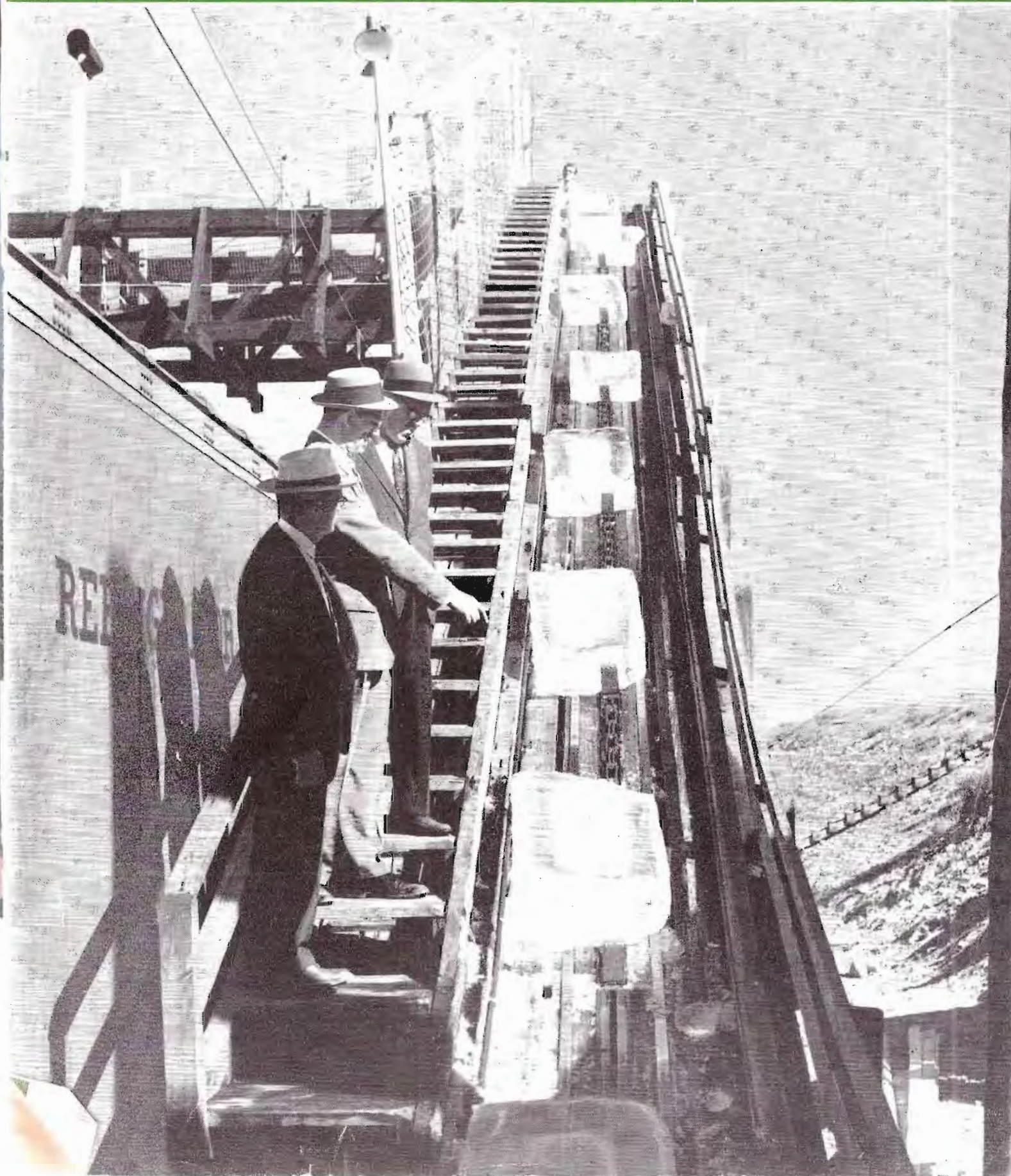


THE MILWAUKEE ROAD MAGAZINE

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THE MILWAUKEE ROAD MAGAZINE

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• Briefly Noted •

REPEAL OF THE 3 PER CENT EXCISE TAX on freight charges, and Congressional action on the transportation bills, which are discussed by President Quinn on page 3 of this issue, came as encouraging news. AAR President Daniel P. Loomis observed that the repeal, effective Aug. 1, ends a tax inequity which has fostered phenomenal growth in private transportation during the postwar period, at the same time diverting traffic from and creating severe problems for all regulated carriers. Senator Warren G. Magnuson of Washington state, chairman of the Senate Interstate and Foreign Commerce Committee, reported that the repeal had brought an "especially enthusiastic" response from the West and other areas having long hauls to market. "Undoubtedly," he said, "this was prompted by the fact that the tax had the effect of pyramiding as the distance from market mounted and the freight cost increased." He characterized the repeal as a "tremendous victory" won by consumers, shippers and regulated carriers.

