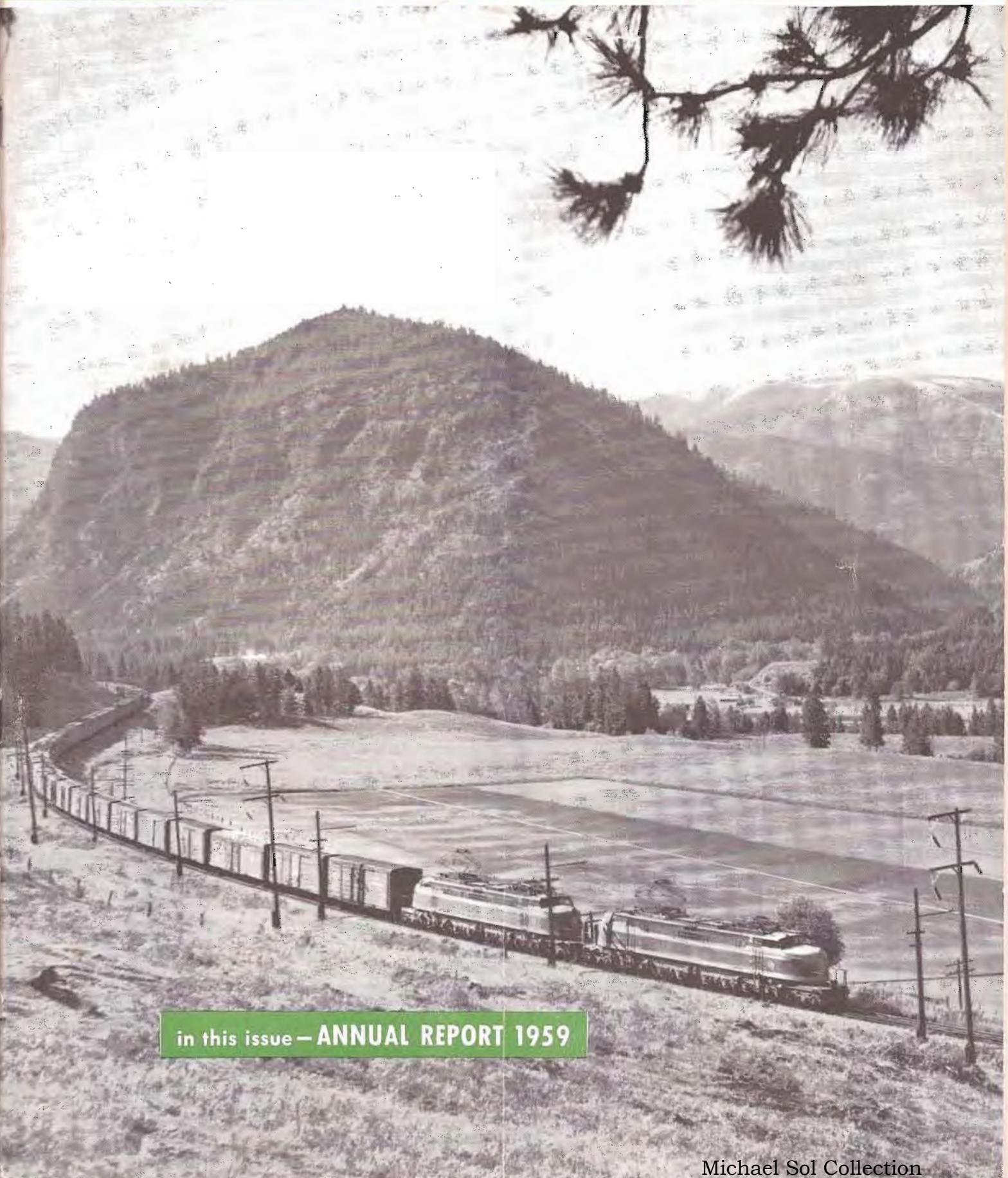


# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

march  
•  
april  
1960



in this issue — ANNUAL REPORT 1959

MARIE HOTTON  
Managing Editor

PUBLIC RELATIONS  
DEPARTMENT

Union Station—Chicago

The Milwaukee Road Magazine is published for active and retired employes 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 employes may continue to receive it without cost by sending their addresses to the circulation department, 824 Union Station, Chicago 6, Ill.

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Milwaukee Road Officers  
and Employes:

BECAUSE so many Milwaukee Road people are familiar with the subject of the fifth advertisement in our "Creative Crews" series, I believe it will be of special interest.

Actually, it was our railroad's experience with the idea for our so-called "peek-a-boo" car which, more than anything else, brought our present successful advertising program into being.

Many of the innovations featured earlier, and others to be dealt with in the future, represent *resourceful answers deliberately sought*. That is the way most good ideas are born. The open-sided, self-cleaning gondola car, on the other hand, might be described as a "bolt out of the blue" kind of creative thinking.

As most of you will recall, stripped-down gondola cars were being readied for new siding in the car shop at Milwaukee when one of the carmen was struck by the realization that a skeletonized car might be useful for certain commodities without the siding. The notion seemed to have merit. As a result, the siding never went on, and grating was used to replace the solid floor.

Many satisfied customers have since proved the idea to be a sound one, and the way it came into being proves that the same thing could happen in any work group in any department of the railroad. *The sole requirement is conscientious interest in the job at hand . . . the kind of interest that causes a person to seek a better way.*

We can be grateful that resourcefulness of this kind has come to be a mark of Milwaukee Road service. It says to people that our railroad has a special way of going about a transportation job. No business firm could ask for a better reputation. It lends a distinctive identity to everything we do, and gives us a "corporate image" in which we can all take pride.

I hope all of us will keep this reputation for resourcefulness constantly in mind as we go about the daily business of representing our railroad.

*William J. Green*

SOMETHING NEW IN RAILROADING...

CREATIVE CREWS of the Milwaukee Road

they come up with imaginative new ideas like self-cleaning freight cars.

THE MILWAUKEE ROAD

America's resourceful railroad

# ANNUAL REPORT 1959

## a brief account of the highlights of the Milwaukee Road's operations in 1959 prepared for employees

During the first six months of the year, traffic and income were maintained at a level appreciably higher than the previous year, with an increase of freight revenue of \$5,700,000. If the traffic and income of the second half of the year had done no more than to follow the average pattern of recent years for that period, the resulting net income would have made the year 1959 one of the best in the last ten years.

The last six months saw, however, not only the steel strike starting in mid-July, which lasted longer than most observers had expected, but also a severe drought condition in a wide area served by The Milwaukee Road, causing a substantial decline in grain carloadings. Of the two events, the drought condition had the more serious impact on Milwaukee Road revenues. As a matter of fact, even with the steel strike the company would have had a very good year if it were not for the drought because carloadings in most other commodities held up well for the year.

As late as early June, crop and weather reports made it appear that an excellent harvest could be expected in our grain-producing territory. Starting in mid-June, however, and extending into July, hot dry winds and inadequate moisture destroyed much of the crop, particularly wheat and other small grains, in an area centering about South Dakota. Thousands of cars of grain were lost to The Milwaukee Road as a result.

Thus during the last six months of the year, a period when traffic normally is heaviest, freight revenues and net income were disappointing despite extensive efforts made to search out operating economies that would not have an adverse effect on the quality of the railroad's services.

Although 1959 was a difficult year for the company, from an earnings standpoint a number of basic improvements were completed or started which will have favorable effects in the future.

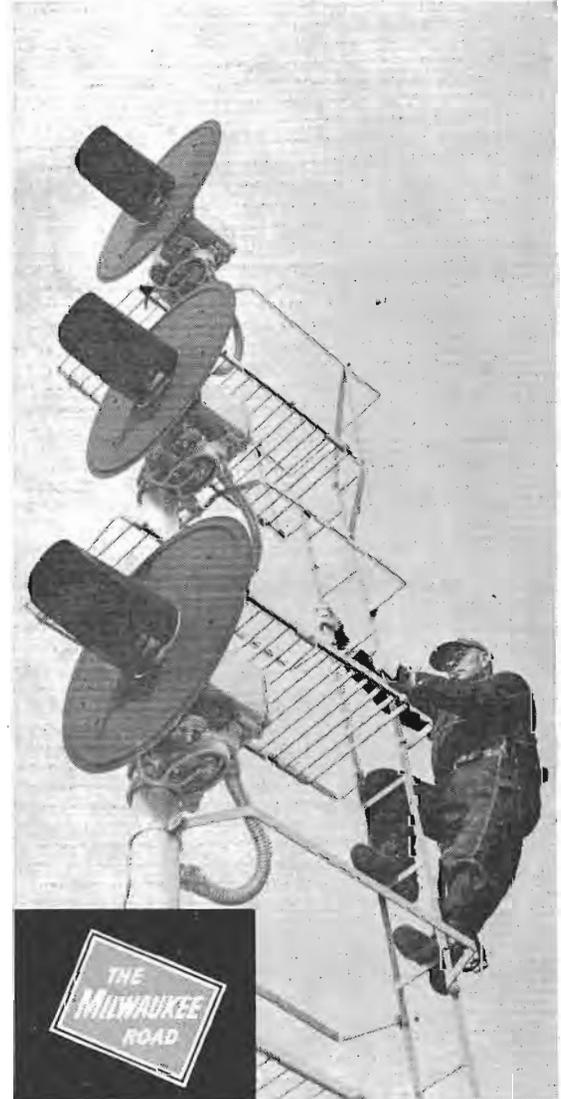
Significant progress was made in developing new sources of revenue through trailer-on-flat car operation. The expansion of Flexi-Van operation, inaugurated early in 1959, has been gratifying. A new method of shipping automobiles to the West Coast has been developed which combines the best features of highway and railroad facilities. It has been instrumental in recovering an important source of business that previously had been lost to truck competition. Aside from the additional income this new plan will provide, it is hoped that it will pave the way for regaining other important traffic lost to highway competitors.

The railroads are pressing for passage of legislation that would end the artificial restraints which now prevent them from offering other than rail service in their efforts to enhance their usefulness to shippers through transportation diversification. Removing these restraints would alleviate an inequitable situation—that of requiring railroads to pay heavy taxes to help build highways, airways and airports, and improved waterways for use by their competitors. This injustice should not be compounded by denying railroads equal opportunity to use facilities their taxes help to provide, operate and maintain.

Since the settlement of the steel strike, that industry has been operating at near-capacity levels, and The Milwaukee Road can expect larger shipments of both raw materials and finished products from this source. There is every reason to expect that more normal conditions will prevail in South Dakota and Montana than in 1959 and, consequently, there should be a substantial increase in grain shipments from that area.

The economy of the nation as a whole is expected to maintain a level somewhat higher in 1960 than in 1959. It is anticipated that this will have a favorable effect on our carloadings.

There is a growing awareness on the part of the general public, government officials and others, of the legislative, regulatory and labor problems that have seriously handicapped railroad operations in recent years. With increased recognition on the part of lawmakers that the railroads must have equality of treatment with other forms of transportation, there is every reason to be confident that far-reaching and beneficial changes in those regulations and in public policies, which weigh heavily on the industry, will result.



On the average 22,243 people were employed by the railroad during 1959; their wages and salaries amounted to \$128,399,667; the railroad also contributed \$9,894,538 for railroad retirement taxes and unemployment insurance. The cost of health and welfare benefits for employees amounted to \$1,819,163. During 1959 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$787,409,121, representing an investment of \$35,400 for each employee's job. The railroad company's return on its investment in 1959 amounted to 1.73 per cent.

## RESULTS OF OUR OPERATIONS IN 1959

### ● we took in:

		increase + or decrease —
Railway Operating Revenues	\$242,041,825	— \$2,220,983
Other Income—Net	4,047,361	+ 1,159,187
<b>TOTAL</b>	<b>\$246,089,186</b>	<b>— \$1,061,796</b>

### ● we paid out:

Railway Operating Expenses	\$198,851,581	— \$ 560,266
Taxes and Rents	29,538,970	+ 1,559,002
Interest	11,823,459	+ 443,349
<b>TOTAL</b>	<b>\$240,214,010</b>	<b>+ \$1,442,085</b>

**NET INCOME** ..... **\$5,875,176 — \$2,503,881**

- The return on our investment was 1.73% as compared with 2.16%.
- We carried 7,360,687 passengers an average distance of 88 miles, and received an average revenue of \$2.08 per passenger.
- We carried 40,199,394 tons of freight an average distance of 351 miles, and received an average revenue of \$5.02 for each ton of freight hauled.
- We paid an average of \$5,767 per year to 22,243 employees.

## SOURCES OF REVENUE from freight and passenger service . . .



	Classes of Traffic	Revenue	% Grand Total	
<b>FREIGHT TRAFFIC</b>	Manufactured articles	\$ 88,586,674	36.6%	
	Wheat, grain, products of agriculture	36,738,591	15.2	
	Coal, ore, products of mines	21,802,966	9.0	
	Lumber, products of forests	32,836,683	13.6	
	Livestock, products of animals	12,527,984	5.2	
	L.C.L. traffic	3,513,305	1.4	
	Forwarder Traffic	5,506,324	2.3	
	<b>Total Freight Traffic</b>	<b>\$201,512,527</b>	<b>83.3</b>	
	<b>OTHER FREIGHT SERVICE</b>	Switching	6,591,066	2.7
		Joint facility—Net Cr.	1,824,974	.8
Demurrage		1,248,537	.5	
All other		731,492	.3	
<b>Total Other Freight Service</b>		<b>10,396,069</b>	<b>4.3</b>	
<b>Total Freight Service</b>	<b>\$211,908,596</b>	<b>87.6</b>		
<b>PASSENGER TRAFFIC</b>	Passengers in coaches	\$ 11,454,453	4.7	
	Passengers in parlor and sleeping cars	3,826,812	1.6	
	<b>Total Passenger Traffic</b>	<b>15,281,265</b>	<b>6.3</b>	
<b>OTHER PASSENGER SERVICE</b>	Mail	8,867,185	3.7	
	Express	3,131,027	1.3	
	Dining and buffet	1,527,536	.6	
	All other	1,326,216	.5	
	<b>Total Other Passenger Service</b>	<b>14,851,964</b>	<b>6.1</b>	
<b>Total Passenger Service</b>	<b>30,133,229</b>	<b>12.4</b>		
<b>GRAND TOTAL</b>	<b>Freight, Passenger and Other Services</b>	<b>\$242,041,825</b>	<b>100.0</b>	



## EQUIPMENT STORY FOR 1959

At the close of 1959 our railroad owned a total of 49,764 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars

### LOCOMOTIVE UNITS

Diesel—Freight . . . . .	163
—Passenger . . . . .	83
—Multiple purpose . . . . .	281
—Switch . . . . .	286
Electric . . . . .	98
<b>TOTAL . . . . .</b>	<b>911</b>

### FREIGHT CARS

Box and auto . . . . .	25,285
Gondola and hopper . . . . .	13,147
Flat . . . . .	3,739
Others . . . . .	5,941
<b>TOTAL . . . . .</b>	<b>48,112</b>

### PASSENGER CARS

Sleeping . . . . .	56
Coaches . . . . .	305
Baggage, mail, express . . . . .	301
Parlor . . . . .	18
Others . . . . .	59
<b>TOTAL . . . . .</b>	<b>739</b>
Rail Motor Cars . . . . .	2

### NEW EQUIPMENT . . .

The cost of new equipment and the improvements made to existing equipment during 1959 amounted to \$21,733,124.

#### purchased and delivered in 1959.

- 52 - 1750 H.P. Diesel-electric road switching units
- 600 - 50-ton steel box cars
- 100 - 70-ton steel insulated D.F. box cars
- 50 - 70-ton flat cars
- 39 - 70-ton steel covered hopper cars
- 12 - 50-ton steel airslide covered hopper cars
- 39 - 60-ton 80'1" Flexi-Van rail cars
- 2 - 50-ton steel box compartmentizer equipped cars
- 150 - 70-ton ballast cars (rebuilt)

#### on order for delivery in 1960 . . .

- 500 - 70-ton 50' plug door box cars
- 50 - 70-ton 50' D.F. equipped box cars
- 100 - 70-ton 60' flat cars
- 85 - 70-ton covered hopper cars (enamel lined)
- 15 - 70-ton covered hopper cars (enamel lined with pneumatic outlets)
- 25 - 70-ton 52'6" gondola cars

### 1959 ROAD PROPERTY IMPROVEMENTS

The cost of improvements made to road property during 1959 amounted to \$5,940,815

## EMPLOYEES

Train and Engine Men,  
Yard and Station **8,840**

Maintenance of Equipment and Stores **4,796**

Maintenance of Way and Structures **3,758**

Professional, Clerical  
and General **4,466**

Executives, Officials  
and Staff Assistants **383**

**TOTAL EMPLOYEES—22,243**



## JOB VALUE

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$787,409,121.

TOTAL PROPERTY VALUE: **\$787,409,121**

DIVIDED BY: 22,243 employees

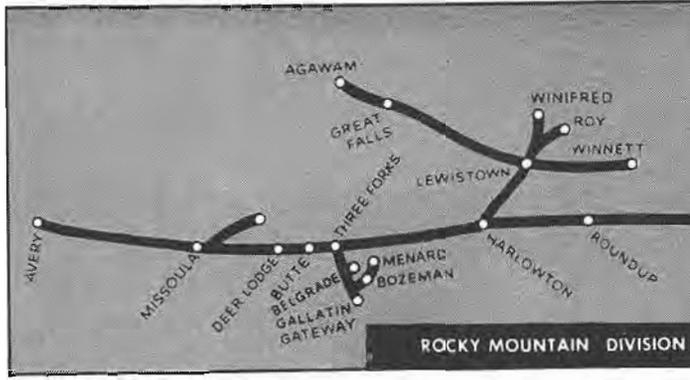
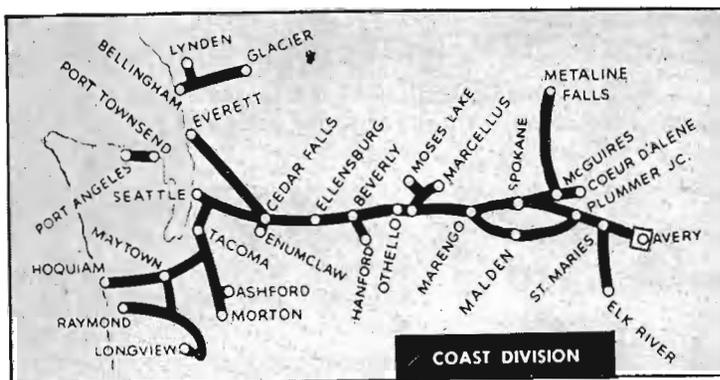
**= \$35,400**

invested in each employee's job

## 10 YEAR PAYROLL SUMMARY

YEAR	*TOTAL PAYROLLS	COMPANY CONTRIBUTIONS		TOTAL	AVERAGE PER EMPLOYEE	STRAIGHT TIME RATE AVERAGE PER HOUR
		RETIREMENT AND UNEMPLOYMENT TAXES	HEALTH & WELFARE BENEFITS			
1950	\$128,201,025	\$7,234,363	—	\$135,435,388	\$4,023	\$1.580
1951	143,260,363	7,774,582	—	151,034,945	4,463	1.754
1952	145,397,263	7,696,578	—	153,093,841	4,703	1.852
1953	138,117,562	7,441,326	—	145,558,888	4,675	1.895
1954	126,272,397	7,035,232	—	133,307,629	4,768	1.945
1955	126,447,937	7,276,300	\$ 624,381	134,348,618	4,809	1.959
1956	134,534,522	8,581,092	1,403,449	144,519,063	5,273	2.130
1957	133,239,878	8,692,650	2,106,181	144,038,709	5,538	2.290
1958	128,237,334	8,420,346	1,934,613	138,592,293	5,922	2.465
1959	128,292,584	9,894,538	1,819,163	140,006,285	6,294	2.566

\*Does not include compensation of part-time employees

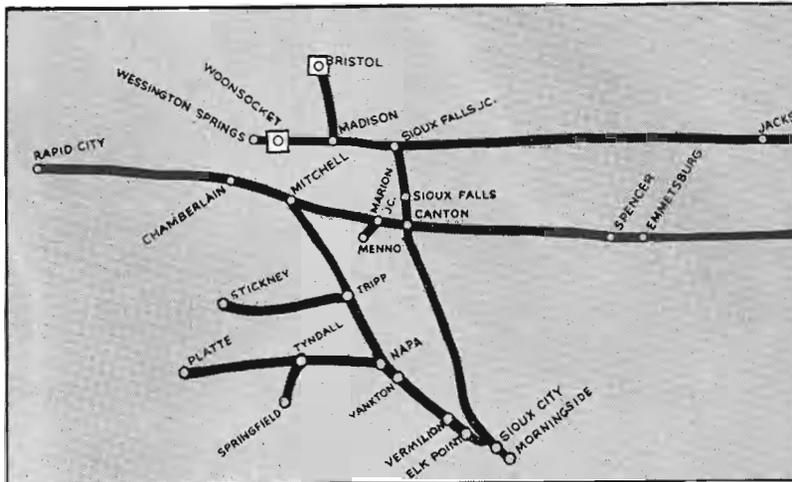


**the MILWAUKEE ROAD in the states it served in 1959**

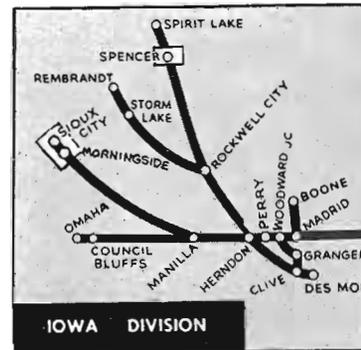
	Ave. Miles of Road Operated in 1959	Average Number of Employees	† Total Compensation All Employees	Property Taxes
Idaho	232.70	118	\$ 646,767	\$ 200,163
Illinois	685.36	6,389	36,647,458	1,875,542
Indiana	192.70	309	1,813,791	188,294
Iowa	1,781.90	2,179	12,922,277	1,349,485
Michigan	181.37	129	958,358	129,247
Minnesota	1,330.95	2,695	15,059,256	1,537,967
Missouri	155.97	384	2,216,858	153,908
Montana	1,251.20	1,249	7,588,200	1,271,762
North Dakota	366.89	117	584,756	240,807
South Dakota	1,736.05	995	5,610,225	833,160
Washington	1,066.95	1,585	9,932,213	627,504
Wisconsin	1,599.17	5,935	33,312,391	1,475,555
All Other	12.67	159	1,107,117	8,893
<b>Total</b>	<b>10,593.88</b>	<b>22,243</b>	<b>\$128,399,667</b>	<b>\$ 9,892,287</b>

System Payroll Taxes	\$ 9,894,538
System Income and Misc. Taxes	CR 371,825
<b>Total System Taxes</b>	<b>\$19,415,000</b>

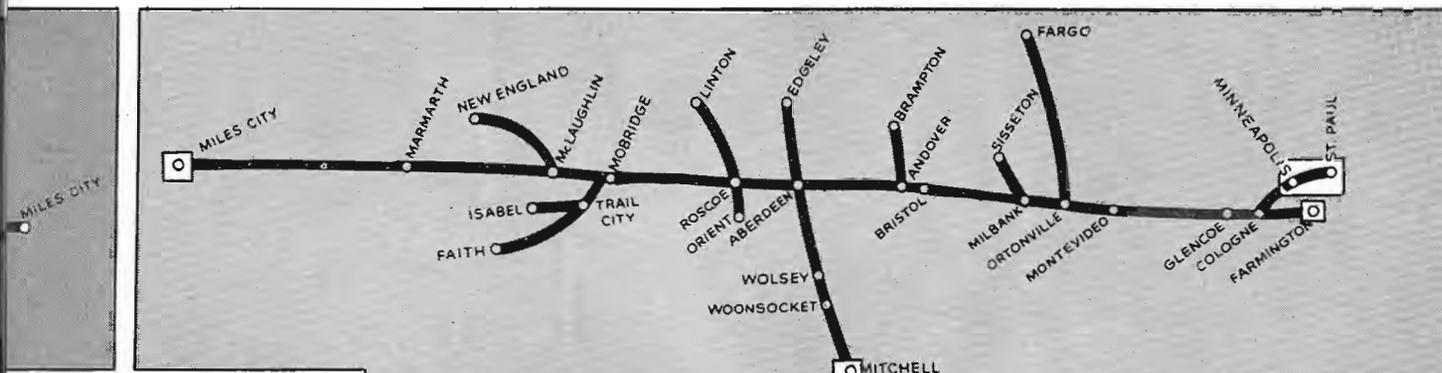
† Includes compensation of part time employees.  
 \* Does not include count of part time employees.



