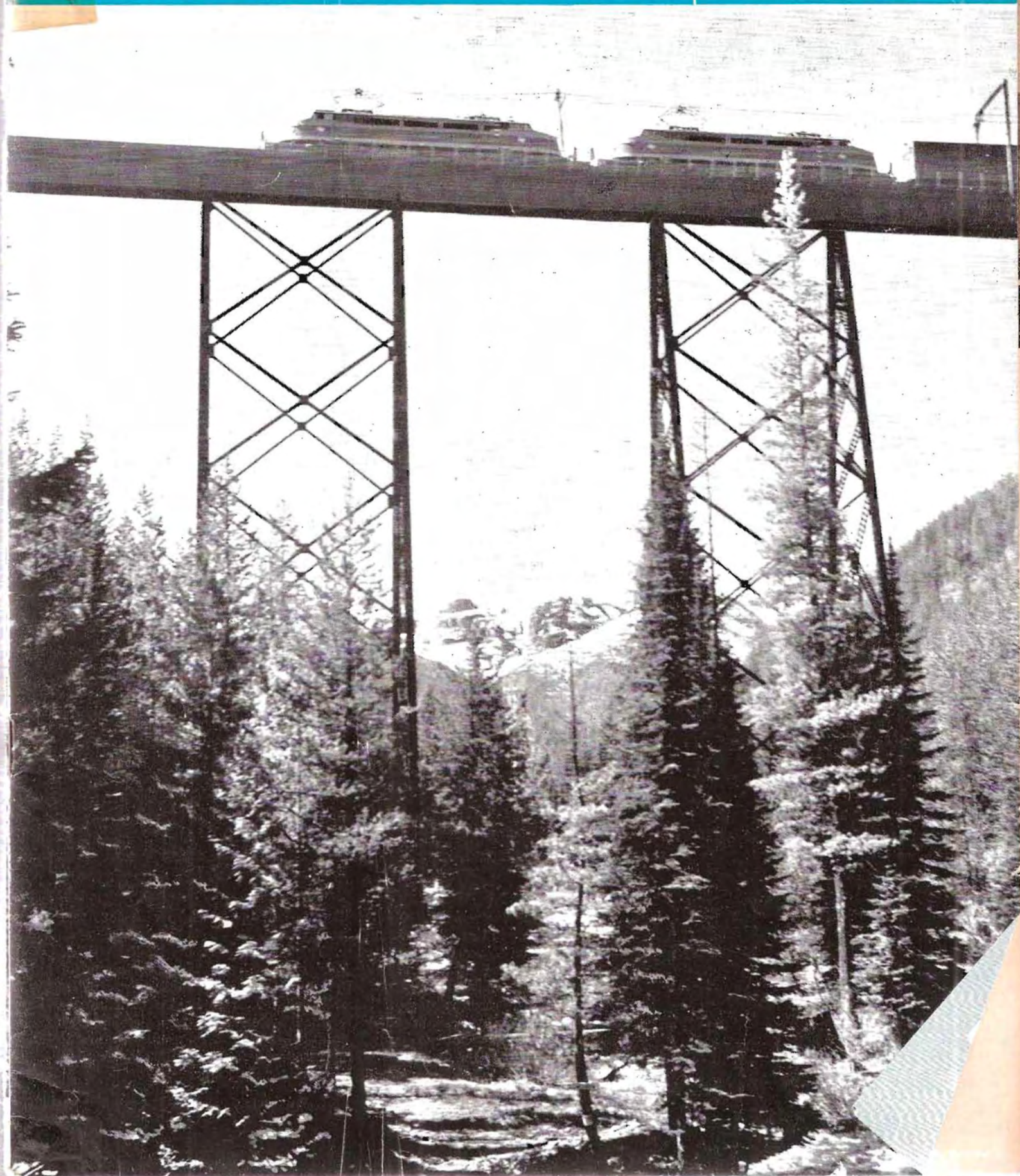


**THE
MILWAUKEE ROAD
MAGAZINE**

**January
1958**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



THE MILWAUKEE ROAD MAGAZINE

Vol. 45 JANUARY 1958 No. 9

A. G. Dupuis
Manager

Marc Green
Editor

Marie Hotton
Assistant to Editor

PUBLIC RELATIONS DEPARTMENT

Union Station—Chicago

The Milwaukee Road Magazine is published for active and retired employees of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, to whom it is distributed free. It is available to others at 10c per single copy or \$1.00 per year.

contents

Greetings to All Employees By President William J. Quinn 3	
A Safe Day in the Electrification Department ----- 4	
A Full Set of Tools for the Railroads ----- 8	
E. R. Eckersall and E. O. Schiewe Elected to Top Law Depart- ment Posts -----10	
Scholarship Program Expanded -10	
Triangle Plywood Locates in Road's New Industrial District 11	
The Cry of "Outrage"----- 12	
Milwaukee Road Chef Observes Mexican Methods -----13	
Letters From Our Readers --- 14	
Appointments -----15	
Looking at the Railroad -----16	
Retirements -----18	
All Around the House-- -----20	
High, Heavy and Heated----- 22	
Know Your Magazine Correspondent -----23	
About People of the Railroad-- 24	



• Briefly Noted •

DIVISIONS CONSOLIDATED. Effective Jan. 15 that part of the Idaho Division to the east of Spokane (including Spokane) and the line east of Malden, Wash., become part of the Rocky Mountain Division; and that part of the Idaho Division west of Spokane and west of Malden, including Malden, become part of the Coast Division. In connection with this change in division jurisdictions the old Northern Montana Division line extending north from Harlowton, Mont., which has been a part of the Rocky Mountain Division for a number of years, becomes part of the Trans-Missouri Division.

Effective Jan. 16 the Terre Haute Division is consolidated with the Chicago Terminal Division and will be under the supervision of the superintendent of the latter.

These consolidations have the effect of eliminating the Idaho and Terre Haute Divisions. Personnel changes resulting from the consolidations will be announced in a later issue.

effect on the nation's transportation picture." Senator George A. Smathers of Florida is chairman of the subcommittee, which is expected to give special attention to passenger train earnings and to recommendations for changes in the regulatory process which would permit railroads to adjust freight rates to meet competition.

CENTENNIAL SALUTE. A musical clangor set up by old 1004, now on display at the Mower County fairgrounds in Austin, Minn., as the last steam locomotive to be operated by The Milwaukee Road, added a deep-toned note to that city's New Year's Eve revelry. Promptly at midnight, a 100-bell salute from the old steamer signaled the beginning of Minnesota's centennial year. As reported in this Magazine last November, the locomotive was presented to Austin last summer at the request of its citizens for a permanent memorial to the era of steam transportation. Commenting on its role in the centennial observance, State Senator P. J. Holland, county program chairman, said that the railroads had played such a tremendous part in the development of Minnesota during its first hundred years that it was only fitting to have a steam locomotive usher in its second century.

UNEMPLOYMENT INSURANCE RATE GOES UP. Employer contributions under the Railroad Unemployment Insurance Act will rise to 2½ per cent for 1958, which is ½ per cent higher than the 1957 rate. These payments, which support the unemployment and sickness benefit program for railroad employees, vary according to the balance in the fund on Sept. 30 before the following Jan. 1. At 2½ per cent the Milwaukee Road will pay approximately \$2,600,000 into the fund during 1958, or about \$500,000 more than it paid last year. The individual employee makes no contribution to this fund, which is not to be confused with the Railroad Retirement program supported both by the railroads and railroad employees.

SENATE COMMITTEE HEARINGS on transportation were to begin in Washington, D.C. on Jan. 13, according to an announcement made earlier by Senator Warren G. Magnuson, chairman of the Senate Committee on Interstate and Foreign Commerce. The hearings are being held by the Surface Transportation Subcommittee "to look into the railroad situation and its

"HITTING HARD WITH THE FACTS" was the term used by the Railroad Public Relations Association's "Shop Talk" to describe a footnote which the Milwaukee Road News Bureau added to a November news release having to do with the Road's payment of the first installment of its 1957 tax bill in Montana. Broken down to show the payments made to each of the 25 counties, the release called attention to the total of \$150,800.80 payable to Mineral County for the year. The footnote read:

"Our friendly neighbor, the Northern Pacific Ry., having less mileage in Mineral County, pays \$117,288. Total rail tax—more than \$268,000 in a county with approximately 500 families. This is more than \$500 per family. Advocates of government ownership probably would be unwelcome there."

The Cover

CLIMBING the west side of the Bitter Root Mountains in Idaho with 5800 tons of freight behind them, two of the Milwaukee's "Little Joe" electric locomotives stand forth on this month's front cover. The picture was taken by Barry Kirk, assistant electrical engineer with headquarters in Seattle, who also took many of the pictures illustrating "A Safe Day in the Electrification Department" in this issue. The scene is at the 202-foot-high Clear Creek Bridge 14 miles east of Avery, Idaho. "Joes", of which the Road has an even dozen, develop from 5000 to 5500 horsepower, depending on the line voltage used. All are in freight service. In the train pictured on the cover a four-unit 8,000 h.p. locomotive midway in the train was helping them master the 1.7 grade.

Greetings to All Employes

IT IS a pleasure for me to greet you this month, because I am looking forward to the work which we will be doing together. I am deeply appreciative of the friendliness and the cooperation which I have found on the part of Milwaukee Road people since I came to the railroad. That is why one of the first and most enjoyable tasks awaiting me as president is that of becoming even better acquainted with you, the men and women of our railroad. This is a happy chore, which I propose to get about just as quickly and as often as other responsibilities will permit.

From time to time, as things occur which seem to call for our thinking about them as a group, I shall take the liberty of addressing you as I am doing now, through the Magazine. I hope that you, in turn, will share your ideas and experiences with your supervisors and with me so that we will never be in the position of trying to go forward with less than a full measure of our "idea power" and the skill which we possess as a team.

Aside from the things which we can bring about through our own efforts, there appears to be some room for optimism among railroad people as the new year begins. The regulatory and law making bodies at federal and state levels are giving evidence of a new interest in the problems which undue restrictions have created within our industry. Certainly things should get better for the railroads if only because the people of the country are becoming increasingly aware of the importance of the railroads to the economy of the United States.

I shall be looking forward to meeting many of you in the near future. Meanwhile, let me extend best wishes to everyone for a very happy New Year.

William J. Quinn





Replacing a transmission pole (for the lines carrying high-voltage current to the substations) calls for skill and a thorough knowledge of how to work safely with electricity. Lineman L. E. Johnson is shown in the picture above directing the setting of an 80-foot pole near Bandera, Wash., on the west slope of the Cascade Mountains.

The pictures AT RIGHT show the road-rail truck being set off the track and moved into position where the winch on the front end can be used for pulling the pole into place and raising it to slip into the hole. Foreman Wayne Crigler's crew from Cle Elum, which regularly uses this truck, was called in to help.

12th of a series . . .

A Safe Day in the Electrification Department

Photos by Barry Kirk, assistant electrical engineer, and Earl Randle, general foreman of substations and trolley.



THE MILWAUKEE ROAD, with 656 miles of electrified line stretching in two separate sections across the Belt, Rocky, Bitter Root and Cascade mountain ranges, operates the world's longest electrified railroad. Its construction was a colorful and bold adventure which attracted a great deal of attention from the time it was begun in April, 1914.

Many thousands of words have been written about it since—about how the 100,000-volt alternating current from power plants is fed into the Road's substations and how it is converted there into 3,000-volt direct current and sent out along copper cables paralleling the track and connected at intervals to the trolley. This was something new in railroading—this story of "white coal" for the quiet giants which were to set new records for power and efficiency in an era of steam.

As is generally the case in projects of this kind, however, the human side of it—the skill and devotion to duty which made possible its construction and which continues to assure its safe and uninterrupted operation—has been given somewhat less attention.

The Milwaukee Road electrification department is an organization of approximately 90 employees on the Coast and Rocky Mountain Divisions, the majority of whom are employed in the 22 substations located on those divisions. Most of the others comprise maintenance crews.

For all of these men personal safety, the safety of their fellow workmen, and the safety of the trains are matters of the greatest importance. There would, however, be no such thing as records, and no purpose in attempting to improve a



January, 1958



LEFT: Safety dictates one of the day's first tasks as Walter O. Borin, foreman of the trolley maintenance crew with which Lineman Johnson works, uses a portable telephone to call the operator at Cedar Falls and verify the track car lineup. All work must be done with full knowledge of scheduled train operations.

safety performance, if it were not known that at some time, sooner or later, accidents would occur. It was such an occurrence in November, 1956, that ended a quarter of a century of fatality-free work in the electrification department. Considering the nature of the job to be done, the mountain terrain, and the weather extremes which must be contended with, this is considered to be an exceptionally outstanding example of what intensive safety education can do.

Typical of the men in the electrification department who have built this record is L. E. Johnson, a lineman employed in a trolley maintenance crew on the Coast Division. Mr. Johnson started in the department in 1941 and in the 17 years since has never suffered a serious injury. He makes his home in Seattle with his wife and three small children.

The pictures on these pages tell at least a part of the story of another safe day in the electrification department for Mr. Johnson and the men with whom he works.

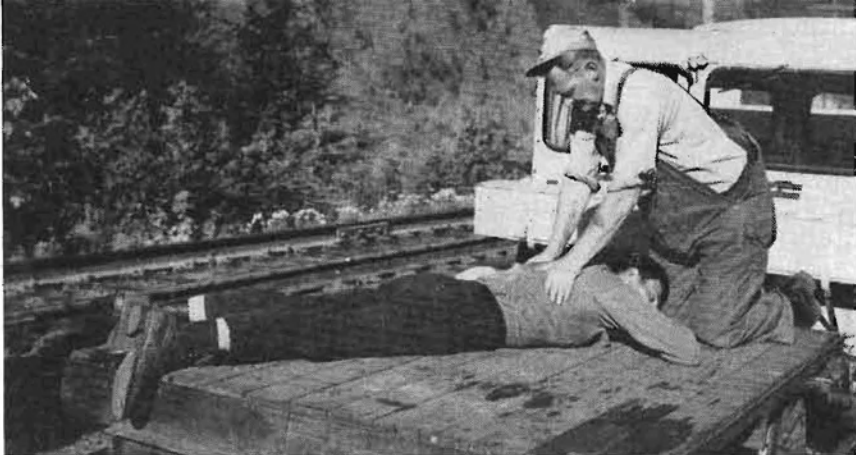
RIGHT: Using an insulated pole, Lineman M. F. Bryant applies protective "grounds" on a 100,000-volt transmission line at Garcia. This is another of the many precautions taken in electrified territory for the protection of life and property.

FAR RIGHT: Linemen William Simpson and William Hoffnauer of Foreman Wayne Crigler's crew working on the trolley from the road-rail truck. The canvas bucket is used for hoisting tools and small pieces of equipment. Note that safety belts are attached to ladders.



BELOW: C. J. Delin (at left) is on hand at Garcia, Wash. before the day's work begins to hold a brief safety meeting with the men. The crew members are, left to right: William F. Wirkkala, Ralph M. Karns, Charles E. Gordon, Mel F. Bryant, Roy W. McKee, Lloyd E. Johnson, Frank E. Moyer, Ronald W. Wirkkala, and Walter O. Borin, foreman.

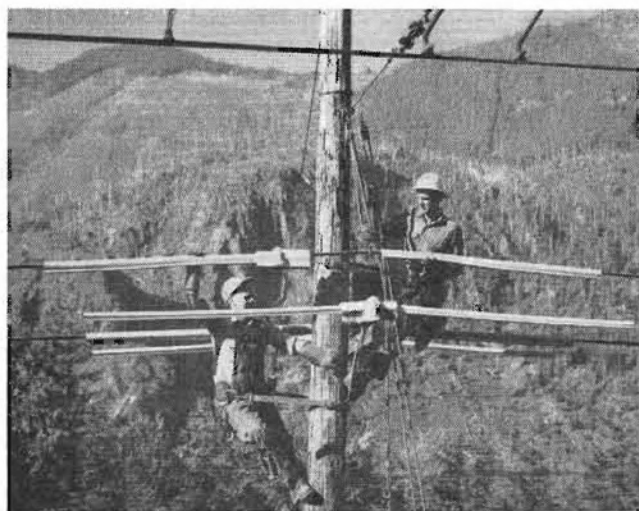




LEFT: Pole-top resuscitation, as demonstrated by Lineman L. E. Johnson, is a skill which rates as a "must" among men in line work. The other man is Lineman F. E. Moyer. Note how rescuer's safety belt is made to serve as a seat for the victim as they work down the pole gradually without breaking the rhythm of the artificial respiration.

ABOVE: In their demonstration of life saving method in the event of severe electrical shock, Lineman Johnson has here brought Lineman Moyer down from the pole to the bed of a track car and is employing the back pressure arm lift method of resuscitation.

A Safe Day in the Electrification Department ... (cont'd)



RIGHT: Mr. and Mrs. Johnson in front of their Seattle home with their children—Jimmy, 10, Mary, 5, and Stanley, 8.



BELOW: Mr. Johnson likes to spend his free time fishing on Puget Sound or doing things with his family. Here Jimmy and Mary watch their parents dig clams on the shore of Puget Sound near their home.



ABOVE LEFT: When working "hot," as Linemen Johnson (left) and Moyer are here, the high voltage wires are covered with rubber protective hose and hoods and the men wear heavy rubber gloves. Every 90 days the hose, hoods and gloves are tested under 10,000 volts of electricity and stamped with a dated approval stamp. This is a strict requirement.

LEFT: Mr. Johnson gives his rubber gloves an air test. Made daily or oftener, this test indicates whether there are holes in them.





Daniel P. Loomis,
president of the Association
of American Railroads

AAR President Asks . .

"Is there any reason why opportunities to shift with modern inventions should be denied simply because a company is in the railroad business?"

A Full Set of Tools for the Railroads

RAILROADS should be permitted to offer the public a complete service by engaging in other forms of transportation, Daniel P. Loomis of Washington, D. C., president of the Association of American Railroads, declared in Chicago on Nov. 13.

Speaking at a transportation forum under the auspices of the National Industrial Traffic League, Mr. Loomis urged removal of restrictions which prevent railroads from using the various means of carriage best suited to each part of the movement.