\$36 PER MONTH INSTEAD OF \$21.88 is what a railroad employee earning at least \$400 a month will be paying, according to provisions for stepped-up retirement taxes, if bills now before Congress are passed. Those bills (S. 1313 in the Senate and H.R. 4353 in the House of Representatives) would sharply increase the taxes paid by both individual employees and railroad companies in order to increase retirement and unemployment insurance benefits enjoyed by railroad workers. The rate would be increased next year by 37 per cent and ultimately, when the full amount of added taxes takes effect, by 65 per cent. These bills would result in added payroll costs of almost \$200 million a year for the railroads, starting next January.

Under the terms of a contract already in effect, railroad wages will be increased 7 cents an hour in November this year. This and other automatic increases in payroll costs during the year will add about \$250 million on an annual basis to railroad labor costs.

In the face of such facts, the addition of another \$200 million a year to railroad payroll costs could be an invitation to disaster for the railroads, with grave consequences to the economy and the defense of the nation.

FIRST OF THE FLEET of 1,000 newly built 50-ton capacity box cars went into service on the Milwaukee at the end of July. Built at a cost of nearly \$10,000,000, all of the cars will be available to shippers by the end of August. Being equipped with both an 8-foot sliding door and a 7-foot plug-type door for a total opening of 15 feet, the cars are ideal for mechanical loading of lumber and long fabricated parts, as well as for grain and other lading. The Road placed in service earlier this year a varied fleet of freight train equipment including covered hoppers, compartmentizer-equipped steel box cars, flat cars, gondolas and airslide covered hoppers. In addition, 10 diesel road and switching locomotives of 1,750 h.p. have been acquired.

The Milwaukee's investment in new equipment going into service this year is about \$18,500,000. President Quinn has cited this as evidence of the company's faith in its own future and that of its shippers and receivers of freight.

NEW TELEPHONE SYSTEM. Speed, courtesy and general good will were the purposes which inspired a new telephone system installed in the Chicago reservation bureau recently. De-

(Continued on page 12)

The Cover

R. J. KEMP (center), assistant to vice president-operation, in charge of claim prevention, refrigeration and merchandise service, discusses the automatic handling of ice for the Road's new car icing facility at Othello, Wash. with G. A. McCamant (top), supervisor of perishable service, and J. F. Brotherton, general agent of Union Refrigeration Transit Lines. Ice from the storage building is carried by the drag chain belt to a conveyor on the bridge. This in turn feeds it into a gravity chute from which it is again picked up by a belt and carried to the crusher, as illustrated in "The Potatoes Move East," pages 4 and 5.

REPORT ON THE TRANSPORTATION BILLS

BECAUSE of the interest which Milwaukee Road people have taken in the transportation legislation before Congress, I would like to summarize the state of that legislation briefly.

I am certain every one is familiar with the fact that the 3 per cent excise tax on freight transportation has been repealed, effective Aug. 1, and that the Senate on June 11 passed an altered version of Bill S. 3778. A similar bill, also bearing a number of changes, has since been cleared through the House. At the time this is written, a Senate-House conference committee has arrived at a compromise version of the two bills which has been submitted to both bodies, and it is hoped that by the time you read this the resulting legislation will have received Presidential approval.

It is my own feeling that the most significant and far-reaching results of this whole program as it appears at the moment are: repeal of the freight tax; revision of the law covering competitive rates; and a resolution passed by the Senate setting up a transportation policy study group. Considering that there are still many situations working to the railroads' disadvantage, the provision for further study is a very hopeful omen.

Briefly, the compromise legislation can be expected to contain the following provisions:

1. *Government guaranteed loans to railroads under certain conditions.*
2. *A change in rate-making policy, ending the Interstate Commerce Commission's practice of setting rail freight rates at levels having the effect of protecting the traffic of other modes of transportation.*
3. *Clarification of the power of the Interstate Commerce Commission with respect to the setting of*

rates on traffic within a given state, including commuter fares.

4. *A grant to the ICC of initial jurisdiction in cases involving abandonment of interstate train operations; and authority as an appeal body when a state commission fails to act within 120 days on a case involving abandonment of a train operating wholly within a state, or when a state commission makes an adverse finding in such a case.*
5. *A more realistic interpretation of what constitutes exempt "agricultural commodities" free of ICC regulation.*
6. *A sharper definition of private carriage to end the common practice of for-hire trucks posing as private haulers in order to evade ICC regulation.*

Judging by the letters and comments which have come to me, many thousands of Milwaukee Road people wrote their representatives in Washington in support of this legislation.