**THE MILWAUKEE ROAD'S OPERATING DIVISIONS**



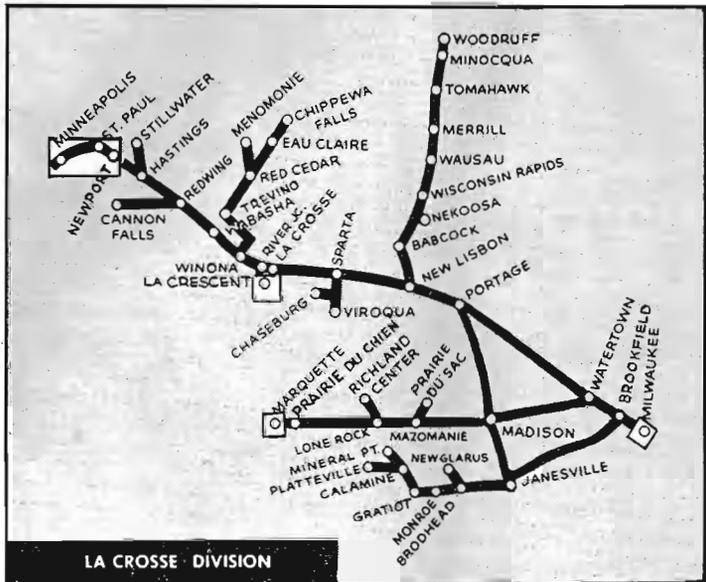
1959 DIVISION OPERATING RECORD	Miles of Road Operated 12-31-59	No. of Open Stations	Average No. of Employees	Loaded Freight Car Miles (1000'S)	Passenger Car Miles (1000'S)	Ave. Gr. Ton Per Frt. Trn.	Ave. Pass. Cars Per Pass. Trn.	Yard Switching Hours
Terre Haute	393	21	423	18,778	2	4,152	1.02	19,231
Chicago Terminals	38	9	3,223					215,005
Dubuque and Illinois	910	75	1,892	92,530	7,876	3,565	8.62	89,659
Iowa	956	89	1,141	55,466	14,734	3,195	12.02	53,737
Milw. K.C.S. Joint Agency								39,165
Milwaukee Terminal	23	2	3,297					205,045
Milwaukee	812	91	1,133	39,208	11,294	3,246	7.76	43,296
La Crosse and River	746	64	1,532	67,059	17,445	3,713	12.31	49,473
Madison	600	57	716	14,142	1,093	2,333	5.13	47,845
Twin City Terminal	40	6	1,269					134,504
Duluth	209	6	19	6,196		4,209		
Iowa, Minnesota-Dakota	1,649	151	1,269	15,146	1,187	1,177	4.55	50,313
Hastings and Dakota	1,174	94	837	41,368	3,049	3,377	10.81	17,518
<b>LINES EAST—Total</b>	<b>7,550</b>	<b>665</b>	<b>16,571</b>	<b>349,893</b>	<b>56,680</b>	<b>3,132</b>	<b>9.82</b>	<b>964,791</b>
Trans-Missouri	1,223	66	819	46,409	3,854	3,768	9.93	16,011
Rocky Mountain	902	28	832	45,329	3,845	3,822	9.67	15,080
Coast	924	44	1,363	24,721	2,408	2,859	9.61	54,884
<b>LINES WEST—Total</b>	<b>3,049</b>	<b>138</b>	<b>3,014</b>	<b>116,459</b>	<b>10,107</b>	<b>3,525</b>	<b>9.75</b>	<b>85,975</b>
<b>GENERAL OFFICES</b>			<b>2,478</b>					
<b>SYSTEMS—Total</b>	<b>10,599</b>	<b>803</b>	<b>22,243</b>	<b>466,352</b>	<b>66,787</b>	<b>3,220</b>	<b>9.81</b>	<b>1,050,766</b>



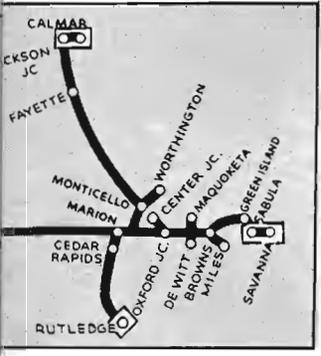
**ABERDEEN DIVISION**



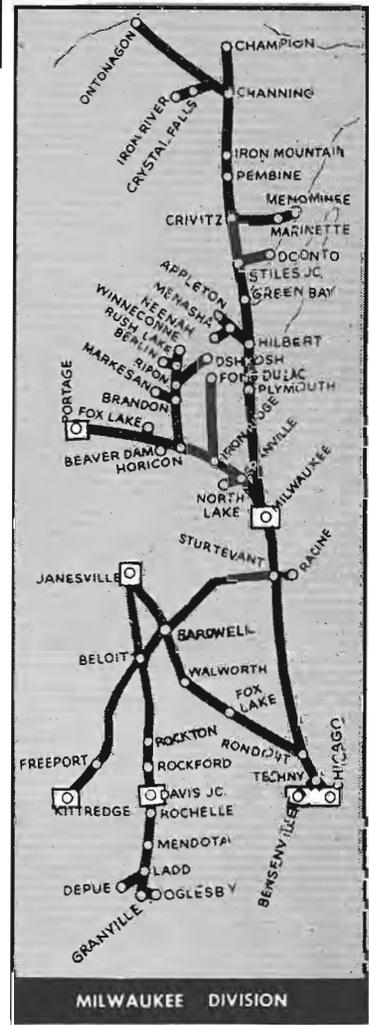
**IOWA MINNESOTA & DAKOTA DIVISION**



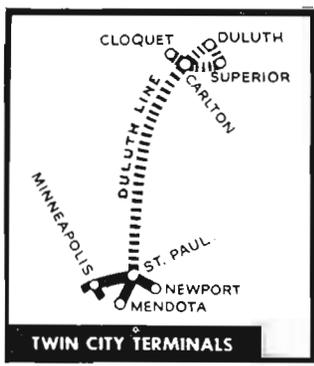
**LA CROSSE DIVISION**



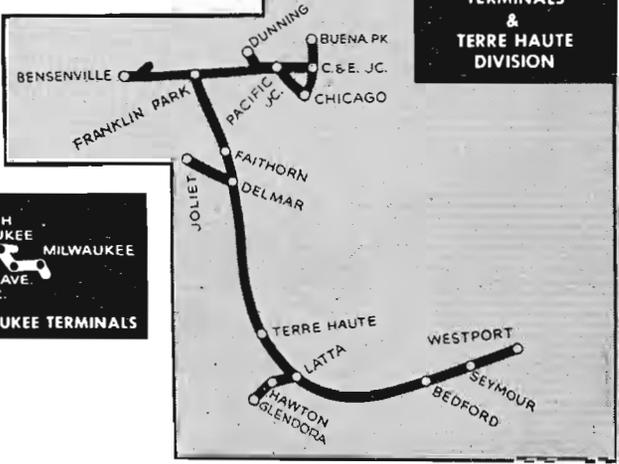
**DUBUQUE & ILLINOIS DIVISION**



**MILWAUKEE DIVISION**



**TWIN CITY TERMINALS**

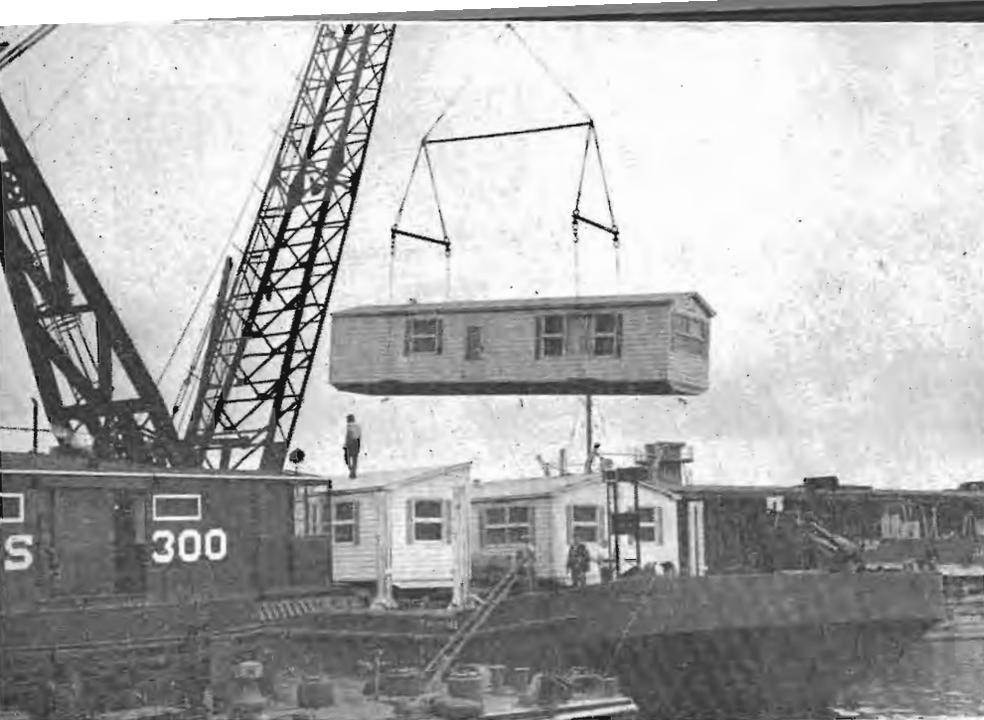


**CHICAGO TERMINALS & TERRE HAUTE DIVISION**



**MILWAUKEE TERMINALS**

**Note:** In the individual divisional maps, lines and towns enclosed in box  are not part of the divisions with which they are shown.



Waterfront scene in Seattle as the single unit house was being swung onto a barge of the Foss Launch & Tug Company for handling to Sitka. Note the three dual units already in place.

# HOMES ON THE RAILS

Now, From the Midwest, Housing for Alaska

By rail and water, the distance from southern Indiana to Fairbanks, Alaska, is more than 4,000 miles, and that's a long way to ship a house. Not a knocked down put-it-together-yourself type, but a house finished to the last daub of paint, and completely fitted with household appliances. Riding high on two flat cars, it added a stylish touch to the consist of No. 263 when it moved over Milwaukee Road lines from Chicago to Seattle early this year.

The Milwaukee Road's participation in movements of portable houses to Alaskan points goes back to last fall when W. F. Findley, foreign freight

agent in Seattle, heard that the Alaska Lumber and Pulp Company had ordered 37 model homes stateside for the employes of a new pulp mill it had established at Sitka. The houses, designed by a Seattle architect, had been built to specifications by Midwest Quality Homes, a house trailer firm located on the C&EI at Carlisle, Ind. The builder, Mr. Findley heard, was in the market for transportation.

The channeling of this information to the Road's Indiana sales territory resulted in W. H. Ridenour, general agent in St. Louis, and J. T. Conlin, traveling freight and passenger agent there, call-

ing on manufacturer Howard McKinley to offer him the Milwaukee Road's foreign freight handling services. The Indiana firm, which had not shipped by rail in 25 years, was interested. Details of rates and routes were worked out with W. S. McKee, foreign freight agent in Chicago, clearances were arranged, and the outcome was that the Milwaukee received 57 carloads of a 74 carload movement.

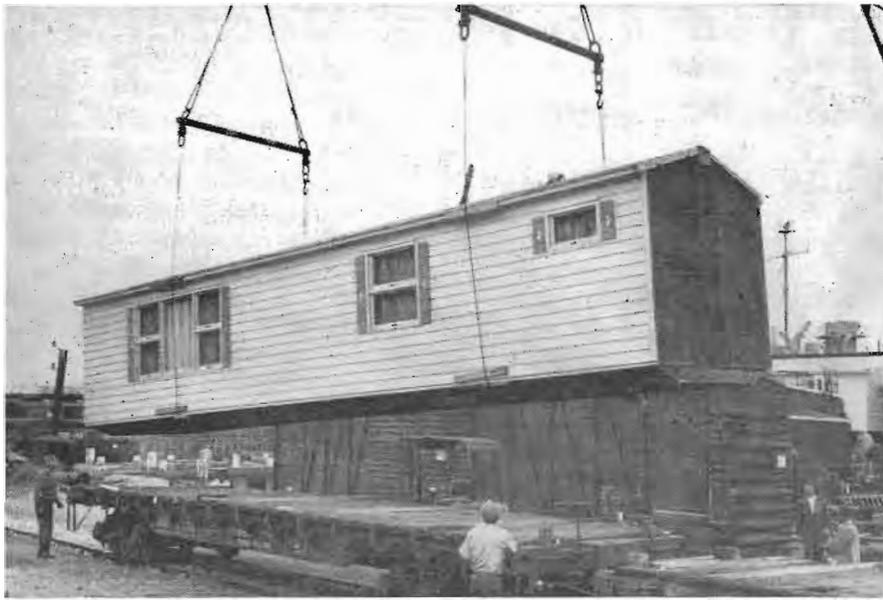
Because Carlisle does not have a ramp, the houses were hauled on wheel assemblies to Oaktown, Ind., and routed over the C&EI to Chicago. There the Milwaukee took over the long haul to Seattle, where they were loaded on barges of the Foss Launch & Tug Company for delivery at Sitka. The total distance of the rail-water movement was approximately 3,250 miles.

The houses are comfortable for year around living in Alaska's temperate zone. Designed to meet Federal Housing Administration approval, they are built on steel I beam frames, of weather lapped redwood siding insulated with batt fiberglass. The interiors have wood paneled walls and Vinyl asbestos tile flooring, and are fitted with all the modern comfort appliances—standard kitchen cabinets and working units, late-model refrigerators, ranges and sinks, porcelain and chrome bathroom fixtures, hot water tanks, a choice of gas or oil heating systems, complete electrical wiring, even curtains and drapes. Upon delivery they are ready to be eased onto concrete foundations and hooked up to service utilities.

For clearance in transport, the houses are constructed in two lengthwise sections which can be sealed water-tight. Stretching 44 feet long and with an extreme width of 10 feet, each section is a flatcar load. On a standard flat, they ride 14 feet 8 inches above the top of



House units ready for loading on the ramp at Oaktown, Ind., with the wheel assemblies still in place. For clearance, they are constructed in two sections. The exposed sides are protected from weather by a waterproof material nailed to the studding.



At dockside in Seattle, workmen direct operations as a house is hoisted in a sling for loading on a barge. This complete unit, 10 feet wide, was built for use as a small office building.

the rail. To assure damage-free transit, all movable appliances are crated and tied down, and the curtains and drapes are boxed. Their unique features require special methods of tying, blocking and bracing, which were developed with the aid of R. E. Melzer, assistant to manager claim prevention, refrigerator and merchandise service, working with the shipper and the C&EI's inspector.

Since the Sitka movement, the Road has handled a number of similar shipments going to Fairbanks, Anchorage and Wrangell. The cars moved on No. 263 and to Alaska by barge. For transportation inland, the Alaskan port of discharge is Seward, with handling beyond by the Alaska Railroad.

The problem of unloading at Wrangell, where there is no grid, was solved

in a resourceful fashion. The consignee was the Pacific Northern Lumber Company, which has an LST it uses to haul material from Olympia, Wash. Arrangements were made to load the units at Olympia onto the LST, and at Wrangell they were rolled off on the beach.

Changing patterns in the American way of living, particularly since the end of World War II, have had a significant impact on sales of prefabricated houses. To meet the growing demand for a larger house, Midwest Quality Homes manufactures a 44 by 24-foot model which the Road also handles. This year the firm expects to ship about 250 houses to Alaska. Prospective movements to be set up include as destinations the cities of Haines, Juneau, Ketchikan and Nome.

## Dividends Declared on 1959 Earnings

ACCORDING to an announcement by Leo T. Crowley, chairman of the Road's board of directors, at the monthly meeting of the board in Chicago Feb. 18, a dividend of \$5 per share on the Series A preferred stock of the company was declared out of the 1959 earnings of \$11.33 per share of such stock. It is payable at the rate of \$1.25 per share on Mar. 24, June 23, Sept. 22 and Nov. 23, 1960, to holders of record at the close of business on Mar. 4, June 3, Sept. 2 and Nov. 4, 1960, respectively.

Also approved was the payment of contingent interest at the full rate of 4½ per cent per annum on the general mortgage income bonds, Series A and B, and contingent interest on the Terre Haute bonds at the full rate of 1½ per cent per annum on Apr. 1, 1960, and the equal semi-annual installments of interest at the rate of 5 per cent per annum on the income debentures, Series A, on Mar. 15 and Sept. 15, 1960.

A dividend of \$1.50 per share on the common stock was declared out of 1959 earnings at a meeting of the board in Chicago Mar. 17. This is payable at the rate of 37½ cents per share on Apr. 21, July 21, Oct. 20 and Dec. 15 in 1960 to holders of record at the close of business on Apr. 1, July 1, Sept. 30 and Nov. 25, 1960.

## Robert F. Johnston

ROBERT FYFFE JOHNSTON, general passenger agent in Chicago headquarters, died unexpectedly at his home in Evanston, Ill., Feb. 16. He was 60 years of age.

Mr. Johnston was a native of Chicago and his entire railroad career was spent in the Road's Chicago passenger traffic department. He started in 1920 as a stenographer in the general office, was promoted to chief clerk in April, 1922, and appointed general passenger agent on June 1, 1945. He was a member of the American Association of Passenger Traffic Officers, the American Association of Passenger Rate Men, the Chicago and the Wisconsin Passenger Clubs, and active in committee work of the Veteran Employees Association.

Funeral services were held at the First Presbyterian Church in Evanston, of which Mr. Johnston had been a trustee. He is survived by his wife, Helen; two daughters, Carol, and Mrs. Richard L. Smith of Plymouth, Ill.; two brothers, George and Arthur; and two grandchildren. Interment was in Memorial Park Cemetery, Skokie, Ill.

Living room interior of a house similar to those in the Sitka movement. They are fitted with all major household appliances, curtains and drapes; no furniture.



# "The Railroads Begin a New Decade"

## Action on Legislative Relief and Freedom to Diversify Urged by President Quinn

How well the railroads prosper during the next 10 years will depend on how quickly they obtain relief from the dead weight of restrictions which now hamper their operations, President William J. Quinn told traffic salesmen in St. Louis Feb. 29. Remarking that modes of transportation, as they are known today, exist almost wholly by virtue of devices, methods and concepts of service which only 50 years ago ranked with the impossible, he pointed out that they were achieved in the face of timeworn handicaps. "It would be good to think that the day is not far distant when artificial restraints written into our laws and regulatory structures would no longer stand as the limits to what is possible for us to do."

Speaking at the St. Louis Off Line Railroad Day luncheon sponsored by the Traffic Club of St. Louis, President Quinn declared that railroad traffic salesmen now have more attractive "service merchandise" to offer the public than at any time in railroad history. Viewing the transportation industry "in full decade perspective", he said it is his conviction that for the next 10 years and longer the railroads will continue to be the nation's low cost, long haul volume carrier which must necessarily be basic to all other forms of transportation. It is increasingly evident, however, he stated, that to attract traffic in sufficient volume to perform this fundamental role profitably, they must be granted the same freedom to diversify their over-all services that most other industries possess.

"New developments in railroading would have come much faster than they have", he stated, "had it not been for the heavy hand of archaic regulation holding them back. Many of these rules were imposed years ago to cover conditions bearing little, if any, resemblance to those existing today. You may be sure that progress on the railroads would be accelerated tremendously, and that the shipping and traveling public would be the direct beneficiaries, if they were accorded equality before the law with other business enterprises, and even with other modes of transportation."

As facts of grave concern he cited that the railroads' share of intercity freight traffic dropped from better than

66 per cent as recently as 1946 to 45 per cent in 1958, and that in 1959 their average rate of return on investment was lower than that of any major industry - only 2.72 per cent. Labor negotiations which must be resolved in the next few months are a big issue on the railroads, he pointed out, and the need for great traffic volume as essential to profitable operation leaves them vulnerable to such turns of adversity as

last year's steel strike and the drought which prevailed in several of the western grain producing states.

He commented, however, that one of the most heartening and significant developments favoring the industry came recently when President Eisenhower expressed concern over the problems of the railroads and suggested that action be taken to overhaul out-of-date laws and restrictions.

"The urgency of this need stands out in alarming reality when considered in the light of the railroads' logical place in national defense", President Quinn declared. "I distinctly remember dur-



At the luncheon meeting of the St. Louis Traffic Club Feb. 29. From left: H. E. Ride-nour, Milwaukee Road general agent, St. Louis; President William J. Quinn, speaker of the day; Melvin E. Iten, freight traffic manager, Monsanto Chemical Company, St. Louis, and president of the Traffic Club; and James H. Brown, general agent Kansas City Southern Lines, St. Louis, and president of the St. Louis Off Line Railroad Association.



At the general chairmen's meeting of the Brotherhood of Railroad Signalmen in Chicago Mar. 18. From left: W. J. Doble, general chairman of the New York Central—Lines West, and chairman of the General Chairmen's Association; President William J. Quinn; Jesse Clark, president of the Brotherhood of Railroad Signalmen; R. B. LeBaron, general chairman of the Chicago and North Western and secretary of the association; and W. E. Fuhr (rear), Milwaukee Road assistant chief engineer—signals and communications.

ing the last World War the long freights loaded with war materials which seemed to roll endlessly on all of the transcontinental railroads. Every rail line in the country fed vital traffic into this stream. The carloads of arms and munitions and foodstuffs . . . the flatcars bearing tanks and airplane sections, with now and then the long barrel of an artillery piece protruding skyward . . . these were sights not soon forgotten. And we should *not* forget them, nor should we delude ourselves into thinking that the railroads can be partially 'mothballed' and still be expected to swing into action with full vigor and effectiveness come the day of a national emergency.

"This is a job that only the railroads can do. True, they could not do it alone, for cooperation between all modes of transportation would be needed then, just as it is now. But the big end of the burden would fall on the railroads, and they must be prepared for it. If we agree on the imperative need for them to meet the demands of today's commerce and for the task that would be theirs in a national crisis, then there must be an end - and soon - to regulatory confusion and legislative delay.

"I am confident that the decade before us will find many of our problems relieved, if not resolved. Of this I can assure you - the railroad industry is doing its level best to hasten the day."

### Railroads Fighting All the Way

The belief that the 1960's will be an era of steady progress was reaffirmed by President Quinn in some informal observations before a general chairmen's meeting of the Brotherhood of Railroad Signalmen in Chicago Mar. 18. "I am not one who goes about acting and talking as if it's time to bury the railroads", he said. "As a matter of fact, I believe there is so much change going on in the transportation business now, and in the railroad industry in particular, that at the end of the present decade the people of this country will be surprised at all the vigor they will find in the railroads at that time."

He based this thinking, he stated, on the fact that, more and more, people are finding that their own self-interest and their businesses demand a strong railroad industry. "This means to me that in the 1960's there will be an improvement in the legislative and regulatory framework which now so restricts railroad operations and opportunities."

