . . Deer Lodge, "
 Stephens, R. M. . . . Sec. Foreman . . . Miles City, "
 Walls, E. H. . . . Conductor . . . Mobridge, S. D.

Terre Haute Division

Goodman, A. . . . Storehelper . . . Terre Haute, Ind.
 Sims Sr., C. C. . . . Agent . . . Crane, "

Twin City Terminals

Brokopp, J. . . . Carman . . . St. Paul, Minn.
 Collinson, J. A. . . . Machinist . . . "
 Donegan, W. R. . . . Laborer Rhse. . . . Minneapolis, "

Gallup, R. H. . . . Engineer . . . Minneapolis, Minn.
 Jackson, R. A. . . . Secretary . . . "
 Kenney, C. E. . . . Yard Clerk . . . St. Paul, "
 Malmstedt, C. E. . . . Electrician . . . "
 O'Neil, W. H. . . . Lt. of Police . . . Minneapolis, "
 Scrupe, H. . . . Sec. Laborer . . . "
 Truso, G. J. . . . Switchman . . . St. Paul, "
 Wallace, R. C. . . . Chief Red Cap . . . Minneapolis, "
 Widell, F. J. . . . Machinist Hlpr. . . . St. Paul, "
 Williams, R. C. . . . Laborer Rhse. . . . Minneapolis, "

C. O. Newcomb

C. O. NEWCOMB, who was one of the Milwaukee Road's solicitors for the state of Minnesota when he retired on Aug. 31, 1950, died in Minneapolis May 26. He was 77 years old.

Mr. Newcomb began his service with the railroad in 1919 as assistant general solicitor at Aberdeen, S. D., and transferred two years later to Minneapolis where he was assistant solicitor for Minnesota from 1922 until he was appointed solicitor for that state in 1933. Prior to his association with the company he was county judge of Brown County, S.D., and an instructor at the Minnesota College of Law. At the time of his retirement he was a member of the firm of Root, Newcomb and Erdall.

Rocky Mountain Division

EAST END

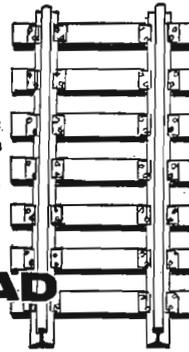
D. B. Campbell, Correspondent
Asst. Superintendent's Office, Miles City

The Miles City Women's Club held its monthly meeting and Mothers Day program at the club house May 2. Mrs. F. W. Spear, past president, presided and Mrs. Dwight Roberts was in charge of the program. The grandmother prize was won by Mrs. S. Stordahl; the mother's prize awarded to Catherine Leo. Frances Pessein was declared the youngest grandmother and Mrs. Umheofer the oldest grandmother. Mrs. Gaglia won the award for having the largest number of grandchildren and also for the largest number of children. Mrs. Evelyn McPherson was the youngest mother. The next meeting is on Aug. 29.

Sharon Lea Richey, daughter of Mr. and Mrs. L. S. Richey, recently became the bride of George Scott Littleton in a double ring ceremony at the Methodist Church in Miles City.

Samuel Elmer (Slim) Moss, 78, retired conductor, passed away at a Miles City hospital May 6. He had been ill for a long time. Mr. Moss was born in Bevier, Mo. On June 10, 1910 he married Grace Keener and two years later the couple moved to Montana living for various periods in Harlowton, Roundup and Miles City. Mr. Moss had worked almost half a century for various railroads when he retired in 1949, with his last 37 years on the Milwaukee. He was active in civic and social affairs, also in political affairs of the Democratic party. He served as state representative to the legislature in 1939, was a member of the Montana State Relief Commission, and from 1949 to 1953 was labor coordinator and safety engineer for the Montana Highway Commis-

ABOUT PEOPLE OF THE RAILROAD



sion. He is survived by his wife, a son, a daughter and a sister. Interment was in Custer County Cemetery.

Funeral services were held May 23 in Miles City for Mrs. Helen Tarpo, 75, who passed away in Seattle May 16. A native of Greece, Mrs. Tarpo had been a resident of Miles City for many years. She was the widow of Nome Tarpo, section foreman at Miles City until his retirement in 1950 when they moved to Seattle. She is survived by a daughter, a son and a sister. Interment was in Custer County Cemetery.

Mrs. Mary Sophia Brinkman Smith, 94, passed away June 1 at St. John's Lutheran Hospital in Libby, Mont. She was the widow of Benjamin Butler Smith who passed away in January 1956. She is survived by two brothers, two grandchildren and two great grandchildren. Funeral services were held in the chapel of Graves Funeral Home with interment in Custer County Cemetery.

Funeral services were held June 7 in the Chapel of Graves Funeral Home for Engineer Harvey A. Glover, who died the previous Friday at his home in Miles City. He is survived by his wife, two sons and a granddaughter. Interment

was in Custer County Cemetery.

Henry Loehr, retired engineer, passed away at his home in Miles City June 26. He had been in poor health for a long time. Mr. Loehr was born in Tomah, Wis., Dec. 25, 1883 and came to Miles City as a fireman in 1908. He married Anna Marvel in Miles City Dec. 16, 1916. He retired in 1948. He is survived by his wife, two sons, two daughters, nine grandchildren, a brother and a sister. Funeral services were held from the chapel of the Graves Funeral Home, and Masonic graveside rites in Custer County Cemetery.

I M & D Division

MASON CITY AREA

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



Jeanne Mackey

Miss Jeanne Mackey, daughter of Ambrose Mackey, a car department employe at Mitchell, S. D., and a niece of this Magazine correspondent, was graduated from nurses training at St. Luke's Hospital in Aberdeen, S. D.,

July 10. Jeanne will work at St. Joseph's Hospital in Mitchell.

Robert L. Replogle, son of Traveling Engineer Ralph and Mrs. Replogle, Clear Lake, Ia., was graduated cum laude from Harvard University School of Medicine. He will serve his internship at University Hospital in Minneapolis. Doctor Replogle is a graduate of Clear Lake High School and Cornell College, Mount Vernon, Ia., and served four years in the Navy. His wife, recently elected to Phi Beta Kappa, was graduated from Boston University and plans to do graduate work at the University of Minnesota. Mr. and Mrs. Ralph Replogle attended the graduations of their son and daughter-in-law.

Mason City friends of Charles C. Smola, retired storekeeper, extended their sincere sympathy upon the death of his wife, Margaret, in Savanna, Ill., May 19, 1960. Only nine days earlier the Smolas had left Mason City to make their home in Savanna.

Sympathy was extended to the family of Edward J. Dougherty, retired locomotive supervisor, upon his sudden death at the Elks Club in Mason City. Mr. Dougherty retired in 1947 after 45 years service. His home had been in Mason City for the past 40 years. His widow and a sister, Sister Mary Claude, survive.

Friends of Karen Rugee, former secretary to the superintendent on the old I&D Division, expressed their sincere sorrow upon the death of her mother, Mrs. Elmer Bradberry, 89, widow of conductor out of Sanborn until his death in 1925. Mrs. Bradberry was born in Sweden and came to this country in 1887. Her daughter Karen and four nieces survive.

Mrs. Harold O. Maass did it again! She received five blue ribbons in the recent

GOLD AND SILVER PASSES AWARDED

Gold-50-Year-Passes

Dragseth, John O., loco. engr. Minneapolis, Minn.	Pfeifer, John, loco. dept. electrician Milwaukee, Wis.
Fox, Charles E., machinist Milwaukee, Wis.	Riley, J. R., loco. engr. Milwaukee, Wis.
Hagelberg, Oscar T., loco. engr. Minneapolis, Minn.	Ringius, Roy J., loco. engr. St. Paul, Minn.
Kaddatz, W., loco. engr. Milwaukee, Wis.	Tisher, Sam A., conductor Seattle, Wash.
Kelley, R. N., conductor Austin, Minn.	Wanous, Henry O., agent-operator Glencoe, Ill.
Lippman, A. L., train baggageman. Milwaukee, Wis.	

Silver-45-Year-Passes

Bakke, F. O., passenger conductor Minneapolis, Minn.	Maschke, A. F., gen. foreman-stores div. St. Paul, Minn.
Bernard, Abel C., yard conductor Chicago, Ill.	Miller, E. D., sec. foreman Hornick, Ia.
Feeley, F. F., foreman- operating dept. Prairie du Chien, Wis.	Pinchot, Harry S., machinist Sioux City, Ia.
Hilkin, Leo C., lampman Dubuque, Ia.	Robinson, G. W., agent Kief, Wis.
Jess, Hans D., timekeeper-clerk Chicago, Ill.	Sorensen, G. D., yard conductor Tacoma, Wash.
Kellogg, R. W., loco. engr. Jefferson, S.D.	Snyder, F. M., agent Strawberry Point, Ia.
Kelly, F. L., loco. engr. Minneapolis, Minn.	Whitt, C. E., asst. supv. wage schedules Rockford, Ill.
Kleeman, Charles J., spec. accountant Chicago, Ill.	Wolf, Gilbert F., car foreman McGregor, Ia.
Koopp, Harold, machinist Wauwatosa, Wis.	Zickrick, Carl, loco. engr. Rapid City, S.D.
Martin, Thomas J., statistical clerk Chicago, Ill.	



TRAVEL GUIDE. Vacation travel was the subject of this radio broadcast by O. R. Anderson, assistant to general passenger traffic manager, Chicago (right), pictured with Jim Dale, public relations director of the First Savings and Loan Association of Forest Park and River Forest, Ill., which sponsors a weekly news program on station WTAQ, Forest Park. Discussing national parks, Mr. Anderson outlined a trip to Yellowstone and Grand Teton that combined the thrift features of the Milwaukee Road's family plan, travel-dine-sleep plan, and Touralux Pullmans. This was his third appearance on the program.



FAMILY AFFAIR. Retiring June 27, passengers on Engineer Edwin H. Green's last trip on the City of San Francisco included Mrs. Green, granddaughter Pamela, Pam's other grandmother, Mrs. Etta Brockner (right), and Mrs. Charles Meyers, wife of another D&G engineer. The crew members are, from left: Trainmen B. S. Richards and R. E. Gardner, Conductor Luther Lynn and Fireman H. J. Thayer. Starting as a waterboy in 1909 and entering train service in 1912, Engineer Green had been in the driver's seat since 1922, most recently on the "City" train and the Arrow. The Greens, who are Elginites, have two sons and eight grandchildren.



TRAVEL MINDED. Milwaukee Division Trainman James J. Murphy, making his last run on May 31, said that in his retirement he intends to travel. He had been with the Road since 1917, for many years on the Janesville line freight between Chicago and Madison, and more recently in passenger service between Chicago and Milwaukee. (Milwaukee Journal photo)



MAKING HISTORY LIVE. W. J. "Bill" Hughes, Milwaukee Terminals switchman, who is active in youth programs, pictured addressing a "Living History" class of the Brookfield (Wis.) High School shortly before the summer recess. His topic was "Progress and the Future of the Railroad". This is the third consecutive year Switchman Hughes has been invited to participate in the school's program, which attempts to teach history "live", rather than from books. (Johnson photo)

OH, THEM GOLDEN SHOES. High point of a recent safety meeting at Milwaukee Shops was the presentation of a Golden Shoe Award to Machinist Helper Donald W. Tice, second from right. His gold lapel pin, signifying that he avoided a foot injury through the practice of wearing safety shoes, was earned when they deflected a blow from a 400-pound diesel locomotive gear wheel

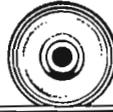


that tipped over onto his right foot. Extending congratulations are, from left: D. E. Dysland, general foreman of the wheel shop; Wheel Shop Foremen Ray Fligge and Russell Tice, first and second shift, respectively; and F. J. Ladwig, district safety engineer. Practically all employees in the wheel shop now wear safety shoes.