All of us who wrote did our company and our industry a much-needed service. I would like to congratulate you on having had a part in gaining for our industry the greatest measure of relief from unjust regulation that it has had in many years. And I certainly want to add my personal thanks.

Both our friends and our critics are going to be watching us closely now to see whether this action has counted for anything... whether we are really capable of benefiting by the help we have received. That being the case, I would like to add this one thought:

If there was ever a time for all of us to work together in doing a heads-up job of railroading, *that time is right now.*

William J. Ison

Announcing the 1958 Winners of J. T. Gillick Scholarships



The winners, from left: John I. Hansen, Mary Ann Niedringhaus, and Murray B. Ison.

THE two \$2,400 four-year, or full tuition J. T. Gillick Scholarships offered this year to sons and daughters of employees were awarded to John I. Hansen, son of I. J. Hansen, a locomotive department carpenter at Deer Lodge, Mont., and to Mary Ann Niedringhaus, daughter of Trainman H. W. Niedringhaus, Mobridge, S. D. The \$1,600 scholarship went to Murray B. Ison, whose father is Switchman K. C. Ison of the Madison, Wis., yards.

John Hansen is a graduate of Powell

County High School in Deer Lodge where he was named "outstanding senior". In addition to making top grades, he captained the basketball team, was vice president of the student body, active in the student council, a delegate to Boys State, and winner of an American Legion Citizenship Award. He plans to study engineering at Montana State.

Mary Ann Niedringhaus ranked second in the graduating class of Mobridge High School, with a grade of 2.70 out of

a possible 3.00 for the four-year course. She is a student of piano and organ, and has been employed in various positions, including that of secretary to the high school principal. She plans to study nursing.

Murray Ison, president of the senior class at Madison's Central High, was cited for outstanding scholarship, athletic achievements and student leadership. His intention is to study engineering.



A Netted Gem potato, considerably less than life size.



THE POTATOES MOVE

OUT in Washington state's Columbia Basin the handiwork of man and of nature have combined to put important traffic on the rails of The Milwaukee Road.

For as long as many employes can remember, this area's fantastic potential has been a topic of hopeful conversation. Today that potential is a very real thing, as evidenced on every hand. Principal proof is to be seen around the huge new potato warehouses and at the Milwaukee freight yards in Othello, Moses Lake and Warden.

This is the time of year when the potato trains start moving east. The hum of activity at Othello yard, where the long strings of refrigerator cars loaded with potatoes are iced, climaxes an industrial drama reaching back more than

two decades in time, and involving a great complex of activities. The long trains represent a job completed to the farmer, the digger, the warehouseman, the irrigation engineer and thousands of other people who work to produce, in cooperation with a bountiful nature, the large, delicious white potatoes which are the particular pride of the region.

Behind the dramatic story of potato production in the Columbia Basin are the equally dramatic facts having to do with the development of the basin itself.

This agricultural empire had its beginning in 1933 when construction of Grand Coulee Dam, some 75 miles northwest of Spokane, was started. By 1941 it was virtually completed, and the business of impounding vast reservoirs of water for irrigating 1,020,000 acres

of fertile volcanic ash soil in the semi-arid land to the south was under way.

The first water was delivered to Milwaukee Road territory in 1952, when 8,788 acres in the Moses Lake region came under irrigation. Today irrigation extends into other Milwaukee Road areas totaling this year approximately 96,420 acres, and is being steadily expanded.

The best gauge of what irrigation has meant to the basin can be found in the population figures for Moses Lake, Othello and Warden.

In 1940 the U. S. Census Bureau showed a population of 326 for Moses Lake; last year it was 11,495, and the estimate for 1960 is 28,312. In 1940 there was no population at all listed for Othello, but there were 2,775 people living there in 1957, with an estimate of 12,457 for 1960. Warden, likewise, has grown from 78 to 995, and to an estimated 6,228 two years hence.

Although the basin produces many agricultural products of fine quality, including onions, sugar beets, dry beans, peas, small grains and field corn, the principal crop to date has been potatoes, of which the Netted Gem is the most popular. Close to 75 per cent of the potato crop moves by rail, with The Milwaukee Road hauling more carloads than any of the other three lines serving the basin.

During the last potato year (extending from late June, 1957, through April, 1958, when shipment of stored potatoes was largely complete) the Milwaukee handled 4,137 carloads. This year's figure is expected to reach 4,600, provided



Loading the refrigerator cars at one of the Othello potato processing houses. On the average, 360 bags weighing 100 pounds each make a carload. Shippers are considering the use of wire-bound boxes containing about 15 bushels each which would simplify the job of sacking later in small bags for retail distribution.