"Each form of transportation is, in reality, a different tool or set of tools that may be used in performing transportation services," he said. "Each one of these tools has special advantages and economies in particular circumstances and in combination with the other tools. But under prevailing policies, severe restrictions are imposed upon the railroads in utilizing the other tools of transportation so as to provide economically integrated transportation services. These limitations upon the opportunity of the railroads to employ other transportation media cause an unwarranted increase in the total cost of moving the nation's traffic."

Mr. Loomis maintained that "relief from outmoded restrictions, which were fashioned for conditions in the past, is necessary so that the nation's railroads may offer the public complete and functionalized services using the particular transportation tools best suited for performance of each part of the total transportation job."

Calling attention to the fact that the

Delaware and Hudson Railroad ran the famous locomotive "Stourbridge Lion" while it was a canal company, and later became a successful railroad, the A.A.R. president asked: "Is there any reason today why similar opportunities to shift with modern inventions should be denied simply because a company is in the railroad business?"

Mr. Loomis said that "the most persistent problem of the railroads is substandard earnings," and "these inadequate earnings have limited and still limit the capability of the railroads to make the cost-reducing and service-improving capital expenditures which should be made, and surely would be made, if more adequate financial resources were available."

Pointing out that "the inflationary spirals that have occurred in the post-war period have sapped the financial strength of the railroads," Mr. Loomis continued:

"Now I know, of course, that the ill effects of inflation have not been visited upon the railroads alone, and certainly not with an intent to injure them. The consequences have been widespread and varied, touching many industries and individuals, including other types of transportation with which the railroads compete in serving the nation's transportation needs.

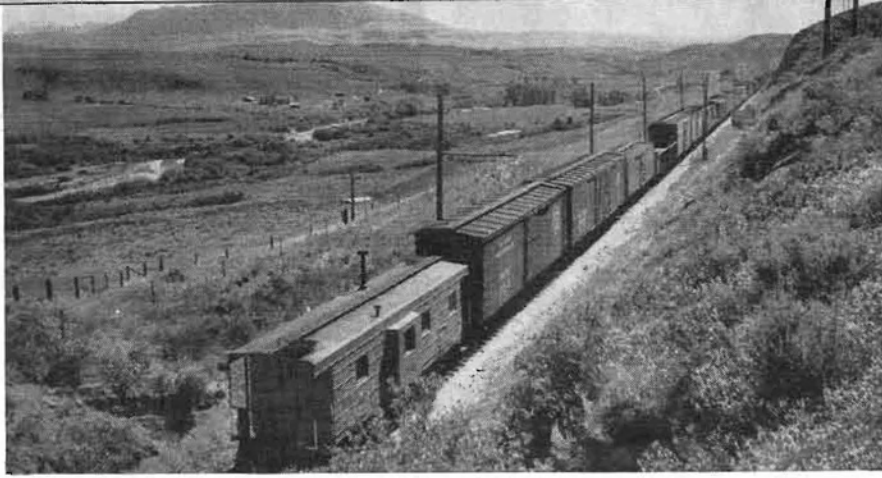
"There is, however, this very important difference. The railroads which provide their own basic plant have had to bear the full impact of inflated costs and taxes, whereas many of their com-

petitors have not. As a consequence of inflation, it also costs much more now than formerly to build and maintain waterways, airways and highways. But this imposes no burden or financial problem upon the carriers using such facilities when they do not have to pay the costs involved, which are borne for them instead by general taxpayers."

The A.A.R. president advocated a domestic transportation system that is fully self-supporting as to all types, adding that "certainly it can be said that there are no legitimate 'infants' now and those presently enjoying government aid can make no genuine plea in terms of special or unique contributions to the national defense and security."

Mr. Loomis declared that future railroad improvements "may involve substantial changes in the organization of the railroads as well as continuing technological and operating improvements."

"Consolidations to eliminate unnecessary duplications are being and will be intensively studied to determine the prospects for greater economy and better service," he said. "Especially in view of the rapid growth of other types of transportation, it is no longer necessary to maintain existing patterns of competition between railroads that were established in the formative stages of railroad development. Accordingly, it may be expected that considerations of economy and efficiency will have greater influence upon decisions regarding railroad consolidations in the future."



J. D. Hotchkiss Heads Denver Traffic Association

At a recent election of officers by the Denver Passenger Traffic Association, J. D. Hotchkiss, district passenger agent for The Milwaukee Road, was elected to the presidency. He is a former membership chairman of the organization, and during the past year served as first vice president.



J. D. Hotchkiss

Mr. Hotchkiss has been with the Road since graduating from Iowa State College in 1938. He was employed as a clerk at Perry, Ia., and for a brief period was also cashier at Decorah, Ia., before being called to duty in the Air Force for World War II. His military service included two years as assistant transportation officer at the Spokane Air Depot.

Returning to the railroad after the war, he was appointed city freight agent at Kansas City in February, 1946, and traveling freight and passenger agent in Denver in August, 1952. He has been district passenger agent there since October, 1955.



Kansas City Bank Lauds City's Railroads

WHAT the railroads mean to the growth and prosperity of the Kansas City area is the subject of a radio announcement currently being sponsored by the city's First National Bank. As delivered by John Thornberry, popular radio and TV commentator, the announcement reviews the industry's position thus:

"The 'Heart of America' is a focal point of 12 major trunkline railroads; 130 passenger trains and 162 scheduled freight runs enter and leave Kansas City daily. In freight alone, 722,406 cars carry about 14,448,120 tons of freight annually. More than 14,000 railroad employees draw an annual payroll in excess of \$70,000,000 a year. It's big business in a big town."

The First National Bank has many railroad families on its customer list. This acknowledgment of the importance of railroads and railroad people to the community is scheduled on five radio stations and is broadcast approximately 60 times a week at varying times from early morning to late at night.

Not only trains, but trucks and buses, have been operated under the Milwaukee Road banner for years, although the types of operation and the regulations applying to each are completely different. Bus services are restricted to connections with passenger trains, and the use of trucks is confined to the handling of less-than-carload shipments along certain sections of the railroad in Wisconsin, Michigan, Minnesota, Illinois and Iowa. In the language of the restrictions imposed by the Interstate Commerce Commission the Road's bus and truck operations are "limited to service auxiliary to and supplemental of rail service." In the accompanying article Mr. Loomis points out the logic of permitting railroads to use a full set of transportation tools, since each tool offers special advantages and economies in particular circumstances and in combination with the other tools. This is a broader concept than that under which our railroad and others are now permitted to conduct their other-than-rail operations.

E. R. Eckersall and E. O. Schiewe Elected to Top Law Department Posts



E. R. Eckersall



E. O. Schiewe

EDWIN R. ECKERSALL, who has been general solicitor since November, 1956, was elected vice president and general counsel by the board of directors at their December meeting. He succeeds William J. Quinn, who had previously been elected president effective Jan. 1. Also at its December meeting the board elected E. O. Schiewe general solicitor. He has been assistant general counsel since November, 1956.

A native Chicagoan, Mr. Eckersall took a liberal arts degree from Northwestern University, followed by a law degree from the same university in 1933. He joined The Milwaukee Road law staff in 1939, having meanwhile engaged in the private practice of law. He left the railroad in 1944 to join the law firm of Gardner, Carton and Douglas, being retained to handle trial work for The Milwaukee Road in the Chicago area. In 1950 he became a partner in the law firm of Erickson, Eckersall, Nygren and Holloway and continued to represent the Milwaukee, as well as the Union Pacific, Southern Pacific and Soo Line. He returned to the Road in February, 1956 as assistant general counsel, and in October of that year was elected general solicitor.

Mr. Eckersall is a member of the Chicago, Illinois State, and American Bar Associations, the Association of the Bar of the City of New York, a member and past president of the Chicago Society of Trial Lawyers, and a fellow of the American College of Trial Lawyers. He is also a past member of the board of managers of the Chicago Bar Association, and has been active for a number of years in association committee work.

In addition to professional affiliations, he is a member of several other clubs, including the Economic Club of Chicago.

Mr. Eckersall is an accomplished musician who has found a ready use for his talents in the Chicago Bar Association's

annual "Christmas Spirits" show, which he has worked in as musical director for a number of years. (See page 39 of this issue.)

He recalls that he started teaching piano at the age of 14, while a sophomore in high school, and continued teaching throughout his college years. He started singing in an Episcopal choir in Chicago when only eight, the same age at which his son Edwin, who is now 11, began singing in the choir at St. Mark's Episcopal Church in Evanston. By way of encouraging the boy to stay with it, Mr. Eckersall joined the choir himself and has continued with it since.

Aside from music, Mr. Eckersall's principal diversion is curling, a sport in which he readily classifies himself as a real enthusiast.

Mr. and Mrs. Eckersall and their three children make their home in suburban Evanston, Ill. In addition to Edwin, the Eckersalls have two little girls, Katherine, 9, and Elizabeth Ann, 5.

E. O. Schiewe Also a Northwestern University Graduate

Edwin O. Schiewe, like Mr. Eckersall, is a native of Chicago who took his law

Scholarship Program Expanded

The Milwaukee Road's college scholarship program for children of employees has been expanded, in line with recommendations of the J. T. Gillick Scholarship Committee. There will now be two top awards annually and an increased

secondary award. Also, for the first time, daughters of employees will be eligible as candidates for the scholarship awards.

In summary, the changes in this scholarship program will affect it as follows:

TWO TOP AWARDS . . .

There will be two four-year scholarship awards of \$600 per year each, or full tuition, whichever is greater. Heretofore, there has been one.

SECONDARY AWARD INCREASED . . .

The secondary four-year scholarship has been increased from \$300 to \$400 per year.

DAUGHTERS ELIGIBLE . . .

Daughters as well as sons of qualified employees will be eligible as scholarship candidates.

PARENT'S COMPENSATION MAXIMUM NOW \$8,500 . . .

Heretofore, scholarship candidacy has been limited to those students whose parent's compensation from the railroad company did not exceed \$7,200 in the year preceding application. This limit has been increased to \$8,500.

C. William Reiley, chairman of the scholarship committee, expressed the belief that this expanded scholarship program would more equitably reward the deserving applicants.

Further details regarding the J. T. Gillick Scholarship awards will appear in this Magazine, and on bulletin boards throughout the railroad early in the spring.

degree at Northwestern University, although his undergraduate work was done at Valparaiso University.

Mr. Schiewe practiced law in Chicago from 1932, the year he received his law degree, until 1941, when he came to The Milwaukee Road law department. In 1944 he was appointed assistant general solicitor, and on June 1, 1955 advanced to general attorney. He was appointed assistant general counsel on Nov. 1, 1956.

Mr. Schiewe is a member of the Chicago, Illinois State, and American Bar Associations. He is active in church work and was instrumental in establishing the Lutheran High School Association of Greater Chicago, with which he is still associated.

Although Mr. Schiewe contends that he no longer plays the violin, his associates in the department have vivid recollections of his performances on that instrument at departmental affairs in past years. Today his principal diversion is golf. Together with several Milwaukee Road associates, he can be seen almost any Saturday morning in open weather on the course at the Bonnie Dundee club near Elgin.

Mr. and Mrs. Schiewe and their son Richard, 15, make their home in Lincolnwood, a suburb of Chicago.

QUIZ



(Answers on page 25)

1. In electrical terminology, is a kilowatt ten times, one hundred times, or one thousand times greater than a watt?
2. How many highway trailers are carried on a standard trailer transport car—one, two, or three?
3. What is the standard gauge of railroads in England—five feet, four feet eight and a half inches (like ours), or three feet six inches?
4. Are A-unit diesel-electric locomotives used exclusively in passenger train service, in freight train service, or in both passenger and freight train service?
5. Which was introduced first, the Janney coupler, the Type E coupler, or the Tightlock coupler?
6. Whose initials are usually found on locomotive draft gears—those of the Interstate Commerce Commission, the Association of American Railroads, or the American Society of Mechanical Engineers?

January, 1958

Triangle Plywood Locates in Road's New Industrial District

ONE of the industries most recently located in the Milwaukee Road Industrial District at Franklin Park, just west of Chicago, is the Triangle Plywood Company, which was formerly located in the freight house of another railroad in Chicago. Their new plant is a 16,000 square foot concrete block warehouse designed to handle their rapidly expanding business.

S. J. Cooley, industrial commissioner, says that the industrial department worked with Triangle for about four years in negotiating for the new location, which is ideally situated both for rail service and distribution from its plant.

The location of this firm in the Franklin Park Industrial District brings to this district and The Milwaukee Road one more wholesale lumber dealer in a district which has already attracted several other plywood and lumber dealers. The traffic department estimates that the Milwaukee will handle between 400 and 500 cars annually for Triangle.



Earl Spiro, president of Triangle Plywood Company (left) and Ernest Albert, warehouse foreman, pictured amid stacks of plywood in the warehouse.

Shown together at an open house celebration held recently in the offices of the plywood company are, from left: J. E. Marshall, assistant freight traffic manager; Armand White, vice president of Triangle Plywood; S. J. Cooley, industrial commissioner; Earl Spiro, president of Triangle; and E. J. Stoll, assistant industrial commissioner.



Aerial photo, looking in a general easterly direction, showing the Triangle Plywood Company warehouse in the upper left as it appeared while under construction in July. At the right is Mannheim Road, and at lower left a portion of Bensenville Yard near the east end. Franklin Park lies to the right, beyond the picture area.



The Milwaukee Road Magazine

transportation carrier continues, what will be the future of our cities, our highways, our defense, our ability to compete for world markets?"

Taking careful aim, the report strikes at the heart of the industry's most difficult problem in a two-page spread of pictures and text under the heading, "What the Railroads *Can* Do and What They're *Allowed* to Do Are Two Different Things."

"In imaginative management, inventiveness and advanced engineering, the railroads are second to no other industry," the subhead continues. "But the plain fact is that they're not allowed to make enough money to put their modern, advanced ideas into broad effect."

Copies of the "Outrage" report may be had by addressing a request to The Milwaukee Road Magazine.

In a section of the report entitled "How to stack the cards against the railroads . . . in 6 easy lessons," specific examples are given in support of the point that railroads cannot build their business simply and squarely on their inherently lower costs.

"To cite one example," the report states, "sugar carried by barge to Cincinnati, Louisville and Evansville in 1954 had reached 87 per cent of the total traffic. Railroads understandably tried to recapture some of this traffic by lowering rates—but not below the 'reasonably compensatory' level. The regulators not only rejected these rate reductions, indeed they forbade the railroads to offer rates on sugar which were less than 10 per cent above barge levels."

The report concludes with a logical list of suggestions on how to end the outrage, the first of which is to recognize how it came to be. Nobody planned it. There's no villain. The fact is that industrial evolution happened to produce in the last century a transportation monopoly in the form of railroads, the summary states simply. In this century, automobiles, trucks, buses, airplanes and power-moved barges have ended that monopoly. "Yet the railroads are still wearing the same set of 'monopoly con-

Milwaukee Road Chef Observes Mexican Methods

William Carpenter, chef on the Milwaukee's Varsity train, operating between Chicago and Madison, Wis., wasn't content to be just another tourist when he vacationed in Mexico in November. He made a study of Mexican food and methods of preparing it. He studied menus and tried new dishes, which he said he found as interesting as the scenery and the many tourist attractions.

Returning from Mexico City to Laredo, Tex., aboard the Mexican National Railways' Aztec Eagle, he made the acquaintance of the Pullman dining car steward, Adalberto J. Fraga Villalobos, who treated him to a private tour of inspection.

Mr. Carpenter reported later that he thoroughly enjoyed his unofficial look into cookery and dining car methods south of the border, although he said that he had no plans for attempting to give his own dishes a Mexican accent.



RIGHT: In the kitchen section of the car, Mr. Carpenter looks on with interest as Jose Alfaro, chef on the Aztec Eagle dining car, prepares enchiladas as part of the dinner menu.

BELOW: Steward Adalberto J. Fraga Villalobos points out some of the unusual features of his beautifully appointed dining car, "Totonaca," to Milwaukee Road Chef William Carpenter. At left are Waiters Ignacio Montero and Jose Garcia. The car was built in Switzerland.



trol' chains fitted to them during the last century."

Separate lists of suggestions for ending the outrage are offered for congressmen, state legislators, regulators, and municipal officials.

The logic of the report's arguments was reflected in an address delivered later by Interstate Commerce Commissioner Robert W. Minor before the Ohio Valley Transportation Advisory Board in Cincinnati. Voicing his belief that the best way to meet the public's transportation demands is through "our tra-

ditional methods of private venture," he continued as follows:

"But the alternative is clear, distasteful though it may be, and if a major segment of our public transportation system becomes government-owned or operated, I doubt that the remainder could successfully resist.

"It took a sputnik to arouse the nation to a realization of the threat to our survival. Perhaps the threat to public transportation, focused now on the railroad industry, will arouse us from inaction."



Note from Florida

"Would you please send me a copy of the December issue? ... A friend of mine, Mr. W. Earle Adams, retired manufacturer of the Adams Railroad Inspection Motor Car, has asked me for my copy. The Adams are friends of ours of many years.

"Thanks for your always highly interesting magazine."

*George J. Griesenauer
Retired Cement Inspector
and Instrumentman*

Clearwater, Fla.

Pictured with Mr. Kiley

"The honor of appearing on the page with the president of The Milwaukee Road is appreciated. [See November issue, page 4.] I am pleased that you thought of us in making this article about Mr. Kiley."

*Evan W. Hall
Retired Agricultural Agent
Warden, Wash.*

The Little "Little Joes"

"The item in the December issue referring to the 'Little Joe' for the model railroad attracted my attention. ...

"The Lionel Corporation has honored The Milwaukee Road many times in the past. Back in the '20s they made several versions of the bi-polar gearless electrics. I had one as a youngster. In 1938-39 they made what was really a very close scale model of the Class 'A' Hiawatha engines. I have one of these, still in excellent running order. ...

ONLY THE RAILROADS PAY THEIR WAY

Taxes paid by the railroads in the 10-year period (since the end of World War II) have amounted to 10 times as much as the highest authoritative estimates of the value of all the land grant aid to railroads in pioneer days. Land grant aid to railroads stopped a long time ago and railroads, under private operation, have not since leaned in any way on government treasuries for support. Railroads admittedly are the only public carriers that fully pay their way.