LAST CHICAGO-FOX LAKE RUN of Conductor Leo Johnson of suburban Fox Lake, Ill., was marked by a gathering in the trainmen's room in the Chicago Union Station. With Mrs. Johnson, who went along for the ride, he is pictured being congratulated by Retired Conductor Frank Cassidy (left) and Conductor James Dowd. Conductor Johnson had been with the Road since 1919, in train service on the Milwaukee Division from 1923 until his retirement early this summer.

here's how we're doing



	JUNE		SIX MONTHS	
	1960	1959	1960	1959
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$19,254,522	\$22,388,262	\$111,992,585	\$121,478,950
PAID OUT IN WAGES	9,664,742	10,616,443	56,192,260	60,421,243
PER DOLLAR RECEIVED (cents)	50.2	47.4	50.2	49.7
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.	855,046	944,233	4,987,080	4,487,750
PER DOLLAR RECEIVED (cents)	4.4	4.2	4.5	3.7
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest ...	9,532,237	9,558,874	54,690,408	54,919,772
PER DOLLAR RECEIVED (cents)	49.5	42.7	48.8	45.2
NET INCOME	—	\$1,268,712	—	\$1,650,185
NET LOSS	\$797,503	—	\$3,877,163	—
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	92,778	110,244	560,539	620,649
Decrease 1960 under 1959. . .	—17,466		—60,110	

flower show held in the local library, in the "Say it With Roses" theme for the artistic arrangement division. Harold, warehouse foreman, says he grows the roses, she takes the prizes, so congratulations to both.

Rolland D. Walston was recently transferred to Cincinnati as chief clerk. Friends in the traffic department had a dinner for "Rollie" and Jeanne at the Dinner Bell and presented a gift to him from all Mason City employes.

Fay Crabbs, who started railroading 50 years ago as a waterboy, retired recently as ticket agent and roadmaster's clerk at Madison, S. D. He started at 14 during school vacations, and held various clerical jobs before graduating from high school and later serving in the Army during World War I. He had worked continuously in the Madison office for 40 years. His father and grandfather, and at one time his sister and three of his cousins, were also employed by the Road. He and Mrs. Crabbs will continue to live in Madison. He is president of the Madison Milwaukee Federal Credit Union, a member of the American Legion, the VFW, the Disabled American Veterans, the Methodist Church, and all branches of Masonry.

Charles A. Joynt, agent-operator at Emmetsburg since 1937, ended 52 years of service May 12. He started in 1908 as a clerk at Ruthven, became agent-operator

there in 1913, and was agent at Algona for 13 years before transferring to Emmetsburg. He is a veteran of the Army Signal Corps during World War I. The Joynts have a daughter, Helen, living with her family in Ferndale, Calif., a son, William of Chicago, and four grandchildren, all of whom they visit regularly.

Terre Haute Division

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

Jerolyn Ann Nentl, daughter of Assistant Superintendent J. J. Nentl of Terre Haute, recently won a third-place Bronze medal in the 46th annual state high school scholastic contest held at the University of Indiana in Bloomington. Jerolyn won the right to compete in the Mathematics Division by being one of the top finalists at a regional contest held at Indiana State Teachers' College, Terre Haute, Mar. 26.

George V. Freeman, retired conductor, passed away June 8. Mr. Freeman retired in 1958 after 41 years of service. Surviving are a sister, Mrs. Jennie McDonald, a brother, Edward J., both of Evansville, and several nephews among whom is Frank F. McDonald, mayor of Evansville.

Robert S. Bentley, formerly of Terre Haute, died in a St. Petersburg, Fla., hospital May 2. He retired 10 years ago after 26 years as supervisor of signals and

telegraph on the Terre Haute Division. He is survived by his widow.

Walter J. Scott, locomotive engineer, passed away June 19 at Terre Haute after 43 years service. He is survived by his widow; four daughters, Mrs. Frances Barrett, Indianapolis, Mrs. Helen Gilbrich of Pacoia, Cal., Mrs. Elsie Gemmeke, Terre Haute, Mrs. Norma Jean Ficcard of Owensboro, Ky.; and two sons, Raymond of Indianapolis and Walter Jr. of El Paso, Tex. Interment was in Rose-lawn Memorial Park, Terre Haute.

Mrs. A. L. Burt, wife of retired assistant engineer, died in Union Hospital in Terre Haute June 23, at the age of 80. She and Mr. Burt had just celebrated their 50th wedding anniversary. Services were conducted at the Martin Tearman Funeral Home and burial was in Rose-lawn Memorial Park. Surviving, in addition to her husband, are a son, Gordon L. of Seattle, and two grandsons. She was a member of the Eastern Star, Davis Park Home Economics Club, the ATO Mothers Club, and the Westminster Presbyterian Church. Mr. Burt retired in 1946 after 46 years of service.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna



James Hubbs

The Carroll County Scholarship, which pays four years of tuition at the University of Illinois, was awarded to James Hubbs, son of Traveling Engineer E. L. Hubbs. On the basis of his rating in the State Merit Scholarship

tests, he also received an Illinois State annual scholarship of \$210 for four years at the University of Illinois. James, a June graduate of the Savanna Community High School, intends to major in chemical engineering. He is working on the D&I Division this summer as a replacement for employes on vacation.

Sympathy was extended to Yard Clerk

Notice — Veterans' Picnic Planned for Pomona, Calif.

THE National Association of Retired and Veteran Railway Employees of Southern California has announced a joint annual picnic to be held in Ganesha Park, Pomona, Calif., Sept. 6. All retired railroad employes and their wives, together with widows of retired veterans, are invited. The Association is planning a program of entertainment, and will stand treat to coffee and California "sunkist" orange juice for the crowd. For full information, write to V. G. Derichs, grand director, 266 Tate Street, Pomona, Calif.



MAKING HIS FINAL TRIP on the City of Los Angeles June 25, Flagman H. A. "Henry" Becker is pictured at the sign-in desk in the Chicago Union Station with Conductor W. H. Maze (center) and Brokeman K. C. Booth. Fellow trainmen and passengers on his run honored him with various retirement gifts. He and Mrs. Becker, who have three sons and three grandchildren, are planning some leisurely traveling away from their home base in Bensenville, Ill.

Mrs. Smola is survived by her husband, former storekeeper, one daughter and three sisters.

Richard Gleich, electronics maintainer, and wife of Savanna are the parents of a daughter born May 24.

Retired Engineer R. H. Griffin of Rockwell City, Ia., passed away in Lake City, Ia., May 8 following a lengthy illness. Mr. Griffin had served on the old Des Moines Division for 31 years when he retired in 1937 because of illness. Surviving are his widow; son Robert, agent at Lyons, Ia., and daughter, Mrs. F. J. Gillen of Davenport.

Mrs. Jessie Fish, mother of Baggage-man L. Fish, Savanna, passed away May 14 in the City Hospital following a brief illness. Funeral services were held from the Hunter-Fuller Memorial Chapel with burial in the Savanna Township Cemetery. Surviving are the son and three sisters.

Joint Operator E. L. Ventres (CBQ-CMSTP&P) Clinton, retired Apr. 1 after 47 years service as a railroader.

Monte J. King, who has been working as a switchman at Ottumwa, was recent-

ly appointed to the naval academy at Annapolis and entered it in July as a midshipman. He hopes to become a Navy flier. Monte was graduated from Ottumwa High School and attended Parsons College the past school year.

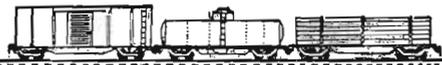
Charles E. Hapes, 77, died at his home in Chillicothe, Mo., July 8. Old timers will recall him as an engineer working out of Kansas City where he retired 21 years ago after 38 years' service. He is survived by his widow, the former Ollie Sofrona Morgan, a brother and four sisters.

Off Line Offices

INDIANAPOLIS

At the 59th annual state convention of the Knights of Columbus in Kokomo May 14-16, F. M. "Fred" Priester, TF&PA, was unanimously elected state secretary, Indiana Jurisdiction. He joined the organization in 1939 in Chicago, and transferred to the Indiana Jurisdiction in 1948, since which time he has held the offices of Grand Knight in Our Lady of Fatima Council, Indianapolis, state membership

Carloadings



JANUARY-JULY 1960 compared with same period of 1959

% of total revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		INCREASED in 1960 over 1959		DECREASED in 1960 under 1959	
		SEVEN MONTHS 1960	SEVEN MONTHS 1959	INCREASE 1960 over 1959	% of increase
3.9%	Automobiles and Parts	28,188	25,644	+ 2,544	+ 9.9%
3.9%		28,188	25,644	+2,544	+ 9.9%
15.1	Forest Prod. (Excl. Logs & Pulpwood)	51,815	66,597	-14,782	- 22.2%
11.5	Grain and Soya Beans	43,432	47,100	- 3,668	- 7.8
7.0	Iron and Steel	38,449	44,760	- 6,311	- 14.1
5.4	Coal and Coke	53,799	62,023	- 8,224	- 13.3
3.2	Oil and Gasoline	26,864	28,137	- 1,273	- 4.5
3.1	Meat and Packing				
	House Products	23,173	24,639	- 1,466	- 5.9
2.9	All Other Products of Mines				
2.7	Agri. Impl., Machinery and Parts	10,037	10,294	- 257	- 2.5
2.6	Forwarder Traffic	11,666	14,393	- 2,727	- 18.9
2.3	Grain Products	17,505	19,138	- 1,633	- 8.5
2.3	Gravel, Sand and Stone	31,679	32,529	- 850	- 2.6
1.9	Cement, Lime, Plaster and Stucco	25,852	30,342	- 4,490	- 14.8
1.8	Merchandise	11,990	14,073	- 2,083	- 14.8
1.6	Fruits and Vegetables (Fresh)	31,194	35,053	- 3,859	- 11.0
1.6	Logs and Pulpwood	14,419	17,129	- 2,710	- 15.8
1.6	All Other Animals and Products	34,926	38,653	- 3,727	- 9.6
1.5	All Other Prod. of Agriculture	6,150	6,535	- 385	- 5.9
1.4	Liquors, Malt	9,160	9,216	- 56	- .6
.7	Live Stock	10,952	11,786	- 834	- 7.1
25.9	All Other Mfgs. & Miscellaneous	5,965	7,665	- 1,700	- 22.2
96.1%		623,064	699,040	-75,976	- 10.9%
100.0%		651,252	724,684	-73,432	- 10.1%

H. F. Saltow, Savanna, and family on the death of his brother Roy, May 4. Surviving are the widow, brother, sister, and mother. Funeral services were held at the Hunter-Fuller Memorial Chapel, with interment in the Savanna Cemetery.

Conductor Frank Roman, who had been in service on the City trains until the latter part of March, passed away in a hospital in Chicago May 10, following a brief illness. Burial services were held in Chicago. Mr. Roman started his railroad career as a brakeman Jan. 23, 1920 and was promoted to conductor June 15, 1942.

Walter J. Millar, retired boilermaker, Dubuque Shops, died at his home in Dubuque recently after a brief illness. Walter was well-known on the Milwaukee, having put in 50 years of service at various points with the greater part of the time in Dubuque where he served his apprenticeship. He is survived by three sisters, Alva, Alexia, and Lucille who was correspondent for the Magazine many years at Dubuque.

John Coleman of Sabula passed away in the home of his daughter, Alma Coleman, in Clinton May 20. He had been employed on the Milwaukee 30 years prior to retirement. Surviving are his daughter, son and two sisters. Funeral services were held in the Sabula Methodist Church with Masonic rites and burial in Evergreen Cemetery in that city.

Mrs. Charles Smola, the former Margaret McGrail, for many years chief clerk to master mechanic at Savanna, passed away in the City Hospital May 19 after a brief illness. Funeral services were held in St. John's Catholic Church, Savanna, May 23, with burial in the Catholic Cemetery. For many years Mr. and Mrs. Smola had lived in Mason City and it was only on May 9 that they returned to Savanna to make their home.

Nalco®

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

NALCO CHEMICAL COMPANY

6216 W. 66th Place • Chicago 38, Illinois

chairman, state advocate, and state treasurer. Currently he is serving his sixth consecutive term as president of the Fatima Home Association, which recently completed a \$300,000 building program. Fred has been with the Road since 1936, starting in the passenger rate department. After military service during World War II, in which he rose from private to captain in the Combat Engineers, he served briefly as city passenger agent in Detroit before transferring to Indianapolis in November, 1946.

Chicago General Offices

TRAFFIC DEPARTMENT

Glen Heath, Correspondent

The first and biggest fish stories to come out of the Chicago general offices so far this year belong to Arlene Phillips, secretary to freight traffic manager, rates and divisions; and Joyce Ieron, secretary to assistant to vice-president. Mrs. Phillips, vacationing with her husband and friends in northern Ontario, caught a beautiful 21-pound "Muskie" 42 inches in length, with a spinning-rod and lure. Arlene reports that when "that big fish came in the boat, I got out the other side!". Mrs. Ieron's thrilling catch took place off Miami Beach, where she hooked a 36-inch king mackerel weighing 15 pounds.