A long "spud special" pictured a short distance east of Othello, Wash.

EAST . . .

market conditions are favorable.

This huge operation is carried out in close cooperation with the potato processing houses on Milwaukee trackage, six of which are at Moses Lake, five at Warden and four at Othello. A look at a map of the area provides a quick impression of how the movement is carried out. Warden is the junction point where the branch line running south from Moses Lake connects with the main line. Twelve miles to the west of Warden, and on the main line, is Othello, the power changeover point where westbound trains exchange diesel for electric power for the trip over the Cascade Mountains, and eastbound trains go through the reverse procedure.

The Road last year completed a new \$1 million, 11-track freight yard at Othello, with modern facilities for the high speed icing of refrigerator cars. In some instances cars are pre-iced here and taken to Warden or Moses Lake for loading, but the bulk of the handling involves loading at Moses Lake and Warden and moving the cars to Othello for icing, along with those carloads originating in Othello itself. Most cars leave Othello with so-called half-stage icing, as the flow of cool, moist air throughout the car is improved by filling only the upper half of the bunkers. This means placing an average of 3.14 tons of ice in each car at Othello, and re-icing with a total of about 8.5 tons at Deer Lodge, Miles City, Aberdeen and St. Paul. In other words, it takes between 10 and 12 tons of ice, on the average, to carry a carload of potatoes, weighing

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At the Road's new \$1 million yard in Othello a drag chain belt feeds 300-pound cakes of ice into a crusher which makes fast work of loading the bunkers of refrigerator cars. It can service a car every two minutes. Last summer, when this installation went into service, production reached a one-day peak of 147 cars iced. At right, a close-on view of the ice crusher.

about 36,000 pounds, from Othello to Chicago during warm weather.

Heretofore, and to a certain extent this summer, ice for the cars has been shipped from Seattle and Kittitas and stored in the Road's ice house and in refrigerator cars. However, a new ice-making plant is now being constructed adjacent to Milwaukee facilities, and will deliver part of the ice needed this summer. When in full production next year, it will provide about 120 tons of



ice per day in addition to large quantities stored in advance.

During the peak of the shipping season, which starts about the second week in August and runs through to about Oct. 1, depending on market conditions,



Ice from storage cars goes onto the ramp. A plant is now under construction at Othello which will do away with the need for bringing ice in from other points. The men, from left, are: Jim Brewder, ice house laborer; Jack Collicott, ice and heater inspector; and H. C. Skogley, perishable freight inspector.

the Road uses approximately 650 tons of ice daily to service as many as 135 cars per day. In the fall it is often safe to ship without ice, and during the winter months when potatoes which have been held in storage awaiting better market conditions are shipped, it is usually necessary to use heaters.

When the shipping season begins in late June or early July and the daily carload movement is relatively small, cars are handled in regular movements. But as the season progresses and the town of Othello begins to live in the happy fear of being buried alive in Netted Gems, the so-called "spud specials" start rolling, and basin people are treated to the thrilling show of railroading at its mass-transportation best.

Welcome to a New Neighbor - Central Grocers

THE MILWAUKEE ROAD recently welcomed Central Grocers Cooperative, Inc., to its growing family of new industries. Located at 3701 Centrella Lane in the Road's new industrial property at Franklin Park, Ill., the new plant of 240,000 square feet was expected to be ready for occupancy July 15 and at that time carloads of various food items to stock the huge warehouse were already starting to roll from origin points in 21 states.

Negotiations carried on by the Road's industrial and real estate development department and W. A. Cassin, president and general manager of Central Grocers, were completed early last year and ground breaking ceremonies were held in June, 1957. The general contractor was Edwin E. Hartrich & Sons.

The new plant occupies about half of

the 15-acre tract purchased from the railroad by Central Grocers. The remainder of the area will be used for expansion of these facilities when necessary. The design of the building was supervised by Albert E. Eiseman, Jr., an architect working with Operations, Incorporated, food warehouse consultants.

The buildings comprising the new plant are of the most modern design, with steel frame construction, masonry walls, and insulated roof, as well as being fully sprinklered. Sound-proof offices are located on the southerly side facing Centrella Lane, a street on Milwaukee Road property named for the famous "Centrella" brand.

In addition to the main warehouse and offices, a 24,000 square foot insulated area is maintained for the frozen food section. Of this area 20,000 square feet are held at a constant temperature of 10 degrees below zero. Trucking docks and maintenance garage occupy an area along the



Aerial view of the new Central Grocers Cooperative plant, located in the Road's industrial property at Franklin Park, Ill. Note the new trackage entering the plant.

west side. Landscaping and 54,000 square feet of blacktop driveways on the west and southerly sides of the building will complete the arrangement.