—*Railway Employees Journal*

"Last year they had a Milwaukee 'Geep', a reasonably accurate scale model of the EMD GP-9 diesel road switcher. ... We have one of these with the correct color scheme running on the Twin City Model Railroad Club in the St. Paul Union Depot."

*Allen Hazen
Assistant Engineer
Twin City Terminals*

Minneapolis, Minn.

Hence, "Gandy Dancer". . . ?

(The two following letters were received in response to the article in the September issue about the origin of the term "gandy dancer" to describe extra gang track men.)

"The term 'gandy dancers' was explained to me by an old hoghead off the Omaha. When a gang of men tamp ties, from a distance their unified motion resembles a flock of ganders. Hence, the origin of the nickname."

*LeRoy Adler
Check Clerk, House 7
Fowler Street*

Milwaukee, Wis.

"Did you ever notice a flock of geese walking down a lane with their heads bobbing up and down? Then if you step back a few hundred feet from an extra gang tamping ties with their heads bobbing you will notice the similarity. Therefore, 'gandy dancers'."

*Victor H. Putzier
Sacred Heart, Minn.*

Calling a Spade a Spade

"We enjoy reading your fine publication and like the way you call a spade a spade. In your November issue your president's column ["The Biggest Boy in Class"] and Jim Berryman's cartoon on the back cover do, I believe, an effective job of pointing up a problem. Actually, we like the cartoon so well we would like the privilege of running it on our next Schedule folder, which goes to approximately four thousand shippers."

*S. G. Hayman
Manager, Service Department
Alaska Steamship Company
Seattle, Wash.*

"BY TRAIN" . . .

Says New Mail Sticker

PROUD of its role in serving the nation's transport needs, The Milwaukee Road is currently distributing a new "By Train" sticker for use as a reminder that the railroads are Uncle Sam's principal mail carrier.

The sticker, which is reproduced here in facsimile, was designed by the Association of American Railroads for use on stationery in both the business and personal correspondence of railroad personnel. It is also available to rail fans and railroad societies and organizations. In pads of 200, it was issued in time to be used on holiday mail.



Railroads today move more than double the volume of all non-local mail of 30 years ago—and move it faster and more dependably in fewer cars on fewer trains. This achievement is the outgrowth of a vast program of improvement in plants, equipment and operating methods, not to mention improvements in facilities provided especially for mail handling. The railroads made these improvements entirely at their own expense—without the benefit of subsidies from taxpayers.

In this time of high cost living, the low cost postal service furnished by the railroads continues to be the country's best bargain. For instance, a first class letter can be carried an average of 487 miles for only one-eighth of a cent, *provided it moves "By Train"!*

Employees who would like to have a pad of "By Train" stickers should address requests to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6.

The Milwaukee Road Magazine

appointments



J. P. Reedy



R. B. Amis



J. M. Fortman

Law Department

Effective Jan. 1, 1958:

J. P. Reedy is appointed general attorney with headquarters in Chicago. Mr. Reedy is a native of Chicago, a graduate of Ripon College, Ripon, Wis., and a law graduate of the University of Notre Dame. After engaging in private practice, he joined the Road's law department in 1951 as an attorney. Since June 1, 1955 he has been assistant general solicitor. He is a member of the Chicago, Illinois State, and American Bar Associations, and of the Society of Trial Lawyers.

Traffic Department

Effective Dec. 1, 1957:

R. B. Amis is appointed regional assistant to district traffic manager with headquarters at Los Angeles. Since Mr. Amis started as chief clerk in the Los Angeles agency in 1927, all of his service has been in that territory, first as city freight agent, then as traveling freight and passenger agent, and since 1952 as general agent.

J. M. Fortman is appointed general agent at Los Angeles, succeeding R. B. Amis. Mr. Fortman, who came to the Road in 1945 as chief clerk in the Los Angeles traffic office, has been city freight agent and traveling freight and passenger agent there, and since April, 1956 assistant general agent.

Mechanical Department

Effective Dec. 16, 1957:

P. J. Lucas is appointed assistant superintendent motive power with headquarters at Milwaukee.

T. J. Kubal is appointed general road foreman of engines, system, with head-

quarters at Milwaukee, succeeding P. J. Lucas.

A. M. Hagen, district master mechanic at Milwaukee Shops, will in addition to his present duties have supervision over locomotive department matters on the Milwaukee Division first, second and third districts, Madison, Wis., and the LaCrosse & River Division first district.

W. W. Henderson, master mechanic at Savanna, Ill., will in addition to his present duties have supervision over the Milwaukee wheel and forge shops and Tomah Shop.

G. J. Johnston, assistant superintendent motive power, Tacoma, is appointed district master mechanic of the Coast and Idaho Divisions with headquarters at Tacoma, Wash.

J. H. Kervin, assistant master mechanic, Deer Lodge, is appointed master mechanic of the Rocky Mountain and Trans-Missouri Divisions, with headquarters at Deer Lodge, Mont.

E. J. Huat, traveling engineer, Chicago Terminals, will in addition to his present duties, be assigned as traveling engineer on the Milwaukee Division first district, following the promotion of T. J. Kubal.

F. W. Howe, traveling engineer on the Dubuque & Illinois Division first district with headquarters at Elgin, Ill., will in addition to his present duties be assigned as traveling engineer to that portion of the Chicago Terminals, Galewood and Bensenville.

W. A. Hisman, traveling engineer on the Milwaukee Division second district with headquarters at Green Bay, Wis., will in addition to his present duties be assigned as traveling engineer on the Milwaukee Division third district.

V. L. Green, assistant superintendent car department, Milwaukee Shops, is appointed assistant mechanical engineer—car department, with head-

quarters at Milwaukee.

J. J. Drinka, shop superintendent car department, Milwaukee Shops, is appointed assistant to superintendent car department with headquarters at Milwaukee.

J. Hansen, assistant superintendent car department Milwaukee Shops, is appointed shop superintendent, succeeding J. J. Drinka.

Effective Jan. 1, 1958:

W. B. Gage is appointed master mechanic of the H&D, Twin City Terminal, Duluth Division, La Crosse & River Division second and third districts and LaCrosse, Wis., with headquarters at St. Paul, following the retirement of J. L. Brossard.

R. E. Magnuson is appointed master mechanic of Bensenville, Ill., and the Terre Haute Division with headquarters at Bensenville, succeeding L. H. Koch who retired on Dec. 31, 1957.

Engineering Department

Effective Dec. 1, 1957:

S. L. Bartels is appointed acting supervisor signals and communications at Deer Lodge, Mont.

No one would have crossed the ocean if he could have gotten off the ship in the storm.—Charles F. Kettering.

Don't drive as if you owned the road—drive as if you owned the car.

WHY NOT LET HIM OFFER THIS?





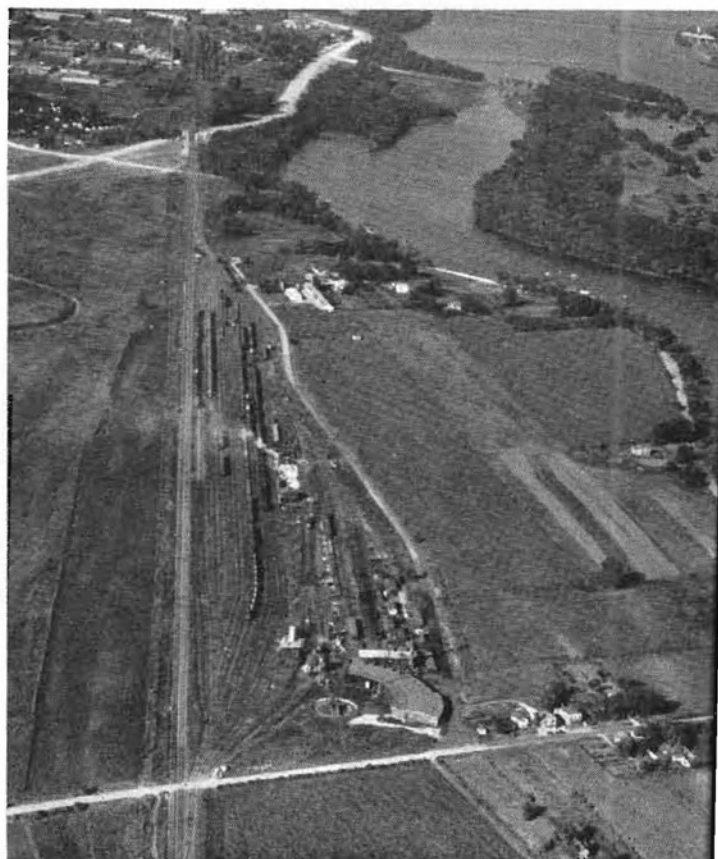
DUBUQUE, IA. *An interesting view of the Dubuque, Ia. yard and shop area, pictured in a southwesterly direction and showing at the top the main plant of the Dubuque Packing Company, which also leases the roundhouse and a number of the shop buildings. At left is a new Milwaukee Road yard alongside the Mississippi River, while the Road's line to Savanna, Ill. is shown leading off to the south.*

Looking at the Railroad

THE aerial survey of present and potential industrial sites along The Milwaukee Road which the industrial department made last summer was the subject of an article entitled "How to Use Aerial Railroad Photos," appearing in a recent issue of *Railway Age*. The 450-photo file which resulted from that survey, and from which the pictures for the "Looking at the Railroad" series of articles have been taken, were also shown in the *Railway Age* article to have found a number of by-product uses. Among other things, they provide a new perspective on maintenance problems; aid company engineers in discussions with representatives of local on-line communities; and are useful in negotiations with government agencies on such matters as highway construction.

NAHANT, IA.

Industrial development possibilities are apparent in this long view of Nahant, Ia., taken in an easterly direction. Nahant is located on the Mississippi River just south of Davenport, Ia. The roundhouse shown is leased to an outside industry and no longer used as a roundhouse.





PACIFIC JUNCTION, CHICAGO. One of the busiest spots on the railroad is Pacific Junction, shown here in a view to the south. The main line north from Chicago Union Station enters at top left and continues north at lower right. (Note train on this track being "wyed" for return to Western Avenue coach yard.) The main line west through Bensenville and Elgin is at upper right, while the line at left goes east to the Kingsbury Street line and Goose Island Industrial District. Among the large industrial plants shown in the lower part of the picture are those of Admiral Corporation, Montgomery Ward, and Playskool toys. A large city water pumping station (with smokestack) is shown in the center.



DAVENPORT, IA. An easterly view of this important Iowa city on the Mississippi, showing facilities of The Milwaukee Road and the Davenport, Rock Island and North Western. The yard and freight house at the upper left are those of The Milwaukee Road, and the line leading from the picture area at the extreme lower left is jointly owned Milwaukee Road and Rock Island trackage serving industries between Davenport and Nahant.

retirements

during November 1957



General Offices—Chicago and Seattle—Including System Employees

BARBER, CLEMENTINE L.
Clerk Chicago, Ill.
BINGHAM, MADELINE
Clerk Chicago, Ill.
HILL, CHARLOTTE M.
Secretary Seattle, Wash.
KARGER, CHARLES
Signal Foreman Chicago, Ill.
KIESELE, EDWIN G.
Supt. of Safety Chicago, Ill.
KRAEBBER, HENRY
Head Clerk Chicago, Ill.
LOETZ, FRANK H.
B&B Carpenter System
STWALLEY, ANNA M.
Clerk Chicago, Ill.

Chicago Terminals

CIEMINSKI, JOSEPH L.
Switchman Chicago, Ill.
DONOHUE, JAMES J.
Loco. Engr. Chicago, Ill.
FILUS, JOHN
Sec. Laborer Chicago, Ill.
HARGROVE, SARAH A.
Coach Cleaner Chicago, Ill.
KELLY, DAVID J.
Pipe Fitter Chicago, Ill.
MARINI, SANTINA P.
Coach Cleaner Chicago, Ill.
MCGOWAN, EDWARD F.
Loco. Engr. Chicago, Ill.
NUNES, EDWARD S.
Switchman & Ydmstr. Chicago, Ill.
TOROK, PAUL
Pipe Fitter Chicago, Ill.
WIGGEN, EMAN P.
Welder Foreman Chicago, Ill.
WOJCIECHOWSKI, CHARLES I.
Inspector Chicago, Ill.
ZAPPANI, ANTONIO
Mach. Helper Chicago, Ill.

Coast Division

GOOKSTETTER, GEORGE H.
Clerk Tacoma, Wash.
SCHWANKE, ROBERT J.
Asst. Rndhse Foreman Tacoma, Wash.
WINEHART, DEWEY G.
B&B Carpenter Hyak, Wash.

Dubuque & Illinois Division

JOHNSON, ANDREW C.
Loco. Engr. Kansas City, Mo.
LEE, EDWARD
Conductor Dubuque, Ia.
SPINNER, CLARENCE F.
Sec. Laborer Lansing, Ia.
VOGT, FRED O.
Sec. Laborer Spaulding, Ill.
WASKOW, BENJAMIN A.
Loco. Engr. Chicago, Ill.

Hastings & Dakota Division

MESSER, JOHN F.
Sec. Laborer Bird Island, Minn.

OLSON, GEORGE S.
Loco. Engr. Montevideo, Minn.
PHILLIPS, EARL D.
Sec. Laborer Waubay, S.D.

Idaho Division

BURTON, HAZEL J.
Sec. Laborer Tekoa, Wash.
SOLVANG, AUGUST
Ex. Gang Laborer Spokane, Wash.

Iowa Division

CUMMINGS, JOHN D.
Crane Operator Ia.
FRANKS, GEORGE A.
Switchman Perry, Ia.
MEREDITH, FORREST L.
Agent Conroy, Ia.

Iowa, Minnesota & Dakota Division

BOYETTE, WILLIAM C.
Painter B&B Sioux City, Ia.
FLETCHER, DOLLY B.
Clerk Elk Point, S.D.

JENKINS, ZANE D.
Conductor Sioux Falls, S.D.
LAMB, LEO E.
Storekeeper Sioux City, Ia.
MOE, NELS M.
Agent-Operator Flandreau, S.D.
MUSSIGMAN, JOSEPH M.
Switchman Mitchell, S.D.
NICHOLS, ESTIL R.
Pump Repairer Sioux City, Ia.
TORBET, RAYMOND R.
Carman Mitchell, S.D.
ZELLER, ALFRED J.
Loco. Engr. Mason City, Ia.

La Crosse & River Division

COURNOYER, WILLIAM F.
Warehouse Foreman Eau Claire, Wis.
EHLERS, HENRY M.
Loco. Engr. Red Wing, Minn.
KAISER, HENRY G.
Welder Tomah, Wis.
LeBOUTILLIER, THOMAS H.
Trainman Minneapolis, Minn.
LUECK, WILLIAM F.
B&B Carpenter LaCrosse, Wis.
NOWITZKE, LAWRENCE C.
Mach. Helper Wausau, Wis.

RRB Starts Plan to Stabilize Employment

The Railroad Retirement Board has set up a new program to conserve unemployment insurance funds and stabilize employment. It is a partnership idea whereby railroad management, railway labor, and the board will further share the responsibility of securing suitable employment for idled railroad employees.

Thomas M. Healy, the board's management member, has received endorsement of the program by the presidents of the major railroads. Briefly, here is how it works.

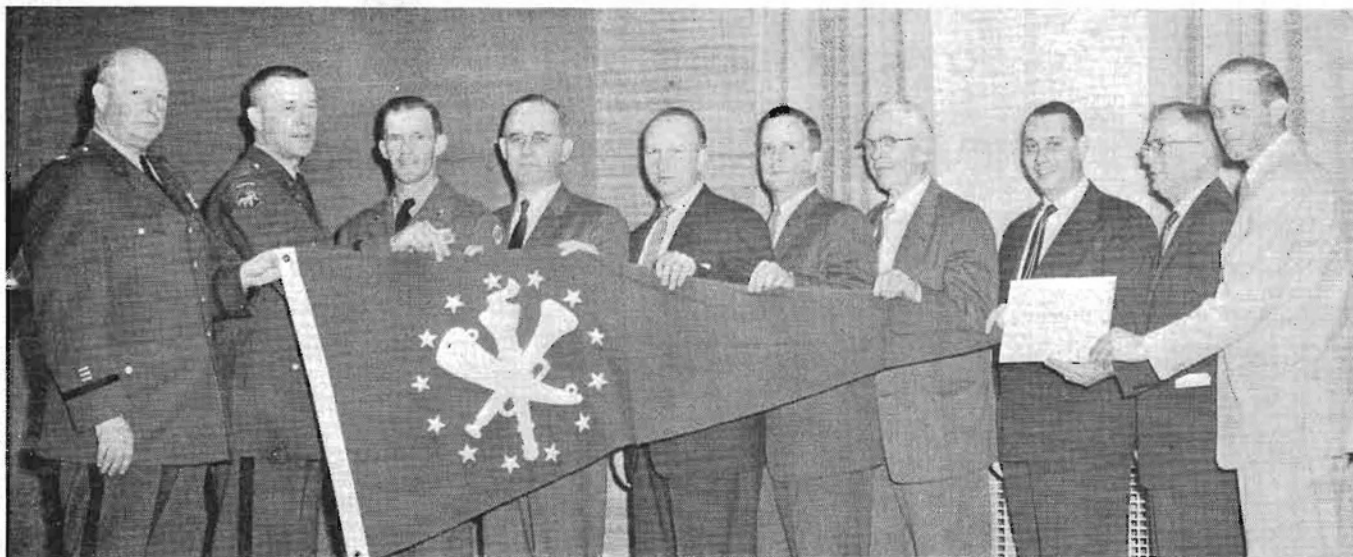
The board's field offices compiled inventories of the claimants for unemployment benefits as of Nov. 15, 1956. The results were relayed to the board's headquarters office in Chicago where they were summarized according to railroads, locations, and occupational groupings. The major railroads have since received summaries of these inventories covering employees last employed on their respective properties, and all board field offices

are being provided with similar data for their territories.

Field office managers are contacting division and shop officials, as well as others, to determine jointly the best method in each locality by which the greatest number of claimants can be placed in employment status, either in railroad service or in other fields.