A retirement party was held at the Atlas Brewery June 22 honoring Frank



GILLICK SCHOLARSHIP GRADUATE

WEDS. James Craig Anderson, a J. T. Gillick Scholarship graduate this year of the University of California with a degree in Theater Arts, pictured at his marriage to Miss Jesselyn Anne Terhune of Redondo Beach, Calif., in St. Cross Episcopal Church, Hermosa Beach, Calif., June 19. His parents, the R. A. (Assistant Engineer) Andersons of Elgin, Ill., were present. James has been commissioned as an ensign in the Navy and will be stationed in San Francisco. (Harvey photo)

T. Maday, formerly chief rate clerk in the general freight department. Approximately 75 of Frank's associates came to wish him and his family farewell and extend best wishes, following his 48 years of loyal service. John T. Burke, chief rate analyst, paid a tribute to Mr. Maday, and H. J. McKenna, freight traffic manager, rates and divisions, presented the Madays with a gift from their many friends. A vote of thanks goes to Rita Witkowski, Marcella Manning, Susan Rasmussen, and Merle Morris for their fine work in organizing the party, as well as preparing and serving the refreshments.

Ken Hosfield, chief clerk to P. J. Cullen, assistant general freight traffic manager, sales and service, entered the hospital June 20 for treatment, and we trust that when you read this Ken will be back on the job and breathing easier.

The general freight department young men have formed a softball team, and proudly represent the Road in a league at Grant Park. In their opening game they won a victory over their arch rival, The Burlington, by a score of 23-22, in a real pitcher's battle.

Mary Collins, secretary to the assistant general freight traffic manager, rates and divisions, recently broke her shoulder, and is wearing a cast.

OPERATING DEPARTMENT

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

Sympathy was extended to Howard Beckler, car distributor in the office of general superintendent of transportation, whose father passed away June 2.

The offices of the Milwaukee Motor Transportation Company, formerly at

The Milwaukee Road Magazine

In the shop or on the road
two names to rely on

A.O. Smith



for welding supplies
and electric motors

Producers of welding electrodes, machines and accessories, including a complete line of air and liquid-cooled gas-driven welders. Motors from 1/3 to 800 hp.

APEX



for Running Boards and
BOXWELD brake beams

High-strength, maximum safety Running Boards plus the first all-steel welded brake beams that exceed A.A.R. specifications by far. Get rugged strength at substantial savings in weight.

If performance is the test of progress... these two companies lead their fields

APEX
RAILWAY
PRODUCTS CO.
332 S. Michigan Avenue, Chicago 4, Illinois

Through research... a better way

A.O. Smith
CORPORATION
MILWAUKEE 1, WISCONSIN
A. O. Smith International S. A.,
Milwaukee 1, Wisconsin, U. S. A.

Portage, Wis., are now neighbors of R. J. Kemp's office on Jefferson Street. Marion Peterson and Pat Jakubec have recently joined the staff of the transportation company.

E. G. Kiesele, retired superintendent of the safety department, stopped in to say "hello" to his many friends recently. He and Mrs. Kiesele now live in Fort Lauderdale, Fla.

Charles E. Whitt, assistant supervisor wage schedules, retired June 1 after 45 years service. The Whitts recently moved into a new house at 1416 New Milford School Road, Rockford, Ill.

Robert Twohill II, son of Robert and Janice McCamant Twohill, was born in Chicago Apr. 9. Proud grandfather is George A. McCamant, supervisor refrigeration service. Janice's brother, James McCamant, was married July 2 to Kathleen Schmalz.

Gilbert Zelasko, file clerk in Mr. Kemp's office, was married to Donna Jean Nelson of Gary, Ill., June 11.

Mrs. Ivy Bolton, stenographer in Mr. Kemp's office, has transferred to the assistant superintendent's office in Bensenville.

Lawrence J. Barbeau replaced Leonard R. Kirchoff as secretary to the assistant general manager when Leonard became secretary in Mr. Amour's office.

Margaret Ann McPherson, daughter of W. R. McPherson, superintendent of transportation-passenger, was selected to represent Niles Township High School at

the Illinois State high school biology convention in Springfield.

George M. Dempsey, assistant superintendent of safety, was married to Mrs. Joan C. Davis at St. Mark's Church, Glen Ellyn, May 28. Following the marriage ceremony, a reception was held in the parish hall of the church.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Palmer Lykken, 36, a former correspondent for the Magazine, died June 14 following surgery. He started with the Road Mar. 30, 1942 and a year later began his three year military service. On Jan. 1, 1958 he was appointed traveling freight claim agent. Palmer is survived by his widow Mildred, two sons, John and Arthur, and a daughter Irene, 7. Interment was in Mt. Olive Cemetery.

Congratulations to H. W. Kirch and A. H. Ducret who were elected to committees at the annual freight claim division meeting held in Chicago in May.

At this writing, Jake Mathiesen's wife is recovering at home after surgery.

Florence Swanson was presented with cash and other gifts by the girls in the typing bureau when she recently completed 25 years of service.

John Schaden of the revising bureau recently rounded out 40 years with the Road.

A daughter, Kathryn Lynn, was born to Elmer Dancy and wife May 7.



Why Don't They Do Something About the Weather?

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

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

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




45 YEARS OF SERVICE, all in the passenger accounts department in Chicago, earn a Silver Pass for T. J. Martin (right) who is pictured receiving it with the congratulations of A. B. Montgomery, auditor of passenger accounts. "T. J." is employed in the train earnings bureau.

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



GRIFFIN WHEEL COMPANY

- better balance
- SPECIFY **GRIFFIN** EQS
- only 2 tape sizes
- longer wear
- AND WATCH YOUR COSTS GO DOWN
- tougher flange and tread

445 North Sacramento Blvd.
Chicago 12, Illinois

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



2100 S. Peoria St.
Chicago, Illinois

Phone: MOnroe 6-9800 for
Prices and additional details

**STANDARD FORGINGS
CORPORATION**

**Railway Axles
Center Plates Journal Wedges
Drop Hammer and Press Forgings**

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

Recent promotions made Kenneth French traveling freight claim agent and Lloyd Rugen head adjuster, also moved Donald Devitt and Jake Mathiesen to higher adjuster positions.

We hear that Peter Church's brother, Lenny, is a star pitcher for Lane Technical High School and was instrumental in bringing his team into the city and state playoffs.

Retired Head Adjuster John Hamm is at home at this writing after being hospitalized as the result of a CTA bus accident.

Sympathy was extended to Harry Cappella on the death of his mother.

AUDITOR OF EQUIPMENT ACCOUNTS

Judy Jurasz, Correspondent

Dora Buckholz was presented with a lovely FM radio and purse upon her retirement after 42 and a half years of service. She plans to work as a receptionist for St. Paul's Home for the Aged.

Carmella and Tom McHugh are proud parents of a baby girl born May 25. They have named her Danette Marie.

Congratulations to our bowling champions—Jerrie Horn, who received a gold emblem, and Jane Ingram who received a gold trophy.

If you see stars in Dolores Harder's eyes it's because of the beautiful engagement ring Donald Gruenberg recently presented to her.

June 18 was the wedding day for Joyce Nahrstadt and Tony Brough who were married at St. Vincent's Church. A re-

ception was held at Weber's Hall. Their honeymoon was spent in Niagara Falls.

Leaving our office in June were Josephine Cepeda and Kathy O'Neill who have dates with the stork very soon. Both were given baby showers.

Mike Ukropin will really be in the "dough" from now on. He left our office June 3 to become a bakery truck driver. Delores Dobrow also left to become a full time housewife.

Congratulations to Eleanor Hansen on the arrival of her first grandchild, a boy born to her son and daughter-in-law June 20.

Welcome to our new employees Denise Kussy, Joan Tiedje, and Dennis Marchuk.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent



Florence Almen

A Silver "lifetime" Pass, signifying 45 years of service was presented recently to Clerk Florence Almen of the statistical bureau. Florence began her service in the stores department in Minneapolis, transferring to the district account-

ant's office in 1931, and to the auditor of expenditure's office in Chicago in 1940.

The former Patricia Genevieve Piwon of the accounts receivable bureau became Mrs. Leroy George Kaczynski at a nuptial Mass in St. Ferdinand's Church. After a honeymoon in New England the newlyweds returned to live in Niles.

Joyce Jacobsen of the paymaster's office married Raymond Miller at a nuptial Mass in St. Peter's Church. After a five months Canadian honeymoon the Millers will make their home in Davenport, Ia. Our best wishes go with Joyce as she exchanges her railroad career for that of a homemaker.

Gerald Goebel of the miscellaneous bureau has popped the question to Mary Hesterman of Wisconsin Rapids and they are planning an October wedding.

Retirees Asher Lutz, Frank Trout and Thomas Walters visited the office recently. Mr. Lutz was on his way to California with his wife Edna—comparing weather conditions with his present home in Kissimmee, Fla., no doubt. Mr. Trout was on his way home to Tacoma and Mr.

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

LANNAN & Co.

INSURANCE

WA bash 2-7187

• CHICAGO •

MINNEAPOLIS • PITTSBURGH • NEW YORK

BAXTER-WYCKOFF COMPANY

formerly West Coast Wood Preserving Co.

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

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



Retiring with more than 46 years of service, U. F. Budzien, assistant auditor of expenditure, posed with this group of Chicago-Fullerton Avenue accounting department associates before leaving for his brand new home in Clearwater, Fla. An account of Mr. Budzien's service with the railroad is in the auditor of expenditure's office news.

Walters was returning to Banning, Calif. Each of them is enjoying well-earned retirement.

Track Timekeeper Mary Vassar welcomed her third grandchild recently.

Edward Rintelman of the statistical bureau became a grandfather for the eighth time, Emil Rachner of the general bureau now has six grandchildren, and Felix Raue joined the "Grandfathers' Club" with his first grandchild—boys in all cases.

Hilary Wisniewski's family has been enlarged by one, a new baby boy. Donald Pokorney of the bill and voucher bureau became a father for the first time, a baby boy. Ronald Warren of the paymaster's office has a brand new dependent, a baby girl.

Two proud fathers were present when their respective offspring received their college diplomas. Chief Traveling Time Inspector Leo Montgomery's son Thomas was graduated from the University of Washington and had a position as aeronautical engineer waiting for him at Boeing Aircraft Company. Assistant Paymaster Robert Albrecht's daughter Joyce received her diploma from Illinois State Teacher's College at De Kalb and has received an appointment to teach physical education at Glenview School starting in September.

Listen to this all you anglers—petite Mary Slepcevic of the bill and voucher bureau landed a 40-pound dolphin and her husband caught a 7-foot sailfish and a shark while fishing off the Florida Keys.

Mathilda Cully of the shop timekeeping bureau has been released from the Northwestern Hospital in Minneapolis and has returned to Aberdeen, S.D., to recuperate from the latest surgery on her hip. Edward DeVries, formerly of the paymaster's office and now retired, has been a patient at the Veteran's Administration Hospital, undergoing extensive surgery.

July-August, 1960

Dorothy Sodman of the miscellaneous accounts receivable bureau has been hospitalized at the Edgewater Hospital. If wishes come true, these three people will be in the best of health very soon.

Assistant Auditor of Expenditure Urban F. Budzien retired with over 46 years of service. One of six children, four of whom have worked for the Milwaukee, Mr. Budzien began as a clerk in the timekeeping department of Milwaukee Shops, under the tutelage of his father Frank L. Budzien, chief timekeeper, who retired with over 55 years of service. Mr. Budzien's entire service was spent in the accounting department and he became assistant auditor of expenditure in 1955. His retirement leaves two members of the Budzien family still in service; his sister Rosalin, a T&E timekeeper, and his brother Frank Jr., an electrician in the locomotive department at Milwaukee Shops. Mr. Budzien and his wife, Leone, are moving into a brand new home in Clearwater, Fla.

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



SINCLAIR REFINING COMPANY

155 N. Wacker Drive,
Chicago 6, Illinois

MECHANICAL RUBBER GOODS

**V Belts and Sheaves
Transmission Belting
Diesel Fueling Hose
Fire Hose**

*Hose and Belting For All
Purposes*

CHICAGO RAILROAD SUPPLY COMPANY

336 So. Jefferson St. Chicago 6, Ill.

COBRA



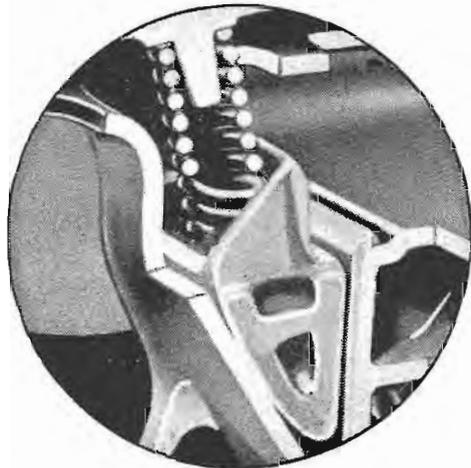
SHOE

PLANNING A TRIP!