Established in 1917, Central Grocers is a progressive organization in the food distribution industry. The famous "Centrella" brands are now handled through 411 retail stores in the Greater Chicago area roughly bounded by Waukegan, Rockford, Aurora and South Bend.

Expansion plans already contemplate 100 new stores, and more will be added as new markets develop. Railroad traffic is expected to be about 2,500 cars per year.



Scene at the ground breaking ceremonies. From left: W. D. Swanson, Milwaukee Road industrial engineer; Nelson Hartrich of Edwin E. Hartrich & Sons, general contractor; S. J. Cooley, Milwaukee Road director-industrial and real estate development; W. A. Cassin, president and general manager, Central Grocers; Fred Meeske, director, Central Grocers; and Eugene Hartrich of the Hartrich firm.

Among those at the speakers table during the Milwaukee Road Mechanical Foremen's Association banquet were, from left: F. W. Bunce, chief mechanical officer; Mrs. Wellnitz; C. E. Wellnitz, president of the association; President William J. Quinn; Mrs. Quinn; Mrs. Duty; and John Duty, association vice president for the middle district, who served as toastmaster.



President Quinn Addresses Mechanical Foremen

THE MILWAUKEE ROAD, as it stands right now, could quickly be geared to handle *double* the present volume of freight and passengers, President William J. Quinn told a group of mechanical foremen recently.

"What's more", he added, "because we are inherently a volume carrier, we could handle this greatly increased load with even greater efficiency. We would utilize more completely the full capacity of our labor force and our mechanical facilities. We would cut down overhead by operating more trains over the same right-of-way, and through the same yards and stations. We would treble or quadruple our earnings and would therefore have much more money to invest in further improvements."

Mr. Quinn outlined that rosy bit of basic railroad economics in an address

before the Milwaukee Road Mechanical Foremen's Association on June 21 at the banquet which climaxed that organization's biennial meeting, held in Milwaukee. He and Mrs. Quinn attended as guests of the association.

Elaborating on his statement, Mr. Quinn pointed out that there is little likelihood of that dream coming true in the near future, but commented on his reasons for feeling that things are definitely looking up for the railroads.

Chief among those reasons was the fact that the mass of American people are gradually learning some of the fundamental facts about the economics of transportation. In this connection he commented on the provisions of the transportation bills then before Congress, and thanked his audience for the action which he said he knew many of

them had taken in writing to their senators and representatives on that vital subject.

He also mentioned the population growth and the St. Lawrence Seaway, with Chicago, Milwaukee and Duluth becoming important ports for international shipping, as being among the reasons for expecting better days ahead on The Milwaukee Road.

"The seaway and the population growth are, of course, beyond our control", Mr. Quinn added, "but there are other things which depend wholly upon our own efforts. One of these is vigorous, aggressive, old-fashioned salesmanship. Our traffic department is making an all-out effort to win new customers and to recapture ones whose trade we have lost.

"Yes, the emphasis is on sales and the production of a salable product."

He called particular attention to the fact that the Milwaukee, along with seven other leading western lines, has established a special committee on railroad research which is digging deep

(Continued on next page)

Members of the Milwaukee Road Mechanical Foremen's Association and their wives at the banquet in the Empire Room of the Schroeder Hotel in Milwaukee.





In addition to the employees of the Milwaukee Motor Transportation Co. and their wives, the luncheon group included railroad employees who handle its merchandise, and mechanics who maintain the vehicles.

Wisconsin Motor Fleet Wins Safety Award

SAFETY on the highway was saluted May 10 when the drivers of the Milwaukee Road's truck and bus fleet in Wisconsin were honored at a luncheon in the Raulf Hotel in Portage. The occasion marked the presentation to the Milwaukee Motor Transportation Company, a Milwaukee Road subsidiary, of the second place trophy in the Wisconsin Motor Vehicle Department Fleet Safety Service Contest. Each driver received a "No Accident Driver" award.

The Road's transport company has

finished at the top twice, and in second place four times. Competition is between various classifications of highway users, from taxis to intercity transfer vehicles. Last year's contest was among five fleets with an overall accident ratio of 1.07 per 100,000 miles. The award to the Milwaukee Road fleet was on a 0.19 ratio.

From a small service started in 1943 to handle l.c.l. freight between Milwaukee and Iron River, Mich., the Milwaukee Motor Transportation Company has

expanded into a 1,710-mile operation extending into Illinois and Iowa. In addition to providing pickup and delivery service, it now moves mail and Railway Express, provides passenger service on lines where trains have been discontinued, and between off-line communities and main line connections.