H. L. Carter, director of the board's bureau of employment and sickness insurance, which administers the placement program, states that the excellent results thus far achieved in efforts to stabilize employment and conserve funds have inspired this new approach, adding: "The teamwork of management, labor, and the board was to a substantial extent responsible for a reduction of over 100 million dollars in unemployment insurance benefits and administrative costs last year. We sincerely believe that this partnership will be very fruitful."

The Milwaukee Road Magazine



FOR AIDING RESERVE PROGRAM. A Department of Defense pennant was hoisted over the Council Bluffs, Ia., sector of The Milwaukee Road on Nov. 13 when the railroad was honored for "outstanding cooperation to Reservists and Reserve activities." A citation, signed by Charles E. Wilson, then Secretary of Defense, referred specifically to the Road's policy of allowing employees to attend Reserve training camps and of publicizing the department's programs in company publications: "Such patriotic foresight provides real assistance to the success of our defense effort." Pictured here with the pennant are,

from left: Col. George Garton, chief of the Iowa Military District, who presented it; Capt. L. J. Gerner; Switchman F. E. Nelson, Council Bluffs yard, who is a master sergeant in the Reserves and who recommended the railroad for the award; J. T. Hayes, superintendent of the Iowa Division; Trainmaster P. F. Ziegler; Assistant Superintendent L. H. Walleen; General Agent N. P. Van Maren, Omaha; L. W. Schroeder, CF&PA in Omaha; Agent J. I. McGuire, Council Bluffs; and F. P. Fischer, perishable freight inspector and Milwaukee Road Magazine correspondent at the Bluffs.

Madison Division

COUGHLIN, AMBROSE B.
Machinist Madison, Wis.

Milwaukee Division

BONDE, GUSTAVE
Conductor Marinette, Wis.
CHRISTIAN, EDWARD E.
Conductor Channing, Mich.
ECKERBERG, FRED E.
Sec. Laborer Crystal Falls, Mich.
MILLER, WILLIAM H.
Conductor Green Bay, Wis.
SERWATKE, ANTON S.
Loco. Fireman Milwaukee, Wis.
TOBIN, HAROLD
Conductor Channing, Mich.

Milwaukee Terminals & Shops

BEACOM, CHESTER D.
Blacksmith Helper Milwaukee, Wis.
BLAKE, GEORGE S.
Carman Helper Milwaukee, Wis.
ENDERS, JOHN E.
Loco. Engr. Milwaukee, Wis.
GIERZYCKI, ANTHONY P.
Laborer Milwaukee, Wis.
GIESMAN, PETER W.
Painter Milwaukee, Wis.
GOLEMBIEWSKI, MICHAEL
Carman Milwaukee, Wis.
GUKICH, JOSEPH
Inspector Milwaukee, Wis.
HELD, ALFRED H.
Switchman Milwaukee, Wis.
HOPP, JOSEPH A.
Trucksmith Milwaukee, Wis.
JACKSON, WILLIAM
Laborer Milwaukee, Wis.



LUKASAVITZ, FELIX J.
Welder Milwaukee, Wis.
OLDENBURG, FRANK A.
Machinist Milwaukee, Wis.
PLUCK, JOHN J.
Laborer-Foreman Milwaukee, Wis.
RABUN, LOUIS H.
Master Mechanic Milwaukee, Wis.

Rocky Mountain Division

ANDERSON, NELS A.
Pipefitter Deer Lodge, Mont.
DEWEY, EVERETT F.
Mach. Helper Harlowton, Mont.

HOPKINS, EDWARD L.
Agent Deer Lodge, Mont.
WELLS, GEORGE R.
Sig. Maintainer Martinsdale, Mont.
YOUNG, THOMAS J.
Conductor Three Forks, Mont.

Trans-Missouri Division

DAKOLIOS, HARRY
Sec. Foreman Barber, Mont.
LARSON, LOUIS N.
Conductor Miles City, Mont.
STILES, CHARLES F.
Conductor Mobridge, S.D.

Twin City Terminals

CREASON, JOHN H.
Ex. Gang Laborer St. Paul, Minn.
DINEEN, JOHN F.
Switchman St. Paul, Minn.
FREDRICKSON, OLE
B&B Carpenter Minneapolis, Minn.
LYNESS, JAMES R.
Boilermaker St. Paul, Minn.
RUSAK, MIKE
Carman Minneapolis, Minn.

The fellow next door says that if he has a problem, he thinks it out on a riverbank. He can sit there all day long with a fish pole in his hand and get things sort of straightened up in his mind. He never catches a fish, but when he comes home, folks speak of him as a "patient fisherman." If he sits in the back yard at home all day thinking things over and putting his mind at ease, people speak of him as "that lazy fellow down the street."—Thornton, Ia. Enterprise

7 Ways to Lower Heating Bills



Close the door quickly. The cat will forgive you, and you'll save heat.

Do you dream of ways to lower your heating bills this winter? If your home wasn't "comfort engineered" when it was built, you can still save money by following these tips:

Replace any clogged filters in your heating system. This is essential for a free flow of warm, clean air. Replacing

filters is an "easy-to-do-it-yourself" project. Make sure, however, that you replace them with the right size.

Close the crawl-space vents, if your house has that type of construction. This is the area which separates the floor from the ground and permits access for the inspection and repair of foundations and basement-type equipment. Failure to close them in the winter results in cold floors.

If your attic insulation is exposed, check its depth. If it is less than six inches, you can trim heating bills by bringing it up to that specification. Where the walls are not insulated, blowing wool can be used to correct the condition.

Make sure cold air returns are not covered. These registers, although they seem dead, are really an essential part of the heating system. They allow cold air to be pushed from the rooms by the warm air from the furnace. Keep rugs and furniture away from them.

Leave your thermostat at the desired temperature during the day, and don't change it as the fancy strikes you. Some home owners feel they can save money by boosting the thermostat until the room is warm and then dropping it until the



room cools off. This is false reasoning. The extra fuel needed to bring the room back to the proper temperature eats up any temporary cut in consumption. Some saving can be realized by lowering the thermostat during sleeping hours, but that should be the only variance.

Close doors quickly — heat loss through them is greater than you think. The shorter the time the door is open the less heat escapes, the less cold air comes in, and the less you pay for fuel. Storm doors and windows must fit, and be well caulked. Much of their effectiveness is lost if they do not completely seal out the elements. By adhering to these tips you should have a warmer house for less money than you have been spending.



CLASSIC TARTANS. Men's wear is bright this winter, particularly in scarfs, socks, ties and vests. The wool scarf pictured here is knitted in the authentic Elliot Tartan of blue, with black and red cross bars. Completed, it measures 9 by 40 inches. A bit of Scotland is worked into the cardigan, the pattern being the classic Shepherd Tartan in natural heather and white. Knitting instructions are given for sizes 38, 40 and 42. Direction leaflets for the ELLIOT TARTAN SCARF and SHEPHERD TARTAN CARDIGAN are available without charge. Write for your copies to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



Set the thermostat where you want it, and leave it there, except during sleeping hours.

Use a vacuum cleaner to clean the filter of a forced-air furnace. During the heating season, once a month cleaning can save needless loss of heat and filter replacements.

Lamb Dinners Everyone Will Like

WHEN meals are being planned, a fact to keep in mind is that lamb, usually served as a leg roast, loin chops and in stew, is equally delicious in the newer cuts such as spareribs, leg steaks, rolled shoulder, short ribs and sirloin cuts. Here are recipes which feature two of the new cuts . . . leg steaks and rolled shoulder:

Glazed Lamb Shoulder With Orange-Mint Sauce

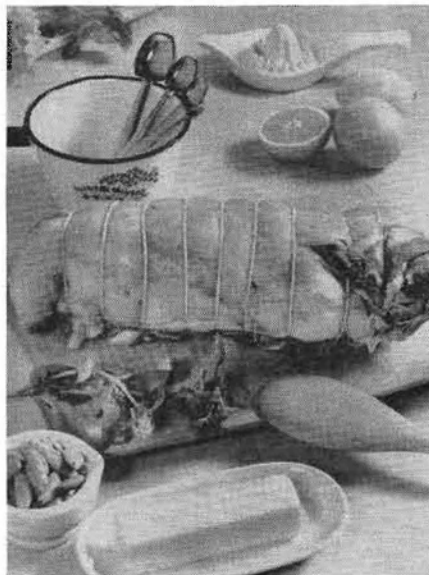
- 1 4-lb. boned shoulder of lamb, rolled and tied
- 1 6-oz. can frozen orange juice concentrate
- $\frac{1}{4}$ cup lemon juice
- $\frac{1}{4}$ cup butter
- $\frac{1}{2}$ tsp. salt
- $\frac{1}{2}$ cup finely chopped celery
- $\frac{1}{4}$ cup slivered almonds
- $\frac{1}{4}$ cup chopped mint or 2 tbsps. dehydrated mint flakes

Place lamb on rack in roasting pan and bake in a 325° F. oven 1 hour. Combine orange juice concentrate, lemon juice, butter and salt. Cook 5 minutes; mix well. Brush lamb with mixture and bake $1\frac{1}{2}$ to 2 hours, until done. Brush occasionally with juice mixture while baking.

Meanwhile combine the remaining orange juice mixture and celery. Cook 5 minutes. Add almonds and mint; mix well. Serve with meat.

Lamb Steak Special

- 2 tbsps. butter



Glazed Lamb Shoulder



Lamb Steak Special

- 4 lamb leg steaks about $\frac{1}{2}$ -inch thick (about 2 lbs.)
- 2 tbsps. lemon juice
- 2 tbsps. chopped parsley
- $\frac{1}{2}$ cup chicken stock or bouillon

Melt butter, add lamb steaks, and cook until browned on both sides. Add chicken stock or bouillon and lemon juice. Cook, covered, over low heat 30 minutes. Sprinkle

with parsley.* For an appetizing dinner, serve with baked potatoes topped with sour cream and chives, Waldorf salad and garlic bread.

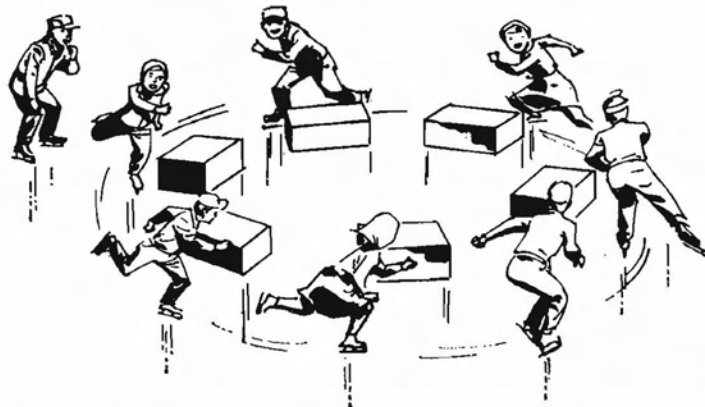
*Or broil steaks 3 to 4 inches from heat 15 minutes, or to desired doneness. Combine remaining ingredients. Cook over low heat 10 minutes and serve with lamb.

Back-Yard Fun

On the Ice

IF you believe in the safety of back-yard living and playing for your youngsters, and live in a climate where freezing temperatures prevail during the winter, you can give an ice-skating party in your own back yard. A party like the one suggested in the current issue of The American Home magazine will provide an outlet for a lot of pent-up energy at the same time it keeps them off the streets.

Step number one is to have one adult present to organize the games. A variation of musical chairs is a good starter. Use cardboard boxes instead of chairs,



and set them up in a circle on the ice—one less box than there are players. A portable phonograph makes a good musical background. Another possibility is a game called "broomball." It is played just like hockey, substituting brooms for hockey sticks and a softball for the puck.

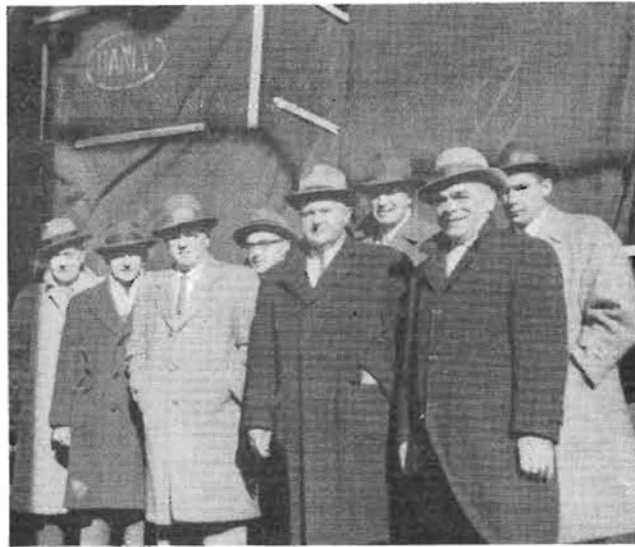
Many other games can be adapted to fit—shuffle board on ice, checkers on ice,

and so on. Mark off the playing fields with household bluing. Bluing, incidentally, freezes fast. For the "ice checkers" use colored paper plates.

For the rink, clear an area about 20 x 30 feet. Essential to the success of an ice-skating party is a large pot of hot chocolate kept warm over an outdoor grill, and hot dogs and hamburgers waiting on the side lines.

High, Heavy and Heated

Milwaukee Road and Danly Machine Specialties representatives who supervised the movement and the application of heat to the load. Left to right: C. L. Kuhns, general diesel foreman; John P. Rady, Danly traffic manager; F. J. Kuklinski, Chicago Terminals superintendent; George Barry, assistant superintendent, Milwaukee Division; Robert W. Graves, assistant superintendent, Chicago Terminals; L. H. Koch, master mechanic; E. J. Huart, traveling engineer; and D. D. Fisher, general district car foreman.



THE drama of the heavy, high and wide load, which is enacted on America's railroads every day of the year, took an interesting turn late in November when The Milwaukee Road moved two huge loads *under steam heat* from Chicago to Milwaukee.

The shipments, received by the Milwaukee from the Belt Railway on Nov. 24 and Dec. 1, each consisted of a 282,000 pound bed section for a mam-

moth stamping press which originated with the Danly Machine Specialties, Inc. in Chicago, and which was being sent to the A. O. Smith Corporation plant in Milwaukee for heat treatment.

Standing 18 feet 11½ inches high, the loads squeezed under the elevated structure at one point in Chicago with only a quarter inch to spare.

The press bed section had to be kept warm because of what a Danly spokes-

man referred to as a "brittleness" resulting from strains induced during welding. Chilling would have cracked it, he said. To keep it at about 70 degrees during the trip, each portion of the device was insulated immediately after it was welded, and a steam heating system built around it.

Reporting the operation to the Magazine, Chicago Terminal Superintendent F. J. Kuklinski said that in order to maintain that temperature and handle the movement, the Milwaukee furnished a diesel locomotive equipped with a steam generator and a special hose. Each stage in the handling called for extreme caution, he said.

Each car was handled in a special movement, accompanied by Traveling Engineer E. J. Huart of the Chicago Terminals, and Assistant Superintendent G. J. Barry of the Milwaukee Division.

Transport by Truck Requires 20 Times Rail Man-Hours

WESTBROOK PEGLER is a newspaper columnist whose often controversial opinion sometimes stirs up just the debate his barbed wit strives for.

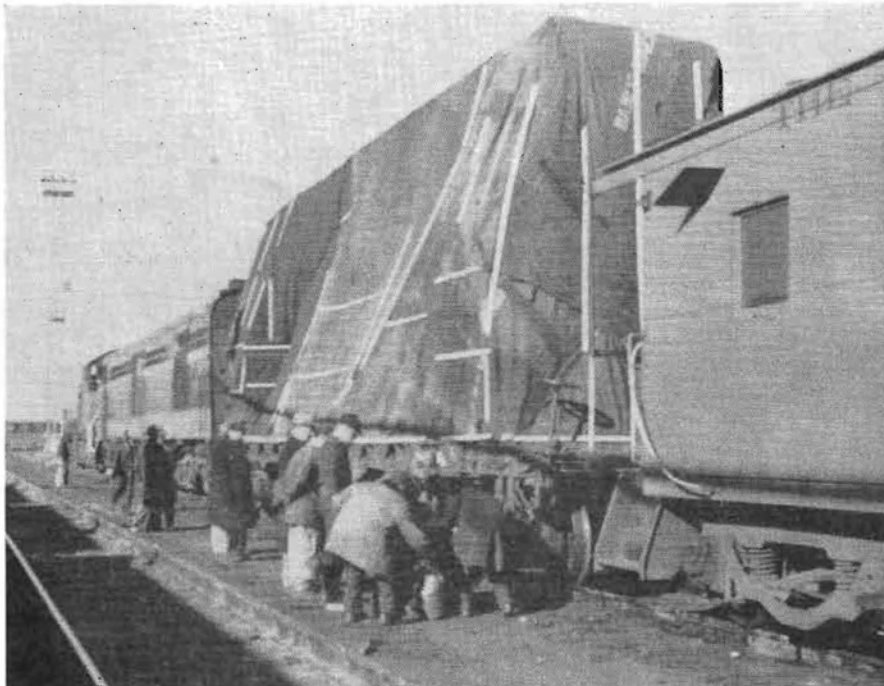
There can be little debate, however, about these solid facts Colonel Robert S. Henry, vice president of the Association of American Railroads, mustered in reply to a recent Pegler suggestion that railroad tracks be paved over and used as truck-ways:

"The following facts may be of interest," Mr. Henry wrote. "The average freight train in the U. S., usually operated by a crew of five men, carries more than 1,400 tons of freight. To move the same tonnage by motor truck would require, at average loadings of intercity trucks, 140 vehicles and at least that many drivers.

"To move a given quantity of freight across the continent by motor truck would consume nearly four times as much fuel and require nearly 20 times as many man-hours of crew labor as to do the same job by railroad.

"The railroads haul a ton of freight one mile for an average revenue of less than 1½ cents, as against an average of 6 cents per ton-mile for trucks reporting to the Interstate Commerce Commission.

"To attempt to move by motor truck the tonnages presently moved by rail, if it could be done at all, would involve a staggering waste of manpower, fuel and money."



Carmen at work on the 390,000-pound-capacity car provided by the Milwaukee for handling the shipment.

Know Your Magazine Correspondent...