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

balanced

- **DESIGN**
- **METALLURGY**

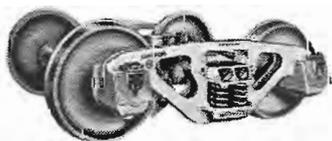


gives better

- **OPERATION**
- **WEAR**

National C-1 Trucks

TRANSPORTATION PRODUCTS DIVISION



N-101

NATIONAL
MALLEABLE AND STEEL
CASTINGS
COMPANY

CLEVELAND 6, OHIO

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Wedding bells rang out for Betty Dombrowski and Edward Luczak June 18 at St. Mary of the Angels' Church, followed by a reception. They honeymooned at Starved Rock, Ill.

At this writing, Pat Krywka is on furlough due to ill health.

Martha Schwartz retired June 24. She received many gifts and her close friends

had a party in her honor at the Rosewood.

Naomi Johnson and June Mathisen went island hopping—Puerto Rico, Virgin Islands, Haiti and Jamaica. Florence Wiggins, Carol Pondelicek and Jerry Cuny vacationed in Florida; Bessie Gryzbeck in Glacier Park; Fannie Ware, Georgia; the Trezeks, Mexico; the Gavins and Rinaldis, Las Vegas; Agnes McGrath, New York, and Ruby Dunaven, California.

John Diversey and Pat Wolcott were married June 18.

FREIGHT AUDITOR'S OFFICE

Edith M. Marquiss, bookkeeper in the freight auditor's office, passed away unexpectedly Apr. 15 following surgery in Columbus Hospital. Her death after only a few days' illness was a shock to accounting department employes, among whom she had many close and dear friends. Edith was born in Chicago, where she attended Waller High School and started with the Road as a temporary clerk in 1917. All of her service was in the freight auditor's office, in the first years in the estimated freight earnings bureau. She was general clerk of the switching bureau from 1943 until 1953, when she became assistant bureau head of the local and interline balance bureau. She was promoted to bookkeeper on Sept. 27, 1954. As a patron of music, Edith counted among her friends many Chicago singers and musicians. Until recent years she had been associated with various choral groups as a soloist. Funeral services were held in Chicago, with interment in the family plot in Rosehill Cemetery. She is survived by a sister, Mrs. Robert Baxter of Phoenix, Ariz., and two brothers, Wylie of Pittsburgh and Claire, formerly of Chicago and now of Phoenix.

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

Many of you will remember and be sorry to hear of the death of Kenneth J. Weir in his home in Bannockburn June 19. He was born in Cedar Rapids in 1901 and was graduated from the University of Iowa in 1924 with a B.E. degree. For 11 years Kenneth was employed by the Pittsburgh Des Moines Steel Company and also as a draftsman for a contracting engineer. He came to the Milwaukee in November 1935 as a special water inspector and was promoted to supervisor fuel and water service in July 1943. He left to enter the employ of the W-M Construction Company in March 1947. At the time of his death Mr. Weir was president of the Deerfield Savings and Loan Association. He is survived by his widow, Ruth, a son, Keith C. of Albuquerque, N.M., two grandchildren and a brother, Morris R. of Henderson, Nev. Funeral services were held in the First Presbyterian Church, Deerfield.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Ted Pulsha, Correspondent

As always, summer means vacation for many. Mr. and Mrs. Elmer Linden visited Phoenix, Ariz., while Miami was enjoyed by Mr. and Mrs. A. V. Gallagher. The north woods of Ely, Minn., attracted Mr. and Mrs. Tom Puttrich and son, who enjoyed catching the big ones and bringing back pictures to prove it. Emmett McCauley visited Vancouver, B.C.

Jim Sides recently left us to enter the employ of Bell and Howell.

It was good to welcome back Elmer Berry and George Weseman after extended illnesses.

The Milwaukee Road Magazine

Michael Sol Collection



A 40-YEAR VETERAN since June 23 is Miss Leon M. Esser, chief clerk to the district storekeeper, Middle District. All of Leon's service has been in the stores division at Milwaukee Shops starting as stenographer, and as file clerk, personal stenographer, payroll clerk and secretary to the general storekeeper before being promoted to her present position. She is a former president and the current recording secretary of Milwaukee Chapter of the Railway Business Women's Association and an active member of the Veteran Employees' Association.

A second wedding anniversary was celebrated at the Tradewinds recently by your reporter and his wife.

Ted Dobosz, a former claim checker, is our new office boy.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

Robert C. Wallace Sr. ended his career as a red cap at the Milwaukee Road station in Minneapolis Apr. 29 after 34 years service. He had been chief red cap since 1954. Station employes and friends honored him with a party and presented him a power lawn mower, cash and other gifts. Stationmaster James Taylor commended him for his years of fine service. Mr. Wallace expects to devote more time to the insurance business which he has developed, and to his hobbies of fishing and bowling. Donald W. Underwood succeeds him as chief red cap.

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

St. Paul lost one of its best-liked and most congenial city freight agents in the person of Bob Young when he was transferred to Cincinnati as TFA. Bob had been in St. Paul for 12 years and has a host of friends here. Both his and his wife's family reside in St. Paul so they still will have a nice place to go for vacations. Bob was feted at a farewell party at Fran O'Connell's Restaurant by members of the Twin Cities freight offices, and friends in the Transportation Club of St. Paul. He had recently been elected to the board of directors of the club. He was given appropriate gifts as token of

July-August, 1960

the esteem in which he is held, and showered with good wishes for continued success.

G. F. Quinlan spent a few days in St. Paul, and called at the office for a visit. As usual, he was hurried, and had to rush away to attend the graduation of his son.

Marian Cashill, our switchboard operator, planned to spend some time in Corpus Christi, Tex., the middle of July. We thought we kept it pretty hot for her here, but now there are doubts in our minds.

Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER AND TEST DEPARTMENT

H. J. Montgomery, Correspondent

Harold T. Odegaard, shop engineer, said "So long, fellows", on June 30. Ode had been with the mechanical engineer's office up to two years ago when he took over his position in the diesel shop. He began as a special apprentice at Minneapolis in 1922, became shop foreman at Green Bay in 1925, served in turn as night round-house foreman at Portage and Aberdeen, S.D., and became general foreman of the locomotive shop in Minneapolis in 1935. Transferring to the mechanical engineer's office at Milwaukee Shops in 1936, he became assistant engineer electrical maintenance in 1945, and in 1955 was promoted to engineer-shop, mechanical. He was appointed shop engineer in October, 1958. Ode was one of the old Milwaukee

WEHR STEEL COMPANY

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

**Carbon and Alloy
Steel Castings**

**Carefully Controlled
Heat Treating**

**Pattern Making and
Machining Facilities**

**T-Z PRODUCTS ALWAYS GIVE UNEXCELLED
SERVICE**

T-Z "CLINGTITE" DUST GUARD PLUGS

MW JOURNAL BOX LIDS

DUO-THERM FUEL OIL HEATERS

T-Z PIPE CLAMPS for all type cars

T-Z "AB" BRANCH PIPE TEE BRACKETS

T-Z RETAINING VALVE BRACKETS

T-Z "STA-FAST" DUST GUARDS

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

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

**Youngstown Steel Sides for Freight and Refrigerator Cars
Youngstown Corrugated Steel Freight Car Doors
Camel Roller Lift Fixtures
Refrigerator Doors & Fixtures**

Youngstown Steel Door Co. and Camel Sales Co.

332 S. Michigan Ave.
Chicago

OFFICES
The Arcade
Cleveland

500 Fifth Ave.
New York

PLANTS—Hammond, Indiana • Youngstown, Ohio

Two new series of General Motors Locomotives

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

ELECTRO-MOTIVE DIVISION GENERAL MOTORS

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

1325 hp Road Switcher **RS-1325**



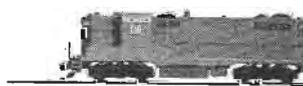
1800 hp General Purpose **GP-18**



1800 hp Special Duty **SD-18**



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



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



Road League bowling group. Later in the year he will be among those honored at the annual banquet held for all retired supervisors of the year.

Of the recent output at Milwaukee Shops, here are some of the repair, upgrading and rebuilding projects in which "the boys who push the pencil and read the slide rules" had a hand: rebuilding

piggyback flats; peek-a-boo gondolas; chip cars, coil cars with hoods, tinplate cars, and others. The design of new purchased cars also came about through this office, as well as various modifications of diesel locomotives and work equipment. Complete drawings were sent to the shop, and the force there is doing a tremendous job of getting out the finished products.

AN EXCEPTIONALLY ADVANTAGEOUS TRIPLE-PURPOSE MACHINE!!

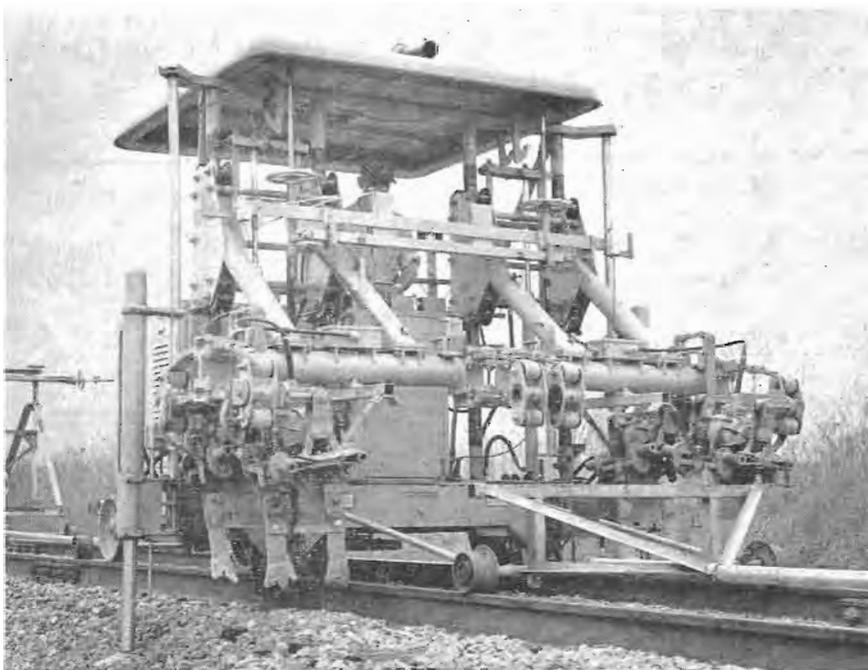
THE JACKSON JACK-SPOT TAMPER

TOPS FOR JACK TAMPING. It's exceptionally fast, accurate and positive in jacking to reach and hold the track raise and cross level. It quickly and firmly tamps tie to hold raise for production tampers and keeps out of their way. Adapted to existing track surfacing equipment.

PERFECT FOR SPOTTING AND SMOOTHING. Great power and speed for spotting and smoothing in all ballasts and in all conditions is supplied by TRACK MAINTAINER tamping units.

AN EXCELLENT PRODUCTION TAMPER for moderate to high raise work. Produces complete ballast consolidation in out-of-face raises, with maximum stability right under the rail—the load bearing zone. Ideal as an all-round production tamper for those requiring an all-purpose jacking-and-tamping machine.

ENTIRELY PUSH-BUTTON OPERATED. This machine is the product of intensive research, development and exhaustive testing. All operations are electrically controlled and push-button operated . . . the most advanced machine of its kind to be found anywhere.



JACKSON VIBRATORS, INC.