This year at Portage 20 drivers also received National Safety Council awards ranging from one to 11 no-accident driving service years.



R. R. Miskimmins, manager of motor transport (center), accepts the second place 1957 Wisconsin Motor Vehicle Fleet Safety Service Award for Commercial Fleets from Orton L. Johnson, chief of the Columbia County highway patrol. Standing by is R. J. Kemp, assistant to vice president-operation in charge of claim prevention, refrigeration and merchandise service and vice president of the Milwaukee Motor Transportation Company.

President Quinn Addresses Foremen

(Continued from preceding page)

into the methods and volume of distribution of a wide range of commodities by the various types of carriers.

Discussing ways in which the Milwaukee has been trying to produce more and better transportation at lower cost, President Quinn pointed out several of the company's objectives, including the reduction of damage to lading and improving the serviceability and life of cars. He called attention to the Road's present study of the potentialities of the electronic computer in all phases of record keeping.

"We are convinced", he said, "that the ready availability of inventory reports will enable the purchasing department to reduce the stock of materials in very considerable amounts. In one class of material—air brake parts—

already tested, the reduction in material in stock amounted to 50 per cent. All this means that we will have fewer dollars tied up in inventory—dollars that can be utilized for other operating needs."

Commenting on ways in which mechanical foremen fit into the over-all task of selling the railroad's service, Mr. Quinn reminded his audience that the best selling campaign in the world can do just one thing—it can gain new customers. But it can't hold them if the product—and in our case that means service—is not up to standard.

"You foremen and the crews under you," he said, "are faced, day by day, with the necessity of keeping our plant and equipment ready and able to do the job. It is good to know that this big responsibility is in good hands."

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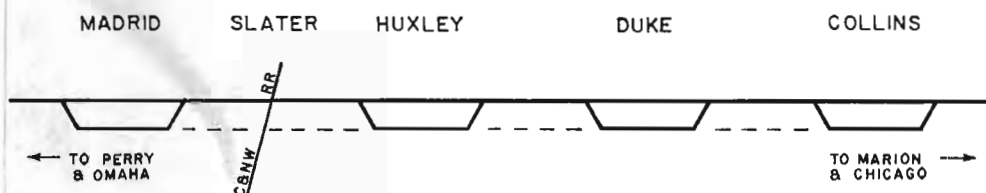
WHERE ONE IS BETTER THAN TWO

CTC Refinement Between Collins and Madrid Speeds Traffic on Iowa Division

THERE'S nothing new about centralized traffic control on the Iowa Division, which boasts the world's longest section of CTC operated by one dispatcher. But it is interesting to note that even this new facility has undergone a local refinement.

Completed in July, 1957, the 330-mile CTC system extending from the Mississippi River to the Missouri was all single track except for short lengths of double trackage totaling approximately 88 miles. A single-tracking project completed between Collins and Madrid late in the spring shortened that double trackage by another 24 miles and made for still greater flexibility of operation.

Diagram showing in dotted lines the portions of No. 2 main track between East Madrid and Collins, Ia. which have been retired, and the remaining trackage converted into long sidings at Huxley, Duke and Collins. Trackage at Madrid continues to be operated as double track. Like the rest of the division-long centralized traffic control system, this section is tied into the big CTC board at Perry and operated by the dispatcher there.



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V. J. Sands, general track gang foreman, directs preparations for power switch installations at the siding now known as Duke (former station of Elwell, Ia.) To avoid train delays all electrical connections, signals, and other installations are placed in advance; then the track is quickly shifted and the power switch moved into position. The signal shown has been replaced by a two-light installation beyond picture range at right, controlling eastbound traffic along the main line or onto the siding. Similar installations are at both ends of each siding, similar to those shown on page 8 of the May-June issue.

The project consisted of removing some 88,000 feet of second main line trackage and converting to a highly efficient single track system with portions of the second main left in as long sidings (approximately 2 miles each) at Collins, Duke and Huxley, as shown on the diagram below. What appears to be a siding at Madrid is actually a four-mile stretch still operated as double

trackage.

Although the 28 miles of double track railroad had been signaled for operation in both directions at the time it went over to CTC in February, 1957, delays sometimes occurred while one train waited for another to clear the long stretch. The present system, operated under CTC control from Perry, enables the dispatcher to put a train onto one of the long sidings whenever the flow of traffic requires it. Then, at the flip of a switch on the control board he can bring it back onto the main line and let it proceed, regardless of direction. In other words, under normal conditions delays are now no longer than the approximate time required for a train to traverse the distance of about six miles between sidings.