It has been a while since the names of the employees who serve the Magazine as correspondents at various points on the system were listed together as a group. These are the people who serve as the Magazine's volunteer staff, and some of them have been with us for many years, doing a consistently fine job. All of them deserve credit for undertaking a task on behalf of their fellow employees and their company.

If you have news to report, these are the people to contact. As a matter of fact, they need your help if they are to do their best as reporters of personal and company news.

It is well to bear in mind, however, that the Magazine can publish only a part of the material it receives. It must not confuse itself with the country weekly in its handling of personal news, and it must be cautious with regard to the private joke which might hurt. In other words, if the news item or the picture which you contribute fails to appear in the pages of the Magazine, it is not necessarily the fault of the correspondent. Like reporters the world over, he has rules to follow and deadlines to meet. But your correspondent will always appreciate your keeping him in mind.

—Editor

General Offices - Chicago

Martha Courtwright . . . Auditor of Equipment Accounts Office
Mrs. Lucille Forster . . . Auditor of Station Accounts and
Overcharge Claims Office
G. C. Harder . . . Office of Vice President-Operation
Mary Harrison . . . Auditor of Expenditure Office
Norman Hendrickson . . . Freight Auditor's Office
L. J. Hogan . . . Auditor of Capital Expenditure Office
Grace Klauber . . . Engineering Department
P. G. Lykken . . . Freight Claim Department
Bertha Sexton . . . Purchasing Department
W. J. Tidd . . . Auditor of Passenger Accounts Office

General Offices - Seattle

Margaret Hickey . . . General Manager's Office

Chicago Terminals

Dorothy Lee Camp . . . Bensenville Yard
Carolyn Di Cicco . . . Union Street Freight Office
Norma Gunderson . . . Galewood Freight Office

Coast Division

Elisabeth L. Crawford . . . Agent's Office, Tacoma
Gene Park . . . Operator, Bellingham

Dubuque & Illinois Division

Eunice Stevens . . . Superintendent's Office, Savanna

Hastings & Dakota Division

R. F. Huger . . . Operator, Aberdeen
Martha Moehring . . . Assistant Superintendent's Office,
Montevideo

Idaho Division

Ruth White . . . Superintendent's Office, Spokane

Iowa Division

Ruby Eckman . . . Dispatcher's Office, Perry
F. P. Fischer . . . Perishable Freight Inspector,
Council Bluffs
Leola Gonsales . . . Freight Office, Cedar Rapids

Iowa, Minnesota & Dakota Division

Erle Jorgensen . . . Dispatcher's Office, Austin

January, 1958

Sophia P. McKillip . . . Division Freight & Passenger Agent's
Office, Mason City
Florence Paullin . . . Roundhouse Office, Mitchell

La Crosse & River Division

Mildred Conklin . . . Assistant Superintendent's Office, Wausau
K. D. Smith . . . Operator, Portage

Madison Division

W. S. Busky . . . c/o Agent, Rockford
J. W. Loftin . . . c/o Agent, Janesville

Milwaukee Division

J. E. Boeshaar . . . Superintendent's Office, Milwaukee Union Station
Florence F. Gotto . . . Assistant Superintendent's Office, Green Bay
L. W. Hultman . . . Agent, Richfield

Milwaukee Terminals & Shops

Pearl Freund . . . Fowler Street Freight Office
Grace M. Johnson . . . General Superintendent's Office, Union Station
H. J. Montgomery . . . Mechanical Engineer's Office,
Milwaukee Shops

Virginia Tabbert . . . District Storekeeper's Office
Milwaukee Shops

Rocky Mountain Division

L. C. McKinnon . . . c/o Agent, Three Forks

Terre Haute Division

Christine Reichert . . . Superintendent's Office, Terre Haute

Trans-Missouri Division

Dora H. Anderson . . . c/o Agent, Mobridge
D. B. Campbell . . . Superintendent's Office, Miles City

Twin City Terminals

Mary F. Shields . . . General Agent's Office, St. Paul
Oriole M. Smythe . . . General Car Department Supervisor's
Office, Minneapolis Shops
G. V. Stevens . . . Local Freight & Traffic Department
Office, Minneapolis
J. J. Taylor . . . Stationmaster, Minneapolis Union Station

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Robert J. Schwanke, roundhouse foreman at Tacoma, retired in November. He began his railroad service in 1908 at Glendive, Mont., on the Northern Pacific as a callboy when he was 14 years old, and came to the Milwaukee Road in 1922 as a machinist at Lewistown, Mont., later working at Ottumwa, Ia., and Aberdeen, S. D. In 1925 he became a foreman at Aberdeen, then foreman at Othello. He came to Tacoma as assistant foreman in 1944. A few months ago Mr. Schwanke was hit by an automobile while crossing a street, which necessitated his retirement. He expects to live in Tacoma.

Charles E. Morton, 70, for many years the general chairman of the Transcontinental Freight Bureau's Board of Adjustment for the Brotherhood of Railway Clerks, died Nov. 15 while attending a lodge meeting. He was born in Winnipeg, and had lived here 55 years. He retired in 1955.

P. C. (Phil) McCaffery, former car inspector in Tacoma, was transferred to Avery, Ida., Nov. 1 as car foreman.

Hazel Gottlieb of the chief carpenter's office spent November and December in El Monte, Calif., as the guest of her sister, Mrs. John R. Stevenson.

Clyde Medley, former district general

car foreman, died in Puyallup Nov. 1. Mr. Medley, retired since 1949, had worked all on Lines West—last in Seattle. He moved to Puyallup after he retired.

Switchman Tom Deveraux, who retired last year, passed away Oct. 23.

Hazel Cardle of the roadmaster's office is the proud grandmother of Renee Esther Hopp, born Nov. 13. The baby has a sister, Michelle.

Roadmaster D. H. Peterson is vacationing in California at this writing. Jim Coutts, assistant roadmaster from Cedar Falls, is relieving.

Retirement congratulations were offered to two store department employees at a dinner at the Top of the Ocean on Nov. 2—Ray Fletcher, chauffeur with 42 years of service, and George Gookstetter, clerk with 39 years. Both were presented with wallets in recognition of their faithful service.

Silver Passes, in recognition of 45 years of service, have been presented to Engineer J. B. Johnson and Fireman John A. Johnson, both of Tacoma.

The Maniteau Community Clubhouse in Tacoma was recently the scene of a reunion of more than 100 Maldenites, with their children and grandchildren. The list included people from Tacoma, Seattle, Puyallup, Milton, Port Orchard, South Cle Elum, Shelton, Aberdeen, Port Angeles, Wenatchee, Carlsborg and Sitka, Alaska. Malden, founded in the beautiful Palouse Hills south of Spokane in 1910, owed its existence and early prosperity to The Milwaukee Road, which selected it for a division point. Although its railroad citizens are now scattered, many of the people who attended the reunion are still with the Road in other locations.

Terre Haute Division

Contributed by J. Frances Pettus
Superintendent's Office, Terre Haute

Bert Brown, retired clerk of the Terre Haute freight house, planned to spend the Christmas holidays with his son James in Phoenix, Ariz.

Operator P. D. Gudgel has returned to the Road after spending two years in the Army. He is working the swing job at Webster, Ill.

Engineer R. C. Adams retired Nov. 22 after 40 years of railroad service.

John Mahalek of the Terre Haute freight house has a new grandson, born Nov. 25 to his daughter, Connie Keller of Shelbyville.

At this writing, Joe McMahon of the store department is confined to the hospital due to a heart seizure; Alva Brown, retired carman, is convalescing at his

home after having undergone surgery; and Ben Carr, retired conductor, is recovering from a prolonged illness.

We are sorry to report the death of Engineer E. S. Baker on Nov. 22. He had been with the railroad 40 years. Also, Retired Carman L. E. Callahan suffered a heart attack and passed away Oct. 30.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Nino Di Gregorio, relief clerk, passed away suddenly Nov. 7.

D. J. Boyle of the cashier's department and wife celebrated their golden wedding anniversary Nov. 19. Their children arranged a surprise party for them, inviting a host of relatives and friends to the Belvedere Club on Sunday, Nov. 24.

Sam Lebo, conductor on the candy company job at Galewood, received his Silver Pass in November.

Sympathy was extended to Auto Mail Clerk R. D. McCutcheon, whose father passed away Nov. 23, and to Foreman Irvin Parsons, whose mother passed away Nov. 29.

The penny social held at the November meeting of Fullerton Avenue Chapter of the Women's Club made a profit of \$258.68. Minnie Tobias, president, wishes to thank all who helped to make it a success, and Ways and Means Chairman Mathilde Nauheimer for securing so many nice donations. Election of officers for 1958 was held with the following results: Mrs. Ella Ugglia, president; Mrs. Minnie Tobias, first vice president; Mrs. Wanda Szpalski, second vice president; Mrs. Ethel Block, third vice president; Miss Anna Anderson, treasurer; Mrs. Marie Horatt, assistant treasurer; Mrs. Ruth Brauneis, recording secretary; Miss Oma Carruthers, assistant recording secretary; Mrs. Catherine McCants, corresponding secretary; Mrs. Wynn Kasow, assistant corresponding secretary; and Mrs. Grace Grall, historian. Installation of officers will be held Jan. 14.

UNION STREET

Carolyn DiCicco, Correspondent

Thomas C. Carroll, stower, retired Nov. 1 to take care of his health. He started with the Road at House 2 in 1935, and transferred to House 1 a year and a half ago. On Nov. 14 employees in the various freight houses gathered to bid Tom a happy retirement, and Agent Bert M. Smith presented him with a gift. I. G. Wallace, supervisor of sta-

Retired Men ... Want to Join a Club?

RETIRED Milwaukee Road men who are interested in organizing an Old Timers Club are invited to meet at the Maryland Hotel, 625 North Fourth St., Milwaukee 3, Wis., on Jan. 22. Registration will start at noon, and luncheon will be served at 1 P.M. in a private dining room of Nick Lewin's Steak Ranch in the hotel. Officers will be elected.

This meeting is for "men only," but plans call for including the ladies in some of the club's future activities. The cost is \$3.00 per person. Please make your reservation as soon as possible, sending checks or money orders to George E. Passage, retired Milwaukee Division assistant superintendent, in care of the Maryland Hotel.

tions, H. P. Gallagher Jr., general foreman, and W. T. O'Connor, superintendent of Acme Fast Freight, were also present.

William R. Roberts, retired Kinzie Street notice clerk, passed away on Nov. 21 in Evanston Hospital after a long illness. Mr. Roberts came to the Milwaukee's Union Street freight office in 1926 and left in 1935 to go with the Chicago Railroad Freight Collection Bureau. Returning in 1942, he worked in the general agent's office and starting in 1945 at Union and Kinzie Streets until his retirement in February, 1947. During World War I he fought with the Canadian army and was a member of the Canadian Legion. Immediate survivors are his wife Ruby, a son, William Jr., and daughter Betty.

Frank Vari, stower at House 8, has been confined at home for a month at this writing, with an eye ailment.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Chief Clerk Ed Meiers and wife Marge, former bill clerk, were proud of their son Bill when on Nov. 15 trophies were presented to the Little League Indians of Elmhurst, Ill., of which he is a member. The Indians won the championship play-off between the National and American league teams.

Retired Switchman Robert W. Alexander and wife Elsie of Camp Point, Ill., were recent visitors of Switchtender Bill Standard. Fifteen years of retirement surely seem to agree with Bill.

Marty McGuire, former yard clerk now of Pensacola, Fla., was a recent visitor at Bensenville. Said he was glad he didn't have to be out carding trains in our kind of weather.

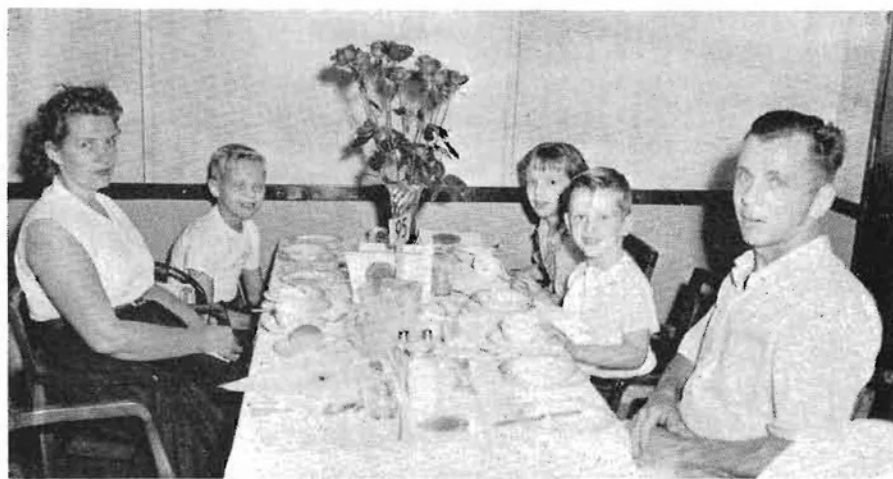
Retired Switchman "Sergeant" Toning and wife Ruth found a Silver Pass to be good on more than Milwaukee Road trains. On a recent trip to Disneyland, "Sergeant" asked if his pass would be honored on the Disneyland railroad, and it was as good as a ticket for both himself and his wife. "Sergeant" and Ruth visited the Bill Brecklands (retired engineer) while in California.

William M. Taff Jr. and wife Shirley welcomed daughter Deborah on Nov. 8. Little Deborah has a brother, William M. Taff III, and a sister, Linda.

Mrs. Herman Boeck, widow of deceased assistant agent, was hospitalized recently for surgery. Reports from the village hall in River Grove where she works were that she was getting along fine.

Assistant Agent Clarence Kuhnberger, who is just recuperating from surgery, and wife Madeline enjoyed a vacation in Cheyenne, Wyo.

Chief Clerk Tony Martinek's son



ABOARD THE QUEEN MARY, H&D Sectionman Clarence Eliason of Appleton, Minn., is shown with his family returning from a six-week visit with Mrs. Eliason's parents and two brothers in her former home near Paris. They sailed round trip on the English ship. During the family's stay in France, the children, Evonne, Allen and Joel, attended the local school and before they left for home had made considerable progress in the French language.

LAST TIME UP. Steve Brophy, veteran H&D engineer, who made his last trip on Nov. 27, was snapped in this familiar pose by Fireman Maurice Nelson. Says Correspondent Martha Moehring, "Steve is famous here for his uncanny memory. He knows enough railroad lore to fill volumes, and can sit by the hour and reminisce of incidents that occurred when railroading was a rough occupation. With his retirement went the end of an era."



50 YEARS IN CHICAGO. J. J. Connolly, veteran rate clerk at the Galewood freight station in Chicago (right), pictured accepting the congratulations of F. J. Kuklinski, superintendent of the Chicago Terminals, as the holder of a new Gold Pass. During his half century of service, all in the Chicago Terminals, he has worked on almost every clerical position in the district.

UNTIL WE MEET AGAIN. Promises to keep in close touch with their co-workers in the Chicago signals and communications department punctuated this leave-taking between long-time switchboard operators Margaret Metcalf (left) and Myra Wickstrand (right) at a farewell dinner given by about 20 Chicago area operators on Nov. 20. Affixing the orchid is Betty Nelligan, chief operator in the Union Station. The party was timed to coincide with Mrs. Metcalf leaving to make her home in Trevor, Wis. Mrs. Wickstrand is staying on in Chicago.



QUIZ answers

1. One thousand times greater.
2. Two.
3. Four feet eight and a half inches.
4. Both passenger and freight service.
5. Janney coupler.
6. Association of American Railroads.

Herman Hammersmith

IN Milwaukee, Wis., Herman Hammersmith, an official watch inspector for The Milwaukee Road since 1900, passed away on Dec. 3. He was 87 years old.

As a top man in his line of work, Mr. Hammersmith enjoyed the patronage of three generations of Milwaukee Road men. He was a native of Naperville, Ill., who moved to Milwaukee in 1888 and became an apprentice watchmaker in the firm of Stanley & Company, then the city's largest jeweler. When in 1900 that company went out of business, he opened an office at 332 W. Wisconsin Avenue and almost immediately was appointed an official watch inspector for The Milwaukee Road, as well as for other roads serving the city. The relationship with our company continued without a break until last Nov. 15 when illness prevented him from going on.

For the past 30 years Mr. Hammersmith had advertised in The Milwaukee Road Magazine. His services were identified with the familiar slogan, "Time Is Our Business". With his death, his office on Wisconsin Avenue was closed.

Jimmy, who played Little League ball at Bensenville this year, has been awarded a trophy as a member of the winning team in the league.

A Gold Pass has been presented to Conductor John Holquist of Bensenville. Carman William Berecz received his Silver Pass.

At this writing, Elmer Wood, retired Chicago Terminals switchman and husband of Ellen Wood, a Galewood clerk currently on leave, is hospitalized and in serious condition. His stepson James Kelly, a former Bensenville employe (now in the car department at Western Avenue) who with his wife left Dec. 1 for Tucson, Ariz., returned home upon being notified of Mr. Wood's illness.

A total of 169 years of service is represented in the records of these four employes of the accounting department in Chicago who are pictured with R. P. Kauppi, auditor of expenditure (right), and H. G. Russell, chief disbursement accountant (rear), as they retired before the close of the year. From left: O. L. Lodge, Mary I. McCormick, P. G. Bauer and Alice Moss Bauer. For the story, read the column of Magazine Correspondent Mary Harrison.



Chicago General Offices

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

With deep regret we report the death of Felix Specht, who passed away Nov. 22, at the home of his nephew, Joseph Shemroske, after an illness of several months. He was bureau head of the record room and had been with our company since April, 1915.

Sympathy was extended to Chief Traveling Auditor F. H. Joynt on the death of his father Nov. 25 at Clear Lake, Ia.

Bureau Head Frank Karczewski is the grandfather of "Gary Mark," born to his son and daughter-in-law Oct. 29. Another grandson has been added to the list of grandchildren of Bureau Head E. W. Siuda. A son, Michael Kenneth, was born to the wife of Traveling Auditor K. C. Wenel, and a daughter, Cheryl Ann, to the wife of Claim Investigator R. W. Struwe.

PURCHASING DEPARTMENT

Bertha Sexton, Correspondent

Another one of our men has returned from military service, Joe Gajewski. Joe served as specialist 3rd class, photographer, at Dexheim, Germany, a small town along the Rhine River. He expects to do some free lance photography in the future, as he brought a very fine outfit back with him. He reported to work Dec. 2 as price clerk.