LUDINGTON, MICHIGAN

360000 series gondolas with steel floors, sides and ends; also 80000 gondolas from the center sill up; new 8-foot door openings and new flush doors on insulated box cars; rebuilding 370000 hoppers from the center sill up; bulkhead flats for wall-board loading, 9 feet above the floor; DF loaders and Buick box loaders; new stenciling of MILWAUKEE ROAD in king size letters for all cars; Flexi-Van and

CAR DEPARTMENT

Erwin C. Weber, Correspondent

George L. Wood Sr., retired car foreman, passed away at his home in Austin, Minn., June 9. Mr. Wood was born in Baraboo, Wis., on Dec. 19, 1888, and his first job was as a bareback rider for the Ringling Brothers circus, with which he traveled two and a half years. He started



SILVER PASS EMPLOYEE. A 45-year veteran, Machinist Helper Frank Placha of the Milwaukee roundhouse, accepts his Silver Pass wallet with the congratulations of District Master Mechanic A. W. Hallenberg (right) and Master Mechanic H. R. Drew. Frank has been a roundhouse employe since 1913.

his railroad career in 1916 as a car foreman with the Great Northern at Whitefish, Mont., and transferred to The Milwaukee Road on Feb. 15, 1918 as car foreman at Raymond and Othello, Wash. He held the same position at Lewistown, Mont., from 1920 to 1941, and at Austin from 1942 until his retirement on Dec. 31, 1953. At Austin he handled all of the equipment for the meat shipments of the Hormel Company. He was active in the Masonic order, and was a Past Master of Lewistown F.&A.M. Lodge. Funeral services were held at the Jordan Mortuary in Austin. Surviving are his wife Edna; a daughter, Mrs. Ivar Twilde of Billings, Mont.; a son George Jr., superintendent of the Milwaukee Road's car department; a brother, Eugene, of Milwaukee; six grandchildren and three great grandchildren. Interment was in Oak Park Cemetery, Austin.

Anyone interested in learning how best to use a sleeping bag on fishing trips should contact Augie Plicka in the freight car shop. He has mastered this art and is ready to give free instructions.

The latest in fishing is to put a little heater and a frying pan in your boat and fry 'em as you catch 'em. That is the method used by Leonard Lentz. "But first you must catch 'em."

Clarence Duchrow showed up for work one day without his glasses and someone asked if he had forgotten to put them on. His answer was "No, I'm wearing glasses." He's now wearing contact lenses and likes them very much.

The freight car shop has completed rebuilding 50 ballast cars in the 340000 series and will follow up with the rebuilding of 150 seventy-ton capacity hopper cars in series 370000. In addition to this, 35 men have been recalled to fit up 50 gondola cars in the 93000 Series for chip loading.

Thirteen of our piggy-back cars are now going through the Shops to be fitted with roller bearings.

The Milwaukee Road Magazine



50-YEAR AWARD. Francis Millonzi, machine shop foreman in the locomotive department at Milwaukee Shops, pictured receiving his Gold Pass from F. W. Bunce, chief mechanical officer. "Gib," as he is better known, started his half century of continuous service as an apprentice at the Shops.

Marius O. Olson, a blacksmith in the forge shop, retired Apr. 25. Mr. Olson started to work for the Road at Miles City in 1919.

At the third national convention of the Order of St. Christopher for Catholic Railroadmen held in Milwaukee May 20-22, Arthur Remus, welder in the freight car shop, was elected national vice chairman. Entertainment for the delegates included a Hospitality Night at the Schlitz Brewing Company, a sight-seeing tour of the city, a banquet and a dance, and a breakfast at the closing, following the local chapter's regular Mass and Communion Day. A Braves game on the agenda was rained out. The convention sessions accomplished a number of bylaw changes and the adoption of an organization banner design. Mr. Remus is a member of Chapter 8, Milwaukee.



Arthur Remus

George P. Ewig, a blacksmith helper in the forge shop for 32 years, retired May 10.

William D. Morin, a machinist helper in the wheel shop, retired June 1.

Stanley Marciniak, a laborer in the freight car shop for 19 years, retired Apr. 22, after being off due to illness since November, 1958.

Frank Bugi, a blacksmith helper in the forge shop for 15 years, retired May 27.

Edwin A. Ohm, a triple valve repairman in the passenger shop, who started to work for the Milwaukee in October, 1909, retired June 15.

Walter Prasser, passenger airbrake man in the passenger car shop, retired July 1. Mr. Prasser had been a steady employe for more than 25 years.

Mike Janik, who had been a painter in the passenger car shop for 32 years, re-

tired on disability May 15. Mike has been off due to illness since Sept. 22, 1959.

Ernest Reichow, assistant foreman of the forge shop, after 45 years with the Road decided to retire as of July 1. Ernie started as a blacksmith helper in the car department blacksmith shop in August, 1916 and served his apprenticeship from 1919 to 1923, after which he became a blacksmith and a welder until 1937 when he was promoted to assistant foreman. Ernie and Mrs. Reichow are planning on doing a lot of fishing in northern Wisconsin this summer, this being one of his main hobbies. As a retirement present from his fellow workers Ernie received some wonderful fishing equipment.

Charles Klug, 81, retired blacksmith foreman, passed away May 14. He had retired in 1944.

Vincent Kaluzny, a trucksmith who in April 1959 retired on disability, passed away May 23 at the age of 56.

George J. Reidy, welder in the passenger carpenter shop, became ill on June 6 and was taken to the hospital where later in the afternoon he passed away. Mr. Reidy was 58 and had been with the Road for 39 years.

William A. Shand, 63, a former welder in the freight car shop, passed away June 11. Mr. Shand started to work for the Road in 1912. He retired on disability in December, 1952.

Milwaukee Terminals

FOWLER STREET STATION

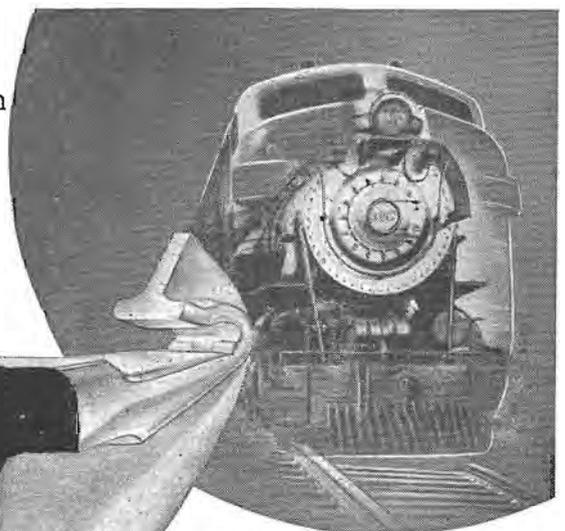
Pearl Freund, Correspondent

Walter Hoerl, check clerk House 7, retired June 24 after 43 years service. During this time he had also worked as a trucker and delivery clerk. His family is a railroad one. A nephew, Joseph M. Hoerl, is chief rate clerk, and of his brothers, Ed J. is a check clerk at the

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

write for a complete
bulletin on

IMPROVED
FAIR
RAIL ANCHOR



-POWER DESIGN MEANS

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



THE P. & M. CO.

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

879RS

KERITE CABLE

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

THE KERITE COMPANY

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

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



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

Wisconsin Bearing Co.

1310 So. 43rd St. MILWAUKEE, WIS.

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

In Warehouse Stocks
SKF Traction Motor Bearings

also

ALL TYPES OF BALL & ROLLER BEARINGS
for
RAILROAD REQUIREMENTS

THE SYMINGTON-GOULD COMPANY

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

RAILWAY EQUIPMENT

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

Railway Division Depew, N. Y.

YOUNG & GREENAWALT CO.

Manufacturers of

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

1011 E. 148th Street
East Chicago, Indiana

CONGRATULATIONS

to The Milwaukee Road for
conserving our nation's
resources by having us
Re-refine its used
petroleum oils.

MOTOR OILS REFINING CO.

7601 W. 47th St. Lyons, Ill.

fruit house, John is a retired car inspector, Alex is a delivery clerk at House 11, and Joseph H., deceased, was a check clerk at the fruit house. Edward J. Hoerl, former assistant agent in Milwaukee, now deceased, was a nephew. Walter and Mrs. Hoerl will reside in Milwaukee, taking time out for a little lake fishing.

James Morrissey, who started with the Road June 14, 1911 took his pension June 24. He began as a messenger. There followed a strike and he went to the Soo Line for a few months. Between 1914 and 1916 he decided to become an electrician, but became ill and was advised to get an outside job. He came back to the Road on Oct. 11, 1916 and worked as a caller in the freight house until his retirement. He lived with his two sisters for a number of years, but they are now deceased, and James has decided to move into a family hotel and spend his leisure time enjoying baseball, his one and only hobby.

Three little ladies arrived in time to make this issue of the Magazine. We are proud to announce Jane Ann Manders, born June 7, whose dad is John, carload bill clerk, and whose brothers are John, 12, James, 9, and Jeffrey, one year old.

Laura Dale is the name chosen for the little daughter born to Virginia and Richard Gibowski June 16 at Virginia Beach, Va. We are more familiar with her grandfather, George Roessger, chief clerk. The Gibowskis have a son, Steven, and another daughter Sue.

Born June 30 was Mary Pruitt Bartelt, whose mother of the same name is extension clerk at Fowler. Dad, Mel, is a driver for the Milwaukee Motor Transport. The Bartelts have three other children, two girls and a boy.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

UNION STATION

Sympathy was extended to Dorothy Blask, secretary to R. T. White, traffic department, on the sudden death of her sister Elinor May 8, and to LeRoy Wallace, chief rate clerk in the traffic department, whose father-in-law died.

Congratulations to the Harvey McElhannons on the baby girl born May 17.

Mrs. Anna Masar, our smiling matron at the depot, has more than 30 years service with the Road, but her 30th anniversary in her present assignment was celebrated



TRADING SILVER FOR GOLD. Milwaukee Division Engineer Werner Kaddatz studies the new Gold Pass presented to him by T. J. Kubal, road foreman of engines, in recognition of his 50th year of service. Starting in March, 1910, he was a machinist helper at Milwaukee Shops before transferring to train service in 1912.

June 30. This does not mean retirement, however; Anna is much too young and busy. During the years that she has taken excellent care of the facilities assigned to her, thus keeping our lady patrons satisfied and happy, we have had many favorable comments on Anna's helpfulness to patrons.

MUSKEGO YARD

Switchman Ed Carlson planned the potluck supper party which was held at Retired Yardmaster Charlie Tennant's home in Big Bend, June 26, at which time a new 50-star American flag was presented to Charlie and his wife.

Switchman Florian Rewolinski and wife are happy parents of a baby girl who arrived Apr. 28. She was named Christine.

Teddy Hanstad, supply man, jack of all trades, and an accommodating helper on any job we had for him, retired July 15. He has sold his home in New Berlin and plans to move to Hermosa Beach, Calif.

Congratulations to Sy Dulski on his recent marriage.

C&M Conductor J. J. Murphy retired June 1.

Yardmaster Robert Haese and Mrs. Haese welcomed a baby boy, Eric, May

AMBER JACKET

Originating on
The Milwaukee Road

WASHED
Capacity 3,500 Tons
Daily

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

INDIANA'S MODERN COAL MINE & WASHERY

QUALITY COAL

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

Washed and Dried Treated Stokercoal

1 1/2" x 3/8" ——— 3/4" x 3/8"

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

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

Here's Our Anniversary Special for

EMPLOYEES of the MILWAUKEE ROAD

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

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

MONTHLY INCOME OF \$300.00

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

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

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

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

SPECIAL OPTIONS

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

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

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

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

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

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

Date of birth.....Age.....Height.....Weight.....Sex.....

Occupation.....Social Security No.Payroll No.Work No.

THIS APPLICATION IS FOR A \$3,000.00 LIFE INSURANCE POLICY ON MY LIFE.

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

POLICY FOR DEPENDENT WIFE

Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife.

Wife's nameDate of birth
Amount of monthly premium for wife's policy \$.....
(See rate above according to age)

POLICIES FOR DEPENDENT CHILDREN

Please issue Life Insurance Policy or Policies in the amount of \$500.00 each for each of my dependent children listed below:
Premium 50 cents a month for each child insured.

Amount of monthly premium for policy or policies on dependent children \$.....

First Name	Age	Birth Date
.....
.....

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant



General Office:
PEABODY PLAZA
ST. LOUIS 2, MO.
Operating AIRLINE,
LINTON, CHIEFTAIN
Mines on the
MILWAUKEE ROAD

CREOSOTED
MATERIALS
and
COAL TAR
PRODUCTS
Republic Creosoting Co.
Minneapolis

BUCKEYE
CAST STEEL PRODUCTS
FOR RAILROADS
Truck Side Frames
Truck Bolsters
Couplers
Yokes and Draft Castings
Miscellaneous Car Castings
Six- and Eight-Wheel Trucks
THE
BUCKEYE STEEL CASTINGS CO.
COLUMBUS 7, OHIO

SIGNODE SERVES THE MILWAUKEE ROAD

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

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

THIS SEAL MEANS **SIGNODE** **SECURITY IN SHIPPING**

22. The Don Baranowski family also have a new son, Douglas Francis, born June 21, while the Richard Kolasinskis have a baby girl, Diane, born June 14. Friends of Jackie Schmidt expressed their sympathy to him on the death of his mother June 21.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Funeral services were held June 25 for Matt A. Grenning who passed away June 23. Matt was the agent at Rondout for many years and for the past two years was at Morton Grove. He is survived by his widow, daughter and son.