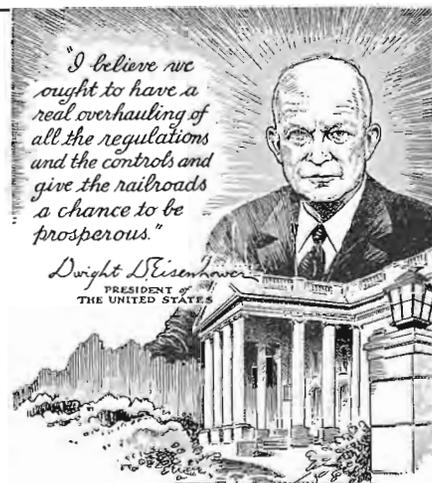
The railroads have not stood idly by while their subsidized competitors have been taking their business away, he

## Transportation Goals Outlined to Congress

The following plan for a balanced transportation system is from a report covering a year-long study of transportation problems by the Department of Commerce for the consideration of President Eisenhower:

1. *Our transportation system should be able to handle the growing future needs of peacetime domestic and international commerce, and of defense in possible wars.*
2. *Transportation should be provided at the lowest reasonable total cost to the national economy—shippers, travelers, carriers, taxpayers.*
3. *Shippers and travelers should pay the lowest possible rates consistent with reasonable carrier costs and profits.*
4. *The public should be able to make free economic choices to meet its transportation needs.*
5. *Carriers should be able to use maximum individual initiative to improve the technical means of giving customers better and cheaper transportation, and should be afforded the opportunity to realize adequate profits for nourishment of effective service and continuing development and technological innovation.*
6. *Federal policies must be neutral between competing carriers. No carrier group should get unfair advantage through Federal promotion, user charges, subsidy, taxation, or routing of Federal traffic.*
7. *Users who benefit directly from Federal facilities should, in the long run, pay their full fair share of the cost of building and operating them.*
8. *Subsidies to carriers should in the long run be reduced and then eliminated. Exceptions must bear the burden of proof that other requirements, notably defense, clearly override normal economic yardsticks.*
9. *Rules must ultimately be equitable for all carriers. Federal regulatory philosophy must have a factual basis to achieve uniformity of policy.*

The report, entitled "Federal Transportation Policy and Program", cites that much of the "potential improvement of the nation's economic efficiency lies in the area of distribution. Transportation is the largest single element within that area." It was submitted by President Eisenhower to Congress Mar. 14.



pointed out. Rather, they have been fighting all the way - with new types of rolling stock tailored to shipper needs, with innovations in facilities such as automatic freight classification yards and centralized traffic control, electronic computers, and other advancements which speed over-all operations.

A favorable move for The Milwaukee Road, he called to attention, was its expansion into the piggyback field. To obtain more of the business that was go-

ing elsewhere, he mentioned that the Milwaukee recently cut its tariffs on grain between several points in the Midwest and Great Lakes ports, and currently has a petition before the Interstate Commerce Commission providing for "agreed rate" charges. The last step was taken to furnish shippers with more attractive rates.

He observed that other railroads are following similar plans to recoup their business; that they are aggressively trying

to get on a strong basis, the better to fill their role as the prime mover of the country's goods both in peacetime and in the event of war. "All this could be done better if restraints on us were removed, mainly through new legislation . . . Obtaining it will be an uphill battle, but not an insurmountable one. Several items are, or soon will be, before Congress which would go a long way in aiding us, and it is there that we can use the help of all concerned. Only this week (Mar. 14) the Department of Commerce has offered a broad legislative plan to make the country's transportation system more balanced and efficient, including a proposal for more freedom for the railroads."

Changes in the years ahead will doubtless include some merging and consolidating of railroads, President Quinn stated. Remarking that this will make for stronger systems better able to compete and to afford greater job security, he cited the significance of this change to the signals and communications craft. Large sums of money will continue to be spent on improving and enlarging the signals and communications systems of the major railroads, he pointed out, and in his view, work in this field will grow, rather than diminish. "Better railroads make work for all of us, and ours can be a virile industry. By willingness of effort and cooperation, we can insure a great future for it."

### • Briefly Noted •

**BITTER-ENDERS.** The density of rail traffic in Japan, the highest in the world, compels the government supervised Japan National Railways to operate on schedules that brook no delays. For instance, on the 367-mile run between Tokyo and Osaka, 297 trains go whistling by each way every day. Still, trains occasionally do run late. In 1958, for example, 2,000 were delayed by what the JNR delicately termed "obstructions". For the most part, the "obstructions" were despondent Japanese who had hurled themselves in front of moving trains to "end it all".

**CORRECTION: ONLY 14 TIMES BETTER.** "In a statement on passenger safety issued by this Association today", read a recent bulletin from the Association of American Railroads News Service, "it was reported that 257 fatalities occurred among passengers on domestic airlines in 1959. This total included 59 fatalities which resulted from the crash of a U. S. airplane in Italy. The correct

## "Made In England" Movement, Via Longview

At the Port of Longview, Wash., served by The Milwaukee Road, an activity is currently under way which provides an interesting example of our railroad's handling of import freight. The movements involve equipment for the new Grant County Public Utilities District Dam, manufactured by the English Electric Company at Stafford, England, and shipped from Liverpool for delivery to the Milwaukee at Longview. The destination point is Priest Rapids, Wash.

The picture on the back cover of the Magazine, showing cargo being unloaded recently at Longview from the SS Vogelsberg, is typical of the movements our railroad has handled over a period of months. It consisted of 27 carloads of electrical machinery and generating equipment whose unusual size and weight required special loading supervision.

According to R. T. McSweeney, foreign freight traffic manager, Longview was chosen for the port of entry as the only port north of San Francisco equipped to handle the heavy lifts involved. Facilities there include an "A" frame crane certified by Lloyds of London at 150 tons, and two 50-ton traveling gantry "whirllys." The latter, which make it possible to work both ends of a vessel at the same time, are a distinct advantage to our railroad in handling



Cargo being unloaded from the SS Vogelsberg. Longview is the only port north of San Francisco equipped to handle these heavy lifts.

certain commodities, for instance, bulk zinc concentrate from Peru, which the Milwaukee moves from Longview to the Anaconda smelter at Black Eagle, Mont.

Export and import traffic moving through Pacific Coast ports is the field of W. F. Findley, foreign freight agent with headquarters in Seattle. When this article was written, our railroad had taken delivery of 417 cars of the "Made in England" equipment, and had scheduled 81 additional cars to be handled into May, when the movement will be completed.



A 135-ton transformer for the Grant County Public Utilities District Dam, unloaded from the SS Billelal at Longview, and ready to move to the installation site. Several of these large dimension units with weights in excess of 135 tons required the use of depressed center flatcars.

figure for fatalities in domestic airline service only should thus have been 198, reducing the 1959 fatality rate for domestic lines to 0.65 instead of 0.88 as reported. This change also makes the railroad safety performance only 14 times better than that of domestic airlines, rather than the 18 times previously

reported." (Preliminary figures of the A.A.R. showed that out of 352 million rail passengers carried in 1959, only 10 lost their lives in train accidents, and nine of these were involved in "train service" accidents—the kind railroads can't control, such as cases where people try to board or get off moving trains.)

# They Were Glad They Wore Them

YOU'RE removing the batteries from a 12-B battery box, sliding a battery down the board, when suddenly the board slips, and down comes the battery on your foot. You feel the impact, but no pain. Why? Because the blow has been deflected by your safety shoes. "Believe me, I was glad I was wearing mine", says Bob Rock, "or I would have had a few broken toes."

Robert P. "Bob" Rock, electrician at the Western Avenue diesel house in Chicago, who as a result of the foregoing experience became a member of the Golden Shoe Club, has been with The Milwaukee Road about four years. From the start he realized the importance of wearing safety shoes, but his recent mishap with the sliding battery sold him completely. "There's nothing else to wear on the job."

The Golden Shoe Club is composed of industrial workers who report authentic instances in which they have avoided a foot injury by wearing safety shoes. A strong argument in favor of the practice is the fact that one out of every ten industrial accidents involves injury to toes and feet. The membership certificate which testifies to the employe's foresight is an attractive document he can proudly show his family and friends. With it goes a lapel pin or tie tack to wear off duty, and a shop badge. The latter is a daily on-the-job reminder that foot safety can be assured *only* by wearing safety shoes.

The Milwaukee Road's first candidate for the club was Donald W. Tice, carman at Milwaukee Shops. An application for J. J. Stoga, storehelper at the Western Avenue stores department in Chicago, is also pending.

Another testimonial to the "work safe-



Electrician Robert P. Rock, first employe at the Western Avenue diesel house in Chicago to join the Golden Shoe Club, receives his shop badge from Superintendent of Safety A. W. Shea. Master Mechanic W. C. Gage is studying the membership certificate.

ly" attitude of a Milwaukee Road employe was the conferring of a membership in the Wise Owl Club of America on Carman Luther Pearson of the Western Avenue coach yard. Carman Pearson became eligible through a mischance which occurred when he was removing a brake shoe and stud assembly from a coach standing on No. 2 track pit. He was using a pinch bar to pry the assembly when the bar slipped and flew up. Certain injury? Not at all, for his eyes were protected by safety goggles. It could easily have been otherwise, though. A fractured lens of the hardened glass was mute evidence of the force behind the blow.

Members of the Wise Owl Club, a project of the National Society for the Prevention of Blindness, number approximately 1,000 industrial workers



Superintendent of Safety A. W. Shea congratulates Carman Luther Pearson on his enrollment in the Wise Owl Club of America. In addition to the membership certificate, he was presented with an "Owl" lapel button.

who have been saved from an eye injury by taking the precaution to wear safety goggles. Carman Pearson is the Milwaukee Road's 21st employe to be thus recognized for "foresight which saves eyesight".

## BE OUR GUEST

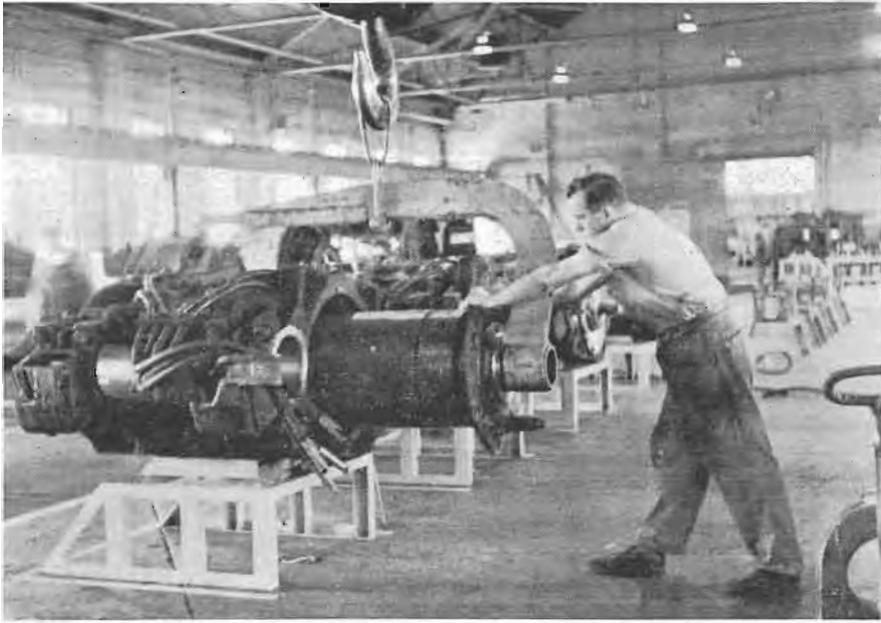
A mid-morning cup of coffee, freshly brewed and served with the compliments of The Milwaukee Road, is now one of the home comforts featured on the Olympian Hiawatha. Each morning between 10 and 11 o'clock, as the speedliner winds through the scenic Montana countryside, crew personnel invite all passengers to be the guests of the railroad at a kaffee-klatsch in the lounge of the Super Dome car.

The coffee that makes travelers happy is specially ground to meet the requirements of our railroad, and dated to assure its freshness. Dining car crews collect many compliments for its fresh full-bodied flavor.

THE MILWAUKEE ROAD  
invites you  
to be our guest at a  
**KAFFEE-KLATSCH**  
in the  
lower level  
**SUPER DOME**  
10AM to 11AM  
COMPLIMENTARY

## Rocky Mountain Employees Win Safety Trophy

EMPLOYEES of the Rocky Mountain Division had the best 1959 employe safety record among the railroad's divisions, Superintendent of Safety A. W. Shea has announced. The division record showed that no fatalities and only five reportable injuries occurred in the course of 1,816,640 man-hours worked last year. The Milwaukee Terminals Division was awarded second honor, and the Aberdeen Division third.



A close-up of Machinist Charles Winters installing a reconditioned armature in an overhauled motor frame. The assembly line is provided with stands and racks for eight motors and their parts.

## The New Yardstick for Traction Motor Repairs —Eight at a Time



Repaired armatures ready for assembly.

The Milwaukee's program, which was developed under the supervision of F. W. Bunce, chief mechanical officer, is keyed to the present output in the truck shop of four two-axle trucks per day. Stripping or assembling traction motors for eight axles is in each case a day's job, so except for an emergency, less than that number are not handled at one time. An accumulation of eight, then, is the signal for work to start on the production line.

In the repair process, as directed by F. A. Upton, superintendent of motive power, the motors are removed from the wheel sets in the wheel shop and placed on specifically designed stands. These stands, which were made at the Shops, stay with the motors throughout the repair cycle. Next the motors go to the stripping line, where they are disassembled and their frames are checked for defects.

All of the suspension-bearing surfaces, lateral surfaces of bearings, nose supports and traction motor lugs are restored to standard. Cases which require welding go to the blacksmith shop, and nose support plates are applied in the boiler shop. For electrical repairs, the frames are given a thorough corn blast cleaning and then go to the electrical shop, where work is also done on groups of eight at one time. It includes removing and overhauling field coils, interpoles and brush holders. At that point the motors are ready for assembly.

Armatures removed on the stripping line are also placed on specially designed stands, which are handled by mechanical lift trucks. After stripping, they are corn blasted, supported meanwhile by hangers so they can be rotated and cleaned from every angle. Next they go to the armature room, where repairs may include a complete rewinding. They are then dipped and baked, and after coming out of the ovens are sent to the assembly line.

Heads, bearing races and oil flingers are trucked to the degreaser and then to the armature assembly and recondi-

The Milwaukee Road's new economy approach to diesel armature and traction motor repairs, which has provoked considerable interest in mechanical department circles, is frequently the object of study by officials of other railroads. For instance, among recent observers of the operation at Milwaukee Shops were F. T. Scanlan, special representative of the Pacific Railroad Company of Mexico, and Miguel Campero, assistant superintendent of motive power for the National Railways of Mexico. As a result of Mr. Campero's observations, a similar set-up is being arranged for the Mexican national shops at San Luis Potosi.

Inspecting the repair of a traction motor are, from left: Miguel Campero, assistant superintendent of motive power for the National Railways of Mexico; F. W. Bunce, chief mechanical officer of The Milwaukee Road; F. T. Scanlan, special representative of the Pacific Railroad Company of Mexico; and F. A. Upton, Milwaukee Road superintendent of motive power.



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tioning areas. Complete sets of parts for each type of armature are placed in portable racks which are moved to the proper armature for application.

The progress of repairs is charted with colored tags on a wall-mounted board, red tags for frames and white for armatures. Eight of each showing up together in the "ready for assembly" column opposite any eight-motor serial number is the cue for the assembly line to go to work. With eight armatures, cases and parts, and eight motors grouped together, the job is finished in a day. Before the motors are sent to the wheel remount bay they are given a one-hour run-in and insulation test, and the bearings are checked.

The advantages of the eight-per-day system, with its better coordination and utilization of services, are borne out by the record. Mr. Bunce cited that in the nine weeks before it was established, 184 motors were stripped, whereas under the new system, the first nine weeks produced 158 motors in only 20 working days. On the 25 days when the stripping line was inactive, the force was assigned to other work. Similarly, the output of rebuilt motors—250 in 12 weeks—was stepped up in the first 12 weeks to 210 motors in only 29 working days. The work is also easier, in that the new system provides the force with better working tools.

### • It Happened On The Milwaukee •

From C. A. Murphy, Deer Lodge, Mont.

I was the conductor on No. 15, Harlonton to Deer Lodge, when I noticed as we were nearing Three Forks that a little lady in one of the coaches was just about frantic. When I asked about her trouble, she told me her two children were sick, and indeed they were—a nurse on board said they needed hospital care immediately. The little lady told me, though, that she couldn't get off the train; that she was on her way to see her husband at Ft. Lewis, Wash., and had no money.

A serviceman sitting near who had overheard our conversation said "Here, lend me your cap," and taking it, started through the train, telling his buddies of her plight. Well, my cap soon proved too small, so a lady came to the rescue with a plastic bag, and soon this fellow came back with a bag of "lettuce." We put the lady and children off at Three Forks, and arranged for them to be taken to the nearest hospital.

About 10 days later, the lady and

## Hilmer A. Larson Feted Upon Retirement



H. A. Larson addressing his friends at the Minneapolis Traffic Club luncheon March 28. Seated at the speakers' table are, from left: William Wallace, Milwaukee Road general passenger traffic manager; F. E. Hufford, general traffic manager, the M & O Paper Company, Minneapolis; L. R. Whitehead, Milwaukee Road freight traffic manager, Chicago; C. F. Dahnke, general passenger agent, Milwaukee; Ralph Stafford, vice president of the Minneapolis Traffic Club; and Kemper Relf, traffic manager, the Osborne McMillan Elevator Company, Minneapolis.

It was to be expected that when Hilmer A. Larson, assistant general passenger agent in Minneapolis, retired Mar. 31, no ordinary send-off would do. His friends, both rails and non-rails, with whom he has been associated during his long career as a passenger man in the Twin Cities, honored him on three occasions. The first was a dinner sponsored by the St. Paul Passenger Association in the American Legion club rooms in St. Paul on Mar. 22, and the second and third a luncheon of the Minneapolis Traffic Club and a husbands-and-wives dinner, both at the Normandy Hotel in Minneapolis, on Mar. 28. As his friends put it, he didn't stand a chance to skip town.

Mr. Larson is a native of Bergen, Norway, who began his railroad career with The Milwaukee Road in 1914 as

children, now happy and healthy, boarded No. 15 at Three Forks. She told me that the "bag of lettuce" had amounted to more than \$200, and had nothing but praise for the swell treatment she got on The Milwaukee Road.

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

a stenographer in the St. Paul traffic department. During the first World War he enlisted in the 36th Engineers and was discharged as a sergeant, 1st class, in the Transportation Corps. Returning then to the railroad, in 1923 he was appointed city passenger agent in Detroit and in 1929 was promoted to traveling passenger agent with headquarters in St. Paul. He advanced to general agent passenger department in Minneapolis in 1935, and continued in that position until he was appointed assistant general passenger agent on Jan. 1, 1946.

Throughout his career, Mr. Larson has been very active in passenger traffic circles, having served as president of the St. Paul Passenger Association, the Minneapolis Passenger Club and the Detroit Passenger Club, as well as the Minneapolis Exchange Club. He also is a life member of the Skala Club, international transportation men's organization, and holds membership in the Minneapolis Athletic Club, the American Legion, the Traffic Club of Minneapolis, the Duluth-Superior Transportation Club, and the Winnipeg Passenger Club.

He and Mrs. Larson will remain in their home in St. Louis Park, Minn. Immediate plans call principally for more time with their four grandchildren and more time fishing at their summer place at South Haven, Minn. A daughter, Mrs. E. H. Larrimer, lives in Minneapolis, and a son, Richard, is located in Detroit.

# appointments

## Operating Department

Effective Feb. 16, 1960:

J. T. Hayes is appointed assistant to vice president-operation, with headquarters in Chicago. Mr. Hayes started with the Road at Minneapolis in 1926 and later transferred to Seattle. Following Army service in World War II he was trainmaster at various points and assistant superintendent at Green Bay. He was appointed division superintendent at Miles City in 1951, and since then has served in that capacity at Butte and Savanna, and since June 1, 1956 on the Iowa Division at Perry.



J. T. Hayes



A. C. Novak

A. C. Novak is appointed superintendent of the Iowa Division, with headquarters at Perry. Starting with the Road in 1923, Mr. Novak has served at various locations as trainmaster and assistant superintendent. Starting in 1949, he served successively as superintendent of the Kansas City Joint Agency and the former Iowa & Dakota and the Trans-Missouri Divisions, and since Dec. 1, 1959 has been special representative of assistant general managers with headquarters in Miles City.

The position of special representative of assistant general managers is abolished.

Effective Mar. 1, 1960:

W. K. Peterson is appointed assistant supervisor of stations-system, with headquarters in Chicago. Starting with the Road in 1937 as an agent-operator, Mr. Peterson has served as traveling auditor, agent at Mason City and Aberdeen, S. D., and assistant agent at Galewood in Chicago. He was advanced to agent at the latter station on May 1, 1959 and appointed assistant data processing man-



W. K. Peterson

ager with headquarters in Chicago Aug. 1, 1959.

Effective Feb. 16, 1960:

D. E. Murray is appointed train-



O. R. Anderson



R. H. Harding



D. G. McMillan



J. A. Guzy

master of the Twin City Terminals, with headquarters in St. Paul. Mr. Murray, a graduate of St. Norbert College in West De Pere, Wis., has had previous experience in railroad service with other lines since 1950, and has been special representative to general manager in Chicago since Feb. 16, 1959.

Effective Apr. 1, 1960:

B. A. Webster is appointed trainmaster of the Milwaukee Terminals. Mr. Webster, who started his service there in 1948, was formerly yardmaster of the Milwaukee Terminals, and assistant trainmaster since last June.

## Traffic Department

Effective Mar. 16, 1960:

Oliver R. Anderson is appointed general passenger agent with office at Chicago, following the death of R. F. Johnston. Mr. Anderson started with the Road in his native La Crosse in 1920, later served in various passenger department positions in Minneapolis and St. Paul, and in 1946 became general agent passenger department at the latter point. He went to Seattle in 1948 as general passenger agent, was appointed general freight agent there on Nov. 1, 1958, and advanced to assistant freight traffic manager, sales and service with headquarters in Chicago July 1, 1959.



H. L. Lindblom



R. E. Anderson



J. H. Mitcham



R. L. Audas

Effective Mar. 1, 1960:

J. H. Mitcham is appointed general agent in Birmingham, Ala. Following service with other railroads, Mr. Mitcham came to the Road in 1948 as chief clerk in the Atlanta traffic office. He served as city freight agent in Kansas City from 1952 to April, 1954, since when he has been traveling freight and passenger agent with New Orleans headquarters.

R. E. Anderson is appointed general agent in Winston-Salem, N. C. Mr. Anderson started in the industrial development department in Chicago in 1939 and in 1943 entered the traffic department in Chicago where he served in various capacities until 1947, when he became chief clerk to general agent. He has been traveling freight and passenger agent in Winston-Salem since 1948.

R. L. Audas is appointed general agent in Memphis, Tenn. Mr. Audas started with the Road at Perry, Ia., in 1940, was later chief clerk in the Dubuque traffic office, and in 1948 was promoted to city freight agent in Omaha. In 1951 he was appointed traveling freight agent with headquarters in St. Louis, and in 1957 traveling freight and passenger agent reporting to St. Louis.

R. E. Brazda is appointed district passenger agent in New York City, N. Y. Mr. Brazda, who started with the Road as a ticket agent in New York City in 1920, has served as city passenger agent there since 1942.

M. H. Wetzel is appointed city passenger agent in New York City, N. Y. He started as a steno-clerk there in 1947, became ticket agent in 1952, and was promoted to passenger agent in 1955.

Effective Apr. 1, 1960:

R. H. Harding is appointed traffic manager with office at Minneapolis. Mr. Harding entered the operating department in Kansas City in 1920, subse-

quently served as city freight agent and traveling freight agent there, and division freight and passenger agent in Terre Haute. Starting in 1958 he was promoted to assistant general freight agent in Milwaukee and later to assistant freight traffic manager in Chicago. Since Mar. 1, 1959 he has been freight traffic manager in Minneapolis.

D. G. McMillan is appointed assistant general passenger agent in Minneapolis, following the retirement of H. M. Larson. Mr. McMillan started with the Road in 1917, serving in various passenger department positions in Minneapolis until 1929, when he was appointed city passenger agent. He was promoted to general agent passenger department in St. Paul in 1934 and transferred to the same position in Minneapolis in 1946.

J. A. Guzy is appointed general agent passenger department, Minneapolis. Mr. Guzy, who has been with the Road since 1924, was appointed traveling passenger agent with headquarters in St. Paul in 1935, and since 1946 has been assistant general agent passenger department in Minneapolis.