Like all aspects of the Milwaukee Road's modernization program, this CTC refinement was a matter of taking that which was already good and making it still better.



Scene in the grand ballroom of Chicago's La Salle Hotel during the Women's Club biennial luncheon.

The Women's Club Reports . . .

A NEW chapter in the 34-year history of The Milwaukee Road Women's Club was written at the biennial meeting in Chicago on June 6 and 7 when delegates from 41 of the club's 56 system-wide chapters reported on the past year's work. The story they told was one of concern for the welfare of the railroad family.

Meeting in the LaSalle Hotel, the members considered programs for war veterans' hospitals, calls on the sick, aid for needy families, participation in civic affairs, ideas for money-raising ventures, and social activities for retired and active railroad people.

Mrs. William J. Quinn was appointed honorary president general of the club, and the election of general officers resulted in Mrs. C. C. Steed of Milwaukee being elected to her fifth two-year term as president general.

It was reported that during 1957 the chapters had spent more than \$7,300 for welfare and "good cheer" work among employees and former employees.



Presidents and other delegates of the 41 chapters at the meeting.



Members of the general executive committee of the general governing board with Mrs. C. C. Steed of Milwaukee, president general. First row, from left: Mrs. R. F. Ellsworth, general director, Aberdeen, S. D.; Mrs. F. T. Ross, general director, Chicago; Mrs. Ralph Vannella, treasurer general, Bensenville; Mrs. Steed; Mrs. W. R. Dolan, second vice president general, Miss Etta N. Lindskog, secretary general, and Mrs. O. P. Catlin, general director, all of Chicago; Mrs. L. G. Ellis, retiring general constitution chairman, La Crosse; and Mrs. L. W. Palmquist, general advisory officer, Minneapolis. Second row, from left: Mrs. W. R. Hughes, retiring general director, Marion, Ia.; Mrs. Gladys Brundage, general director, Miles City; Mrs. E. N. Shortall, recording secretary general, Chicago; Mrs. G. Strommer, third vice president general, Seattle; Mrs. E. L. Hubbs, retiring general director, Miles City; and Mrs. W. E. Swingle, general director, and Mrs. R. W. Hayes, retiring general director, both of Chicago.

HEART STUDY ON WHEELS

FROM a health standpoint, who has the more hazardous job, the pen-wielding statistician or the switchman coupling cars on the track? Who would be the likelier candidate for a heart attack?

To find a possible answer to the above and other questions concerning coronary ailments, a group of Milwaukee Road employes in the Chicago area signed up recently for a study being made by a University of Minnesota research team. The objective of the research program, which is supported by the Public Health Service and the American Heart Association, is to find out why so many middle aged American men are victims of heart ailments. Milwaukee employes in the Twin Cities were among the first volunteers for the study, which entered full scale field operations this spring. Personnel of 18 railroads in the Northwest will participate.

Since coronary heart disease accounts for at least one-third of all deaths among American men of middle years, the detection of its early symptoms is an obvious advantage. Facts suggest that diet, physical exertion and emotions may contribute to its development. Railroad people, who generally start their jobs when they are young and tend to remain with them for many years, offer researchers an unusual long-range opportunity to study the way typical Americans work and live.

The acting director of the study is Dr. Henry L. Taylor of the Laboratory of Physiological Hygiene at the University of Minnesota. The Milwaukee

started working with Doctor Taylor and his staff last June, since which time tests have been made among employes in Milwaukee and La Crosse.

The team's base of operations is a mobile unit composed of two Pullman cars, one fitted as a laboratory and the other as a dressing room and office for taking case histories. In addition to Doctor Taylor, it is staffed by an anthropologist, two physicians, a junior scientist, and several technicians and assistants.

The cars were recently spotted on track at the Chicago Union Station, where several hundred employes of the Milwaukee and other lines serving the station, were tested. These men had been selected as representative individuals in either sedentary or physically active work, including clerks, switchmen and supervisors, whose duties involve considerable responsibility, and whose ages are in the 40 to 60 bracket with which the study is concerned. The thorough examination which they received included a chest X-ray, blood tests and electrocardiograms, and the men were interviewed regarding their activities, habits and matters relating to heredity. These tests occupied about two hours, and all findings were confidential. The mobile laboratory was in the station more than a week before moving out to Bensenville Yard, where the accompanying pictures were taken.

The researchers hope to develop data on approximately 2,500 men. The large number is necessary in order to compile death rate statistics. For the latter they



As part of the testing routine, Howard S. Hamilton, switchman at Bensenville Yard, takes a walk on a treadmill while Walter Carlson, junior scientist on the laboratory staff, makes a record of his blood pressure.

will draw on the records of the Railroad Retirement Board. Preliminary reports should be ready within a year, although the survey may take five years, with follow-up studies continuing for as long as 10 years from now.