June beckoned some of our people to retire. Among them, Conductor H. E. Williams, Engineers Edmund J. Burg, W. F. Heinrick and Natale Giardina of Racine.

SECOND DISTRICT

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

We are sorry to report the death of our former chief clerk and good friend, Martin (Marty) Jansen. Marty entered the hospital for surgery and passed away June 14. He had worked many years as ticket clerk in the Green Bay passenger station, and for the last year as chief clerk in the freight office.

Best wishes were extended to Cal McGregor who was married recently. His father, Earl, is dispatcher for The Milwaukee Motor Transport at Green Bay.

We welcomed John Zmuda Jr. to the freight office where he will be doing the vacation relief work this summer. John's father is a checker in the freight warehouse.

Gus Dedow, trucker, recently started his vacation touring the Dakotas and parts of Canada.

Mr. and Mrs. Bill Burgess are the proud parents of twin sons born May 23. Bill is the operator at Pembine.

A retirement dinner was held recently at the Silver Dome Supper Club in Menominee, Mich., for John Enders, former

cashier at Marinette. Among those attending from Green Bay were: Traveling Engineer Ward Hisman and wife, Traveling Freight Agent Gail Meintzer and wife, Assistant Superintendent W. M. Freund, Miss Florence Gotto, his secretary, and his former chief clerk John Philips and wife.

Friends and fellow employees at Menominee, Mich., presented Engineer Bill Londo with a gift when he recently retired after 42 years service.



RETIRING AFTER 48 YEARS OF SERVICE, Morning Hiawatha Conductor H. E. Williams of Milwaukee (second from right) made his last Chicago-Milwaukee run in the company of Train Rules Examiner J. D. Simons, Porter George Vaughn and Trainman George Wilson. Starting in the Milwaukee Terminals in 1911, "Harry" Williams had been a conductor since 1918, the past six years on the Hiawatha and the Pioneer Limited.

La Crosse Division

THIRD DISTRICT

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

A. D. Finn, who retired as conductor in 1937, passed away recently at the age of 75. The only immediate survivor is his widow, Anna.

Mrs. James O'Brien, wife of engineer, attended the graduation of their son James as an ensign from Navy Officers Candidates School in Boston. After a brief furlough, James will report to San Diego, from where he will go to Japan for two years.

Upon his graduation, Gerald Streeter,

RAILWAY CARS
 All Types

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

UNITED STATES RAILWAY
EQUIPMENT COMPANY
 231 S. LaSalle St., Chicago 4, Ill.



OLYMPIAN HIAWATHA RETIREMENT.

Percy Mueller, popular baggageman on No. 15, pictured accepting the good wishes of Trainmaster N. W. Soergel of the La Crosse Division as he departed from Milwaukee June 14. He had been in service since June 3, 1911, starting as a posenger brakeman.

who has recently been employed as a trainman, was presented with Wausau Senior High School's honor "W" award as movie projector operator. He is the son of Trainman Donald Streeter.

Agent Rolly Haff of Minocqua placed as a winner in the duplicate bridge charity party held in the Hotel Wausau. Proceeds of the party were given to the American Red Cross disaster relief fund. Rolly, who has participated in many bridge tournaments, assisted in organizing the club in Wausau. Membership, open to all interested, has grown rapidly.

Mr. and Mrs. Otto Zander celebrated their 60th wedding anniversary recently at a family dinner given by their three children in Appleton. Mr. Zander retired in 1943 from car department service.

Mr. and Mrs. R. "Pearn" Rawson were honored on the occasion of their 60th wedding anniversary at a buffet supper in their home in Wausau, where they have lived for 50 years. Retired (1945) Conductor Rawson started his railroad career at Babcock, Wis., which was then headquarters for the Valley Division.

Another retired veteran to celebrate a 50th wedding anniversary was Guy Rey-

nolds, formerly of the stores department. Mr. and Mrs. Reynolds were honored with a party.

Sally Robison, daughter of Conductor Vic Robison, chosen as an outstanding safety patrol member, represented St. James grade school of Wausau at the National Safety Patrol Congress in Washington, D.C. Forty youngsters and their six chaperons departed and returned from Wausau via the Milwaukee. While in Washington they toured famous spots, had breakfast with Congressman M. R. Laird, saw a baseball game, and marched in the big parade with 38,000 other representatives. The trip was sponsored by business and industrial firms and individuals in the Wausau area.

The annual luncheon of the Women's Club was very well attended this year, members making a special effort to attend to greet and visit with Miss Etta Lindskog.

Mary Conklin, daughter of Fireman Kenneth Conklin, was chosen as a delegate of Newman High School, Wausau, to attend the Badger Girls State encampment for one week on the University of Wisconsin campus in Madison. Delegates are chosen for their school spirit, character, leadership qualities, and scholarship. Expenses of the girls are paid by organizations sponsoring the trip.

Their many friends extended sincere good wishes for health and happiness in the years to come to Engineer Fred Janz, who served the Road for 37 years; Engineer Frank "Bill" Nyholm, 48 years, and Chief Clerk George Bankert of Wisconsin Rapids, 47 years. The three veteran employes chose the month of June in which to retire.

Aberdeen Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

L. F. Mack was the successful applicant for position of ticket agent at Aberdeen.

Mary Heiser was relief operator in the Aberdeen relay office while your correspondent vacationed. She was followed by Merv Nimbar for a couple of weeks.

Conductor Roy Copeland hung up his punch June 30 after 48 years service.

CADWELD[®] Signal Bonds



**Permanent installation
requires no maintenance.**

ERICO PRODUCTS, INC.

2070 E. 61st Place • Cleveland 3, Ohio
IN CANADA: ERICO INCORPORATED
3571 Dundas St., West, Toronto 9, Ontario

Still Greater PROTECTION

for CARS and LADING

CARDWELL WESTINGHOUSE
FRICTION DRAFT GEARS

to absorb horizontal shocks
CARDWELL FRICTION BOLSTER
SPRINGS

to absorb vertical and lateral shocks

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

EDWARD KEOGH PRINTING COMPANY

Printers and
Planographers

925 W. Jackson Blvd.

Phone: MOn. 6-0733

Chicago 7, Illinois

PROMPT AND EFFICIENT SERVICE

Present Day
SAFETY Requirements
DEMAND the Best
Equipment

LAKESIDE FUSEES

Fill the Bill
Safe Dependable Efficient

LAKESIDE RAILWAY
FUSEE COMPANY

Beloit, Wisconsin



COPPER-OXIDE SIGNAL CELLS

NATIONAL CARBON COMPANY

Division of UNION CARBIDE Corporation

EXTRA POWER— EXTRA MILEAGE!



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

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

Socony Mobil Oil Company, Inc.

59 East Van Buren Street
Chicago 5, Illinois



PEERLESS FRICTION DRAFT GEAR

A.A.R. Approved
GOULD - NATIONAL BATTERIES

PEERLESS EQUIPMENT

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

P. D. Carroll Trucking Co.

CHICAGO, ILLINOIS

ESTABLISHED 1880

Performing Pick-up and Delivery Service

for Railroads in Chicago

Pool Car Distributors — Receiving and Forwarding

Flagman Bill Lyons made his last trip June 29.

After more than 45 years as agent and operator on the old H&D and Aberdeen Divisions, J. S. Nilan retired June 15. He is contemplating a move to California.

The addition of 6 printers and 3 transmitters give a new look to the relay office, and there are more to come. This is through the efforts of Elmer Rowe-kamp, Wally and Co.

Statistician John L. Faeth vacationed in the Pacific Northwest and the writer visited in California with former Operator Duane Hansen and family.

EAST END

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

Firemen recently promoted to engineers are Warren Sanford, Dan O'Shaughnessy and Phil Towner. R. L. Peters, rules examiner, did the rules work.

Cards to the right of us, cards to the left of us. That's what the clerks in the Montevideo Yard office are thinking as they and Train Director Pat Maloney get used to running the IBM machine that was recently installed.

Death has made inroads into the ranks of the middle Aberdeen Division. Engineer Roy DeBettignies died suddenly at the Minneapolis Coach Yard. Roy was 46, single, and his father had just recently passed away also. Retired Engineer George Nagel died in Minneapolis, and Retired Conductor Paul Smith died in Hastings after a long illness. Agent A. L. Makinster of Clinton passed away after having been ill for some time.

Neal Owen, formerly assistant trainmaster at Montevideo who recently transferred to St. Paul as trainmaster, was married in Madison, Wis., July 2 to Barbara Ramlow. They honeymooned in Glacier Park.

Retired Conductor Jake Hammer, who was in Whittier, Calif., with his sister the past winter, has taken up residence at the Old Folks Home in Milbank, S. D.

Agent Virgil Parker called together some of his faithful co-workers recently, and the result is a nice planting of red and white geraniums and trailing vinca in the window boxes of the depot. Makes a nice improvement.

Retired Engineer Ted Skramstad and his wife recently celebrated their golden wedding anniversary. The Skramstads live just outside of Montevideo.

Our "stalwarts", Clayt Severson (cashier) and Dale Stuber (relief clerk), have deserted us and are now employed in the data processing bureau in Minneapolis.

A half-century of railroading was brought to a close by the retirement June 23 of Paul W. Glander, agent at Brown-ton. He began his service at Glencoe, Minn., as a sectionman in 1910, transferred in 1917 to Renville as operator, and after 13 years on that position, to Webster, S. D., as operator and ticket agent. He became agent at Brown-ton seven years ago. He and Mrs. Glander have purchased a home in Glencoe.

The Glander family has a long record of service with the railroad. Paul's brother, A. M. Glander of Austin, was chief carpenter on the former I&D Division before his retirement two years ago, and another brother, the late Albert of Glencoe, was with a B&B crew for many years. Paul's son, Paul Jr., is a rate clerk in Minneapolis, and his daughter, Mrs. George Daly, frequently lent a hand at the Webster depot during her school days. Mrs. Daly is now in the employ of U. S. Representative E. Y. Berry of South Dakota.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Mr. and Mrs. H. J. McMahon observed their 50th wedding anniversary June 18 with a reception at the home of Mr. and Mrs. Edgar Kelley in Seattle. The McMahons were married in Deer Lodge, Mont., lived in Miles City for some years, and the last several years in Tacoma, where Mr. McMahon was district safety engineer until his retirement.

Many Milwaukee friends and employes attended a dinner in honor of D. D. Fisher, district general car foreman, June 4 at the New Yorker Cafe, and presented him with a gift. Mr. Fisher has been transferred to Milwaukee as assistant superintendent of the car department.

We are happy to report at this writing that Retired Engineer Frank Hobbs is convalescing at home after a prolonged

VIERLING STEEL WORKS

Chicago, Ill.



BURKHARDT STEEL CO.

Denver, Colo.

FABRICATORS
Structural Steel Buildings
and Bridges

The Milwaukee Road Magazine

Michael Sol Collection

siege in the hospital.

Yard Conductor George D. Sorenson and Conductor D. B. Townsend are in the hospital at this writing.

Warehouse Foreman Al Buhre and wife are motoring across the country, sightseeing and vacationing.

Agent O. R. Powels, winding up his term of office as president of the Tacoma Downtown Lions Club, spent a week of his vacation attending the District 19 convention in Vancouver, B.C., May 25-28.



Rev. F. J. Shanahan

F. Jay Shanahan, son of Car Inspector J. M. Shanahan of Tacoma, was ordained in the Catholic priesthood at St. James Cathedral in Seattle May 21, and said his first solemn High Mass May 29 in Holy Rosary Church,

Tacoma. Father Shanahan attended Belarmine High School in Tacoma, Seattle University, the University of Washington, St. Martin's College of Olympia, St. Edward's Seminary at Kenmore, Wash., and completed his training at the new St. Thomas the Apostle Major Seminary. Mr. and Mrs. Shanahan have one daughter, Mrs. T. R. Sauriol of Tacoma, and five other sons, Michael H., who was awarded a J. T. Gillick Scholarship in 1957 and is now an electrical engineering major at the University of Washington; Patrick B., in the Air Force; Dennis E., a senior biology major at St. Martin's College, Olympia; Tim, a junior at Lincoln High School; and Jerry, who attends Holy Rosary grade school.