H. L. Lindblom is appointed district passenger agent in Minneapolis. Starting as a clerk there in 1935, Mr. Lindblom was assistant city ticket agent before being appointed traveling passenger agent in 1946. He has been city passenger agent in Minneapolis since 1948.

### **Agricultural and Mineral Development Department**

Effective Mar. 1, 1960:

D. W. Spencer is appointed market development analyst with headquarters at 796 Union Station, Chicago. Mr. Spencer, a graduate of the University of Wisconsin and formerly a country agricultural agent in Wisconsin, has been with the Road since March, 1957 as chief clerk to commissioner of agricultural and mineral development.

### **New Traffic Offices Opened**

New traffic department sales and service offices were opened in Birmingham, Ala., and Memphis, Tenn., Mar. 1, according to an announcement by W. W. Kremer, vice president-traffic. The Birmingham office, located in rooms 1427-28 in the Brown-Marx Building, First Avenue and Twentieth Street, is under the supervision of General Agent J. H. Mitcham. The Memphis office is located in room 701 in the Sterick Building, 8 North 3rd Street, under the supervision of General Agent R. L. Audas.

Effective Apr. 1, the Medford, Ore., traffic offices in the Medical Center Building, 33 North Central, were transferred to Suite No. 4 in the Lumbermen's Building, 1307 West Main Street.

March-April, 1960

## **Railroad Market Analysts Review Research Procedures**



T. H. Desnoyers, Milwaukee Road Director of traffic research, monitors the discussion of panel members G. M. Bruere, director of market research, the Western Pacific, San Francisco; R. S. Crossman, senior traffic analyst, the Missouri Pacific, St. Louis; and W. O. Dahl, manager of research and statistics, the Soo Line, Minneapolis.

In an exchange of ideas at a seminar held in Chicago Feb. 2-4, a panel of railroad market analysts outlined the methods pursued by various railroads in making researches of the transportation market, and their approaches to competitive and economic problems. T. H. Desnoyers, the Milwaukee Road's director of traffic research, was chairman of the seminar, which was conducted under the auspices of the Railway Systems and Procedures Association and attended by panel members from Chicago, New York, Cleveland, Detroit, Minneapolis, St. Louis and San Francisco.

The discussion group was chosen from different geographic areas for the purpose of presenting contrasting points of view, inasmuch as problems uncovered by research which could appear to be specific to one company or one area may actually have industry-wide significance. Among the subjects reviewed were costs and competition, market potential, pricing, profit opportunities, sales analysis, action on motor carrier certificate hearings, and suggestions for systematic, economic and market research.

Observing that the railroads' ability to compete successfully with other forms of transportation depends upon the most efficient utilization of the railroad freight car, Mr. Desnoyers cited the case of a hypothetical train in which, by doubling the revenue load per car, a four-unit diesel locomotive could handle 25 percent additional revenue tons without an increase in cost. He pointed out that the train would now carry fewer cars with heavier loads, therefore increasing the ratio of revenue tons to car weight. He also indicated that savings would be effective in per diem charges, switching, terminal, and billing costs.

Although there is a trend toward smaller inventories in industry, he remarked that if the railroads take advantage of economies resulting from heavier car loading, they can offer incentive freight rates which in many cases will be attractive enough to balance off against some of the costs industry incurs from larger inventories. Where incentive rates can not offset the costs of additional inventories, he suggested using containers, Flexi-vans, and Piggyback to meet the competition of lower minimum weights offered by motor carriers.

Mr. Desnoyers' own paper outlined the function of the Milwaukee Road's traffic research department, which was organized in September, 1958 and consists of himself as director, three traffic analysts and two clerk-stenographers. Its methods of researching a problem involve a complete analysis and follow-through, including a physical test of the conclusion.

### **The Cover**

THIS picture spells out what railroad men mean when they talk in terms of ton miles—transporting one ton of freight one mile—and the railroads' basic role as the nation's long-haul volume carrier. Double heading west, two of the Milwaukee Road's powerful "Little Joe" electric locomotives are shown maneuvering the serpentine length of transcontinental time freight No. 263 through a high valley of the Bitter Root mountains just east of Alberton, Mont. The Clark Fork of the Columbia River is in the background, and bordering on it a strip of irrigated farm land.

# retirements



during January-February, 1960

## General Office and System Employees

Bryant, N. K. . . . . Waiter . . . Chicago, Ill.  
 Gajewski, H. R. . . . . Typist . . . " "  
 Henderson, C. J. . . . . Waiter . . . " "  
 Kerwin, A. L. . . . . Tel. Operator . . . " "  
 Kowolonek, J. . . . . Janitress . . . " "  
 Lutz, A. P. . . . . Asst. Bureau Head . . . " "  
 Manasian, S. L. . . . . Comptometer Opr. . . . . " "  
 Nehf, W. W. . . . . Chief Divn. Clerk . . . " "  
 Rothman, H. E. . . . . Spl. Accountant . . . " "  
 Sabey, A. W. . . . . City Frt. Agent . . . " "  
 Siegel, D. . . . . Clerk . . . " "  
 Thompson, O. G. . . . . Clerk . . . " "

## Aberdeen Division

Achtien, J. . . . . Baggage . . . Aberdeen, S. D.  
 Barclay, D. A. . . . . Coal Dock-Foreman  
 & Crane Opr. . . . . Moberidge, "  
 Britton, O. L. . . . . Sec. Labr. . . Tyndall, "  
 Deutscher, G. E. . . . . Engineer . . . Aberdeen, "  
 Hohl, J. F. . . . . B&B Carpt. . . Moberidge, "  
 Johnson, J. R. . . . . Extra Gang Laborer . . . " "  
 Klabc, A. F. . . . . B&B Carpenter . . . Aberdeen, "  
 Lovhaug, S. I. . . . . B&B Carpenter . . . Montevideo, Minn.  
 Schrapp, G. H. . . . . Laborer . . . " "  
 Streich, O. E. . . . . Sec. Foreman . . . Brownston, "  
 Wise, C. K. . . . . Conductor . . . Aberdeen, S. D.

## Chicago Terminals

Barker, L. H. . . . . Engine Foreman . . . Chicago, Ill.  
 Cathro, E. W. . . . . Switchman . . . " "  
 Coble, W. R. . . . . Yard Conductor . . . " "  
 Dunne, A. B. . . . . Crossing Watchman . . . " "  
 Galuszka, J. . . . . Laborer . . . " "  
 Hopkins, H. W. . . . . Carman . . . Bensenville, "  
 Hutt, F. S. . . . . Machinist-Hlpr. . . Chicago, "  
 Johnson, R. E. . . . . Stower . . . " "  
 Landis, H. B. . . . . Carman . . . " "

## Paul A. Larson Heads Philadelphia General Agents



P. A. Larson

PAUL A. LARSON, general agent in Philadelphia, is currently serving a six-month tenure of office as chairman of the Railroad General Agents Association in that city.

The organization, which takes in the Greater Philadelphia area, represents the traffic sales personnel of 48 railroads.

Mr. Larson has been with the Road's traffic department since 1927, starting in the general office in Chicago. He was promoted to city freight agent in Chicago in 1938, advanced to traveling freight agent at Memphis in 1945, and appointed general agent in Atlanta in 1951. He has served in the latter capacity in Philadelphia since December, 1953.

McPherson, F. H. . . . . Yard Clerk . . . Chicago, Ill.  
 Moscinski, A. A. . . . . Car-Inspector . . . " "  
 Piraino, S. . . . . Sec. Laborer . . . " "  
 Price, J. G. . . . . Yard Clerk . . . Bensenville, "  
 Rosa, J. . . . . Test Rack Opr. . . . . " "  
 Simmons, E. L. . . . . Yard Clerk . . . " "  
 Smith, J. A. . . . . Slip Bill Clerk . . . Chicago, Ill.  
 Smith, W. J. . . . . Crossing Flagman . . . " "  
 Westbrook, C. . . . . Diesel Cleaner . . . Bensenville, "  
 Westendorf, L. H. . . . . Machinist . . . " "  
 Whittemore, J. E. . . . . Train Clerk . . . " "  
 Wright, J. E. . . . . Switchman . . . Chicago, "

## Coast Division

Ackerson, W. M. . . . . Switchman . . . Tacoma, Wash.  
 Allison, G. . . . . Switchboard Opr. . . Seattle, "  
 Boyle, J. C. . . . . Machinist Hlpr. . . Tacoma, "  
 Brooks, A. P. . . . . Cook . . . Renton, "  
 Chimenti, G. . . . . Sec.-Foreman . . . Spokane, "  
 Clapper, F. G. . . . . Engineer . . . Bellingham, "  
 Crawford, J. P. . . . . Foreman . . . Tacoma, "  
 Duby, H. L. . . . . Telegrapher . . . Seattle, "  
 Foreman, A. L. . . . . Engineer . . . Spokane, "  
 Glauner, N. A. . . . . Conductor . . . Cle Elum, "  
 Goldie, A. E. . . . . Chief Clerk . . . Seattle, "  
 Lanz, B. L. . . . . Sec. Laborer . . . Elbe, "  
 Lavin, B. T. . . . . Sec. Foreman . . . Doty, "  
 Lund, O. B. . . . . Switchman . . . Tacoma, "  
 Meeker, J. A. . . . . Engineer . . . " "  
 Moxness, A. E. . . . . Dist. Roadmaster . . . " "  
 Prescott, L. E. . . . . Inspector . . . " "  
 Robinson, C. W. . . . . Conductor . . . " "  
 Salzmann, W. A. . . . . Yard Clerk . . . " "  
 Shiplett, W. I. . . . . Electrician . . . " "  
 Steele, P. M. . . . . Engineer . . . Spokane, "

## Dubuque & Illinois Division

Allen, W. M. . . . . Sec. Laborer . . . Ottumwa, Ia.  
 Coleman, D. E. . . . . Clerk . . . " "  
 Gablin, L. . . . . Leverman Oper. . . Ebner, Ill.  
 Ginder, J. R. . . . . Sec. Laborer . . . Liberty, Mo.  
 Greener, M. E. . . . . Engineer . . . Dubuque, Ia.  
 Hatchitt, H. E. . . . . Conductor . . . Kansas City, Mo.  
 Jaeger, H. J. . . . . Sec. Laborer . . . Dubuque, Ia.  
 Johnson, M. A. . . . . Flagman . . . Turkey River, "  
 Lanke, G. C. . . . . Car Inspector . . . Marquette, "  
 Lehman, S. S. . . . . Engineer . . . Elgin, Ill.  
 Olson, E. W. . . . . Chief Dispatcher . . . Dubuque, Ia.  
 Peschang, G. A. . . . . Engineer . . . Savanna, Ill.  
 Raisch, J. F. . . . . Engineer . . . Davenport, Ia.  
 Ritter, R. S. . . . . Engineer . . . " "  
 Thompson, L. E. . . . . Labor & Crane Opr. . . Dubuque, "

## Iowa Division

Burns, H. B. . . . . B&B Laborer . . . Marion, Ia.  
 Cook, H. . . . . Frt. Trucker . . . Council Bluffs, "  
 Fuller, H. J. . . . . Conductor . . . Perry, "  
 Johnson, H. M. . . . . Conductor . . . " "  
 Jones, P. H. . . . . Sec. Laborer . . . Adel, "  
 Kensinger, O. E. . . . . Switchman . . . Council Bluffs, "  
 Monn, J. J. . . . . Carpenter . . . Perry, "  
 Nolan, J. W. . . . . Agt. Teleg. . . Sigourney, "  
 Peck Jr., C. J. . . . . D.F.&P.A. . . Cedar Rapids, "  
 Seager, R. C. . . . . Brakeman . . . Marion, "  
 Slater, G. R. . . . . Carman . . . Perry, "  
 Twedt, E. O. . . . . Trav. Auditor . . . Des Moines, "

## Iowa, Minnesota & Dakota Division

Berger, A. A. . . . . Sec. Foreman . . . Rapid City, S. D.  
 Ellis, F. G. . . . . Tractor Operator . . . Mitchell, "  
 Frazee, H. W. . . . . Ticket Agent . . . Mason City, Ia.  
 Hogan, J. P. . . . . Conductor . . . " "  
 Hubbard, J. L. . . . . Agent . . . Naples, S. D.  
 Jacobs, C. B. . . . . Engineer . . . Sanborn, Ia.  
 Landmark, L. C. . . . . Agent . . . Springfield, S. D.  
 McIlvoy, J. R. . . . . Laborer . . . Mitchell, S. D.  
 Meyer, L. C. . . . . Warehouse Foreman . . . Albert Lea, Minn.

Miller, E. F. . . . . Train Baggage . . . Austin, Minn.  
 Olson, L. V. . . . . Agent . . . Rushford, "  
 Robinson, A. R. . . . . Engineer . . . Sioux City, Ia.  
 Schindler, O. P. . . . . Pipe Fitter . . . Mitchell, S. D.  
 Songstad, A. S. . . . . Carman Helper . . . Sioux Falls, "  
 Wegner, C. F. . . . . Engineer . . . Austin, Minn.  
 Whipple, R. C. . . . . Switchman . . . Sioux City, Ia.  
 Winjum, O. G. . . . . Engineer . . . Faribault, Minn.

## La Crosse Division

Akeson, E. A. . . . . Crossing Watchman . . . Lake City, Minn.  
 Bennett, R. . . . . Crossing Flagman . . . Madison, Wis.  
 BugBee, H. C. . . . . Crossing Flagman . . . La Crosse, "  
 Cavey, M. L. . . . . Conductor . . . Janesville, "  
 Clafin, D. C. . . . . Baggage . . . Wauwatosa, "  
 Collins, M. D. . . . . Engineer . . . Milwaukee, "  
 Fluekiger, C. A. . . . . Yard Clerk . . . La Crosse, "  
 French, W. H. . . . . Engineer . . . La Crosse, "  
 Gilbertson, E. L. . . . . Sec. Laborer . . . Eau Claire, "  
 Jeanes, J. H. . . . . Conductor . . . Milwaukee, "  
 Jessey, H. B. . . . . Sec. Foreman . . . Dancy, "  
 Karow, C. A. . . . . Cashier . . . Winona, Minn.  
 Kawatzky, R. J. . . . . Brakeman . . . Milwaukee, Wis.  
 Kelly, F. M. . . . . Engineer . . . Janesville, "  
 Lester, R. L. . . . . Fireman . . . Portage, "  
 Mueller, B. G. . . . . Engineer . . . St. Paul, Minn.  
 Muetze, P. F. . . . . Carman . . . La Crosse, Wis.  
 Newhouse, R. K. . . . . Flagman . . . Minneapolis, Minn.  
 Schuman, H. A. . . . . Sec. Foreman . . . Babcock, Wis.  
 Sekel, F. A. . . . . Sec. Laborer . . . Columbus, "  
 Stainbrook, T. R. . . . . Sec. Foreman . . . Wisconsin Rapids, "  
 Stoll, E. P. . . . . Brakeman . . . Milwaukee, "  
 Strauman, C. . . . . Pontoon Engr. . . . . Prairie Du Chien, "  
 Swanson, A. J. . . . . Engineer . . . Milwaukee, "  
 Tickle, A. M. . . . . Machinist . . . Tomah, "  
 Tucker, M. H. . . . . Sec. Laborer . . . Sparta, "  
 Wheeler, M. J. . . . . Clerk . . . Winona, Minn.

## The Man On The Cover



No sham actor, but the genuine article is the signal maintainer pictured on the cover of the company's annual report for 1959. On the detailed report which went to investors, and also on the condensed version which appears in this issue of the Magazine, pictured ascending an interlocking signal ladder is William M. Coe of Tama, Ia., a veteran Iowa Division employe.

All of Mr. Coe's service has been in the signal department, starting as a helper at Braymer, Mo., in 1928. During the years since he has filled a variety of assignments, including that of gang foreman before taking over his present job about 17 years ago. During 1957, while the 331-mile Centralized Traffic Control system was being installed on the Iowa Division, he served for about eight months as an inspector. His present territory extends from Midway to Melbourne, Ia. In 1958, as an outstanding employe in his line, he was selected for featuring in this magazine in an article entitled "A Safe Day With a Signalman".

The Milwaukee Road Magazine

## Reminder! Vets to Meet In Milwaukee July 23

THIS is the second notice to members of the Veteran Employees Association that their 24th reunion will be held at the Hotel Schroeder in Milwaukee on Saturday, July 23. Registration will start on Friday evening, July 22. The Saturday meeting date was chosen to permit all members who are employed during the working week to attend.

The committee urges members to make their plans now. Literature and reservation blanks will be sent soon to all on the association's mailing list.

### Milwaukee Division

Allen, C. E. . . . Steam Fitter Helper . . . Green Bay, Wis.  
 Anderson, C. J. . . . Lineman . . . Iron Mountain, Mich.  
 Benish, J. A. . . . Conductor . . . Channing, "  
 Bruckner, G. J. . . . Clerk . . . Chilton, Wis.  
 Buntin, B. K. . . . Engineer . . . Green Bay, "  
 Cassidy, F. H. . . . Conductor . . . Fox Lake, Ill.  
 Catlin, R. H. . . . Fireman . . . Milwaukee, Wis.  
 Costello, J. H. . . . Conductor . . . Chicago, Ill.  
 Findley, J. W. . . . Sec. Foreman . . . Ontonagon, Mich.  
 Fredricks, R. E. . . . Coach Cleaner . . . Deerfield, Ill.  
 Holden, E. C. . . . Conductor . . . Milwaukee, Wis.  
 Johnson, H. E. . . . Engineer . . . "  
 Kinsella, E. F. . . . Engineer . . . "  
 Maitland, J. M. . . . Clerk . . . Waupun, "  
 McHoes, G. W. . . . Sec. Laborer . . . Rockton, Ill.  
 Morrissey, G. C. . . . "  
 Chief Train Dispatcher . . . South Beloit, Ill.  
 Oakes, G. E. . . . Engineer . . . Milwaukee, Wis.  
 Paeske, H. C. . . . Engineer . . . Green Bay, "  
 Peterson, E. G. . . . Conductor . . . Channing, Mich.  
 Reyes, S. . . . Sec. Laborer . . . Beloit, Wis.  
 Scholten, J. R. . . . Engineer . . . Green Bay, "  
 Sparks, C. E. . . . "  
 Mach. Operator . . . Iron Mountain, Mich.  
 Whitty, W. P. . . . Engineer . . . Horicon, Wis.

### Milwaukee Terminals & Shops

Banaszak, C. . . . . Gateman . . . Milwaukee, Wis.  
 Bartel, W. F. . . . . Laborer . . . "  
 Bergemann, W. J. . . . Engineer . . . "  
 Boeck, W. J. . . . . Electrician . . . "  
 Brushaber, H. F. . . . Air Brake Foreman . . . "  
 Christedes, E. G. . . . Mach. Helper . . . "  
 Collins, R. A. . . . . Carman . . . "  
 Derhimmer, W. M. . . . Carman . . . "  
 Fortin, B. . . . . Blacksmith . . . "  
 Fugarino, J. A. . . . Track Laborer . . . "  
 Grucholski, W. . . . . Trucksmith . . . "  
 Hogan, W. J. . . . . Machinist . . . "  
 Hurley, K. E. . . . . Nurse . . . "  
 Jumps, C. I. . . . . Police Sergeant . . . "  
 Kaluzny, V. T. . . . . Trucksmith . . . "  
 Karpik, M. . . . . Blacksmith . . . "  
 Koopp, F. B. . . . . Cabinet Maker . . . "  
 Kolasinski, J. . . . . Conductor . . . "  
 Kolbe, J. H. . . . . Carman . . . "  
 Kozlowski, A. J. . . . Switchman . . . "  
 Kraft, E. C. . . . . Mach. Helper . . . "  
 Lewkoski, J. T. . . . Mach. Helper . . . "  
 Makres, J. C. . . . . Mach. Helper . . . "  
 Marciniak, S. . . . . Laborer . . . "  
 Ostermick, J. P. . . . Machinist . . . "  
 Overtree, W. C. . . . Laborer . . . "  
 Radoszewski, J. . . . Car Inspector . . . "  
 Rogowski, S. . . . . Mach. Helper . . . "  
 Stattes, P. G. . . . . Laborer . . . "  
 Tolzman, T. F. . . . Hi-Lo Driver . . . "  
 Walters, A. M. . . . Coach Cleaner . . . "  
 Weibel, F. L. . . . . Store Helper . . . "

March-April, 1960



**AUTOMOBILE PIGGYBACK WELCOMED IN MILES CITY.** The Milwaukee Road's initial Plan V Piggyback movement, a shipment of Chrysler cars, pictured being delivered recently at Miles City, Mont. Above, W. C. Bayle, passenger and ticket agent in Miles City (left), and G. F. Flynn, district freight and passenger agent, Spokane, pose with the banner which announced its arrival. Below, cars are shown being rolled off 90-foot flatcar units. The movement, heralded as the first transcontinental automobile piggyback operation, originated in Detroit and was hauled by the Clark Transport Company to the Road's North Harvey (Ill.) yard, from where it moved, via Bensenville, to Miles City and Spokane. At those points the Convoy Company took over for delivery to Chrysler agents in Montana, Wyoming, Idaho, Washington and Oregon. (Miles City Star photos)



Wendt, F. A. . . . . Store Helper . . . Milwaukee, Wis.  
 Wroblewski, J. . . . . Carpenter . . . "  
 Wucherer, A. G. . . . Car Inspector . . . "

### Off Line

Duggan, C. J. . . . . Chief Clerk . . . Indianapolis, Ind.

### Rocky Mountain Division

Baxter, P. E. . . . . Engineer . . . Lewistown, Mont.  
 Bradley, M. C. . . . . Sec. Laborer . . . St. Maries Ida.  
 Burrows, J. E. . . . . Engineer . . . Miles City, Mont.  
 Cruz, J. D. . . . . Laborer . . . East Portal, "  
 Finley, W. M. . . . . Mach. Helper . . . Avery, Ida.  
 Foley, G. T. . . . . Chief Operator . . . Butte, Mont.  
 Johncke, R. W. . . . . Carman . . . Avery, Ida.  
 Keeney, H. B. . . . . Engineer . . . Three Forks, Mont.  
 Kuckku, C. F. . . . B&B Carpenter . . . Miles City, "  
 Little, W. T. . . . . Switchman . . . "  
 Marrone, J. . . . . Sec. Laborer . . . Alberton, "  
 Nelson, G. J. . . . . Boilermaker Hlpr. . . Miles City, "  
 Nelson, H. A. . . . . Electrician . . . Deer Lodge,  
 Robinson, A. C. . . . . Agt.-Opr. . . . . Agawam,  
 Sather, P. A. . . . . Store Helper . . . Miles City, "  
 Savas, A. . . . . Sec. Foreman . . . Tarkio, "  
 Scharf, A. . . . . Sta. Engineer . . . Miles City, "  
 Swanson, S. A. . . . Sec. Foreman . . . "  
 Wickersham, A. W. . . Conductor . . . "  
 Wolf, J. G. . . . . Conductor . . . "  
 Young, E. . . . . B&B Foreman . . . Deer Lodge, "

### Terre Haute Division

Denny, E. P. . . . . Track Laborer . . . Manhattan, Ill.  
 Edmondson, W. F. . . . Sec. Laborer . . . Terre Haute, Ind.  
 Hanners, J. W. . . . . Brakeman . . . Bedford, "  
 Hardwick, J. M. . . . . Track Laborer . . . Odon, "  
 Lockwood, E. F. . . . . Iron Worker . . . Bedford, "  
 Newberry, G. D. . . . . Track Foreman . . . Momence, Ill.  
 Purcell, H. E. . . . . Signal Maintainer . . . Delmar, "  
 Smith, C. E. . . . . Sec. Laborer . . . Knowles, "  
 Wise, W. P. . . . . Conductor . . . Terre Haute, Ind.