Don Russo, expeditor, is a proud father, as his son Brian was a prize winner on a Hallowe'en WBKB-TV show. He was dressed as a little pumpkin.

Sympathy was extended to Elmer Eldridge, freight clerk, on the death of his wife, Tina.

Miss Loretta Kuhn, secretary to the assistant to chief purchasing officer, reports having a fine vacation in Bermuda.

OFFICE OF FREIGHT AUDITOR

Norman R. Hendrickson, Correspondent

The freight auditor's bowling team is currently tied for first place in the Milwaukee Road Men's League. Those of you who like bowling can root for our team Friday nights at Rolaway Recreation.

Through a phone conversation with Carl Kemnitz, I found that he will return to work in the review bureau this month. Carl has been on a 10-month leave of absence.

They may have to change that old saying to "Join The Milwaukee Road and See the World." Quite a number of us have done some widespread traveling in the past few months. Here are a few vacations, just to give you an idea of where we have been: Dave Kronon of the revising bureau, and his wife Marilyn spent two beautiful weeks at Miami Beach, Fla. If you don't believe me, just ask Dave to see the pictures they took. Marilyn works in the statistical bureau, and from that bureau, I found out that Flossie Padgett had spent a week in Dallas, Tex., visiting her son. Jack Narva, of the review bureau, and his wife visited their daughter and grandchildren in Houston, Tex. Roy Kling of the revising bureau just came back from a trip to England.

Georgianna Kuchvalek and Wilma Todd of Waybill Filing are, at this writing, on leave of absence, Georgianna due to illness and Wilma due to an injury. Pat Manzella and Chris Scroggin of the same bureau, and Edna (Lessentine) Brough of Keypunch and Coding have left the Road to become homemakers.

Marie Warnimont of the statistical bureau recently became a grandmother for the fourth time. Her daughter, Mary, has named the new baby "Walter."

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

The other day Daniel Frederick Bessey (age 7 months) paid us a visit, accompanied by his Mom, Marge, to see what manner of place his Dad (D.A.B.), holds forth in so he can bring home the groceries.

Herman Reinsch, draftsman under E. E. Burch, served on jury duty from Oct. 28 through Nov. 8 at the Circuit Court. He found it an interesting experience to see the processes of the law.

Charles Fichtner, formerly steel bridge inspector with service from August, 1912 to December, 1947, passed away at the age of 87 on Nov. 4 at his residence, 3119 W. Wells Street, Milwaukee. He is survived by his wife, Emma, and daughter, Evelyn A. Lundahl. Services were held under the auspices of Wisconsin Lodge No. 13, F. & A. M., at the Ritter Funeral Home in Milwaukee, with interment in Forest Home Cemetery.

The Milwaukee Road Magazine

Floyd Tornes, son of Gunnar Tornes, who at the time of his retirement in 1946 was superintendent of bridges and buildings, died after a long illness. Funeral services were held Nov. 14 from the Alten Mortuary in Evanston, Ill. Floyd worked in the Chicago Terminals engineering department and later was employed in the system steel crews.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Jim Alopogianis was released from Army service Thanksgiving morning and dropped in for a visit. From the look of things, he expected to return to the Freight Claim after a brief vacation.

Don Christoff has returned from service with the Navy, and everyone was pleased to see him.

Sgt. Fred Ellis and wife Grace are the parents of a boy born Nov. 5. Mrs. Ellis was formerly Grace Williams.

Mr. and Mrs. Ed Marciszewski announce the arrival of Louise Mary on Nov. 16.

Mrs. Al Ducret, wife of assistant freight claim agent, who had been hospitalized for some time, recently returned home. We hope her convalescence will be quick.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

The close of business on Dec. 10 brought to an end a combined total of 169 years of service accumulated by the following four employees in this office:

Paul George Bauer began his service on Sept. 1, 1908, in the freight claim department, and in 1910 transferred to the fuel department where he worked until

1918, when he enlisted in the Navy. After his Navy discharge he returned to work in the auditor of expenditure's office. He was advanced to assistant bureau head of the statistical bureau in 1922 and in 1950 was promoted to bureau head. He holds a Silver Pass.

Alice Moss Bauer started her service in the general offices of the Chicago, Terre Haute & South Eastern Railway on Jan. 2, 1912. When the C.T.H.&S.E. and the Milwaukee Road merged in 1921, Alice joined the auditor of ex-

penditure's force. She was advanced to assistant bureau head of the statistical bureau in 1953, the position from which she retired on Dec. 10. Alice also holds a Silver Pass.

Mary Irene McCormick, with more than 40 years of service (having started in the auditor of material accounts office in 1917), is proud of her immediate family's total of 130 years of service. Her father, Edward McCormick, started as a waterboy and became an engineer, retiring after 52 years of service. Her brother William, a fireman, who lost his life in an accident, had 38 years. Mary transferred to the auditor of expenditure's office in 1919, in which she has served on various positions in connection with the accounting for, preparation and processing of vouchers.

Oscar LeRoy Lodge began his service on Jan. 1, 1922 at Montevideo, Minn. He became assistant accountant at Aberdeen, S. D., and from there went to Minneapolis. At the time of the accounting department consolidation in 1940 he joined the auditor of expenditure's office, in which he has held various positions, the last being analysis clerk in the A.F.E. bureau. Oscar is also of a Milwaukee Road family. His brother, the late A. E. Lodge, served as auditor of investment and joint facility accounts until his death, and another brother, Walter, is a retired traveling accountant of this office.

Marie Stwalley of the bookkeeping bureau, who has been on furlough, retired on Nov. 14 after more than 34 years of service. As we did not get an opportu-



STARTING HIS SECOND HALF-CENTURY of service, C. M. "Cal" Reed, chief operator in the Chicago relay office, is pictured with his new Gold Pass. He is known to signals and communications people all over the system. Congratulating him on his 50-year anniversary are, from left: A. S. Beiter, manager of the Chicago relay office; D. L. Wylie, communications engineer; B. J. Worley, assistant chief engineer signals and communications; H. J. Flint, equipment maintainer, and a 50-year veteran also; and F. T. Ross, system supervisor of relay offices.

"THESE TEXAS FARMERS INSIST ON TIMKEN ROLLER FREIGHT TO GET THEIR PRODUCE TO MARKET."

(Advertisement)

here's how we're doing



	OCTOBER		TEN MONTHS	
	1957	1956	1957	1956
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$23,153,787	\$23,790,352	\$215,221,513	\$213,839,145
PAID OUT IN WAGES	10,386,901	10,980,847	104,280,775	104,648,706
PER DOLLAR RECEIVED (cents).....	44.9	46.2	48.5	48.9
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	716,449	739,950	7,310,249	7,201,416
PER DOLLAR RECEIVED (cents).....	3.1	3.1	3.4	3.4
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	10,573,429	10,602,219	97,624,123	97,247,687
PER DOLLAR RECEIVED (cents).....	45.7	44.6	45.4	45.5
NET INCOME	\$1,477,008	\$1,467,336	\$6,006,366	\$4,741,336
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	120,497	132,696	1,104,936	1,160,673
Decrease 1957 under 1956.....	-12,199		-55,737	

nity to extend our best wishes for a happy retirement to Marie, we would like to take this means of doing so.

Sympathy was extended to recently retired Georgia Perry, formerly of the A.F.E. bureau, on the death of her sister Lauretta, who passed away on Nov. 15 at Minneapolis after a long illness.

The paymaster's office was the scene of great festivities on Nov. 15, it being the day on which Lead Pension Clerk Edward S. DeVries became 70 years "young." His co-workers gifted him with a sweater, scarf and gloves, along with cookies, candy and sincere good wishes for many happy years ahead. Mrs. DeVries sent a birthday cake which Ed cut. It was delicious.

On Nov. 23 J. R. Schmidt became Mrs. Richard A. Henikman in a candle-light service at Bethlehem Evangelical and Reformed Church. They spent their honeymoon in Cleveland, Ohio, to give Richard a chance to introduce his bride to his friends and relatives.

We welcomed newcomers Jean M. Thomas and John J. Swiderski to our force during November.

Doing things the way they have always been done is a dangerous substitute for thinking.

PASSENGER TRAFFIC DEPARTMENT

Lawrence W. O'Sullivan, retired assistant chief rate clerk, passed away Dec. 4. He is survived by his wife, Adelaide, and five children. He was the grandfather of 15. "Larry" Sullivan started with the Road's accounting department in 1905 and served there until 1917. From July of that year until March, 1920 he was employed in the Military Bureau under the jurisdiction of the Trans-Continental Passenger Association. Returning then to the railroad, he became a rate clerk for Passenger Traffic, and held various positions in the department until his promotion to assistant chief rate clerk in 1944. He retired on Sept. 28, 1956. "Larry" was a member of St. Pascal's Church and the Knights of Columbus. Interment was in St. Joseph's Cemetery.

AUDITOR OF EQUIPMENT ACCOUNTS

Martha Courtwright, Correspondent

Jean Izdebski left our office on Nov. 13, and was wed Nov. 16 to Robert Fuchs at All Saints' Church. They will make their home in Detroit.

Late vacationists were Viola Asa to southern California, Lydia Pagels to Florida, and Bertha Joiner to Alabama.

It is with deep regret we report the sudden death of Harry Kester, retired

head of the statistical bureau. He was stricken with a heart attack while working on his garden at home here.

Sympathy was extended to Elsie Vehlow on the loss of her mother, and to Frances Moss on the death of her brother.

Our new sorter is Catherine O'Malley.

L & R Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Conductor Edward Tuttrup, 70, passed away Nov. 7 in Milwaukee.

Mrs. Ray Kawatzky, wife of trainman, passed away Nov. 15 in Milwaukee.

Mrs. Percy Jaedecke, wife of train baggageman, passed away at Watertown Nov. 10.

Sectionman Fred Kassahn passed away of a heart seizure at Watertown Nov. 8.

Conductor Fred Fenner, after 50 years with our company, has retired. His home is in Watertown.

A son has been born to the R. J. Finleys of Watertown. The father, second trick operator there, says the baby will be a big help when he gets big enough to handle this atomic stuff.

The Milwaukee Road Magazine

Milo R. Shackley, train baggageman, retired recently. He was on the Olympian runs for a long time.

Conductor E. J. Janda and wife of Portage have received their Gold Pass.

THIRD DISTRICT

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

A Gold Pass has been issued to Engineer George Streeter, in favor of himself and wife; also to Conductors W. J. Hayes and O. W. Larson and their wives.

Furloughed Brakeman John J. Akey is attending the Navy radiomen's school at Norfolk, Va.

Retired Trucker Fred Radant passed

away Nov. 20 in Milwaukee where, following the death of his wife, he had been living with a daughter. Funeral services were held in St. Stephen's Lutheran Church at Wausau, burial following in Pine Grove Cemetery.

Retired Conductor Ervan VanWormer, who had been failing in health for some time, passed away on Nov. 20. Since his retirement in 1951 Mr. VanWormer had continued to make his home in Babcock. Funeral services were held in Wisconsin Rapids. Conductor Richard VanWormer is one of the immediate survivors.

Richard F. Hogan, chief clerk in the assistant superintendent's office in Wausau since August, 1956, who had appar-

ently recovered from a bout with pneumonia which hospitalized him Oct. 28, passed away suddenly Nov. 18 in the rooming house where he made his home. Mr. Hogan was born June 9, 1909, in Austin, Minn., and had been in clerical work for the railroad 30 years. At one time he worked in the superintendent of transportation office in Chicago. Funeral services were held in Austin. He is survived by his father, James Hogan, and a sister, Mrs. Joseph Kish.

Cards furnished the afternoon's diversion, following a dessert meeting of the Women's Club at Wausau in November. Mrs. Hugo VonGnechten was elected treasurer to fill the expired term of Mrs. Leo Ziebell.

Milwaukee Road Carloadings



NOVEMBER 1957 compared with NOVEMBER 1956

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in November 1957 over November 1956	NUMBER OF CARLOADS			
		NOVEMBER		INCREASE	
		1957	1956	1957 over 1956	% of increase
2.3%	All Other Prod. of Mines.....	1,386	1,377	+ 9	+ .7%
2.1	Forwarder Traffic.....	3,067	2,732	+ 335	+12.3
1.6	All Other Animals & Prod.....	978	977	+ 1	+ .1
6.0%		5,431	5,086	+ 345	+ 6.8%
	loading of these commodities DECREASED in November 1957 under November 1956	NOVEMBER		DECREASE	
		1957	1956	1957 under 1956	% of decrease
12.5	Grain and Soy Beans.....	7,751	7,756	— 5	— .1%
11.9	Forest Prod. (Excl. Logs & Pulpwood)...	7,623	8,648	— 1,025	—11.9
7.4	Coal and Coke.....	11,479	12,323	— 844	— 6.8
6.7	Iron and Steel.....	5,365	6,879	— 1,514	—22.0
3.7	Meat & Packing House Prod.....	3,621	4,881	— 1,260	—25.8
3.4	Automobiles and Parts.....	3,092	3,106	— 14	— .5
3.1	Livestock	3,769	4,302	— 533	—12.4
2.8	Oil and Gasoline.....	4,317	4,688	— 371	— 7.9
2.6	All Other Prod. of Agri.....	2,500	2,705	— 205	— 7.6
2.1	Gravel, Sand and Stone.....	3,410	3,765	— 355	— 9.4
2.0	Agri. Impl., Machinery & Parts.....	1,434	1,754	— 320	—18.2
1.9	Grain Products.....	3,964	4,959	— 995	—20.1
1.9	Logs and Pulpwood.....	4,067	5,547	— 1,480	—26.7
1.9	Merchandise	6,446	7,007	— 561	— 8.0
1.5	Fruits and Vegetables (Fresh).....	2,282	2,529	— 247	— 9.8
1.5	Liquors, Malt.....	1,429	1,875	— 446	—23.8
1.4	Cement, Lime, Plaster & Stucco.....	1,486	1,517	— 31	— 2.0
25.7	All Other Mfgs. & Miscellaneous.....	21,450	23,459	— 2,009	— 8.6
94.0%		95,485	107,700	—12,215	—11.3%
100.0%		100,916	112,786	—11,870	—10.5%

Retired Section Foremen Ralph and Roy Minton, with their wives, planned to visit in California during the holidays.

In the Wausau Boot and Saddle Club participation in the annual North-Central Wisconsin Horsemen's Association party at Eau Claire recently, Train Dispatcher Nells Frizzell's son Harold won the senior trophy. Mrs. Frizzell won a certificate awarded to those who accumulated the most points during the year.

Retired Agent E. P. Little and wife will spend some of the winter months in St. Louis.

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Tommy Carter has been discharged from military service and is back at work in the local freight.

Vivian Bratt and husband have a new son—David John. The girls in the local freight held a shower for Vivian at the home of Glorja Czerpak.

Lola Kane has a new nickname—"Hop-a-Long." She broke several bones in her foot and at this writing is wearing a knee-high cast.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

Oriole M. Smythe, Correspondent
District General Car Supervisor's Office

Supervisors in their new locations include: W. C. Maurer and family, transferred to Minneapolis from Miles City as assistant district general car foreman; H. R. Anderson and family, from La-Crosse, moved to St. Paul repair track as car foreman; L. P. Barry, from St. Paul, now located at Sioux City, as car foreman; J. E. Palmer and Mrs. Palmer, from St. Paul to Green Bay as car foreman.

Steno-Clerk Lawrence Hubert of La-Crosse has transferred to the Minneapolis car department office.

Clerk Robert Husbey of the St. Paul repair track is on furlough.

Store Department Steno-Clerk Cathy Bolin has transferred from Minneapolis to the St. Paul store department, and likes it fine.

Car Department Clerk Luther Cadow and Mrs. Cadow enjoyed a two-week vacation at Las Vegas in November.

Mike Rusak retired Oct. 28.

Car Cleaner Justin Fricke of the coach yard is a recent newlywed.

Genius begins great works, labor alone finishes them.—Joubert.

Milwaukee Division

SECOND DISTRICT

Florence F. Gatto, Correspondent
Ass't. Superintendent's Office, Green Bay



Gustave Bonde

Conductor Gustave Bonde of Marinette, upon retiring after 50 years of service with the Road on Oct. 30, was presented with luggage by his co-workers. He began his service in May, 1907, when at the age of 14 he took

a job as water boy with an extra gang. He worked with section gangs until Apr. 30, 1910, when he entered train service. On Sept. 26, 1919, he was promoted to conductor, and for the last 20 years had worked in the Marinette-Menominee Yards. A veteran of World War I, he is a member of the American Legion and the Odd Fellows.

Conductor T. E. Landry and wife are to be congratulated on the birth of a son Nov. 22. This increases their lovely family to five, three girls and two boys.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Sixty-four friends attended Morton Grove Agent Dell Campnell's retirement party at the Swedish Glee Club in Waukegan on Nov. 2. Agent M. A. Grenning acted as chairman, Agent C. C. Ruthe as master of ceremonies, and Chief Dispatcher H. L. Martin, Agent L. M. Oskins and Retired Dispatcher Harold Cone gave short talks. A friend, Roland Dilg, president of the Morton Grove bank, Raymond Melzer, freight service inspector, and Clerk John Turner also spoke. Dell's son and daughter-in-law, with their sons and their wives, were present. After previous service with the Road, Dell became a permanent employe in 1930, and had been at Morton Grove for about the past 15 years. He was presented with a check to buy a portable television set for his trailer home.

Walter Winzen, agent at Truesdell, left Dec. 2 for Minneapolis where he was promoted to the department auditing station accounts.

Bernard Lugar is the new clerk in the superintendent's office, replacing Peter Larson who has been promoted to chief clerk for the claim department at Milwaukee.