On June 5 friends and relatives of Mr. and Mrs. O. L. Wheeler gathered at their Auburn home to help celebrate their golden wedding anniversary. The Wheelers' three children, Harold of Tacoma, Dr. O. Leon of Mountain Lakes, N.J., and Mrs. Mel Wilson of Auburn, were hosts, and among the well-wishers were seven grandchildren and five great-grandchildren. Mr. and Mrs. Wheeler were married in Waynoke, Okla., and came to Tacoma in 1916. Five years ago they moved to Auburn. Mrs. Wheeler retired six years ago after working in the cashier's office in Tacoma for many years. Mr. Wheeler is still active as agent in Sumner.

Alfred W. J. M. Paterson, 69, died June 6 in a Tacoma hospital, leaving his wife Margaret; a daughter, Mrs. Edward Ellfson of Wisconsin; a son, Alfred of Tacoma; a sister and two brothers in Scotland, and six grandchildren. Mr. Paterson, a carman for the Milwaukee, was born in Scotland, settled first in this country in Chicago, and moved to Tacoma in 1943. Services were held in Mountain View Chapel with burial in Mountain View Memorial Park.

The death of William McKinley Crossman, 57, occurred suddenly in Renton May 20. Born in Canada, he had lived in Tacoma 37 years. He was a locomotive engineer for the Road and a member of

July-August, 1960

Now Magnus Offers Two Ways To Get

BEST BEARING PERFORMANCE

at LOWEST OVERALL COST

MAGNUS SOLID BEARINGS

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



MAGNUS R-S JOURNAL STOPS

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



MAGNUS

METAL CORPORATION

Subsidiary of

NATIONAL LEAD COMPANY

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



the B. of L.E. Survivors are his wife Edith; three sons, William J., Robert E. and John P., all at home; three daughters, Mrs. Marilyn Salcido of Los Angeles, and Barbara Ann and Judy Lee at home; one brother, three sisters, and his mother.

Word has been received of the death of Perley W. Heald, retired conductor, in an Olympia, Wash., hospital on May 28. Funeral services were conducted by the rector of St. John's Episcopal Church.

Mrs. Hazel Cardle, clerk in the roadmaster's office, sailed on the SS Kungsholm from New York July 13, destination Weisbaden, Germany, to visit her daughter Joyce and family (Major E. C. Funk). While there she expects to see the Passion

Play at Oberammargau, and will then travel in Austria, Switzerland, Holland, Belgium and France, before returning the latter part of September.

The E. I. Hopps (Irene Cardle) presented Mrs. Cardle with a new granddaughter, Jeanine Irene, May 23. She joins her sisters Michelle and Renee.

EAST END

Engineer Oakley A. Burns of Malden recently made his last run between Othello and Malden, to complete 50 years of service. He had been an engineer since December, 1918. Mr. Burns said he was never sure whether to call Othello or



3%
ON ALL SAVINGS ACCOUNTS

**SAVE at the
FIRST
WISCONSIN**

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

**FIRST WISCONSIN
NATIONAL BANK
OF MILWAUKEE**

Member
Federal Deposit Insurance
Corporation

Malden his home, since he is a charter member of the Othello Rod and Gun Club and also of the Othello Volunteer Fire Department. An avid sportsman, he plans to spend many hours challenging the big fish in the immediate area, and will continue his many hunting trips. A retirement party held in his honor at Freddie's Cafe was attended by Mrs. Burns and their two daughters, Mrs. Reinhart of Othello and Mrs. Sperr of Malden.

Chicago Terminals

SLEEPING & DINING CAR DEPARTMENT

James Everett Rile, one of the Road's best known waiters, retired June 16 after more than 49 years of service, most recently on the Olympian Hiawatha. As a waiter on the business cars for more than 21 years, he served five presidents of the railroad, and such people of note as J. Ogden Armour, John J. Mitchell, Percy Rockefeller, President Roosevelt and King Albert of Belgium. He and Mrs. Rile intend to remain in their home in Chicago and spend some time traveling on their Silver Pass.



James Everett Rile

WESTERN AVENUE STORES &
LOCOMOTIVE DEPARTMENTS

LaVergne Misiak, Correspondent

Our best wishes for a quick recovery go to Ernie Hedges, counterman, who at this writing is in Hines Hospital recovering from a heart attack, and to Machinist Howard Prosser who suffered a heart attack May 4 and is convalescing at his home in Missouri. Also to Third Shift Electrician Tony Furio who is on the sick list, and Clifford M. Morgan, storekeeper, who has taken a leave of absence due to illness.

Congratulations were extended to Assistant District Storekeeper H. R. Marxen and wife who celebrated their silver wedding anniversary July 3 at a surprise

party given by their daughters Sandra and Mrs. Nancy Walsweer.

Electrician Martin L. Sullivan retired June 1. Martin started as a machinist helper at Mason City, Ia., in September, 1921, and transferred to Western Avenue in November, 1953. Machinist Lawrence Vanderhorst retired June 1, and Diesel Clerk John Starrett, who retired June 15, is at this writing vacationing in Wyoming.

After 43 years of loyal and efficient service, Counterman Julius Breit retired July 1. Julius started in the mechanical department in 1917. He transferred to the store department in 1932 where he worked in various capacities, including foreman and storekeeper.

Machinist Ronald Misiak has returned to work after a pleasant two weeks vacation in Colorado, where he spent his time with the 327th M.P. Battalion at Fort Carson.

Sympathy was extended to the families of James Holliday who passed away June 25, and Third Shift Laborer Lucius Dorsey who passed away June 17. Funeral services for Mr. Dorsey were held in Harlem, Ga.

Mrs. C. L. Emerson, widow of retired master mechanic, passed away in Denver, June 19. Funeral services were held in Oak Park, Ill.

UNION STREET

Carolyn DiCicco, Correspondent

Patrick J. Debs, foreman House 5, Kinzie Street, retired June 25. Pat started with the Road in 1912 and worked his entire years in the Union Street district. He was assistant foreman for many years in Houses 1, 5 and 8 and became foreman in House 5 in 1956, where he maintained a perfect safety record. An informal "cake and coffee" party was given for him and everyone wished him a happy retirement.

While vacationing in Florida, General Clerk Bill Stockwell and his son Billy got a preview of a swimming scene that was being rehearsed at Cypress Gardens for a television show featuring swimming star Esther Williams. Bill had a front row seat and managed to get some good snapshots of the troupe.

A favorite topic with Janitor Emil Cuicci is horses. His 15 year old grandson, Robert Battiglia, is an accomplished horseman and has a collection of ribbons and prizes that he won at different stables. Just recently he won the Sun-Times Championship class at Rollin Rock Stables.

That brand new Mercedes-Benz parked outside the Division Street office building belongs to Trainmaster Clarence Withee.

GALEWOOD

Ray Bishop, Correspondent

Stanley Lucas, veteran check clerk on the Galewood freight platform, has ample reason to celebrate and remember this June. He won the \$1,000 in the monthly benevolent association drawing at an opportune time, just prior to his retirement June 30.

Robert Coburn, night IBM operator,

The Milwaukee Road Magazine

UNION SPRING & MANUFACTURING CO.

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

General Office and Works
New Kensington, Penna.

A Home for Mary Ann



Mrs. John and Mary Ann Latkowski

ADOPTING a war orphan can become a complicated affair, but they'd go through it all over again, say John Latkowski, first train clerk at the Western Avenue yard office in Chicago, and his wife. Otherwise they would not have their brand new daughter, 5-year-old Lin Kwei Chu, or Mary Ann, as they have named her. Here's the story:

Two years ago, when their daughter Camille was married and moved to California, Mrs. Latkowski took a

leave of absence from her job as head nurse at St. Mary of Nazareth Hospital to go to Formosa and introduce modern nursing techniques at a mission hospital of the Society of the Divine Word. She had heard about the little Chinese orphan from the founder of the hospital in a letter. When Mrs. Latkowski arrived in Formosa, one of the first things she did was start adoption proceedings.

She credits Senator Paul Douglas of Illinois with helping to cut a lot of red tape, but because of the conflict between the Mainland and the Formosan governments, there were countless legal obstacles to be overcome. Mrs. Latkowski filled out forms time after time, only to have them rejected by officials of one or the other government as "the wrong one." Finally, after a dozen trips from the mission town to the Formosan capital, the adoption was approved.

Mary Ann has been quick to learn American ways, and already speaks her new language fairly well. She'll learn even faster this fall, when she enters Our Lady of Angels School in Chicago.



For nearly
100 years

The Travelers has been providing accident and sickness insurance for railroad men.



Railroad Department
THE TRAVELERS
Insurance Company
Hartford, Conn.

and George Werembecki, car record clerk, were both married in June.

Robert Blohm, retired timekeeper from Galewood freight platform, was a welcome visitor lately. He told of his golden wedding anniversary on June 22 when he and Mrs. Blohm entertained about 70 friends and family members at dinner in the St. Paul Lutheran Church Hall. They held open house at home June 26 for many friends and relatives.

Joe Rizzo, auto mail clerk, and Mrs. Rizzo were congratulated on the arrival of their first child, Stephan Todd, June 16.

Fred Lewis, assistant agent, and his bride have returned from an extended tour of the western states. Fred says they had a wonderful time on the coast and a lot of fun and a little luck in Las Vegas. Fred is a Black Jack fan and his wife likes the one armed bandits.

Clyde Richards, clerk in the cashier's office, is at this writing in Bethany Hospital recovering from a heart attack.

Verne Comstock, auto mail clerk, is also on the convalescent list at this writing.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Mr. and Mrs. Charles Zobl are the parents of a son, David Anthony, born Apr. 20. Grandpa is car clerk at the Cedar Rapids freight house.

Word has been received that Carl J. Anderson, 69, died in Gladstone, Mich., Easter Sunday. A Milwaukee telegraph lineman, he was headquartered in Marion

"M - F"

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

MacLean-Fogg Lock Nut Co.
CHICAGO, ILL.

Chicago Malleable's

POSITIVE

TRADE MARK

BRAKE BEAM

UNIT TYPE BRAKE BEAMS

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

CHICAGO MALLEABLE CASTINGS CO.

Railway Exchange - Chicago 4, Ill.



POWER PARTS COMPANY

Distributors for

United States Rubber Company

and

Kaiser Aluminum & Chemical Sales, Inc.

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

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

POWER PARTS COMPANY

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

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

"Treated Products for Life"

RAILROAD
Cross and Switch Ties
PILING
POLES
LUMBER

INDIANA WOOD PRESERVING CO.

Terre Haute
Indiana

from 1936 to 1941 and retired Jan. 9, 1960 after 40 years of service.

Retired Switchman Arthur R. Topping, 70, died suddenly June 3. Mr. Topping was a lifelong resident of Cedar Rapids; a member of Crescent Lodge 25, AF&AM, the Iowa Consistory and El Kahir Shrine. He is survived by his widow Elizabeth; a daughter, Mrs. Fred Feller Jr.; a sister, Mrs. Emil Buresh, and three grandchil-

dren, all of Cedar Rapids. Burial was in Cedar Memorial.

William H. Robinson Jr., freight and passenger agent at Marion the past seven years, has been appointed traveling auditor with headquarters in Chicago. He was succeeded by Benjamin P. Dvorak who has been serving as telegraph and teletype operator at Marion since the Cedar Rapids depot was closed. Prior to that time he had been passenger agent there.

AMERICAN STEEL FOUNDRIES • CHICAGO •

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

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

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

A. S. F. Ride-Control Package

Simplex Unit Snubbers

Brake Beams—Cast Steel Solid Truss Unit Type

Simplex Unit Cylinder Clasp Brakes

Rotor Brakes

Brake Heads, Levers, Other Repair Parts

Springs—Coil, Regular and Extended Life

Miscellaneous Steel Castings

MILWAUKEE MARK OF  FINE CAST STEEL

MORE NEW, EFFICIENT EQUIPMENT TO ROLL on the MILWAUKEE ROAD



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

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

THRALL

CAR MANUFACTURING COMPANY

2602 Wallace St., Chicago Heights, Illinois

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

The Milwaukee Road Magazine

Michael Sol Collection



50-YEAR VETERAN RETIRES. Engineer Clarence E. Phillips of Cedar Rapids, Ia., made his last run June 1, concluding 50 years in train service. He is a lifetime member of the Brotherhood of Locomotive Engineers. Starting as a call boy, he advanced through brakeman and fireman to engineer in 1923. Since 1941 he has worked in the Cedar Rapids and Marion yards. He and Mrs. Phillips will make their retirement home in Missouri. (Cedar Rapids Gazette photo)

Mamie Eisenhower on her return trip from Denver to Washington set out there for 24 hours while she was taken by limousine to Boone, her birthplace, to visit relatives.