### Twin City Terminals

Chaney, V. R. . . . . Carman . . . St. Paul, Minn.  
 Conover, L. A. . . . . Machinist . . . Minneapolis, "  
 Duffy, J. P. . . . . Mach. Helper . . . "  
 Erickson, V. E. . . . . Car Repairer . . . "  
 Heslip, G. . . . . Fire Knocker . . . St. Paul, "  
 Humenanski, J. . . . . Carman . . . Minneapolis, "  
 Kent, A. J. . . . . Frt. Trucker . . . St. Paul, "  
 Kuehl, E. M. . . . . Checker . . . "  
 Lucas, J. A. . . . . Switchman . . . Minneapolis, "  
 March, J. A. . . . . Relief Foreman . . . "  
 Masink, I. J. . . . . Carman . . . St. Paul, "  
 Melin, J. E. . . . . Pipe Fitter . . . Minneapolis, "  
 Olsen, S. W. . . . . City Pass Agt. . . St. Paul, "  
 Roth, N. F. . . . . Asst. Dist. Stkpr. . . . . "  
 Tappins, E. J. . . . . "  
 Yard-Conductor . . . So. Minneapolis, "  
 Wickstrom, J. . . . . Checker . . . Minneapolis, "

## Twin City Terminals

TWIN CITIES CAR DEPARTMENT  
AND COACH YARD

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

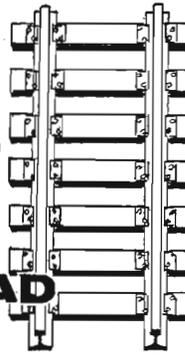
Best wishes for a happy retirement to Victor Erickson, carman in the coach yard since April, 1928. Victor retired Jan. 2.

Carman Frank Westphall, who sustained a heart attack in March, 1959, has applied for a disability annuity, following 21 years' service. Carman Joseph Humenanski, who was ill during the past year, had his annuity application approved. His service was 40 years.

Sympathy was extended to the family of Abe Tabachnik, car cleaner who retired Dec. 1, 1950, on his death Feb. 7. Also to the family of Axel W. Johnson, former carman, who retired in October, 1946 and passed away Feb. 9; the family of E. F. Carlsson, former yardmaster, ill the past year, who retired Jan. 6 and passed away a month later; and of Goodwin Thompson, H&D brakeman, who sustained a fatal accident Feb. 12.

Carman Arthur Duvick of Light Re-

## ABOUT PEOPLE OF THE RAILROAD



pair, who has been in Northwestern Hospital for surgery since last October, hopes to be home soon.

John A. Benson, retired carman, and wife will travel on the Swedish American steamship Gripsholm to Gottenberg, Sweden, in July for a visit with relatives. Believe this is their third trip overseas since his retirement.

A 10-pound girl was born recently to Electrician and Mrs. C. F. Lemke. Carman Harry Hauger reports he is a grand-

pa again, a boy having been born to his daughter and son-in-law.

Carman Kenny Beck and wife vacationed in California and Hawaii recently—away from St. Paul repair track work.

Bob Ingvaldsen, Light Repair, is sending his wife to Norway for a visit. Applicants for the chef job should get in line.

On Jan. 30, Patricia Williams, daughter of W. H. Williams, clerk in the St. Paul stores department, wed Larry Johnson of Aberdeen at St. Kevan's Catholic Church, in Minneapolis.

Sympathy was extended to the L. O. Trang family in the loss of Mrs. Trang's mother, who passed away in January.

Nels Roth, assistant district storekeeper in St. Paul, retired Feb. 8 after 49 years' service. A dinner and get-together of friends was held at the President Cafe Feb. 4, with many good wishes. Nels and the wife plan a trip to the west coast.

Norris Groth was appointed assistant district storekeeper at St. Paul.

Mr. and Mrs. Isaac Layland, who now live in Concord, Calif., observed the golden anniversary of their marriage on Feb. 26. A celebration is being planned for June 26, so all of their family can attend. They have four sons, four daughters, 28 grandchildren and 10 great-grandchildren. Mr. Layland, retired Minneapolis Yard conductor, started railroading as a brakeman and conductor with the CB&Q in 1910, and was employed by the Milwaukee continuously from Nov. 6, 1922 until he retired on Nov. 30, 1952.

## More Than 550 Years of Railroading



SERVICE records that command respect were highlighted with the publication in the Miles City (Mont.) Daily Star of this picture of Milwaukee Road employes in Miles City who retired last year. Concerning the fact that their accumulated service, with that of two fellow employes not pictured, totaled more than 550 years, the Star remarked that if it had run consecutively, in order to have the last one retire Dec. 31, the first would have had to start railroading 82 years before Columbus discovered America!

Seated, from left, are: J. H. Lynam, who started as a sectionman in 1905, became a brakeman in 1910, and retired Sept. 30 after 54 years of service; Arlie Wickersham, conductor and part-time trainmaster, employed from 1912 until Dec. 31, for 47 years and 4 months' service; W. C. Gorman, who started in 1916 as a carman, switched to train service and was promoted to conductor in 1921, and retired June 14 with 43 years' service; E. C. Lynam, a brother of J. H., who had 49 years of service, starting as a brakeman in 1910, promoted to conductor in 1914, and retiring July 2; J. E. Burrows, who joined in 1905 as a sectionman, became a fireman (1909) and engineer (1913), and retired Dec. 30 with 55 years' service.

Back row, from left: George Wildish, who started as a B&B carpenter in 1912, was promoted to foreman in 1945, and retired June 6 with 37 years' service; S. A. Swanson who, starting in 1914, worked up from extra gang assistant foreman to foreman and stints as assistant roadmaster and who retired Dec. 31—45 years, 9 months' service; J. R. Reece who came to the Road as a laborer in 1916, became a train baggageman in 1918 and retired after 43 years on Oct. 2; J. J. McGuire who started in 1906 as a time-keeper for the engineering department, became a brakeman, then conductor (1928) and retired July 6 after 54 years' service; W. T. Little, who started in the car department in 1911, became a switchman in 1917, and retired Dec. 30 after 48 years' service. Not present were Conductor J. G. Wolfe who retired Dec. 30 with 43 years of service, and J. A. Hiers, who was agent at Lavina when he retired Dec. 10 after 22 years' service.

## ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent  
c/o General Agent

When a feller works for company 48 years, it's nice to be remembered at a party, and when the party is topped off with a gift, it makes it so much nicer. The party was given to Nels Roth on the occasion of his retirement, at the Presidents Cafe in Minneapolis on Feb. 4, and Mr. Roth has asked me to convey his thanks to his friends.

Robert J. Young, city freight agent in St. Paul, was elected to the board of directors of the Transportation Club of St. Paul for 1960-61, at the annual meeting on Jan. 21. He is also director-chairman of the entertainment committee.

Van C. Luth, disposition clerk in the local freight office in St. Paul, will marry Miss Jurene Elling, Thompson Grove, St. Paul Park, Minn., May 1. The ceremony will be performed by her father, Reverend Jerold Elling, in the Resurrection Lutheran Church, where he is pastor.

## Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

It's a boy, Michael Ted, for Clyde Pifer, tower operator at B17, and his wife Gertrude. Little Ted, as they plan to call him, arrived Mar. 1.

Sympathy was extended to Rudy Gonzales, Soo Line tower operator, and his

*The Milwaukee Road Magazine*



**NINTH BIRTHDAY ANNIVERSARY** of Milwaukee Chapter of the Railway Business Women's Association was the occasion for this celebration at Karl Ratzch's Restaurant. Guests of honor are seated at the rear, from left: Dorothy Powers, Santa Fe Lines, Chicago, director of District 3; Brig. Gen. Don E. Carleton, Milwaukee Civil Defense; Mildred Leack, secretary at Milwaukee

Shops, president of Milwaukee Chapter; Grace Johnson, secretary to general superintendent, Milwaukee, national recording secretary; and Muriel Cheal, Chicago South Shore and South Bend, president of Chicago Chapter. General Carleton was the speaker of the evening, on the subject of civil defense. Milwaukee Chapter is composed largely of Milwaukee Road women.

wife Betty on the loss of their third little son. A type of pneumonia was the cause. Randy was almost four months old.

Retired Train Director Johnny Baker called recently to see how all of his old friends were. Johnny is enjoying his retirement. The only work he does is in December, when he plays Santa in a big department store.

Did you know that we have a talented musician in our midst? Train Clerk Waldo Grosnick is not only an accomplished organist, but now directs the choir of a large Chicago church. Having heard Waldo play, I can well understand the pleasure he gets from doing it. His severest critic is his wife Evelyn, also an accomplished musician and teacher.

Noreen Patricia "Twinkie" Phillips, daughter of Yardmaster Glen Phillips, sang for the grand opening of the Van-Ken Chateau Steak House on Mannheim Road near Grand Avenue in Franklin Park. The snazzy new chateau is partly owned by "Twinkie's cousin, Kenneth Hoffman.

#### WESTERN AVENUE STORES & LOCOMOTIVE DEPARTMENTS

LaVergne Misiak, Correspondent

Curt Sonderegger, clerk in the local storekeeper's office, is the newest recording artist in the Western Avenue store department. His vocal recording of "The Lord's Prayer" was recently released on a Delta label. The reverse side is titled "I Walked Today Where Jesus Walked." Besides making records, Curt is a member of the Lutheran Choir of Chicago and has been singing for the past two years with a group on a religious program, "The Answer" televised on WBKB's channel 7 Sunday evenings. He also sings at church functions, weddings, parties, and entertains in various clubs in the Chicago area.

Charles Perlberg Jr., son of C. H. Perlberg, secretary to district storekeeper, was married Jan. 30 in the Elmhurst College Chapel to Maryllin Fletcher of Bellwood. He is a recent graduate of the University

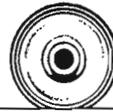
**"HAPPY RETIREMENT"** get-together in the superintendent of car department office at Milwaukee Shops in honor of Harry Belond, A.A.R. inspector, who concluded 47 years of service Mar. 1. In the coffee line-up are, from left: Blanche Daveley, Edith Hamann and Madelyn Hilliard, Mr. Belond, G. L. Wood, superintendent of the car department, and Leona Schultz.



**PIONEER TO THE COAST RETIRES.** Engineer H. A. "Heinie" Stiemann of Tacoma pictured (right) with Fireman E. E. Smith (center) and Yard Conductor Bob Kendall shortly before he retired Mar. 1 after 52 years of continuous engine service. He started at Mobridge in 1907 when the railroad was under construction there, working to Harlowton, and transferred to the Coast Division in 1909. His 50 years and six months service included working every freight and passenger run on the lotter division.



**A "SAFE" RAIL CAREER CLOSES** as Engineer Spencer Lehman of Elgin, Ill., makes his last trip. He started in 1908 with the North Western, switched to the Milwaukee Road in 1910, and became an engineer in 1916, for the past 20 years on the Chicago-Elgin commuter run. His record at retirement showed no reportable injuries throughout his long career to any of his crews or passengers. For 25 years he was auditor of Rebuilt Lodge 499 of the B. of L.F.G.E. (Elgin Courier-News photo)



	JANUARY	
	1960	1959
<b>RECEIVED FROM CUSTOMERS</b>		
for hauling freight, passengers, mail, etc. ....	\$17,492,761	\$18,742,855
<b>PAID OUT IN WAGES</b>	9,316,336	10,197,026
PER DOLLAR RECEIVED (cents)	53.3	54.4
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act .....	803,152	694,349
PER DOLLAR RECEIVED (cents) .....	4.6	3.7
<b>ALL OTHER PAYMENTS</b>		
for operating expenses, taxes, rents and interest .....	8,996,115	8,777,671
PER DOLLAR RECEIVED (cents) .....	51.4	46.8
<b>NET LOSS</b>	<b>\$1,622,842</b>	<b>\$926,191</b>
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>		
Number of cars .....	93,182	101,455
Decrease 1960 under 1959 .....	-8,273	

of Dubuque. Harry Petry, invoice clerk, also announced the marriage of his son, Harry Melvin, to Evelyn Grant of northern Wisconsin. The couple are now living in Elmwood Park.

We were very happy to welcome back Frank Corleto, clerk, after his recent illness. We are informed that his nephew, Patrick Ward, is running for state's attorney in the coming election. He is now dean of DePaul University.

Sympathy was extended to the family on the death of Lemuel Williams, chef for the Road since 1917. He was a member of the Dining Car & Railway Food Worker's Union. Last rites were held in the Park Way Gardens Christian Church. Burial was in Lincoln Cemetery. He is survived by his widow Margaret, a clerk in the Chicago branch of the Illinois Department of Labor.

Sympathy was also extended to the family of Machinist Helper Mike Damke, who passed away on Jan. 29, and to Alex Trofimuk, machinist, whose father passed away in February.

The four daughters of Master Mechanic and Mrs. William C. Gage welcomed a baby brother, John Barton, on Feb. 22. Pipe Foreman Chester Gober and wife became the parents of a boy, Larry Alan, Feb. 28.

The family and friends of Mr. and Mrs. John Prisching helped celebrate the couple's golden wedding Feb. 28. Mr. Prisching, retired air brake foreman in the coach yard, worked with the Road for 42 years before he retired in 1952. The couple have three daughters and two grandchildren.

Eugene H. Lyons, who was a division storekeeper in Chicago for many years, and who had been retired for the past 11 years, passed away in Chicago Feb. 18 at the age of 77. Funeral was held from the Brett Funeral Home and interment was in Holy Cross Cemetery, Milwaukee.

#### UNION STREET

Carolyn DiCicco, Correspondent

Everett Miller, switchman at Division Street, became ill at work Jan. 21 and died a few days later at Wesley Memorial Hospital. Funeral services were in Perry, Ia.

Charles Kadlec, messenger at Kinzie Street, has been released from MacNeal Memorial Hospital and will take it easy at home for a while.

A salute to the Kinzie Street switch crew—Al Bourne, L. S. Petersen, L. E. Korabik and E. F. Skicewicz—for their quick action in rescuing a man who fell into the river at Kinzie Street recently.

Dr. Stanley J. Rebacz, podiatrist (foot specialist) and son of Stanley Rebacz, cashier at Division Street, opened his new office in the new medical center at 5720 W. Fullerton Avenue April 1.

#### GALEWOOD

Ray Bishop, Correspondent

Our former Magazine correspondent, Mrs. Norma Gunderson, retired Feb. 29 after 37 years of service. A party was held in her honor at the Jolly Club, at which she was presented with 110 brand

## Puget Sound Pioneers Set Spokane Reunion for June

THE Milwaukee Puget Sound Pioneers Club will hold its annual reunion in the Spokane Hotel, Spokane, Wash., June 11. A business and social meeting will be held at 2 P.M., followed by a banquet at 6:30 P.M. Reservations for the latter are \$2.40 plus tax. All friends of the pioneers are invited to attend.

For information and reservations write to Charles Lillwitz, secretary-treasurer, R.F.D. 1, Worley, Ida., or E. M. Grobel, president, W. 447 26th, Spokane, Wash.

new dollar bills all fastened together in one long strip. Some fun! She also received a beautiful hand-tooled billfold, the handiwork of Fred LaRue, assistant cashier. A large group of fellow employes were on hand to wish her and her husband Victor a long and happy retirement. Victor also retired Feb. 29, from the Central Soya Co. Among those in attendance were Harry Willison, retired assistant chief clerk, and Mrs. Willison. Harry arrived on crutches, having just broken an ankle in a fall on the ice. R. E. Chalifoux, agent at Green Bay and formerly assistant agent at Galewood, drove in for the party with Mrs. Chalifoux.

John Smith, who has expressed his thanks for the many "get well" cards of his well wishers, is still confined to bed, and will welcome mail. Address him at 1982 Wingate Drive, Chamblee, Ga.

On the sick list at this writing are Mrs. Marie Riley and John Ewing, for surgery, and Mrs. Loretta Anderson, with a broken arm. Also, Pauline Wamsley and Mrs. Edna Bucholtz, both seriously ill. This correspondent also has his mother, Mrs. Norman Bishop, wife of the former agent at Division Street, in St. Francis Hospital, Blue Island, with a heart condition at this writing.

Bill Reiger, retired general yardmaster, passed away at his St. Petersburg, Fla., home Jan. 12. Bill was general yardmaster at Galewood for 30 years before retiring. Cremation services were held at Clearwater, Fla., with Masonic rites. Among those present for the services were Ed Kieseles, retired superintendent of safety; Sam Lebo, Art Gobel and Ed Hacking, retired switchmen; John Miller and Roy Visger, retired engineers; and Archy Sinclair, long time employe at the Galewood freight house, now retired at Zephyr Hills, Fla.

Mr. and Mrs. Frank Lukaszewski, married 55 years, observed their anniversary with a Mass said Jan. 24 at St. Stanislaus Bishop and Martyr Church. Both were born in Chicago and were married when the bride was 17 years old and the bridegroom 18. Mr. Lukaszewski retired recently after 51 years of service as a checker in the freight house. The couple have three sons, a daughter, 15 grandchildren and 7 great-grandchildren.



**H. W. FRAZEE RETIRES.** The Road's popular ticket agent in Mason City, retiring Jan. 4 after nearly 46 years of service, is presented with gifts from his fellow employees by R. D. McLean, local freight and passenger agent. Mr. Frazee, who started in 1914 as a clerk-stenographer in the local superintendent's office, was well known to the traveling public, having been ticket agent in Mason City since 1917. (Mason City Globe-Gazette photo)

arrival of their little daughter Elizabeth Feb. 8 at Mercy Hospital. They have one other child, Andrew, 5 years old.

Sympathy was extended to the family of Henry F. Beyer, retired engineer, 73, who died Feb. 25 in Mason City. He started with the Road in 1906 as a fireman, later became an engineer, and retired in 1954. Surviving are his wife and daughter.

## Coast Division

### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

Bernice Clark, messenger, attended the West Coast Conference Women's Traffic Club convention in Sacramento Feb. 20-21, and from there spent a week with her sister in Fresno, Calif.

J. P. "Jim" Crawford, water service inspector and formerly B&B foreman, concluded more than 40 years' service with the Road with his retirement Jan. 1.

Anne Beaumont, who has been on a leave of absence due to illness, is back on the job looking hale and hearty.

John D. Rohrer, agent at Port Angeles when he retired last Sept. 30, is in Florida on account of his wife's ill health; present address, Box 334, Live Oak, Fla.

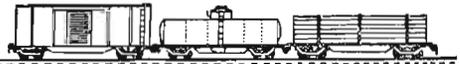
Ticket Clerk Lysle Smith is still in the hospital at this writing, and slowly improving.

Roadmaster A. E. Moxness, who retired last Dec. 10, is visiting his daughter, Mrs. Al Blanchard, in New York at this writing. He and Mrs. Moxness also visited in California and Arizona.

Our attention was called to the fact that in the January-February Magazine the name of our district storekeeper was misspelled, having been shown as Louis Season instead of Louis Seaman.

Dispatcher Anthony D. Bruneau of Tacoma died in a local hospital Jan. 9. Surviving are his wife Mary Ann; two sons, Merrill and Richard of Spokane; a daughter, Mrs. Virginia Rehm of Bellingham; a sister, his mother and six grandchildren.

## Carloadings



## I M & D Division

### MASON CITY AREA

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

The railroad Women's Club held a pot-luck supper at the YWCA Feb. 6, followed by election of officers. Elected were Mrs. Stanley J. Veit, president; Mrs. R. E. Sizer, vice president; Mrs. H. B. Larson, second vice president; Mrs. Dick Postma, secretary; Mrs. H. J. Quandahl, corresponding secretary; and Mrs. C. S. Pack, treasurer. The group will meet the first Saturday of every month for a 6 P.M. supper.

George O. Whiteis, 69, died Jan. 20 at a hospital in Iowa City. He had lived his entire life in Cerro Gordo County and was an engine dispatcher for the Road 48 years. Surviving are a son and five grandchildren.

William Swehla, 78, retired boiler-maker, died Feb. 2 in Mason City. He retired at the roundhouse in 1945. Surviving are two daughters, a son, three grandchildren and eight great-grandchildren.

Sympathy was extended to the family of Olaf Olson, retired carman, 75, who died Feb. 5 in Mason City. He had lived in Mason City about 51 years. Mr. Olson began his employment with the Chicago & Northwestern, later was with the M&STL, and had been employed for 45 years by the Milwaukee when he retired Dec. 30, 1949. Surviving are his wife, two daughters, and two sons, including Otto of the car department in Milwaukee.

Sympathy was extended to the family of Walter N. Hilton who was fatally injured at Marquette Jan. 19. Funeral services were held at Emmetsburg, Ia.

Agent and Mrs. R. D. McLean of Mason City are pretty happy over the

### JANUARY-FEBRUARY 1960 compared with the same period of 1959

% of total revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		TWO MONTHS		INCREASE	
	INCREASED in 1960 over 1959	1960	1959	1960 over 1959	% of increase
6.1%	Iron and Steel .....	12,540	11,179	+ 1,361	+12.2%
4.2	Automobile and Parts .....	8,617	7,503	+ 1,114	+14.8
2.0	All Other Products of Mines .....	2,017	1,809	+ 208	+11.5
1.9	Gravel, Sand and Stone .....	5,133	4,752	+ 381	+ 8.0
1.5	All Other Products of Agriculture .....	2,656	2,470	+ 186	+ 7.5
1.4	Logs and Pulpwood .....	8,555	7,777	+ 778	+10.0
<b>17.1%</b>		<b>39,518</b>	<b>35,490</b>	<b>+ 4,028</b>	<b>+11.3%</b>
	loading of these commodities	TWO MONTHS		DECREASE	
	DECREASED in 1960 under 1959	1960	1959	1960 under 1959	% of decrease
13.2%	Forest Products (Excl. Logs & Pulpwood) .....	14,122	16,072	- 1,950	-12.1%
12.4	Grain and Soya Beans .....	12,357	12,500	- 143	- 1.1
8.3	Coal and Coke .....	20,222	25,239	- 5,017	-19.9
4.3	Oil and Gasoline .....	9,154	10,430	- 1,276	-12.2
3.6	Meat and Packing House Products .....	7,002	7,202	- 200	- 2.8
2.6	Agri. Impl. Machinery and Parts .....	3,384	3,832	- 448	-11.7
2.5	Grain Products .....	9,253	9,506	- 253	- 2.7
2.5	Forwarder Traffic .....	4,705	5,157	- 452	- 8.8
1.6	All Other Animals and Products .....	1,764	1,795	- 31	- 1.7
1.6	Merchandise .....	8,363	9,273	- 910	- 9.8
1.5	Fruits and Vegetables (Fresh) .....	3,383	3,818	- 435	-11.4
1.1	Liquors, Malt .....	2,279	2,573	- 294	-11.4
.9	Live Stock .....	1,884	2,499	- 615	-24.6
.8	Cement, Lime, Plaster and Stucco .....	1,500	1,801	- 301	-16.7
26.0	All Other Mfg. & Miscellaneous .....	45,862	48,464	- 2,602	- 5.4
<b>82.9%</b>		<b>145,234</b>	<b>160,161</b>	<b>-14,927</b>	<b>- 9.3%</b>
<b>100.0%</b>	<b>Total</b>	<b>184,752</b>	<b>195,651</b>	<b>-10,899</b>	<b>- 5.6%</b>

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the BANK**



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  
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OF MILWAUKEE**

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He was a member of St. Patrick's Catholic Church and the Tacoma Elks.

Fred E. Willoughby, retired Tacoma car foreman, passed away Feb. 25 at the age of 67. He was a member of the Elks in Miles City, his former home, the B. of R. C. No. 336, the Milwaukee Road Veteran Employees Association, and the Milwaukee Service Club. Survivors include his wife Alta O., two sons Ronald R. and Robert E. of Seattle, and five grandchildren.

Camp W. Robinson, veteran passenger conductor, ended half a century of service with his retirement in February. He started as a timekeeper on the former Missoula Division in 1909 and since 1947 had been on the Olympian Hiawatha between Tacoma and Spokane. His wife Ruth, daughter-in-law Mrs. Gerald Robinson, and two grandchildren accompanied him on his final run. Mr. Robinson has served in every elective office of Lodge 834 of the B. of R.T. in Montana, later transferring to Lodge 403.

Clif L. Past, retired engineer, 78, died Feb. 14 at his home in Tacoma. Surviving are a daughter, Mrs. John A. Barclay of Tacoma, two sisters, three nephews and a niece. Christian Science services were held, followed with burial in the new Tacoma cemetery.