The recent presentation of a Silver Pass to Agent Ed F. Baar of Pickett, Wis., was noted by the Ripon press with a picture of our popular veteran em-

Grain Doors

Railroad Cross Ties

Hardwood Lumber

Timbers

Webster Lumber Company

3410 University Avenue S.E.

Minneapolis 14, Minnesota

EDWARD KEOGH PRINTING COMPANY

Printers and
Planographers

925 W. Jackson Blvd.

Phone: MOn. 6-0733

Chicago 7, Illinois

PROMPT AND EFFICIENT SERVICE

P. D. Carroll Trucking Co.

CHICAGO, ILLINOIS

ESTABLISHED 1880

Performing Pick-up and Delivery Service

for Railroads in Chicago

Pool Car Distributors — Receiving and Forwarding

"WITH BEST WISHES."

Dell Campnell, agent at Morton Grove, Ill., is presented with a retirement gift at a farewell get-together in Waukegan, Ill., Nov. 2. From left: Agent M. A. Grenning, Rondout, Ill.; Agent C. C. Ruthe, Franksville, Wis.; Mr. Campnell; and Chief Dispatcher H. L. Martin, Milwaukee. For particulars, see J. E. Boeshaar's column.



ploye. Mr. Baar, who lives in Oshkosh, has been at Pickett since 1947. He started his service as a clerk at Oshkosh in August, 1912 and was agent there for 27 years. The Baars have three sons, Edward Jr. who is with the North Western in North Fond du Lac; Kenneth, a minister of Grace Lutheran Church in New Orleans; and Harold, an agricultural missionary in a leper colony in the Philippines. Mr. Baar Sr. has been chairman of the claim prevention committee in his district for several years.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Funeral services for Frank P. Newhauser, 55, were held Nov. 19 at St. Elizabeth's Church. Mr. Newhauser died the previous Saturday of a heart attack in St. Anthony's Hospital. For the past two years he had been a rate clerk at the CNW freight office. Prior to his service there, he worked in the rate department at Fowler Street, as chief clerk at Muskego Yard, and clerk at Chestnut Street. Before coming with the Road he was in the CNW general office, for a total of 28 years of railroad service. Surviving are his wife, Lorraine; five daughters, Mrs. Adelaide Andree, Mrs. Barbara Klima, Mrs. Gloria Menting, Mrs. Dorothy Hoffert and Miss Marjorie Newhauser, all of Milwaukee; three sons, George, with the Army in West Germany, and Frank Jr. and Ralph of Milwaukee; also three sisters and two brothers. Son Ralph has recently been employed as messenger at Fowler Street.

Sympathy was extended to George Welik, freight service inspector, on the death of his father, James J. Welik of Chicago.

November 9 was the date chosen for the marriage of Norlene Maciolek, daughter of Carload Bill Clerk Casimir Maciolek, to Rudolph Reynosa, at St. Helen's Church. After a reception at the White Eagle Ballroom, the newlyweds spent a honeymoon in Peoria, Ill.

Clem Vail, outbound rate clerk, is in Misericordia Hospital for treatment at this writing. He has been ill for some time.

Ed Sullivan, LCL billing department clerk, is hospitalized at this writing.

Gene Summerfield, C&O clerk, was rewarded on his hunting and vacation trip with a small deer.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MUSKEGO YARD

Switchman Larry Holzem is ill at home at this writing. Switchman Myron Mahan is a patient at St. Francis Hospital. Emil (Dutch) Wifler is recovering from surgery performed at Milwaukee Hospital. Road Caller Nick Gill underwent surgery at Mt. Sinai Hospital.

Retired Switchman John McGhee, here for a visit from Corning, Ark., hated to go back to wearing shoes, he said, but the weather up this way is too inclement. He says he has room for guests looking for a comfortable place

for a winter vacation.

Switchman Leland Parve returned from military service Nov. 15.

Switchman Al Held retired on Nov. 1, and Switchman Walter Graham on Nov. 21.

The Jerry Schwartz Jr. family announced the birth of a daughter on Oct. 27; named "Marietta Ann."

Mrs. Hattie Mickelson has returned from a vacation trip through the West, which included stops in Los Angeles, Sacramento, San Francisco and Denver.

The Luther Robb family welcomed a baby boy, named "Randy Jay," on Nov. 7; Mr. and Mrs. Ruchard Sageser a boy, "Richard LeRoy Jr.," on Nov. 27; and the Al Zachows baby "Patrick Michael" on Oct. 26.

Sympathy was extended to the family of Switchman Ben Weber, who passed away on Nov. 18.

Elmer Wuerl is back at work after being off for several years.

Among the deer hunters who spent their vacation in the north woods, the only report to date of any getting their deer was Gordon Manegold.

Mrs. Milton A. Weidig, retiring president of the railroad Women's Club in Milwaukee wishes to thank all officers and members for their support during her term in office as president of Chapter No. 2. The incoming president is Mrs. James Kilty.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

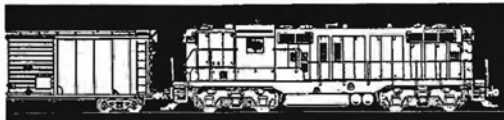
Agent and Mrs. Paul Springer of Hampshire, Ill., are happy over the arrival of their first daughter, Nancy, born Nov. 8. The little girl has three brothers. . . . The Gene Garcias (opera-



General Motors locomotives enable railroads



to meet the widest variety of



service needs with highest performance



and greatest economy.*



In addition to their well-known operating savings, standardization of major components between all General Motors locomotives means extra savings on parts and maintenance.



ELECTRO-MOTIVE DIVISION GENERAL MOTORS

LA GRANGE, ILLINOIS
Home of the Diesel Locomotive

In Canada:
General Motors Diesel, Ltd.,
London, Ontario

**Present Day
SAFETY Requirements
DEMAND the Best
Equipment**

LAKESIDE FUSEES

**Fill the Bill
Safe Dependable Efficient**

**LAKESIDE RAILWAY
FUSEE COMPANY**

Beloit, Wisconsin

FOR ELECTRIC AND DIESEL-ELECTRIC LOCOMOTIVES:

All-Cast Aluminum Directional-Finned
Radiation Elements for most
efficient heat transfer, as used in:

**COMPRESSED AIR AFTERCOOLERS
AIR COMPRESSOR INTERCOOLERS
FUEL OIL HEATERS**

**WILSON
ENGINEERING CORPORATION**

6 North Michigan Ave., Chicago 2

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

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

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

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

tor relay office, Savanna) welcomed a new daughter on Nov. 20; named "Kathleen."

Miss Joanne Zubaty, daughter of Joseph Zubaty, caller at the Savanna roundhouse, became the bride of James E. Lyman in St. John's Catholic Church Nov. 16.

J. J. Nentl, assistant superintendent at Savanna, bowled a perfect game on Nov. 23 at the Savanna Bowling Alley. It is the first 300-game ever bowled on these alleys. However, due to the game not being in competition, it was not in line for an A.B.C. prize.

A/le Richard Bach, son of Switchman A. J. Bach of Savanna, will be stationed at Kodiak, Alaska, for the next two years.

Division Master Mechanic W. W. Henderson and Assistant Roundhouse Foreman and Mrs. A. J. Lahey of Savanna attended the retirement party for L. H. Rabun at Milwaukee on Oct. 30. Mr. Rabun retired on Nov. 1 after 46 years of railroad service, 40 of which were spent on The Milwaukee. He was master mechanic at Savanna from 1942 to 1948 and before that time had served as a machinist in the Savanna shops. He and Mrs. Rabun will make their home in Savanna. At this writing they are visiting in Phoenix, Ariz., and in Los Angeles where their son Tom and his family reside.

Mrs. Emma Boylan, mother of Ross Boylan of the car department in Savanna, passed away in the DuPage County Convalescent Home near Wheaton, Ill., on Nov. 19. She had lived with her son for some time before entering the home. Funeral services were held in the Law Funeral Home, with burial in Lower York Cemetery, Thomson, Ill. Surviving are two sons, two daughters and three sisters.

Virginia Robbe, only daughter of Retired Conductor and Mrs. George Andrews, passed away in the city hospital in Savanna on Nov. 11. Funeral services were held in the Hunter-Fuller Memorial Chapel, with burial in the Savanna cemetery. Her parents are the only survivors.

Mrs. Ed Dunham, 87, died Nov. 9 in a nursing home in Mason City, where she had resided for 10 years. Funeral services were held in the Allen Funeral Home in Sabula, Ia., with burial in Evergreen Cemetery. Surviving are her son, Savanna Yard Clerk Maynard Dunham, and a daughter.

Mrs. Roy King, wife of retired Savanna yardmaster, was fatally injured in a head-on automobile collision at the intersection of alternate U. S. 30 and Route 80 east edge of Fulton, Ill., and died in Mercy Hospital in Clinton on Nov. 4. Mr. King, who was driving his car, was injured. Funeral services were held in St. John's Catholic Church, with burial in St. John's Cemetery. Surviving besides her husband are three daughters.

Mrs. Wayne Ellinor of Lanark, 26, daughter of Iowa Division Conductor and Mrs. Frank McDonnell of Savanna, sustained fatal injuries on Nov. 6 in a tractor accident on the Ellinor farm. Funeral services were held in St. John's Catholic Church with burial in the Lanark cemetery. Surviving are her husband, three daughters, her parents, two brothers and two sisters.

Matt Christensen, B&B foreman at Sabula, Ia., passed away in Jane Lamb Hospital in Clinton Nov. 8, following a brief illness. Burial was in Evergreen Cemetery, Sabula. Surviving are his wife, a daughter and a son. Matt started his service in the B&B department in February, 1918, and was promoted to foreman on May 3, 1937.

Retired Engineer L. W. Gross of Dubuque passed away in Finley Hospital, Dubuque, on Nov. 8 after a long illness. Funeral services were held in St. Patrick's Church with burial in Mt. Olivet Cemetery. At the time of his retirement in 1951, Mr. Gross had 50 years of railroad service. Surviving is a daughter, Mrs. Kenneth Stribley, of Dubuque.

Robert Lowe, Hanover, Ill., passed away in Veterans' Hospital, Iowa City, on Nov. 13. Funeral services were held in St. Paul's Lutheran Church with burial in Evergreen Cemetery at Hanover. Surviving are his widow, a son, a

AMBER JACKET

**Originating on
The Milwaukee Road**

**WASHED
Capacity 3,500 Tons
Daily**

INDIANA'S MODERN COAL MINE & WASHERY

QUALITY COAL

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

Washed and Dried Treated Stokercoal

1 1/2" x 3/8" ——— 3/4" x 3/8"

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

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



TOP H&D ENGINEER SIGNS OFF. Engineer Oscar Sorby, who started with a steel gang in 1902 and has been top man on the H&D seniority list, retired at the close of the year. He had been an engineer on the Montevideo-Aberdeen run since 1908. However, it's as natural to picture Mr. Sorby in his garden as in the cab of a diesel, for his interest in horticulture is more than a hobby. At his 5½-acre farm on the outskirts of Montevideo he has conducted fruit tree experiments for the University of Minnesota School of Horticulture which have won wide recognition. He is a life member of the Minnesota Horticulture Society. On the railroad, Mr. Sorby is known for helping to launch the safety program. He was the first chairman of the movement in Montevideo.

daughter, his parents, Agent and Mrs. Glen Lowe of Lansing, Ia., a brother and three sisters.

Brakeman George Finkenauer of Duquette has received his Silver Pass.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Conductor George Seanor and Brakeman A. J. Ochs recently were the recipients of 45-years-of-service Silver Passes.

Sympathy was extended to the family of Engineer James "Jim" Cogley who passed away suddenly at St. Luke's Hospital Nov. 26.

At this writing, Electrician C. A. Borgh and wife are visiting friends and relatives in California. Agents J. J. Fleming and A. C. Anderson, of Wolsey and Mellette, respectively, are on vacation. Engineer W. R. Kegley is en route to Martinez, Calif., to visit his son and his family.

Retired Locomotive Laborer Louis Lauzen and wife are spending the winter with their children in Reno and Los Angeles.

Retired Engineer James B. McGovern, now living in Iowa City, spent the

Thanksgiving holidays in Creston, Ia. Retired Roundhouse Foreman Louie Christman is visiting relatives in Nevoa, Mo.

Jack Tate is the new chief clerk in the local DF&PA office, coming to Aberdeen from Duluth.

Agent Lyle Koffler, Groton, and W. Tiffany, agent at Bath, are working during their vacations, tramping their trap lines along the Jim River and in secret territory.

EAST END

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

Engineer Harry Browning died suddenly at Aberdeen following an attack of the flu which aggravated a heart condition he had had for some time. He had recently completed 45 years of service with the Road. He was one of our most ardent baseball fans, having himself been quite a player at one time.

Engineer Steve Brophy has gotten himself voted in as chairman of the B. of L. E. convention next May.

George Olson retired on Oct. 31 at the close of his assignment as switch crew engineer in the Monte yard.

Engineer Herman G. Fandrey of Montevideo is the owner of a new Silver Pass.

Iowa Division

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Funeral services for William Wheeler were held in Perry Nov. 18. Mr. Wheeler, who worked in the Perry shops for many years before his retirement about

KERITE CABLE

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

THE KERITE COMPANY

30 Church St., New York 7, N. Y.

Branch Offices in Ardmore, Pa., Boston, Cleveland, Chicago, Houston, San Francisco, Glendale, Cal.



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

Still Greater PROTECTION

for CARS and LADING

CARDWELL WESTINGHOUSE
FRICTION DRAFT GEARS

to absorb horizontal shocks

CARDWELL FRICTION BOLSTER
SPRINGS

to absorb vertical and lateral shocks

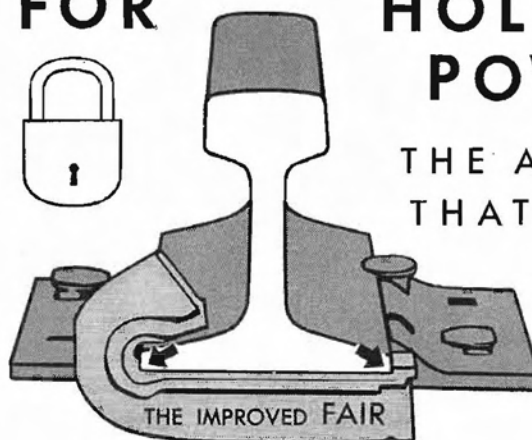
CARDWELL WESTINGHOUSE CO.
CHICAGO
CANADIAN CARDWELL CO., LTD.
MONTREAL

FOR



HOLDING POWER

THE ANCHOR
THAT LOCKS
ITSELF
ONTO
THE
RAIL



THE IMPROVED FAIR

THE P. & M. CO.

CHICAGO •

Division of Poor and Company

NEW YORK •

BUCKEYE

CAST STEEL PRODUCTS
FOR RAILROADS

*Truck Side Frames
Truck Bolsters
Couplers*

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

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

CARTER BLATCHFORD CORPORATION

80 E. JACKSON BLVD.
CHICAGO

RAIL JOINTS

Reformed and heat treated
to meet specifications for
new bars.

Specialties
DELICACIES FOR THE TABLE
Frozen Foods, Cheese, Poultry,
Game, Fruits and
Vegetables
E. A. AARON & BROS.
CHICAGO, ILLINOIS

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

15 years ago, died in a nursing home in Mt. Ayr, Ia. He was 76 years old and is survived by his wife and three daughters.

Ben Dvorak, first trick operator in the Perry relay office, was the senior applicant for the day job at Marion when Marl Marchant retired because of disability. Ben had worked the Perry job for a while but had never moved to Perry, so the vacancy gave him and his wife an opportunity to stay on in their Cedar Rapids home.

Signalman Winston Hayward, a son of Retired Signal Maintainer Earnest Hayward, was married in November to Mrs. Shirley Fisher at Panora, Ia., with a few close friends and relatives present.

Mrs. Anna Jorgenson, mother of Mrs. A. V. Airhart, passed away Nov. 12. She was 83 years old, and had made her home in Wilmar since coming from Denmark as a child.

Clinton Froke is a new employe at Perry. As traveling lineman he will assist with the maintenance of the communication and teletype equipment. He formerly worked on Lines West.

Mrs. Clara Elder, mother of the late A. J. and C. B. Elder and Retired Chief Dispatcher A. G. Elder who now lives in California, passed away at Ottumwa where she had made her home for seven years. Burial was in Perry on Nov. 26. Her grandson, Trainmaster James Elder of Austin, was among relatives who attended the last rites.

A son born Nov. 22 to Mr. and Mrs. Emil Iverson of Northbrook, Ill., is a new grandson for Verto Reichert, general clerk in the division superintendent's office in Perry.

Retired Engineer and Mrs. George Starliper have a grandson. The baby was born to Sgt. and Mrs. Fred Starliper at Salina, Kans., where Sergeant Starliper is stationed with the Air Force.

E. L. Solverson

EARL L. SOLVERSON, a clerk in the district storekeeping department at Milwaukee Shops, who was well known to employes as a former correspondent for this Magazine and for his activities in Milwaukee Road Post No. 18 of the American Legion, died Dec. 3. Although he had spent some time recently at the Veteran's Hospital in Woods, Wis., his death was unexpected.

Mr. Solverson started with the Road at 17 as an office boy in the office of the superintendent of motive power in Milwaukee, but left when war was declared in 1917. Enlisting in the Wisconsin National Guard, he spent 15 months in France with the Signal Corps of the 32nd Division. After the Armistice, he returned to the motive power office, from which he transferred to the stores division in 1921.

Mr. Solverson had been an active Legionnaire since 1930. In 1940, while serving The Milwaukee Road post as adjutant, he was one of the group which attended the national convention in Boston and assisted in bringing the convention to Milwaukee the following year. He was also a member of the Past Commanders Club, and at the time of his death was editing the post's news bulletin, "The Green Light". As a Magazine correspondent he was active for about 15 years before relinquishing the work in 1953.

Surviving Mr. Solverson are his wife Elsie, a daughter, Loretta Wegner, and a son, Dr. Robert Solverson of Santa Monica, Calif.

Brakeman I. C. Bower's parents celebrated their 60th wedding anniversary on Nov. 10.

Mrs. W. E. Cooper, whose husband was roundhouse foreman at Cedar Rapids before he retired, passed away in Keokuk, Ia., Nov. 8. The Coopers moved to Keokuk to be near their children after his retirement.

Ben Cornelius, retired Perry shop man who now lives in Berkley, was elected mayor of that small community. There are 37 registered voters in the community, and the town officials were all elected by "write in" votes on the ballot.