William Peoples, son of Conductor and Mrs. Ray Peoples, and a freshman at Iowa State University of Science and Technology, was selected to receive a scholarship sponsored by the Paxton and Vierling Steel Co. This award of \$500 a year will be paid to him during his sophomore, junior, and senior years provided he maintains the scholastic record previously achieved. Along with the scholarship is a summer agreement with the Paxton and Vierling plant in Omaha.

Funeral services were held at Slater, Ia., May 20 for Edwin Gilbert Lee, 64, a retired section foreman. He passed away while working in the repair shop which he operated in his home following his retirement.

Mr. and Mrs. D. O. Burke of Chicago attended the graduation of their daughter, Barbara, at Perry May 25. Mr. Burke, former assistant superintendent of the Iowa Division, is now in charge of the central freight service department in Chicago.

Charles N. Stromquist, 44, passed away suddenly June 1 from a coronary attack while working in the yard at his home. He had worked for many years as a fireman, and since 1945 as an engineer.

Mrs. Hazel McCalley, stenographer in the division engineer's office, spent her vacation during June in Cedar Rapids and Miami, Fla. While in Miami she attended the national convention of The Daughters of the Nile, of whose Grand Lodge she is one of the appointed officers.

Mr. and Mrs. Joel Herbst announced the adoption of a six months old blue-

eyed baby boy recently. He was named Joel Andrew after his father. The child's grandparents, Chief Clerk and Mrs. Ernie Failor, plan to make a trip to California in September to become acquainted with their new grandson.

Lillian Lones, an associate professor at Valparaiso University, Valparaiso, Ind., spent a few days during June with her parents, Retired Engineer and Mrs. S. H. Lones, and with her brother Lee, who is a conductor on the Iowa Division. After visiting them, she left for Montreal, and from there on a conducted tour to points of interest in England, Denmark, Germany, Switzerland, France, and Italy.

Earl Bills, foreman of the Perry freight house, and Mrs. Bills received word of the birth of a baby to Mr. and Mrs. Richard Bills in Amarillo, Tex. This makes an even dozen grandchildren for Earl and his wife.

During the latter part of May, M. A. DeVoe, who retired several years ago after 63 years of service as an operator and agent, visited with friends and relatives in eastern Iowa. During that time he attended a class reunion and commencement exercises at the Olin High School.

Charles Snyder, better known as "Chuck," son of Yardmaster and Mrs. Jack Snyder, who had been majoring in radio and television, was awarded a B. A. degree at commencement exercises of the State University of Iowa June 10. He was also commissioned a second lieutenant in the R.O.T.C.

Retired Machinist Frank Mullen and

**Grain Doors
Railroad Cross Ties
Hardwood Lumber
Timbers**

**WEBSTER LUMBER
COMPANY**

**3410 University Avenue S.E.
Minneapolis 14, Minnesota**

**A. R. BARNES & CO.
PRINTERS**

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

Provident's
**RENEWAL SECURITY
POLICY**



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

— Also —

All forms of Life Insurance,
including a new Family Plan

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

Write

Railroad Department

**PROVIDENT
LIFE AND ACCIDENT
INSURANCE COMPANY**
Chattanooga

**CARTER BLATCHFORD
CORPORATION**

**80 E. JACKSON BLVD.
CHICAGO**

RAIL JOINTS

**Reformed and heat treated
to meet specifications for
new bars.**

wife attended commencement exercises of the Norwalk, Ohio, High School. Their nephew, John P. Matanovich, was being graduated as valedictorian of his class with a grade of 99.9. He was awarded the General Motors Scholarship of \$1000 a year for four years of study at Ohio State University. His entry in the State Science Fair won a superior rating.

Mrs. Joseph Calhoun, widow of Iowa Division engineer, was honored twice in June when she was presented with a 50-year membership pin and certificate in the Eastern Star, and also a 50-year membership in the G.I.A., the Engineers' auxiliary.

Gary Reed, for several years an operator on the Iowa Division, was married May 28 to Marilyn Leighty in Dexter, Ia. The wedding was attended by 300 guests.

Retired Engineer and Mrs. S. H. Lones celebrated their 58th wedding anniversary in May, and in June became great grandparents of their fifth great grandchild, born to Mr. and Mrs. William Lones at Seattle.

The Kiwanis Club at Perry learned something of interest about railroading at one of their meetings in May, when C. D. Emerson, chief dispatcher, was the guest speaker.

John E. Dersch, 83, for many years a machinist and shop foreman at Perry, Council Bluffs, and Davenport, passed away June 13 at the Lutheran Home in Perry, where he had been living. A brother, Henry Dersch, was a traveling engineer for the Road at the time of his retirement.

Funeral services were held in Denison, Ia., June 25 for Mrs. Fred Franke, mother of Mrs. J. I. McGuire, wife of the agent at Council Bluffs. Miss Alice McGuire, clerk in the chief carpenter's office at Perry, and Mrs. A. V. Airhart, wife of retired freight house foreman, were among the out-of-town people attending the last rites.

Arthur Topping, 70, who worked as a switchman in the Cedar Rapids yards for many years before his retirement last year, died suddenly June 3. He is survived by his wife and a daughter.

Mrs. Pearl Newman, mother of Mrs. Fay Marsh, wife of retired passenger conductor, passed away in Cedar Rapids the early part of June. Mr. Marsh had retired a few weeks earlier and he and Mrs. Marsh had left a few days before to drive to their new home in Sun City, Ariz.

Attention—21st Engineers! 39th Reunion in Pittsburgh

MILWAUKEE ROAD members of the 21st Engineers (Light Railway) Society of World War I are hereby notified that the 39th annual reunion of that organization will be held in the Pittsburgh Hilton Hotel, Pittsburgh, Pa., Oct. 6-7-8. For further information, contact the secretary, George B. Whitfield, 192 Broad Street, Eatontown, N. J.

LAST TRIP ON "HIAWATHA SUNDAY". Waving on the Olympian Hiawatha is Engineer Valentine Ureda of Milwaukee, who made his last run with the train between Chicago and Milwaukee on May 29, the 25th anniversary of Hiawatha service. He retired with 48 years of continuous employment. (Milwaukee Sentinel photo)



Conductor and Mrs. Lloyd Peel have a new daughter-in-law. Their son Roger, who worked as an operator for the Milwaukee before going to Des Moines to a position with a publishing company, was married to Connie Kay Udorvich of Madrid in the Baptist Church before a large company of friends.

Engineer Laverne Huffman, who is on leave while taking special helicopter training with the Iowa National Guard, has completed his first period of training at Camp Wolters, Tex., and is continuing at Fort Rucker, Ala. He holds the rank of first lieutenant.

Mrs. Ada Hindert, 94, mother of Lawrence Hindert, for many years a foreman in the locomotive department in Minneapolis, died at the home of her daughter in Culver City, Calif., May 26.

Many friends attended the open house held for Mr. and Mrs. Tom Relihan June 29 to celebrate their 50th wedding anniversary. Mr. Relihan is a retired engineer.

C. W. Moore, Des Moines Division conductor, passed away in June. He is survived by his father, Retired Conductor George Moore, a brother, Retired Conductor S. J. Moore, a son, and a sister.

The G.I.A., the auxiliary to Perry division of the B. of L.E., celebrated its 50th anniversary in June. The division was organized in 1910 by Mrs. Jack Ahern, whose husband was one of the first engineers on the Iowa Division. Mrs. Joseph Calhoun, Mrs. Frank Wicheal, and Mrs. Fred Peterson, who joined the organization in 1910, were present.

Arthur L. Johnson, son of Arthur T. Johnson, long time employe in the Perry roundhouse, was a recent enlistee in the Air Force.

Engineer and Mrs. Earl Green and their daughter Roberta spent their vacation attending the 29th annual conference of the Regular Baptist Churches held in Long Beach, Calif., in June.

Sympathy was extended to Lineman Clinton Froke of the Perry office force, and Mrs. Froke, in the loss of their infant son, born in a Des Moines hospital June 21.

Mr. and Mrs. Samson Legvold of Perry became the parents of a son June 17. He is another great grandchild for retired B&B foreman Lars Legvold. Samson's mother, widow of late water service engineer, came from California to be with Samson and his family for a few

weeks.

Lt. LaVerne Hill of the Marine Corps went to Japan for a new assignment the early part of July. Before going into the service he was a clerk on the Iowa Division.

Mrs. J. C. McDonald, whose husband was district storekeeper on the Iowa Division before his retirement, passed away in Long Beach, Calif., in June. The family moved to Long Beach from Tacoma following Mr. McDonald's retirement.

Mrs. Charles Susich, whose husband is employed in the car department, was elected president of the City and Rural Toastmistress Club at Perry in June. Mrs. Jack Snyder, wife of the yardmaster, was the retiring president.

Mrs. Hugh Jones, chief dispatcher's clerk at Perry who is an accomplished musician, was the soloist at the memorial and initiation services of the Business and Professional Women's Club at their state convention held in Des Moines in May.

John Hayes, son of J. T. Hayes assistant to vice president—operation, was one of the students at Iowa State University to receive awards for accomplishments in music. He received the gold key in the instrumental division. He is working in the chemical laboratory at the university during the summer vacation.

SOUTH AND WEST

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

Among recent retirements were those of Engineers William Henrichs and Natale Giardina of Racine. Mr. Henrichs started as an air brake inspector helper in 1912 and was promoted to engineer on Aug. 29 the same year. After service overseas during World War I he returned to the Racine switch crew and ended his service with them June 25 this year. He was active in the Service Club and other organizations.

Mr. Giardina, a native of Italy, started in the Racine roundhouse in 1914 and made his date as engineer Aug. 20, 1916. He worked on switch engines at Freeport and Rockford and on main line trains between Milwaukee and Savanna. For four years prior to his retirement June 27 he was engineer on 165-162 between Racine and Sturtevant.

"BACK IN PITTSBURGH, THEY WON'T BELIEVE IT," said Dr. and Mrs. John Reinhort about the Wild West welcome they received upon detraining recently from the Olympian Hiawatha at Miles City, Mont. The picture which backs up the story, though, shows the old fashioned western hospitality extended to the Reinhorts and their five children arriving from the East for a visit with Mrs. Reinhart's mother, Mrs. Jim Masterson. "Riding shotgun" for the old Deadwood Stage, borrowed for the occasion from the Range Riders Museum, is W. H. "Bill" Bartley, retired Miles City conductor, and standing, left to right, are Mrs. Masterson, Mrs. Bartley and Jim Masterson. The Reinhorts are peering from the stage with Billy Freese, the Bartleys' grandson. (Miles City Star photo)



NEARLY 100 TONS! A transformer built in Switzerland for the Bonneville Power Administration substation near Port Townsend, Wash., which was unloaded by the Hamburg-American Line at East Waterway Dock in Seattle May 14, pictured being placed on a Milwaukee Road flatcar for movement to destination. Weighing 195,000 pounds and riding more than 18½ feet above the top of the rail, it required special handling for which it was necessary to obtain a 100-ton capacity crane from the Navy. The movement over The Milwaukee Road by barge and rail included two additional flatcar loads of miscellaneous equipment. (Seattle Times photo)

ALL DRESSED UP AND NO PLACE TO GO are these travelers waiting for a train at the Milwaukee Road's Minnehaha station. They're on the right track to fashion, though, according to the Minneapolis Tribune, which selected the railroad locale to pose these models wearing clothes designed to enhance the pleasure of a trip by "making a woman look and feel her best". The clothes? A costume of Italian raw silk for sightseeing and, minus the jacket, for "little" evenings, with a white basket weave topcoat to double as an evening wrap. Yes, she's studying a Milwaukee Road timetable.



WHAT IS THE DELLS MINIRAMA? It's a Tam Thumb model of the Dells of the Wisconsin, past and present, new this summer as a tourist attraction at the famous resort town on The Milwaukee Road. This paddle wheel excursion boat puffs real steam, as does the miniature locomotive.





MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

516 West Jackson Blvd. • Chicago 6, Illinois

MOUNTAIN CLIMBER. Sunlight and shadow mark the path of a "little Joe" doubleheader as it rolls across the steel truss spanning the Clark Fork River near Cyr, Montana.