A "well wishing retirement coffee hour" was held in the Tacoma freight office Jan. 27 in honor of Lester E. Prescott, who retired Jan. 6. Lester started with the Road in 1917, and during the years since filled various positions. For the last 14 he was with the Trans-Continental Freight Bureau as automobile inspector. He served in World War I in the 44th and 76th U. S. Regulars. A retirement gift was presented to him by his many friends.

Welcoming their first child, a son, are Mr. and Mrs. George Jurich, who have named the baby, born Mar. 1, Christopher Mark.

#### EAST END

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

We're sorry to report the death of Joint Agent F. G. McCormick on Jan. 31 after a long illness and several operations. Although Mr. McCormick was a Union Pacific employe, he had long been asso-

ciated with The Milwaukee Road at the several stations in this district.

Also stricken shortly after his final run into Malden on Jan. 30 was Engineer Robert G. Stanley. He passed away while en route to a hospital. Mr. Stanley started as a fireman on the old Idaho Division in 1943. Sympathy was extended to his family.

We welcomed to the Coast Division Earl Winther and his family. Earl is the new chief clerk in the general agent's office in Spokane, having been transferred from Miles City.

#### Seattle General Offices

Mrs. Joseph F. Bahl, 80, widow of the Road's retired general passenger agent in Seattle, died Jan. 25 in Providence Hospital after a short illness. She was a native of Chicago and had lived in Seattle for 49 years. Survivors are her daughter Laura K., cashier in the city ticket office, two sons, William M., Hayward, Calif., and George E., Seattle, and four grandchildren. Funeral services were held in St. Joseph's Church, with burial in Calvary Cemetery. Mrs. Bahl was a member of the railroad's Women's Club.

Guy L. Truscott, former captain of police in Seattle, died of a heart attack at his home in Banning, Calif., Jan. 16. He was 68 years of age. Captain Truscott was a native of Miles City, Mont., who had been with the Road's police department in Seattle for all of his 33 years of service when he retired three years ago. Cremation services were held in Banning. He is survived by his wife Eula and daughter Anna, both of Banning, and a brother, Al Truscott of Seattle.

#### Terre Haute Division

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

Mr. and Mrs. H. C. Spaulding (retired conductor) of East Washington Avenue, Terre Haute, celebrated their golden wedding anniversary with an open house at the home of their daughter, Mrs. Margaret Mahavier, in Houston, Tex. Present to celebrate the occasion with their parents were their seven children, Ray and John of Terre Haute, Bob of

(Continued on page 26)

**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  
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RAILROAD  
Cross and Switch Ties  
PILING  
POLES  
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**INDIANA WOOD PRESERVING CO.**  
Terre Haute  
Indiana

**"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-CANCELABLE—NON-ASSESSABLE—GUARANTEED PREMIUM—coverage of \$3000.00 the principal sum payable in case of death from any cause, to named beneficiary as a

**MONTHLY INCOME OF \$300.00**

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

	Group 2 Employee In Active Service \$3,000.00	Group 3 Dependent Wife (maximum) \$1,000.00	Group 4 Each dependent child under 18 (maximum) \$500.00
Monthly premium for	Dependents of insured member		
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.** Amount of monthly premium \$.....

The beneficiary is to be.....Relationship.....

**POLICY FOR DEPENDENT WIFE**

Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife.  
Wife's name.....Date of birth.....  
Amount of monthly premium for wife's policy \$.....  
(See rate above according to age)

**POLICIES FOR DEPENDENT CHILDREN**

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

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

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

**TOTAL MONTHLY PREMIUM** \$.....

Date.....

Signature of applicant

(Continued from page 24)

*Still Greater*  
**PROTECTION**

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Kokomo, Mrs. Mahavier and Mrs. Dorothy Hammond of Houston, Mrs. Barbara Brockman, Baytown, Tex., and Mrs. Madge Wagner of Seattle. There are also 15 grandchildren.

Retired Carman Uriah Wilbur, father of Car Foreman J. F. Wilbur of Savanna, formerly of Terre Haute, is in St. Anthony Hospital in Terre Haute at this writing, having undergone surgery.

Retired Carman Francis Nipple, father of Carman Karl Nipple, passed away Feb. 10. He is survived by his widow, four sons and a daughter. Interment was in Highland Lawn Cemetery.

Retired Carman D. J. Curran has been seriously ill with pneumonia at St. Anthony Hospital.

Retired Store Department Employee Leo O. Driver passed away recently. Surviving are his widow, a daughter, Mrs. Dorothy Layer, and a son, Leroy, of Terre Haute. Burial was in Rose-lawn Memorial Park, Terre Haute.

Retired Switchman G. T. Messelles passed away at the home of his son, Guy Baker, in Gary, Ind., Feb. 14. He had 39 years of service. He is survived by his son and three grandchildren. Burial was at Terre Haute.

M. R. Dwyer, retired conductor, passed away Feb. 22 in Terre Haute. He had 38 years of service. Interment was in Calvary Cemetery, Terre Haute.

Two letters of exceptional interest published recently in the Terre Haute Tribune-Star served to bring home folks up to date on news of Walter C. Glass, son

of Walter Glass, who for many years was division storekeeper of the Terre Haute Division. Stationed in Naples, Italy, as chief radioman with NATO, young Mr. Glass and his wife are part of a colony of 7,000 Americans and numerous Italian, French, British, Greek and Turkish military personnel living there. The letters told of Neopolitan customs, a cruise aboard the U.S.S. Forrester, and a camping trip which the couple made last summer. The trip, which covered 4,000 miles, included Italy, Germany, Denmark, Sweden, Holland, Belgium, Luxembourg, Switzerland, and visits to the scenes of the battles in which Mr. Glass participated during World War II. "Europe is a tourist attraction to all the world", they wrote, "but America is where all the people would like to live. We can enjoy our stay here because it is temporary."

**La Crosse Division**

FIRST DISTRICT

K. D. Smith, Correspondent

We are sorry to report that the following people on our division have passed away:

Arthur Pinske, retired baggageman, 69, at Portage. He was employed on the "Northern" division for 45 years.

Fred Bornitzke, retired signal supervisor, 78, in Watertown, Wis. His son Kenneth is a signal maintainer at Watertown.

Mrs. E. J. Janda, wife of retired conductor, in Portage after a brief illness.

Mrs. Norman Pfrang, Portage, wife of Milwaukee Motor Transportation truck supervisor, after a short illness. Burial was at Plymouth, Wis.

Ivan Little, retired Portage roundhouse foreman, 63, suddenly at his home near Portage. He retired with 43 years service with our road.

William R. Brauer, retired conductor, 49, at Portage hospital after a lengthy illness.

Retired Conductor R. C. Curtis, who has reached the age of past 93, is back in Florida, after spending last summer among his friends in the vicinity of Portage. He is enjoying wonderful health and will be glad to hear from his friends.

At the Jan. 4 meeting of the Women's Club in Portage (attended by 34 members and one guest), Mrs. Ronald Bogert, membership chairman, announced that the club had gone "over the top" in its membership drive. A board of directors meeting was held Jan. 25, with 13 present.

**Milwaukee Shops**

OFFICE OF MECHANICAL ENGINEER  
AND TEST DEPARTMENT

H. J. Montgomery, Correspondent

"Valerie Sue" was born Feb. 24 to Priscilla Crull, daughter of Draftsman Arthur L. Schultz, making her the seventh grandchild to the Schultzes and the fifth youngster (second daughter) for Don Crull, Milwaukee Terminal engineer and fireman, and wife.

Three bowlers from the "old" Milwau-

*The Milwaukee Road Magazine*

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## Travelers Through Africa



Interesting pictures remind the Chaney's of their African adventure.

VENTURING off the beaten path of tourism, Albert Chaney, assistant mail clerk in Tacoma and chef on the business car Washington, and Mrs. Chaney recently made a six-week tour of Liberia, Ghana and Nigeria,

the territory known as Black Africa. Their impressions, reported here, are of a vast region still struggling with the problems of poverty and lack of education, but rich in natural resources and in the throes of lifting itself to a higher plane of economy.

In Liberia, for instance, which covers 43,000 square miles, there are many tribes, each with its own language and customs. In the last six or seven years, however, considerable progress has been made in educating the people to a new way of life. Many American Negroes have undertaken to help with the education program, and American business firms have a large stake in the country's commerce. Firestone, for one, has a long lease on a million acres of rubber trees, and Nigeria is the source of the oil for Lever Brothers' Palmolive soap.

Highlights of the Chaney's travels were visits to the capital cities of Monrovia, Accra and Lagoes, and the old walled Moslem city of Kano. At many points they observed new office buildings, fine new schools, universities, first class hotels, modern hospitals, self-service markets, library buildings and attractive new homes. The African people, they report, are anxious for American Negroes to visit their country and see what they are trying to do.

A thrilling feature of the trip was their return home by way of Paris and London in a jet plane. "An exciting conclusion to a wonderful experience."

kee Road bowling league passed away recently—"Pop" Jordan, retired engineer, and Walter "Lefty" Buchholtz and John Kuether, blacksmith welders. Condolences were extended to the families from all the boys who had bowled and worked with them.

William H. "Pop" Jordan, 79, died Jan. 29 in St. Camillus Hospital, where he had been confined since December. When he retired in 1953, he had 55 years of service. He started in the blacksmith shop, and was an engineer on one of the first regularly scheduled diesel Hiawathas. Before his retirement he piloted the Olympian Hiawatha between Milwaukee and La Crosse. One of the originators of the old bowling league, he had bowled regularly until he suffered a stroke four years ago. Funeral services were held at St. Matthew's Church. Surviving are two daughters, Mrs. Eileen Wozny and Mrs. Monica Homontoski of Milwaukee.

Al Roesler, one of our up and coming bowlers, injured a toe on his sliding foot and is biding the time until he can get going again. At this writing, he is due to bowl at Peterson's Classic Mar. 27. Al has had several big scores this season, already two 700's and many of 650. He averages over 200.

Andrew Janigo passed away recently at the age of 84. Andy was the laborer of the power house, and recently received his 50-year Gold Pass. A son, Thaddens, is an electrical apprentice of the locomotive department.

The new apprentice serving a few months on the drafting board is Mike Sammarco. He is a machinist apprentice

and son of James Sammarco of the diesel house.

Ronald Daveley, son of Blanche Daveley, superintendent of car department office clerk, has taken over clerk duties in the locomotive office. He had been working in the paint shop, helping with the stenciling of freight cars.

### CAR DEPARTMENT

Erwin C. Weber, Correspondent

We extended good wishes to Mike and Mrs. Karpik for a long and happy retirement. Mr. Karpik, a blacksmith helper, after 46 years of faithful service, retired Jan. 20.

L. L. Lentz and wife Vada spent several days of their vacation at the Mardi Gras in New Orleans.

Jack Buchanan, general foreman of the forge shop, after 26 years with the Road, decided to retire Feb. 9. Jack served his blacksmith apprenticeship on the Illinois Central at Memphis from 1913 to 1917, after which he worked as a blacksmith for the Terminal Railroad in St. Louis, the B&O in Baltimore, Standard Oil at Whiting, Ind., and the Chicago Junction in Chicago, before entering service with The Milwaukee Road in Milwaukee on Jan. 8, 1934. Jack was promoted to assistant blacksmith foreman in the locomotive department on Jan. 1, 1946; to shop foreman Mar. 1, 1951; and to general foreman Nov. 1, 1953. He will make his home in Chicago.

John E. Healey, machine hand in the freight car shop, after 22 years with the Road, also decided to retire on Feb. 9.

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After 42 years of continuous service with the Road, Evangeles G. Christedes has retired. Mr. Christedes started as a carman in the freight car shop in 1917, and also worked as a supplyman before 1938 when he transferred to the passenger car shop as a machine helper, the position he held at his retirement.

Benjamin Fortin, blacksmith in the forge shop who has been off since last July 10 due to illness, has decided to retire. Mr. Fortin, who worked about two years for The Milwaukee Road, was employed by the C&NW at Butler, Wis., from Sept. 1, 1913 to Nov. 6, 1957, and during World War I served with Co. E, Box Car Cavalry Division, with the Railroad Battalion.

Walter H. Buchholz, blacksmith in the forge shop, passed away Jan. 28 in Bradenton, Fla., at the age of 63. Walter started with the Road in 1914 and retired under disability Apr. 6, 1949. Survivors are his wife Viola and family.

LeRoy F. Gabb, welder in the freight car shop, passed away Feb. 4 at the age of 47. Mr. Gabb had been with the railroad three years. He is survived by his wife Edna, his mother and brothers.

Carl A. Ward, painter in the passenger car shop, passed away Feb. 7 at the age of 55. Mr. Ward had worked five years for the Milwaukee and was the financial secretary of the painters union. He is survived by his wife Hilda.

John Kuether, welder in the blacksmith shop, passed away Feb. 9, at the age of 64. Mr. Kuether started with the Road in September, 1910 and was the holder of a Silver Pass. He is survived by his wife Katherine and two sons, John and Donald.

### STORES DIVISION

Virginia Tabbert, Correspondent

J. J. Roe, a member of the Milwaukee Road family since May 12, 1912, retired as of Mar. 10. Mr. Roe had held various positions with the stores division, his last being that of A.F.E. clerk, which he had held since 1950. He carried with him the utmost esteem of his fellow workers and the many friends he had made throughout the years who extended their best wishes for a happy, healthy retirement.

A welcome is extended the following new members of the GSK office force: Eleanor Painter, clerk; Joan Swiatkowski, Sharon Kirchoff, Joyce Pyan and Judy Semaner, all keypunch operators; and L. G. Cronin, chief clerk to the GSK, formerly division storekeeper at Miles City, replacing L. P. Seaman who was transferred to Tacoma as a district storekeeper. Also to the following new members of the DSK office: Ruth Thompson, comptometer operator, Matt Hoffman, stenographer, and Betsy Anderson and Doug Semrau, typists.

### LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

Retired Machinist Albert Wallwitz passed away Jan. 26 in Ft. Lauderdale, Fla. He was buried in Marinette, Wis.

Machinist John Gibson passed away Feb. 22.

Machinist G. A. Lang passed away Feb. 24.

Betty Larson, steno in the locomotive department, is recuperating in Florida. She expects to return to work in April.

Elmer W. Keil, who was assistant to superintendent of motive power when he retired on Dec. 31, 1954 after 44 years of service, died of pneumonia at his home in Milwaukee Feb. 28. He had been in poor health about three years. Mr. Keil was the inventor of the deadman's switch and of an automatic ignition system used in diesel engines. Before becoming assistant to SMP he was a foreman in the electrical shop and master mechanic of the Rocky Mountain Division. He was a member of the Holy Name Society, the Elks, the Hiawatha Service Club and local 528 of the International Brotherhood of Electrical Workers. Surviving are his wife Mary; a son, F. Werner, Des Plaines, Ill.; a daughter, Mrs. Kathleen Desautels, Milwaukee; and a sister, Mrs. Irene Becker, Denver. Services were held at St. Margaret Mary Church and burial was in Holy Cross.

### Rocky Mountain Division

WEST END

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

Engineer and Mrs. Jasper Jones observed their golden wedding anniversary recently with a reaffirmation ceremony at the Methodist Church. Curtis Jones of Missoula, the couple's oldest son, served as best man, and Mrs. Curtis Jones as matron of honor. A large wedding cake was served, and each of the 105 guests present was presented with a 50-year memento. Among those present from the family were Mr. and Mrs. Wallace Jones of Atherton, Calif., Mr. and Mrs. Horace Jones of Miles City, and Mr. and Mrs. Layton Jones of Pacifica, Calif. The couple have 11 grandchildren.

Mrs. Ed Smeltzer, wife of Engineer Smeltzer, passed away Feb. 3 at the Bozeman Deaconess Hospital. Funeral services were held in the Connors Twitchel Mortuary.

Mrs. Gerda M. Brasch, wife of retired engineer, died Feb. 6 in St. Vincent's

*The Milwaukee Road Magazine*



**THE CREDIT UNION DELIVERS.** Ticket Clerk Ira H. Rodgers, as president of the Miles City Milwaukee Employees Federal Credit Union, presents a check to Mrs. William Danforth, whose husband, a special equipment operator, was a member of the credit union when he passed away Jan. 11. The organization offers life insurance on savings accounts, without cost to its members, the amount depending on a member's age at the time the account is set up.

Hospital in Billings. Funeral services were held from the Connors Twitchel Mortuary.

At the Jan. 6 meeting of Avery Chapter of the Women's Club, the following were installed in office: Mrs. E. E. Francisco, president; Mrs. Fred Witt, first vice president; Mrs. Ray Dawling, second vice president; Mrs. Gene Rowland, treasurer; Mrs. James Ranmy, recording secretary; and Mrs. E. P. Dunlap, historian.

Bill Finley retired in January as roundhouse helper, Avery. He will move to Missoula.

Mrs. Ruth Lindow, postmistress at Avery and a member of the Women's Club, slipped and fell recently, incurring severe concussions and facial fractures.

Mr. and Mrs. James Ranmy were in Chicago recently for the marriage of their son Carl.

Mr. and Mrs. Rolla Riley of Avery have moved to Lombard, where Mr. Riley holds the job as section foreman. Mr. and Mrs. Ray Peterson have moved from

Haugen to East Portal where Mr. Peterson holds the section foreman's job.

Lineman P. G. Gresham is in a Seattle hospital for surgery at this writing.

Mrs. George Murray, Milwaukee Road Women's Club member who was chairman of the March of Dimes bake sale, reported that about \$165 was realized for this worthy cause.

On Jan. 26, Mrs. W. F. Koehler, widow of locomotive engineer, celebrated her 81st birthday. She is the oldest active member of Avery Chapter of the Women's Club, in which she has held many offices.

#### EAST END

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

At its organization meeting, the following officers and committees were selected to govern the affairs of the Miles City Milwaukee Employees Federal Credit Union: Ira H. Rodgers, president; Herb Lathrop, vice president; Cassio Hashisaki, secretary-treasurer; and board members Mrs. H. R. Glover and Arnold Running. The members of the credit committee are Al Kelm, D. B. Campbell and Jack O'Reilly. Supervisory committee members are Virgil Rask, Hilmer Herigstad and A. A. Arnoldt. The credit union now numbers 330 members and has shares subscribed in excess of \$100,000 on which the current dividend was 4 per cent.

A bridegroom of less than three weeks, Charles S. Test, husband of Mary Catherine Leo of Miles City, was killed recently in an automobile accident in Washington, D. C. Mrs. Test is the daughter of Mr. and Mrs. Pete Leo.

Funeral services were held Jan. 9 for Mrs. Helen Wells, 39, who passed away unexpectedly at her home in Miles City. She is survived by her husband, B&B Foreman V. H. Wells, two daughters and a son, her mother, a sister and two brothers.

Ella Schneidt, daughter of Mr. and Mrs. Carl Schneidt, and Jim Cain were married in the Presbyterian Church in Miles City in January.

William B. Danforth, special equipment operator, 59, died suddenly while working near Bonfield Jan. 11. He was born in Miles City and had lived all his life



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in this area. He is survived by his wife, the former Grace Rogers, and two sons. Funeral services were followed by interment in Custer County Cemetery.

Miles City Chapter of the Women's Club installed the following officers at its January meeting: Mrs. Kenneth Casey, president; Mrs. Art Haelsig, vice president; Mrs. M. R. McPherson, recording secretary; Mrs. A. W. Wickersham,

foster son and a brother. He was interred in the family plot in Custer County Cemetery.

Funeral services were held Jan. 26 for Kim Petroff, retired carman, who died the previous Saturday in a local hospital. Born in Bulgaria June 2, 1886, he came to the United States in 1919. He worked for a time at Moberge, coming to Miles City in 1936. When he retired in 1952 he

Funeral services were held Jan. 27 for Mrs. Ruby Bartsch, who passed away the previous Monday in a local hospital. She had been hospitalized since November. Mrs. Bartsch is survived by two daughters and three sons, including Engineers Carl L. and William D. Bartsch.

The Sunday Miles City Star of Jan. 17 carried a feature story on the hobby of Sten Stordahl, retired blacksmith, who works wonders with agate rocks. In his basement shop he has cut, polished, and mounted all sorts of the usual agate jewelry, and has also created a number of unique pieces. Among the latter are a miniature horseless carriage, a stage coach with horses, and other pieces constructed in miniature of agate and gold work. His fireplace has an agate inset panel which can be lighted from behind. Among other showings, his work was exhibited at the Regional Gem and Mineral Show in Seattle last September.

Charles B. Schoonover, retired blacksmith's helper, passed away Feb. 25 after a long illness. He was born in Milltown, Ind., Mar. 5, 1888, and was married to Rose Haley in Fowler, Kans., in 1910. The family moved to Montana in 1913 to homestead in the Jordan area, later settling in Miles City. Mrs. Schoonover died in 1933. Later he farmed in the Epsie region before moving to Coeur d'Alene. He returned to Miles City in 1943 and was employed in the local shop until his retirement. He is survived by his second wife, the former Kate Bailey, five sons, two daughters, a stepdaughter and a stepson, and 27 grandchildren. Interment was in Custer County Cemetery.

Art Keeler, retired roundhouse foreman at Lewistown, was returning recently with Mrs. Keeler from a visit in California with his son Ted at San Diego and his brother J. B. Keeler at Carpinteria when he lost some valuable papers. He immediately got in touch with Sherman Lee, ticket agent at Lewistown, who alerted all contacts on the Milwaukee and the Northern Pacific, with the result that the papers were returned.

Incidentally, Mrs. Keeler, who is Red Cross blood program chairman for Ferguson County, reported that on Feb. 3, when an emergency occurred at the local hospital, Sherman Lee responded to her call for a blood donor, and was instrumental in saving the life of a mother of three children.

## Milwaukee Terminals

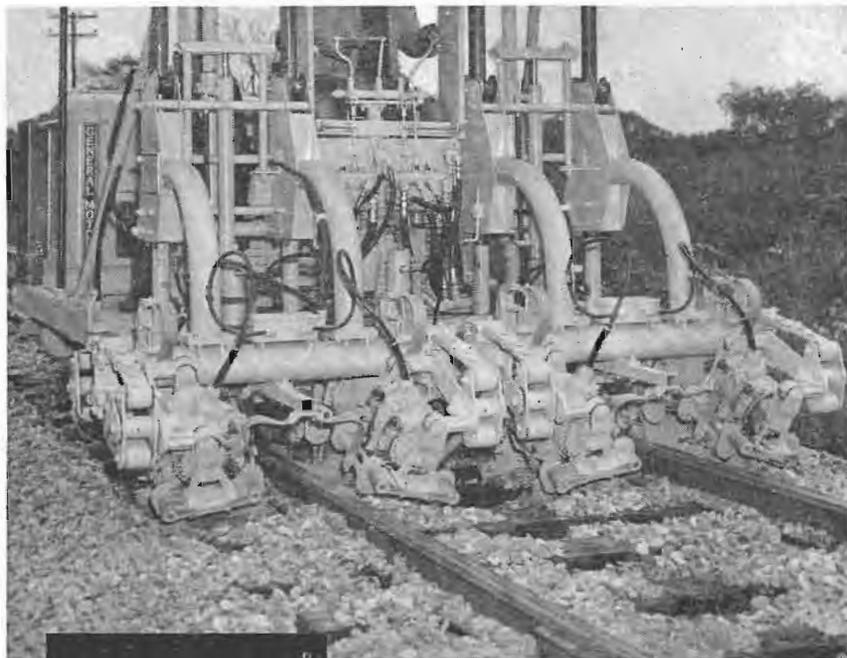
FOWLER STREET STATION

Pearl Freund, Correspondent

The Bruno J. Kowalskis celebrated their 36th wedding anniversary Feb. 25. On Jan. 19 the Ed Faulkners celebrated their 14th, with a few guests joining in.

Sympathy was extended to the family of Leroy Wallace on the death of his father Frank, a long time employe of the Road, who was retired and living at Thiensville. He is best remembered from his yard clerk days in the Muskego district. Leroy is supervisor of freight rates, general traffic department.

We are also sad to report the death of Darwin Kroupa, half brother of our



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corresponding secretary; Mrs. Dwight Roberts, treasurer; and Mrs. Henry Sandman, historian.