Night Chief Dispatcher John Galiher made his entry into politics when he was elected to the park board at the city election in Perry in November. John has been active in the little league baseball teams who use the park facilities for their games and he was urged by friends of the little leaguers to enter the race. Retired Switchman Herbert Taylor was re-elected a councilman.

Employes on this division are always pleased to hear complimentary remarks about the work of Larry Gordon on the Lawrence Welk television show. Larry, who is an arranger for the orchestra, is a son of Gerald Gordon and grandson of the late Davy Gordon. Gerald, who is now retired and living in Arnolds Park,



NEW ORLEANS HONEYMOON. Nuptial news from Council Bluffs, Ia., this month centers around Miss Colleen McGuire, daughter of Agent James I. McGuire, who was married recently to Richard D. Wood, who also works for the Road in Council Bluffs. Following their marriage in St. Francis Xavier Church, the couple took a honeymoon trip to New Orleans.

Ia., was in charge of gas-electric motor cars on the system.

Perry unit of the National Association of Retired and Veteran Railroad Employees enjoyed a Thanksgiving party with a turkey dinner on Nov. 20. The evening entertainment featured slides made by Retired Machinist Frank Fulhart and wife on a recent trip through the Southwest. Two Iowa division officials, Arthur DeGarmo and George Halsey, who are now retired and living in Seattle, have read items in the Magazine about the good times the Marion and Perry units have and are now making plans to organize a unit in Seattle.

Agent R. T. Farran of Adel was off duty in November on account of the death of his mother.

"James Alexander" is the name Relief Agent and Mrs. Herman Hathcock gave their son born at Coon Rapids in November. Relief Agent and Mrs. D. E. Dunkerson of Fostoria welcomed their

first child, a girl, in November.

A daughter born to Mr. and Mrs. James Aspinall in Des Moines during November is a new member of Arthur Aspinall's family. Arthur, a retired shop man from Perry, was recently released from the hospital where he was confined for several weeks as the result of injuries sustained when struck by an auto.

Switchman Hilary Rawlins of the Perry yard force laid off in October and was married in Adel, Ia., to Mrs. Verna Olson of Perry.

Retired Conductor and Mrs. Charles Craig attended funeral services for their aunt, Mrs. F. S. Craig, in Mt. Prospect, Ill., in October. Mrs. Craig was the widow of Conductor Craig, who lived in Perry and Marion before going to Chicago when he took a passenger run with a Chicago layover.

Two boys in railroad families at Perry have the same birth date, Nov. 3. They are the son born to Operator and Mrs. Richard Null, and the son born to Fireman and Mrs. Francis Hetstrom.

William Sheets, who worked in the Perry shops for many years before his retirement, died Nov. 13 following a heart attack. He had been in his usual health until stricken. William and his wife were both active in the National Association of Retired and Veteran Railroad Employees, William having served on the visiting committee. Funeral services were held in Perry and Mrs. Sheets accompanied her son back to Sacramento, Calif., to make her home.

Off Line Offices

PORTLAND, ORE.

New officers elected by the Railroad General Agents Association of Portland who assumed their official positions on Dec. 1 included Ray J. Daniel, Milwaukee Road general agent. He was elected secretary-treasurer. Mr. Daniel has been with the Road since 1932, starting in the traffic department in Los Angeles where he was later promoted to city freight agent. He was traveling freight agent with headquarters in Portland before being appointed general agent in March, 1954.



CREOSOTED MATERIALS

and

COAL TAR PRODUCTS

Republic Creosoting Co.
Minneapolis

People 50 to 80

COPY DOWN THIS NAME AND ADDRESS NOW . . .

. . . and write today to find out how you can still apply for a \$1,000 life insurance policy to help take care of final expenses without burdening your family. Mail a postcard or letter, giving your name, address and age to:

Old American Ins. Co.
1 West 9th, Dept. L102M
Kansas City, Missouri

There is no obligation — and no one will call on you. You can handle the entire transaction by mail.

MARSH & McLENNAN

INCORPORATED

INSURANCE

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

Chicago • New York • San Francisco • Minneapolis • Detroit • Boston • Los Angeles
Toronto • Pittsburgh • Seattle • Vancouver • St. Louis • Indianapolis • Montreal
St. Paul • Duluth • Portland • Buffalo • Atlanta • Calgary • Washington • Tulsa
New Orleans • Phoenix • Milwaukee • Cleveland • Havana • London

Time Is Our Business

CHAS. H. BERN
Union Station Bldg. Chicago, Illinois

MILTON J. HEGN
29 E. Madison Street Chicago, Illinois

Official Watch Inspectors
for

The MILWAUKEE ROAD

Specialists in railroad watches, fine jewelry and personal gift items.

Always at Your Service

Nalco®

- Diesel Cooling System and Steam Generator Water Treatments
- Combustion Catalysts
- Fuel Oil Stabilizers
- Weed, Grass & Brush Control Chemicals

NATIONAL ALUMINATE CORPORATION
6216 W. 66th Place • Chicago 38, Illinois

"M - F"

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

MacLean-Fogg Lock Nut Co.
CHICAGO, ILL.

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Agent Roland T. Fall and wife of Olin, Ia., spent their vacation at Bremerton, Wash., visiting an aunt and uncle, Mr. and Mrs. F. C. Grimes. They also did a lot of sightseeing. Mr. Bender of Anamosa relieved Mr. Fall while they were away. Yardmaster E. F. Colby and wife vacationed in the Smokies and toured New Orleans and the southern states. Mr. and Mrs. O. W. McBride returned in October from a visit with friends at Phoenix, Ariz., and with Mrs. McBride's brother, H. E. Murfield, at Los Angeles. En route home they spent several days in Salt Lake City. E. H. Houston, FSI, vacationed in St. Petersburg, Fla., with his parents, Mr. and Mrs. F. W. Houston.

C. J. Peck, DF&PA, who was a patient at Mercy Hospital in Cedar Rapids, is convalescing at home at this writing. His son Jack, fireman apprentice, spent his leave from the Navy with his parents.

Harry J. Murphey, chief clerk in the office of the assistant superintendent at Marion, is home from a Cedar Rapids hospital where he underwent surgery.

Trainman W. R. Failor and wife are the parents of a girl, Sherry Alice, born Nov. 11.

Mrs. W. E. Cooper passed away Nov. 8 at her home in Keokuk, following a heart attack. Mr. Cooper was roundhouse foreman at Cedar Rapids before his retirement. Surviving in addition to her husband are a daughter, Mrs. J. H. Hickey of St. Louis, and two sons, Gerald and Dr. Ray Cooper, both of Keokuk.

I M & D Division

MASON CITY AREA

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

Sympathy was extended to the Joynt family upon the death of their father, Thomas P. Joynt, 81, at Clear Lake, Ia. He is survived by his wife and nine children, including Francis, chief traveling auditor, Chicago, and Ralph, assistant yardmaster, Mason City; also a brother who is agent at Emmetsburg, Ia. Mr. Joynt farmed north of Clear Lake before retiring 12 years ago.

St. Joseph Catholic Church was the scene of the wedding of Miss Patricia Ann Kelroy, daughter of Mr. and Mrs. Elias F. Kelroy (engineer), Mason City, and John Charles Blackburn of Milwaukee. The bridegroom received his B.S. degree in journalism from Marquette University and is assistant editor of publications for the Miller Brewing Co. of Milwaukee. The bride also attended the Marquette College of Journalism for two years. A reception was held at the Hotel Hanford in Mason City after the ceremony.

F. B. Wolters, retired Mason City conductor, and wife will spend the winter in Denver.

Sympathy was extended to the Barr family upon the death of Willard E. Barr, retired passenger engineer. Mr. Barr was born July 5, 1882, at Marquette and began his employment with the Road at the age of 16. He was a member of the Wesley Methodist Church, the Brotherhood of Locomotive Engineers and IOOF Lodge 224.

John F. Glynn, roundhouse foreman in Mason City, has reported to Washington, D. C., as a government inspector of

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

OFFICES
332 S. Michigan Ave.
Chicago

The Arcade
Cleveland

500 Fifth Ave.
New York

PLANTS—Hammond, Indiana

• Youngstown, Ohio

WEST COAST WOOD PRESERVING CO.

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

Office: 1118-4th Avenue, Seattle, Wash. | Plants: Eagle Harbor and West Seattle



SEND-OFF FOR A VETERAN shows IM&D Roadmaster M. B. Kirschbaum (seated) being presented with a retirement gift by General Manager F. L. McGinn, with Mrs. Kirschbaum and their son, Reverend Robert Kirschbaum, looking on. The occasion was a dinner given by 50 of "Matt's" friends at Sioux Falls on Nov. 20. Mr. Kirschbaum had been with the Road since 1909, starting on the section at Whittemore, Ia., where he was born. He was promoted to foreman in 1913, to general extra gang foreman in 1929, and in 1944 to roadmaster, in which capacity he had been at Mitchell since 1953. His hobbies are hunting, fishing and cribbage.

diesels. John was only with us a short time, but he will be missed.

R. A. Sizer, retired assistant superintendent, is recovering at his home in Mason City from an illness.

SANBORN-RAPID CITY

Florence Paullin, Correspondent
Roundhouse Clerk, Mitchell

Donald Binderup, son of Storekeeper Harry Binderup, Mitchell, who is stationed at Houston, Tex., with the Air Force, spent a week's furlough with his parents in November.

Switchman Joseph Mussigman retired Nov. 1 with 45 years of service at Mitchell. He also received a Silver Pass.

Switch Foreman Henry (Heinie) Schirmer retired Dec. 1.

Ray Torbett, carman at Mitchell, retired Nov. 1 and left immediately with his family for California.

Word has been received of the death at Creston, Minn., of N. J. Barbas. Also of the death of Frank Mansfield at Corvallis, Ore. Both were retired engineers from Sioux City.

Carman Ray Weiland has been released from the hospital at Mitchell after undergoing surgery.

Roundhouse Foreman O. L. Kinder, Mitchell, was called to Aberdeen on Nov. 25 by the sudden death of his brother Bill.

Sympathy was extended to Engineer Les Everton of the Platte line whose mother passed away at Crofton, Neb., Dec. 4.

H. H. Green, retired roundhouse foreman at Madison, dropped in at the office recently. He was in Mitchell to attend a state assessor's meeting.

Madison Division

FIRST DISTRICT

It has just been brought to our attention that William M. Higgins, a veteran of 65 years of service on the Madison Division, passed away at a hospital in Milwaukee last Aug. 28. He was 85 years of age. Mr. Higgins resided in Mazomanie for 50 years and spent most of his service as a carpenter. In the later years he was employed as a crossingman at West Washington Avenue in Madison. He retired in 1952. Burial was in Mazomanie.

SECOND DISTRICT

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

Retired Chief Clerk Pete Hyzer recently enjoyed a two-week inspection trip of the Mackinac Island bridge and the Great Lakes waterway area with his son, Col. Peter Clark Hyzer, who as engineer of the Detroit office has charge of all the waterways, forts, and deepening of channels through the Great Lakes, the Detroit River, and Lake St. Claire and the locks at the Soo. The trip, in barges, scows, and dredges, gave Pete an on-the-spot view of the operational procedures involved in this immense project.

Retired Agent-Operator James G.

LIVE NEAR THE OCEAN IN BEAUTIFUL NEW SMYRNA BEACH, FLORIDA



All These Features Included
in YOUR FLORIDA HOME
At No Extra Cost!

- 4-Burner Range
- Full Size Refrigerator
- Knotty Pine Kitchen Cabinets
- Tile Bath and Sills
- Concrete Block Construction
- Wall Heater
- Carport and Driveway
- Landscaping
- Sun Terrace
- City Water
- City Garbage Service
- Lot: 50' x 150'
- Taxes Approximately \$30 per year
- Schools, Churches, Shopping Nearby
- Wide 50 Foot Streets
- Complete—Ready To Move In

AS LOW AS
\$495
DOWN

AS LITTLE AS
\$45 PER MONTH

FULL PRICE
\$8495

TWO BEDROOM
RANCH HOUSE
INCLUDING
50' x 150'
LOT!

FREE!
\$100
TRAVEL
ALLOWANCE!

**RUSH COUPON
FOR
FULL
FACTS!**

PARADISE BEACH HOMES, DEPT. 6
831—24th Street, New Smyrna Beach, Florida
Please send me complete information about Paradise Beach Homes
and the Free \$100 Transportation Allowance.

NAME _____
ADDRESS _____
CITY _____ STATE _____

Promotion on the way? Be ready when it comes!

With ICS training under your belt, when the time comes to move up, you can move with confidence—knowing you're fully prepared.

Whatever phase of railroading you're in, there's an ICS course that can help you in your career. Every

course is supervised by practical railroadmen.

You study at home, in your spare time. Clear, easy-to-follow instructions lead you through every step.

Get set for success! Send the coupon today for complete details.

INTERNATIONAL CORRESPONDENCE SCHOOLS

Explain fully about your course marked X:

Box 33208A, Scranton 15, Penna.

- | | | | |
|---|---|--|-------------------------------------|
| ☐ Railroad Administration | ☐ Diesel Electric Locomotive | ☐ Radio | ☐ Television |
| ☐ Accounting | ☐ R. R. Diesel Engineer | ☐ R. R. Apprentice Training | |
| ☐ R. R. Air Brake | ☐ & Fireman | ☐ R. R. Car Repairer | |
| ☐ Blueprint Reading | ☐ R. R. Diesel Machinist | ☐ R. R. Engineering | |
| ☐ Bridge & Bldg. Foreman | ☐ Electrical Engineering | ☐ R. R. Rate Clerk | |
| ☐ R. R. Car Inspector | ☐ Electronics | ☐ Roadmaster Section | |
| ☐ & Air Brake | ☐ Machinist & Toolmaker | ☐ Foreman | |
| ☐ Carpentry & Millwork | ☐ Mathematics & Mechanics | ☐ Supervision | |
| ☐ Chemistry | ☐ for Engineering | ☐ Surveying & Mapping | |
| ☐ Civil Engineering | ☐ Mechanical Engineering | ☐ Telephony | |
| ☐ Commercial | ☐ Plumbing & Heating | ☐ Traffic Management | |
| ☐ Construction Engineering | ☐ Personnel— | ☐ Welding—Gas & Electric | |
| ☐ R. R. Diesel Electrician | ☐ Labor Relations | ☐ High School | |

Name _____ Age _____

Home Address _____

City _____ Zone _____ State _____

Occupation _____ Name of Railroad _____



FIT FOR A QUEEN. To learn just how The Milwaukee Road played a role in the recent visit to this country of Queen Elizabeth of England and the Duke of Edinburgh, pictured above during the parade along New York's Fifth Avenue, switch to the picture at the left. The story behind it concerns a fleet of 50 brand new motorcycles which were purchased from the Harley Davidson Motor Co. in Milwaukee for use by "New York's Finest" in escorting the royal couple. The shipment of crated machines moved from Milwaukee to New York City via The Milwaukee Road and New York Central, and the above picture is reprinted through the courtesy of the New York Central "Headlight". In the picture at left J. L. Phleger, city freight agent in Milwaukee, is shown at the left supervising the loading of the crated cycles at the Harley Davidson siding with P. J. Schumacher, traffic manager for that company.

Campbell passed away Nov. 10 at the age of 73. Burial was in Mt. Olive Cemetery, Spring Valley, Ill. Mr. Campbell started work on the New York Central in 1905 and in 1912 became employed by the Milwaukee at various stations of the Rocky Mountain Division. Starting in 1926 he worked at Darien, Wis., for two years and then went back to the mountain division. He retired in 1949 at Ringling, Mont., and in 1953 moved to Peru, Ill., with his wife, the former Lyda Dunterman. They had recently celebrated their golden wedding anniversary. He is survived in addition to his widow by three brothers.

November 8 witnessed the arrival for Agent Tom Hanlon of Darien and wife of a girl, "Pamela Jean"; and for Fireman O. H. Austin and wife a boy, "David Louis." Agent Lou Fiorello of Chicago Heights, Ill., passed out cigars on the arrival of Steven on Nov. 17.

THE IDEAL BOSS, in the opinion of members of Milwaukee Chapter of the National Secretaries Association, is M. M. Wolverton, Milwaukee Road general freight agent, who is pictured at a recent meeting being crowned "Boss of the Year". Looking on as Mrs. Erna Schuster invests him with the symbol of the office is his own secretary, Miss Dorothy Blask (center), with Mrs. Gladys MacPherson, the chapter's president. The Milwaukee members of the National Secretaries' Association have, by their professional approach to their work, earned considerable recognition in local business circles. (Milwaukee Sentinel photo)





STEALING THE SHOW FROM SANTA CLAUS, Chicago Union Station Chapter of the Women's Club launched the holiday season with an open house for the Milwaukee Road family on Dec. 19. The above scene shows a few of the more than 500 employees and family members who attended. At the right, big-eyed before the Hansel and Gretel table centerpiece is little Karen Reiter, daughter of Lois Walker Reiter, a former purchasing department employee, while looking on are, from left: Evangeline Galbreath, party chairman who made the sugar plum house; Marilyn McNicholas, chapter president; Dorothy Bauer, program chairman; and Tina Langton, freight department employee.



HOLIDAY SHOW. E. R. Eckersail, vice president and general counsel (general solicitor at the time the picture was taken) directing orchestra and chorus during a performance of "Magna Cartage" the Chicago Bar Association's 1957 musical comedy. The cast of the show, the 33rd annual "Christmas Spirits" production for members of the law fraternity and their families, featured a number of the city's judges and outstanding attorneys. Staged in the Terrace Casino of the Morrison Hotel, starting Dec. 9, the show ran for five nights. As always, many prominent local and national figures were thoroughly, though good-naturedly, lampooned. Mr. Eckersail has worked in the show for the past 18 years, and has served as musical director for 12 years.





CHICAGO,

MAGAZINE

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

516 West Jackson Blvd. • Chi

Form 3547 requested

Mr. Glenn L. Sticken
118 Tinley Avenue
De Pue, Ill.

554

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

AT "HARLOW." A view (looking northwest) of Milwaukee Road yard facilities at Harlowton, Mont., the busy junction and classification point, where the Rocky Mountain electrified line begins. The station is the gabled building in the background at upper left. (Great Falls Tribune photo)