Naum Atanasoff, retired section laborer, 59, passed away in a Miles City hospital Jan. 19. He was born in Paprasko, Macedonia, Greece, and came to the United States and Miles City in 1916. Surviving are his wife, the former Edith Green, a

had been in the employ of the railroad 42 years. He is survived by his wife, a son and two daughters. Interment was in Custer County Cemetery.

Word has been received that Joan Sweeney, daughter of Mr. and Mrs. Howard Sweeney of Miles City, is a member of Senator John Kennedy's headquarters staff in Washington, D. C.



**GOLD PASS EMPLOYE** Grover A. Scheele is presented with his "lifetime" pass by J. D. Shea, general superintendent, Milwaukee. Mr. Scheele started his half century and more of service helping his father, an agent on the Madison Division, around various stations. The family home was in Black Earth, Wis. In his early years he also worked on the section, in the coal sheds, and as a machinist helper. The major part of his service has been as a clerk in the superintendent's office and in the office of the general superintendent in Milwaukee.

cashier, Milton Straka, on Feb. 19. Burial took place from St. Joseph's Church with all nephews acting as pallbearers, including Mr. Straka's oldest son, Dick.

Minnie Walters of OS&D spent a three-week vacation in Hawaii and on a tour of the Islands, starting Feb. 27. She and friend Pat Woelschlager flew the round trip. A similar trip planned by the two girls two years ago was cancelled on last minute notice, due to Miss Woelschlager's sudden illness.

#### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

#### UNION STATION

A welcome, a little belated, is extended to Janice Mazurkiewicz, secretary to Division Freight Agent R. F. Casey in Milwaukee. We are happy to have her with us in the depot offices.

R. D. (Dick) Baxter was recently appointed tracing clerk in the traffic department.

A lovely wedding took place Feb. 13 in St. Leo's Church when Miss Sandra Dunn, chief clerk to the division freight agent here, was united in marriage with Jerry Wolff. An evening reception was held at Schumacher's, 35th and Capitol Drive, in Milwaukee. Mr. Wolff is an officer with the Brookfield, Wis., police department, and the newlyweds have bought a new home at 18455 Glenwood Lane in Brookfield.

Father Celestine N. Bittle, 75, a member of Milwaukee Road post of the American Legion for many years and at one time or another chaplain of the national, state and local 40 et 8 organization, died Feb. 19 in St. Anthony's Hospital. Father Bittle was widely known as the author of treatises on philosophy, many of which are used as texts in col-

lege philosophy courses, and a member of the mayor's commission on human rights. He was a member of the Order of Friars Minor Capuchin, and in recent years had lived in the order's rectory in Milwaukee. Funeral services were held at St. Benedict's Church, of which he was officially assistant pastor, and burial was in Calvary Cemetery. Surviving are four brothers and four sisters.

#### MUSKEGO YARD

Friends of John McGhee, retired switchman, who has been living in Corning, Ark., since his retirement, will be sorry to learn that he has been ill, having suffered a heart attack and a stroke.

Switchman Bernie Schallhorn spent his vacation in Colombia, South America, enjoying several modes of transportation en route—rail, flying, and via river boat through the jungle country. The river trip took eight days.

Among our switchmen who have retired are Joseph Kolasinski, Jan. 1, Ernie Simonin, Feb. 27, and Art Cullen Feb. 29.

The Louis Mane family welcomed baby Mary Terese in February. The George Nolans are proud parents of a baby boy, Keith, born Feb. 19. Mr. and Mrs. Wayne Kabitzka, "the railroad family," welcomed baby Rhonda Lee Feb. 28. Robert and Mrs. Reese also announced the arrival of new baby at their house.

Sympathy was extended to the family of Roy Clark, retired South Western conductor, who passed away recently. He was the father of Ray Clark also a South Western conductor.

Switchman Ed Derus passed away Feb. 22 at the age of 62, after suffering a heart attack. Mr. Derus started his service in October, 1917, and worked as a switchman, relief director at Muskego, and for a short time as yard caller. He was on his vacation at the time he was stricken.

#### Iowa Division

#### MIDDLE AND WEST

Ruby Eckman, Correspondent  
Superintendent's Office, Perry

Mrs. Walt Mahaffa, wife of the chief clerk in the division engineer's office at Perry, was hospitalized in January for major surgery.

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CHICAGO, ILL.  
G. S. Turner

Engineer La Verne Huffman, who holds the rank of first lieutenant in the Iowa National Guard, is on leave of absence while taking special training at Camp Walters in Mineral Wells, Tex. His studies there will be in the maintenance and operation of helicopters, and in May he will go to Camp Rucker, Ala., for the balance of his training. Huffman was recently transferred to the Air Force in the Guard, assigned to the Boone, Ia., unit.

Engineer Erwin A. Miller, who was in locomotive service on this division for about 30 years, died of a heart attack in January. Mr. Miller had a heart ailment for some time and had restricted his work to firing. Burial was at Marion.

Mrs. H. J. Peterson, whose husband was agent at Persia, Ia. when he retired a few years ago, passed away in January at a nursing home in Glendora, Calif., where she and Mr. Peterson had resided for several months. Mrs. Peterson had suffered from arthritis for many years and was confined to a wheel chair. At one time Mr. Peterson, his sons La Verne, Harold and Gene, and his son-in-law, Elmer Rickels, were all Milwaukee employes. The sons and one daughter now live in California, the Rickels family still lives in Perry. Burial was at Alhambra.

R. V. Dawson, chairman of the claim prevention committee on the Iowa Division, gets out a monthly news letter to agents in his territory telling of the activities

of the agents and suggestions they have made in the line of claim prevention. With the January letter, he started a new feature, that of giving a biographical sketch of some Iowa Division man who is listed as "The Man of the Month." Train Dispatcher Earle Edwards, who started work in 1912, was the first employe featured. Earle learned telegraphy in the office at Toronto, Ia., where his father, N. J. Edwards, who is now 90 years of age, was agent for more than 50 years before his retirement.

Jack Bell, who had been employed in the Perry car department since 1942, was appointed car foreman at Red Wing, Minn., in January. Jack who had been derrick engineer for some time, was acting foreman at Ottumwa during the illness of the regular foreman, and also worked for a time on the Council Bluffs force. He is a third generation member of the Bell family to be employed in the car department, as his father and grandfather both spent many years with the force at Perry. Gene Pennington has been assigned as derrick engineer.

Charles Glenn, son of Conductor F. L. Glenn of the middle division list, has been granted a tuition scholarship at the State University at Iowa City. He was one of six law students recently awarded such a scholarship.

Fred Guthrie, retired boilermaker, passed away in January in Denver, where he had been living since his retirement. He was 78 years of age. Burial was in Perry.

John Hayes, son of J. T. Hayes, who is a second year engineering student at Iowa State University at Ames, was among those on the dean's list of outstanding students, according to a news release from the University.

Thomas E. Turner, father of Fireman Ray Turner, died at the family home in East Moline in January. Ray has been on sick leave for some time.

Yardmaster Jack Snyder of Perry Yard has a nice vacation planned for August. He will fly to Scotland to take in the World Convention of Christian Churches in Edinburgh and then visit several foreign countries.

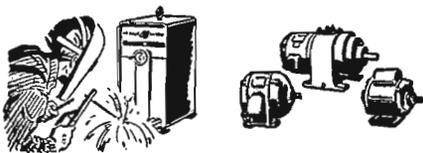
Mrs. Anna Tomer, widow of a long time Milwaukee shop man, and mother of George, Fred and Ralph, all employes at Perry, died at the family home Feb. 1. Mrs. Tomer had celebrated her 100th birthday last September.

At the Chamber of Commerce banquet in January Engineer Robert Harrison, a Perry councilman, Engineer Louis Honomichl and Chief Clerk W. E. Failor were appointed to the committee which will have charge of the annual Christmas decoration by the Chamber.

Mrs. A. E. Fiala, wife of a retired operator-agent and herself a one-time operator, died in Council Bluffs in January. Mrs. Fiala was an operator at Weston when her husband was agent there many years ago. She had been active in civic and religious work in the Weston area, having been Worthy Matron of the O.E.S. for two years. She was the first woman elected to the area school board, and 10 years of the 15 that she was active she served as board president. She was

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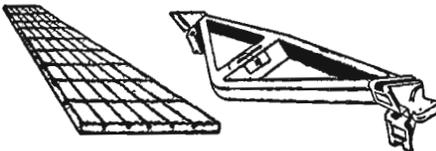
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## GOLD AND SILVER PASSES AWARDED

### Gold-50-Year-Passes

Chapp, Fred, loco. engr. . . . . Antioch, Ill.  
 Haberhush, A. A., loco. engr. . . . . Savannah, Ill.  
 Helmann, O. L., loco. engr. . . . . Portage, Wis.  
 Jensen, Oliver, loco. engr. . . . . Perry, Ia.  
 Jung, C. A., loco. engr. . . . . Montevideo, Minn.  
 Kline, E. L., loco. engr. . . . . Dubuque, Ia.

Lapham, Ross, loco. engr. . . . . Holmen, Wis.  
 Martin, F. J., loco. engr. . . . . Janesville, Wis.  
 McLean, Cleve, loco. engr. . . . . Milwaukee, Wis.  
 Scheele, G. A., clerk. . . . . Milwaukee, Wis.  
 Wallman, George, loco. engr. . . . . Sioux City, Ia.  
 Wipperman, W. H., loco. engr. . . . . Portage, Wis.

### Silver-45-Year-Passes

Adams, P. H., loco. engr. . . . . Des Moines, Ia.  
 Barker, E. E., chief clerk. . . . . Austin, Minn.  
 Debs, P. J., foreman. . . . . Chicago, Ill.  
 Gaska, John, machinist helper. . . . . Milwaukee, Wis.  
 Hackett, E. J., agent. . . . . Calmar, Ia.  
 Jeske, H., yard conductor. . . . . Oshkosh, Wis.  
 Knuth, E. A., loco. engr. . . . . Milwaukee, Wis.  
 LeGros, L., chief clerk. . . . . Chicago, Ill.  
 Leiffert, E. S., loco. engr. . . . . Des Moines, Ia.  
 Maloney, T. E., TF&PA. . . . . Tacoma, Wash.

Mueller, Marie, switchboard operator. . . . . Chicago, Ill.  
 Myers, C. R., carman cutter. . . . . Terre Haute, Ind.  
 Nowakowski, J., mach. helper. . . . . Milwaukee, Wis.  
 Petusik, Alex, wheel roller. . . . . Milwaukee, Wis.  
 Quandahl, R. E., ticket clerk. . . . . Milwaukee, Wis.  
 Scognamiglio, S., checker. . . . . Chicago, Ill.  
 Spinoso, P. P., laborer. . . . . Savannah, Ill.  
 Wendell, Elof, carman. . . . . Minneapolis, Minn.  
 Williams, Merrill, loco. engr. . . . . Chicago, Ill.  
 Wissing, A. A., loco. engr. . . . . Milwaukee, Wis.

77 years of age and she and Mr. Fiala had celebrated their golden wedding anniversary in October, 1956. A son and his family, and her husband Alfred survive.

Cecil F. Schantz, who retired as a B&B employe in May, 1959, due to ill health, passed away Feb. 2. He made his home in Cedar Rapids.

Frank Polich, a retired coal miner who had been making his home with his son, Switchman Joe Polich, in Perry, passed away in February. He was 80 years old.

Mrs. Joseph Kirkwood, whose husband was an Iowa Division engineer for many years, passed away in February. One of her survivors, in addition to her son, is Retired Engineer Arthur Borg. Mrs. Kirkwood was a daughter of the late Alex Borg, one of the first B&B employes on the Iowa Division.

James McGuire is back as a clerk in Council Bluffs yard after serving in the Army Air Force the last two years.

George Slater, who had been an employe of the car department for 50 years when he retired Feb. 1, was the last of what was at one time a combination family group on the Iowa Division. His father, Nicholas Slater, and all of his family at one time worked together on the division, with headquarters in Perry. Nicholas Sr. was a machinist helper, sons Joseph, Nicholas Jr. and Edward were in train service, and Peter and George were in the car department. Dorothy, secretary to division superintendent, who is the daughter of the late Joseph Slater, and Engineer Paul, son of the late Peter Slater, are third generation employes.

When Conductor Paul Silver and wife returned to their home in Bellingham, Wash., in February, they had a real surprise. They had spent several weeks on a vacation trip to Florida and it was not until their return that they read their November-December issue of the Magazine and saw the item in the Perry news about Paul Silver having passed away. The item was correct all right, but it did not refer to Conductor Silver, who is number two on the seniority list at

Bellingham. The man who died had been a caller and brakeman at Perry, from where he had gone to Omaha. Conductor Silver also started his railroad career at Perry. He married the former Marie Brokaw, and when they left Perry they went to Washington, living for a time in Tacoma before going to Bellingham.

Roger Peel, son of Conductor Lloyd Peel, and Miss Connie Kay Udorcich of Madrid have arranged an April wedding.

Joe Green, long time messenger at Cedar Rapids, bid in the night helper's job at Delmar when Steven Brandenburg resigned. L. J. Stanley is now the messenger at Cedar Rapids.

Conductor and Mrs. Amos Graham have announced the engagement of their daughter Carole Ann to A 1/c James Canavan Jr. of Perry.

Miss Helen Murphy, daughter of the late Engineer W. T. Murphy, died at the home of her sister in Wauwatosa, Wis., in February. The sister with whom she was living and three brothers survive.

Alvin Frons Dahl, a switchman in Perry

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yard before the force reduction, has been made a trainmaster on the Great Western in the St. Paul district. Friends will be glad to know of his advancement.

Engineer and Mrs. Frank Millard and Conductor and Mrs. Fay Marsh went to Arizona for the winter. While in the Sun City area, they were so taken with the booming little city that they both bought lots and started the erection of homes, which they plan to occupy when they retire. The Millards have a daughter in Phoenix.

Orville A. Owens, former Des Moines division clerk known to his friends as "Boots", died in January in Sac City. He had been making his home there since his retirement Dec. 31, 1957. His last work was at Storm Lake. Mr. Owen was an active worker in the First Christian Church, serving for years as a deacon. His wife and a daughter survive.

M. A. Chamberlain who had also done most of his work on the Des Moines division, passed away in Monticello in February. The clerical position he had worked in Monticello had been abolished, and he was not working at the time of his death.

Don Susich, 17, son of a car department employe at Perry, was awarded a Certificate of Merit in a recent scholarship program participated in by more than half a million students throughout the nation.

Engineer William Goodman has been elected Worthy Patron of the Perry O.E.S. to serve with Mrs. Goodman, who is Worthy Matron. While in Louisville recently to attend a convention of the Mobile Home Dealers National Association he was elected governor of one of the districts. Mr. and Mrs. Goodman operate their Mobile Home agency from their home in Dawson, Ia.

New members of the Milwaukee Road family on the Iowa Division since the first of the year include a little miss named "Jo Ann Schauble" of Templeton, Ia. Her daddy is a relief foreman in the maintenance of way department. A son was born to Engineer and Mrs. R. L. Nichols of Perry.

The marriage of Gary Lyons and Reva Ann Scheaffer of Adel means a daughter-in-law for Conductor Dean Lyons.

The birth of a daughter to Dr. and Mrs. R. H. Giffin of Bethel Park, Pa., is

the fourth grandchild for A. E. Hunter, for many years a Milwaukee well driller. The birth of a son to Lt. and Mrs. Thomas Fisher of Detroit is a new grandson for Conductor E. W. Fisher. Lieutenant Fisher, who is at Fort Belvoir, Va., for six months' service, worked with the engineering department on the Iowa Division while attending college.

At Templeton, Norma Jean Wildering joined the Milwaukee residents of that town when she married Edward W. Schaeuble, assistant extra gang foreman who works with the Templeton force when the summer work trains are not in service. The wedding took place at Mount Carmel Catholic church, with a reception at the church hall.



**MAKES LAST RUN.** Engineer Gus Deutscher of Moberg, S. D., who recently made his last run to Marmarth and back on Nos. 91 and 92, pictured with Mrs. Deutscher. He started as a fireman at Miles City in 1916, and except for Army service in World War I, had been employed continuously since that time on the former Trans-Missouri Division. For the present, the Deutschers will continue to live in their home in Moberg.

### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

Ralph J. Kendall, who retired Feb. 28 with 47 years and 9 months of service, was honored Jan. 6 by members of F. T. Fox Lodge No. 319 of the B. of R.T. for 50-year members. He was presented with a plaque and button, L. A. Franke making the presentation. Mr. Kendall has held every office in the lodge except that of local chairman.

Word has been received that George Conrad, chief clerk for the chief mechanic at Cedar Rapids before he retired, passed away Oct. 7 in a Dubuque hospital.

Mrs. W. F. Cooney, widow of a former Cedar Rapids engineer, passed away Feb. 21. Mrs. Emma B. Heffron, widow of former Cedar Rapids yard engineer, passed away Feb. 20 at her home in Marion.

Louis A. Turner, retired dispatcher, 86, passed away Jan. 17 at Waverly, Ill. He was a member of the Masonic lodge and Consistory, and a former member of the First Methodist Church in Marion. Burial was in Cedar Memorial, Cedar Rapids.

William F. Beatty died in Mason City Jan. 11 following a long illness. Before moving to Mason City he was a resident of Cedar Rapids over 50 years. He was

*The Milwaukee Road Magazine*



**CLOSES LONG RECORD AT CHILTON.** Forty-two years of railroading, all at Chilton, Wis., came to a close when George J. Bruckner retired recently. He started as a warehouseman on Jan. 1, 1918, and was promoted shortly afterward to his long-time position as shipping clerk. A dinner given by the Chilton Kiwanis Club recognized his many years of activity in the community. (Appleton Post-Crescent photo)

born May 9, 1886 in Pipestone, Minn., and was employed by the Road prior to his retirement 15 years ago. Surviving are two sons, Robert F. of Cedar Rapids and Richard W. of Corpus Christi, two sisters and three brothers. Burial was in the Czech national cemetery.

Erwin Arthur Miller, a former resident of Cedar Rapids and vicinity, died Jan. 15 in Perry. He was born Dec. 4, 1900 at Chester and was a Milwaukee Road fireman and a member of the Methodist Church. Surviving are his wife, the former Tillie Harriet Ness; two daughters, Ardis Riley of Cedar Rapids and Carol Long of Mesa, Ariz.; two sons, Robert E. and Gerald E. of Cedar Rapids; two brothers and a sister. Burial was in Cedar Memorial.

Sympathy was extended to Joseph Chavez and family on the death of Marcel Chavez Feb. 15.

At the Jan. 14 meeting of Marion Chapter of the Women's Club, the following officers and chairmen took over for 1960: president, Mrs. Fay Underwood, Springville, Ia.; first vice president, Mrs. Gail Dunlap; second vice president, Mrs. R. F.

Bristol; treasurer, Mrs. Wilbur Cooper; secretary, Mrs. O. R. Ness, the last four of Marion; and historian, Mrs. D. E. Gustafson, Anamosa. The following, all of Marion, were appointed committee chairmen: constitution, Mrs. Charles Carington; welfare, Mrs. Leora Williams; good cheer, Mrs. O. W. McBride; ways and means, Mrs. Laura Freeman; membership, Mrs. J. L. Vavra; program, Mrs. E. E. Godwin; social, Mrs. Gail Dunlap; refreshments, Mrs. R. M. Emerson; publicity, Mrs. O. R. Ness; auditing, Mrs. Bertha Schrimper; house and purchasing, Mrs. L. R. Lange; safety, Mrs. Harry J. Murphy.

Victor Zobl, car clerk at the Cedar Rapids freight house, has a new grandson, Edward Victor, born to Mr. and Mrs. Pat McDermott Feb. 17.

## Aberdeen Division

EAST END

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

Kenny Tostenson, yardman at Montevideo, recently had the distinction of becoming a Leap Year father. His new son arrived on Feb. 29.

Eddie Brennan, our signal maintainer at Granite Falls, busted out on TV recently when he, together with a group of Minneapolis sportsmen, went up to Canada to fish. They were accompanied by a TV newscast group and as a result, anybody who tuned in a couple of nights later saw the whole trip. We enjoyed seeing Eddie holding up a 2-ounce perch which won him the booby prize. Of course he caught some others, too.

Our assistant trainmaster, Neal Owen, left his heart in Madison, Wis., back in January, when he got engaged to Barbara Ramlow, a senior at the University of Wisconsin. She was in Montevideo recently to visit and get acquainted with his cohorts—us. The office force at Montevideo gave her hope chest a shot in the arm by presenting her with several useful (?) articles. The wedding is scheduled for July.

Recent additions to the Milwaukee Road family include a son (the first) to Agent Harry Tisch, and a little girl, Kari Lee, at the home of Relief Agent Don Jakel and his wife Kristel (who came from Berlin, Germany). The Tom O'Hearns are all wrapped up in a little

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follow they recently adopted. Between Douglas and his dog Snookie, there is much action at the O'Hearn home.

Heart attacks claimed a number of our rails recently. Retired Engineer Jack Mace died in Minneapolis en route to Phoenix for a winter vacation. Engineer Jack McKeown suffered a fatal heart attack Feb. 9. Other deaths in the Milwaukee family were Agent George Wright of Milan; Retired Crossing Flagman Hans Oakland; Oliver Fosnes, retired agent; Frank Emery, retired baggageman; and Thomas Clark, retired passenger brakeman. Also Brakeman Goody Thompson of Minneapolis, who was doing more good and had more friends among the sick and lonely than most people knew about. Goody had long been the official barber for bedridden rails who looked forward to his regular visits. His untimely death came as a real blow.

Montevideo residents are getting used to that ping-ping-ping at the railroad crossing on South Main Street. Griswold signals were installed recently, and this end of town has taken on a new look.

E. A. Kietzman is the new section foreman at Brownston, replacing Otto Streich who has retired.

Engineer Bill Hasleau recently traveled down to Georgia to attend the wedding of his son Bill Jr. After the nuptials, the senior Bill took off for St. Petersburg, Fla., to sit in the sun on the famous green benches. But there was

no sun, and after waiting several days for the weather to break, he returned to the north where the sun shines every day, even if the winds blow cold.

Freddie Mosser, long time agent at Cologne, has switched over to the electronics field and has accepted a position at Savanna, Ill., as assistant electronic equipment maintainer with the communications department.

Fred Habegger, Minneapolis fireman and long time action man for the Richfield Jaycees, was recently honored as one of the outstanding men of the year of the Minneapolis suburb. We knew sooner or later somebody would recognize the many civic deeds this man does in a quiet manner. His most recent job was being appointed to the library board of Richfield.

## Milwaukee Division

### SECOND DISTRICT

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

The annual installation of officers dinner for the Brotherhood of Railway Clerks, Local 231, was held Jan. 18 at Riverside Ballroom. Among officers installed from The Milwaukee Road were John L. Brown, president, and Daniel Bronoel, sergeant at arms.

Sympathy was extended to Kenny Kulk, storekeeper at Green Bay, on the recent death of his father. Also to Erv Rentmaster, warehouse foreman, whose father passed away Feb. 3.

Mrs. Irv Freiss, wife of retired chief dispatcher, passed away recently. Condolences were extended to Irv. Also to the family of Frank Zion, who passed away Jan. 3. Frank was a former trucker in the Green Bay freight house. Sympathy was extended to Bill Rahn, lieutenant of police at Green Bay, on the death of his mother in February.

Scott Hazleberg recently joined the force in the Green Bay freight office as rate clerk. He formerly was ticket clerk.

We have word that Louis Nimz, retired interchange clerk, Green Bay, has been made president of the "Golden Age Club."

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Conductor John H. Costello retired Jan. 6 after 54 years of service, over 50 of which were spent in train service on this division. Before that he had worked as a maintenance of way timekeeper out of Galewood and Western Avenue.

Engineer E. F. Kinsella retired Jan. 3, and Engineer Wallace Edwards on Feb. 27. Wallace is figuring on relocating near his boyhood home in the vicinity of Carlsbad Caverns in New Mexico.

Sympathy was expressed to H. L. Jewel, retired conductor, whose wife passed away Jan. 23.

To indicate the severity of the snows the past winter, it was the first time since 1951 when we had work trains out with plows for more than a day on the C&M.

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**AFTER 50 YEARS OF RAILROADING,** Engineer Ole Winjum steps down from the cab to start taking life easy at his home in Faribault, Minn. He was born in Norway, but has been in this country since he was six, and started railroading at 17 as a section hand at Hayward. Breaking in as a fireman in 1907, he had been an engineer since 1912, most recently on the Owatonna-St. Paul line. He and Mrs. Winjum, who have two sons and a daughter, celebrated their 50th wedding anniversary three years ago. (Faribault Daily News photo)

Conductor William O'Shea of Round Lake passed away Jan. 11.

Joseph J. Meyers, retired engineer, 92, died Jan. 24 in St. Camillus Hospital of complications resulting from a broken hip he suffered in September. Funeral services were held at Christ King Catholic Church. Mr. Meyers had been a railroader for 46 years and when he retired in 1937 estimated that he had piloted steam locomotives more than a million and a half miles. He took up railroading after caring for race horses on the Uihlein farm at Truesdell, Wis., and was a fireman for seven years before becoming an engineer. Surviving him are a daughter, Mrs. Emmett Sweeney of Wauwatosa, with whom he made his home, and four sons, Eugene J., Chicago, Ralph J., Boston, Herbert A., Milwaukee, and Gregg R., Wauwatosa. Burial was in St. George Cemetery, Kenosha.

*Bad government officials are elected by good citizens who do not vote.*

## Chicago General Offices

### ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

It has been brought to our attention that Mrs. B. L. (Ruth) Hilliker passed away at Wisconsin General Hospital, Madison, on Jan. 18. Survivors include three sisters, a brother, and daughter Karen, age 16. Private funeral services were held from the Ninneman Funeral Home, Tomah, Wis., with burial in Greenfield Cemetery, Tunnel City. Her husband, former superintendent of the rail mill at Tomah Shops, passed away on Nov. 9, 1956.

R. A. Anderson, assistant engineer, has been included in the proud rank of grandparent for the first time, his son John and daughter-in-law Margot having become the parents of a fine baby girl; name, Laura-Ann. She made an entrance into this world last Christmas Eve.

In the grandpapa category for the fifth time is Frank Fuller, assistant engineer. His son Ronald and daughter-in-law Carolyn are responsible for the advent on this planet of Ronald Eugene Jr.; arrival, Feb. 21.

C. E. Morgan, superintendent of track welding, is proud to announce the advent of a new granddaughter born Feb. 8 to daughter Maurita Sandvig and son-in-law Frank, who reside at Missoula, Mont. Frank is attending the University of Montana at this writing, but returns to the Forest Service again Apr. 1. Name of new baby, Diane Marie. Maurita's mother was on hand for the first 10 days after her return from the hospital to assist with the chores. The Morgans now have four grandchildren.

### TRAFFIC DEPARTMENT

John Cerri, Correspondent

Patricia H. Simmons has replaced Dorothy Shutter as secretary to Assistant General Freight Agent Swierenga.

Jack D. Jacobson, clerk in General Agent Beam's office, was married recently to Lorraine Giorno in St. Cyprian's Church, Chicago. They spent their honeymoon in New York City. Jack has since been called to active duty in the Army.

Earl Metz, chief clerk in the assistant freight traffic manager's office, is the proud owner of a new Chevrolet. He wore out his old car commuting between Crete, Ill., and the golf course.

Mary Skiles, secretary in the Flexi-Van

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**WHAT A PARTY!** Think of a gathering of 70 women who have not seen each other in 15 or 20 years, and you'll have an idea of the goings-on at the reunion held by active and former operators of the central computing bureau in Chicago at the *Wishing Well* restaurant Jan. 19. "Old timers" present included some

whose seniority pre-dated World War I, and several from out of town points. Among the guests was Mrs. Julia Magdefrau Newcomb (seated fourth from left), or "Maggie" as she was best known during the 27 years she supervised the "comp" bureau prior to her retirement in 1951.

office, who underwent surgery at Columbus Hospital in January, is back on the job and as chipper as usual.

Don M. Wiseman has succeeded Glen Edwards as chief clerk in the office of general freight traffic manager. After quite a struggle, Don has succeeded in obtaining living quarters for his family in Elgin.

Jack Bartholomae, the pride of Wooddale, is the new statistical clerk in General Agent Beem's office.

We are happy to report that Shirley, wife of Ken Hosfield, chief clerk in the assistant general freight traffic manager's office, who underwent surgery in the Elgin hospital, is steadily improving.

New on the rate desk in the general freight department are Tom Bye and W. F. Dillman.

It's another boy, Bruce Sundheim, born Jan. 27 to Arden Sundheim, ticket stock clerk in the passenger department, and his wife Jane.

Dick Thomas, formerly refund clerk in the passenger department in Chicago, has been promoted to chief clerk in our New York passenger agency.

John W. Baer, traffic analyst in the research department, recently became engaged to Mary Baldwin of Boston. The wedding is planned for Boston on Apr. 23.

#### GENERAL

George H. Parrott, retired smoke inspector, passed away in Wesley Memorial Hospital, Chicago, Jan. 21, after a two-month illness. Mr. Parrott started with the Road on Apr. 8, 1894 as a mail boy,

and was promoted to fireman in 1898. He was appointed smoke inspector in 1912, and worked in that capacity until he retired on Dec. 31, 1947. Mr. Parrott had been a loyal member of the Veteran Employees' Association since 1920. He is survived by his wife Myrtle and a son, George Jr.

At the Jan. 21 meeting of Union Station Chapter of the Women's Club, the following officers were installed for 1960: president, Dorothy Hart; first vice president, Viola Harrison; second vice president, Helen Kehoe; treasurer, Loretta Kuhn; recording secretary, Doris Martin; and corresponding secretary, Catherine Lowrey. Appointed to the committees were: auditing and reservations, Elizabeth Shortall; constitution and bylaws, Grace Baldwin; good cheer, Mmes. J. L.

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*The Milwaukee Road Magazine*

Michael Sol Collection

Brown and O. P. Catlin; house and purchasing, Betty Nelligan; membership, Alice Nelson; program, Bernice Schmitt; publicity, Alice Ferguson; safety, Elsie Gretler; social, Marilyn McNicholas; ways and means, Mrs. Nora Lowrey; and welfare, Mmes. R. W. Hayes and W. R. Dolan.

Word has been received of the death of Miss Julia Fay Seamans on Feb. 18 at Worden, Mont., where she had been living the last three years. Death was caused by a heart attack. Miss Seamans' entire service with the Road, almost 39 years, was all in the office of company secretary, where she was employed as secretary to three top officers, P. M. Myers, his successor, E. W. Adams, and when she retired on July 31, 1937, to T. W. Burtness. She had observed her 93rd birthday Jan. 1.

#### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Irene Barry, Stella Murphy, Juanita Chambers and Gertrude Walsh attended the Railway Business Women's Association convention at White Sulphur Springs, W. Va.

Donna Anzalone is back after an extended illness. Marge Wagenknecht is home from the hospital and is doing fine at this writing.

Ann Laspesa became engaged to Paul Johnson.

Hazel Reetz of the central typing bureau, who had been on furlough, retired Feb. 15. Her friends and co-workers sent her a beautiful purse and pin as a retirement gift.

#### FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Rudy Levey has moved into his new home in Roselle, thus adding to the list of suburbanites.

Lawrence Larson's mother and Marie Horatt's husband have returned home after hospital confinement for surgery.

Jean Stütz has joined our department as a new typist. Louise Erkenswick was promoted from typist to comptometer operator.

Peter Church announced the birth of a daughter Feb. 25.

Sympathy was extended to Joe Robinson and Mary Powitz on the loss of their mothers.

*A good book is the best of friends, the same today and forever. Just think for a moment what books mean to mankind. They are the repository of all our accumulated knowledge and wisdom. If mankind were to be wiped out in some unimaginable catastrophe and only books remained, it would be possible to recreate civilization from their printed pages. No home is complete without its books, and no family is well-rounded which doesn't like to read.—John Barkham in Family Guidepost.*

March-April, 1960

#### AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Ted Pulsha, Correspondent

A "welcome home" was extended to Art Linke, after spending three years with the Marine Corps.

On Jan. 16, Carol Schutz of the key-

brother George of Minneapolis passed away suddenly Jan. 24. Burial was at Fort Snelling.

Ron Zabinski is very pleased with his new German shepherd puppy, "Eric Van Wolfram."

Chuck Duncan, claim checker, has had the distinction of being featured in Rip-

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punch bureau was given a lovely engagement ring by our Frank Sieser.

The two new smiling faces here are those of Bertha Wilson, demurrage clerk, and Genevieve Shields, draft clerk, formerly of Paul Jacobson's bureau.

We regret to report that E. O. Twedt's

ley's "Believe It Or Not" as the only Caucasian who is capable of doing the double flaming hoop Indian ceremonial dance. Chuck heads a group of 45 known as the Windy City Indian dancers who give exhibitions in the Chicago area. Part of this group has appeared in the

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**LAST RUN FOR TOP D&I ENGINEER.** Matt "Pop" Greener, retiring recently after 56 years of service, is congratulated at the end of his Savanna-Marquette run by Mrs. Greener and Traveling Engineer E. L. Hubbs, Savanna. He was the senior man on the D&I Second District engineer's list. The Greeners, who live in Prairie du Chien, spent the winter with their son Charles in Tyler, Tex. They also have a daughter, Mrs. H. J. Roddy of Mason City. (Prairie du Chien Courier-Press photo)

movie "Seminole" and on the TV series "Broken Arrow". These days, in his spare time, Chuck is designing TV sets for the Karen Rose Show, a proposed summer replacement program for teen-agers.

I regret to report the death of the father of L. Fancher. Burial was at Ottawa, Ill.

## AUDITOR OF EQUIPMENT ACCOUNTS

Judy Jurasz, Correspondent

Irene Goelz is the proud grandmother of a boy born to her daughter and son-in-law Jan. 11.

Congratulations to Carol Schutz and Frank Seiser on their recent engagement. An October wedding is planned.

On Jan. 16, Josephine Jonas and Ronald Cepeda exchanged marriage vows at St. Alphonsus Church. The wedding reception was held at Bataan Hall and the couple honeymooned in Texas.

Carmella McHugh left us Feb. 26 to await the arrival of the stork. She was presented with many lovely gifts for baby-to-be.

At this writing Anna Littwin is hospitalized, recuperating from an operation.

Sympathy was extended to Agnes Hirschfelder on the recent death of her father, and to Marie Simpson on the loss of her husband. Also to Joe Votava on the sudden death of his brother.

*In no other country in the world is aspiration so definite a part of life as it is in America. The most precious gift God has given to this land is not great riches of soil and forest and mine but the divine discontent planted deeply in the hearts of the American people.—William Allen White*

The Milwaukee Road Magazine

Michael Sol Collection

## AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

June in January:—On Jan. 23, Janet Dehn of the computing bureau said "I do" to the all important question in a ceremony at Grace Church which made her the wife of David T. Chapman. The Chapmans immediately set up house-keeping in Chicago.

Christine Daulton of the A.F.E. bureau became the bride of William Ward Jan. 29. After a Florida honeymoon the newlyweds are making their home in Chicago.

Gail Thomas of the bill & voucher bureau has promised to become Mrs. Robert Maloney in June.

Add one more name to the Smith roster in Chicago. Shop Timekeeper Peggy Smith's brother James has come from Ireland to make his home here and has taken a position with the Association of Western Railways.

James Simes has returned to his desk in the bill and voucher bureau after completing his two-year tour of service with the Army.

Sympathy was extended to C. A. Payne of the bill and voucher bureau on the death of his brother Paul. Also to Edward Jaszowski of the supervisor of machine accounting office on the death of his mother.

## OPERATING DEPARTMENT

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

Thomas Jackson "Jack" Anttonen, as of Mar. 1, was newly assigned to the labor relations department. He had just completed two years as a first lieutenant in the Army at Fort Ord, Calif. Prior to his Army service Jack attended John B. Stetson University in DeLand, Fla., from which he was graduated with an A. B. degree in political science. He is the son of George Anttonen, agent at Libertyville.

Victor Hegge, father of Dona Hegge of R. J. Kemp's office, passed away Feb. 24. Sympathy was extended to Dona, her mother and her two brothers.

Mr. and Mrs. Andrew Abraham (accountant in R. J. Kemp's office) announce the birth of their second daughter Feb. 27. They also have two sons, Larry and Gary.

Sympathy was extended to Walter Bujanski in the mail, baggage and express department on the death of his father Feb. 19.

Friends of Marilyn McNicholas, secretary to the manager of the mail, baggage

and express department, extended their sympathy on the death of her mother, who passed away in Central Community Hospital Mar. 11 after a short illness. In addition to Marilyn, she is survived by another daughter, Mrs. Kathryn Schabinger; a son, Thomas M.; three grandchildren, Coleen Beth Camstra of San Juan, Puerto Rico, Thomas M. Jr. of the U. S. Naval Academy at Annapolis, and Kent M.; and two great-grandchildren. Services were held at St. Francis de Paula Church, and interment was in Mount Olivet.

Mrs. Ivy Bolton, who was a stenographer in the stores department at Milwaukee Shops before being transferred to R. J. Kemp's office in Chicago, was recently elected to the Bensenville Community Library Board as chairman of operations. Before coming to the railroad she was in charge of the library at South Milwaukee.

## PURCHASING DEPARTMENT

Jim Maloney, Correspondent

Evangeline (Billie) Galbreath is steadily improving, and gets around the house very well. Cards or notes of good cheer should be sent to 4520 W. 89th St., Oak Lawn, Ill.

Jim (Mac) McPherson and wife Joan have troubles again. With the three children just getting over the measles and chicken pox, their oldest girl, a first grade student, fell off a slide in a neighbor's back yard and broke a leg. When it rains it pours.

Louie Passaretti's mother suffered a heart attack, but came out of it in good condition, and at this writing is resting comfortably in the hospital.

Herb Maass, who left a few years back to go with a railroad supply house, is now co-owner and general manager of a McDonald's Hamburger Palace in Omaha, Neb. So when you are out that way and feel like having a good snack, look up Herb's place on Routes 30 and 6.

Ship Ahoy, shiver my timbers, and all that salty lingo. Don Barnes is building a boat, so, Chain O'Lakes, make room for Skipper Barnes.

## Off Line Offices

DALLAS, TEX.

R. A. "Bob" Craig, assistant general freight and passenger agent for the Burlington's Fort Worth and Denver Railway Company at Dallas, who started his railroad career with The Milwaukee



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## Notice—Vets of the 745th Railway Battalion

THE 745th Railway Operating Battalion Association will hold its 14th reunion June 30-July 2 at the Madison Hotel in Boston, Mass. A fine program is planned for the get-together. Members who have not been notified but are interested should contact the president, Vernon C. MacPhee, 69 Elm St., North Woburn, Mass.

Road, retired Mar. 1 after 50 years of railroading. Mr. Craig was 15 when he quit school to take a job as a clerk in the tariff mailing bureau in Chicago. In his early years he ventured west with the railroad, and at one time was chief yard clerk in Miles City. Later he transferred to the Burlington route and in 1925 became that company's first city freight and passenger agent in Dallas. With the exception of a brief tenure as agent in Abilene, the major part of his railroad career has been spent in Dallas.

## D & I Division

Eunice Stevens, Division Editor  
Superintendent's Office, Savanna

At a retirement party held at the Elks Club in Dubuque Jan. 28, Ed-  
win W. "Olie" Olson, chief dispatcher for the Second District, was honored for his 52-year railroad career. As outlined by Assistant Superintendent Ken Schoeneck, who served as master of ceremonies, he started in 1908 at the age of 13 on the old Des Moines Division, hiring out as a waterboy and section hand during school vacations. From 1917 to 1923 he worked as an extra dispatcher on the Des Moines and Dubuque Division. In the meantime during World War I, he served a two-year hitch in the Navy. Starting in 1923 he became the regular dispatcher at Dubuque, and in 1944 was promoted to chief dispatcher, continuing in that capacity until he retired. For a remembrance, friends and co-workers presented him with a portable typewriter and a gift of cash.



E. W. Olson

Conductor R. C. Gladson, third district, holds a record of 40 years' continuous membership in the American Legion, making him the youngest member in Iowa, if not in the United States. He entered the Army at the age of 15 and was in service from Jan. 29, 1917 until Nov. 21, 1919 with the rank of master

sergeant small arms instructor, 91st Division. He started railroading as a brakeman on July 7, 1920.

Joseph Kobbe, machinist at the Savanna roundhouse, was married to Mrs. Agnes Barth on Jan. 10, in the home of Retired Switchman and Mrs. Gervase Smith, who were the attendants.

Retired Switchman R. C. Blair, Savanna, passed away in the City Hospital Jan. 27. Funeral services were held in the Hunter-Fuller Memorial Chapel, with burial in the Elmwood, Ia., cemetery. Surviving is a son, Robert, Jr., a sister and three grandchildren. Mr. Blair started with the Milwaukee as a switchman in October, 1922.

Max Cottral, retired Iowa Division conductor, passed away Jan. 11 in the Veterans' Hospital in Iowa City, where he had been a patient since Nov. 20. At the time of his retirement in March, 1957, he had 43 years of train service. Surviving are his widow, a daughter, two sons, a brother and a sister. He was a brother-in-law of Mr. and Mrs. L. H. Rabun, and a cousin of Mr. and Mrs. A. J. Lahey of Savanna. Funeral services were held in St. John's Catholic Church, with burial in the Catholic cemetery.

Fireman W. K. Dieckriede passed away in the Elmhurst hospital Jan. 8, following a siege of pneumonia. Surviving are his widow, his mother and brothers. Interment was in California, Mo. Mr. Dieckriede started as a fireman on July 25, 1916 and was promoted to engineer Feb. 10, 1948.

New arrivals: David Daniel Brkljack, son of Steve Brkljack of the chief carpenter's office in Savanna, born Jan. 29; "Brian Scott," son of Ticket Clerk Robert Shrake, Savanna, born on Feb. 6.

Retired Iowa Division Conductor Harry S. Crist, Savanna, passed away Feb. 16 in the City Hospital, following an illness of some length. Surviving are sons Bernard, Stanley, Switchman Robert L. and William H.; and a sister, Mrs. Floyd Staples of Chicago. Funeral services were held in the Law Funeral Home with burial in the Savanna Cemetery.

Yard Clerk C. E. Gross, Savanna, passed away Feb. 18 in the City Hospital, where he had been a patient only a few hours. Funeral services were held in the Hunter-Fuller Memorial Chapel, with burial in Oak Hill Cemetery, Mt. Carroll. Surviving are his widow and a sister. Mr. Gross started railroading in the track department in 1907, and worked in the freight house, the B&B department and in switching service before entering clerical service in the yard office in 1922.

Mrs. Martin Galvin, wife of retired conductor, passed away in Dubuque Feb. 18. Funeral services were held in Sacred Heart Church in Dubuque, with burial in Mt. Calvary Cemetery. Surviving are her husband, a daughter, a son, three grandchildren and four sisters.

William L. Ireland, retired agent on the Third District, passed away in Marion,



IT'S THE MORNING HIAWATHA FOR VICE PRESIDENT AND MRS. NIXON, traveling from Chicago to Milwaukee for Mr. Nixon's Lincoln Day address. Standing at attention as they leave the Chicago Union Station is Porter Benjamin Wise. The youthful fan of the Republican presidential candidate with whom he is pictured exchanging smiles is Vicki Godding, the four-year-old daughter of Brakeman Herbert J. Godding of the Milwaukee Division, who was in the forefront of the crowd gathered at the station in Milwaukee to see him and Mrs. Nixon detrain. (Milwaukee Sentinel photo)

Ia., Feb. 2. He started as station agent at Rubio in 1903, transferred to Hayesville in 1937, then to Farson, and again to Hayesville in 1943. Due to ill health he retired in 1944. Surviving are his widow, a son and a daughter. Funeral services were held in Marion.

**CAREFUL FREIGHT HANDLING** pays off in customer satisfaction, a stronger railroad and better job security. April marks the 24th annual drive to fight **LOSS AND DAMAGE** with the practice of **PERFECT SHIPPING EVERY DAY.**

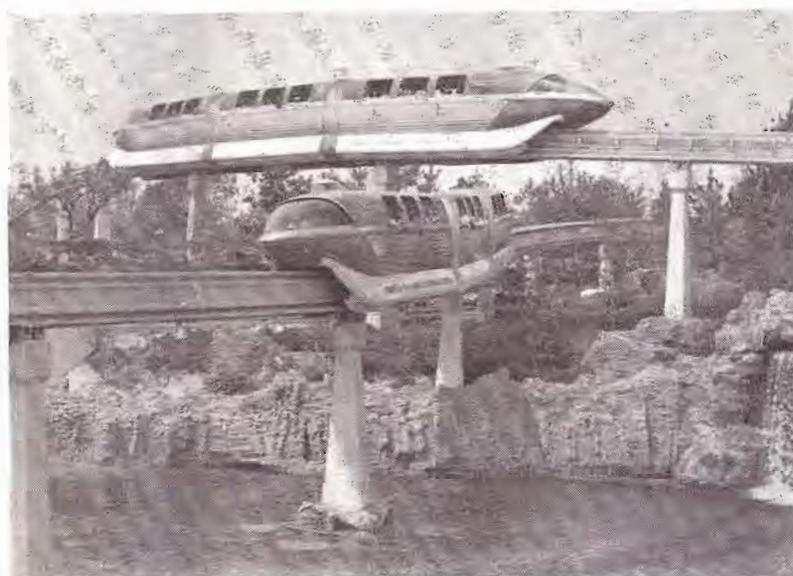
"I RODE ON THE 'HIAWATHA'" BIBS are standard equipment on Olympian Hiawatha diners for traveling tots of high chair age whose lively table deportment keeps family meals from being dull affairs. The take-home souvenirs are made of white opaque Vinylite with a food catcher at the bottom, bound in red tape and imprinted in red with the "I Rode—" legend and a facsimile of a Hiawatha train. The young milk drinker wearing one here is Roger Reupert, the 18-month-old son of H. C. Reupert, traveling passenger agent, Chicago. Mr. Reupert and his family—his wife Dolores, baby Roger and Ronnie, 9—posed for this picture to illustrate a feature of Milwaukee Road dining car service for "Institutions," the trade magazine of mass feeding and housing organizations.



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| RAILROADS | 30 | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 300   |
| RECEIVERS |    |    |    |     |     |     |     |     |     |     |       |



**MONORAIL AT DISNEYLAND.** At Anaheim, Calif., trains of the Disneyland-Alweg Monorail System, the first passenger-carrying monorail to operate continuously in America, cruise a concrete "roadway" high above the coral lagoon of the submarine voyage in Walt Disney's "Tomorrowland". The trains, which carry 82 passengers each, are built of aluminum, plastic and stainless steel, and are driven by traction motors. Cost of the installation, including the two trains and the "highway in the sky", was in excess of \$1 million.

**"PERFECT SHIPPING" A TOUGH GAME.** Despite the constant search by the railroads and shipping public for better freight handling and shipping techniques, loss and damage payments still remain stubborn problems. Last year they cost the railroads more than \$114,500,000 of hard-earned and much-needed revenue. The situation is challenging, and the 24th National Perfect Shipping Campaign offers every freight handling team an opportunity to do something about it. "Prevention" is April's watchword—"Practice Perfect Shipping Every Day."



**SOUTH AMERICAN CARGO.** Four cranes manufactured by the Koehring Company in Milwaukee for export to Venezuela, pictured as they were ready to leave Muskego Yard recently for routing over The Milwaukee Road to Rondout, Ill., on the first move of a rail journey to the port of Savannah, Ga. They were part of more than \$1 million worth of equipment built by Koehring for use in the construction of a prestressed concrete bridge across the northern end of Lake Maracaibo, in the heart of the Venezuela oil country. For rail shipment, the cranes, three with a 45-ton lift capacity and one 95-ton model, were partially disassembled.



MAGAZINE

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OCEAN-GOING TRAFFIC being unloaded at the Port of Longview, Wash. In the background is the Longview-Columbia River toll bridge. See "Made in England . . ." on page 12.