Pointing out that these records will also serve as valuable source material for other surveys, Doctor Taylor said that the public health problems of today are all based on the behavior and physiology of man rather than on disease in the customary sense of the word.

Below: R. R. Brown, general superintendent, Chicago (left), with Dr. Francis Grande, associate professor of physiological hygiene at the University of Minnesota, and N. H. McKegney, superintendent of Chicago Terminals, looks over a record of some of the survey's preliminary findings. In the background is the diesel house at Bensenville Yard.



Center: Paul E. Turner, a conductor in suburban service between Chicago and Elgin, Ill., undergoes an electrocardiogram test. Dr. Douglas N. Rhodes, a research associate from Cambridge University in England, is adjusting the apparatus. Right: At work in the laboratory car: Gail Anderson, x-ray technician, at the phone; Dr. Francis Grande; and Joan Bakula, laboratory technologist.



What's New On The Milwaukee?

FEATURED in the Milwaukee's parade of new facilities are fleets of amazingly efficient tie tamping machines and aluminum house trailers for crews doing work out on the railroad.

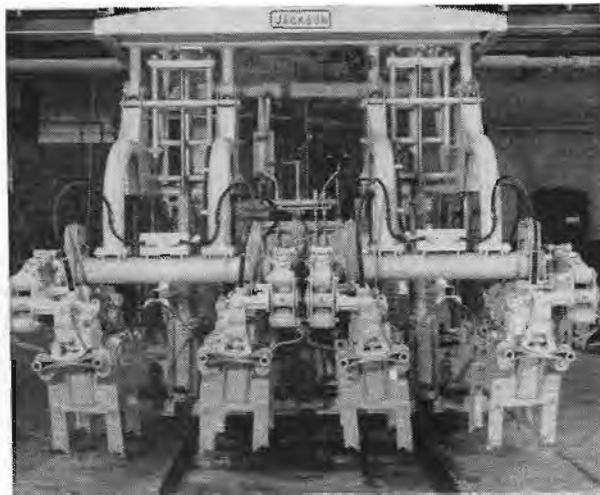
The Road has 28 mechanized track maintenance gangs at work on a routine smoothing and lining project throughout the system this summer, each gang being equipped with a tamping power jack and a power track liner in addition to one of the production tie tamping machines pictured here. Each of these gangs, consisting of approximately 12 laborers plus machine operators and supervisors, is averaging about one mile a day and leaving the track in a condition which makes for an even smoother ride for passengers and freight.

The programmed work being done by these machines began on May 1 and will continue as long as weather conditions permit.

117 Units in Trailer Fleet

The attractive aluminum house trailers seen throughout Lines East this summer are part of the Road's fleet of 117 such units now in use by signal and communications crews (60 trailer units), track maintenance forces (42 units), heavy work equipment operators (6 units) and track welding crews (9 units).

In addition to the trailer units, which are taken from one work site to another by small trucks used in other phases of



The Road now has 28 of these production tie tamping machines in service. They tamp new gravel under the raised ties with a force of 15 tons, and then vibrate it until the ballast is fully settled. Cost: \$45,000 each.

the work, the Road has also rebuilt a number of conventional rail camp cars for use by track, bridge and building, work equipment and car department crews throughout the railroad. Like the trailers, these cars have been equipped with the most modern facilities for food preparation and the comfort of the men. In mountainous territory, where sites for parking trailers are difficult to find near both a highway and the rail line, these camp cars still offer advantages over trailers.

The aluminum house trailers are of several types. Some have sleeping facilities for six men, while others contain a small office and accommodate a foreman and four men. In addition, there are some small two-man trailers and separate kitchen and dining units.



Part of the new fleet of aluminum house trailers pictured at the shops in Milwaukee at the time of delivery in the winter. They are of the same design as the first 28 which were the subject of an article in the March, 1956 issue.

• Briefly Noted •

(Continued from page 2)

veloped by Illinois Bell Telephone Company at the request of The Milwaukee Road, the Automatic Call Distribution System, as it is called, feeds incoming telephone calls regarding coach, parlor car and sleeping car accommodations to the reservation clerks with the very minimum of delay. The system operates with 15 telephone lines leading into the control device. Should a call come in when no direct line to a reservation clerk is open, the caller will be greeted by a recorded message and politely requested to wait. Such calls can be "stored" on an electronic drum which accepts as many as 45 at a time. These are instantaneously "fed off" to the reservation clerks in the order received as their lines are cleared of previous calls. Meanwhile, should further delay occur, the recorded voice cuts in at 30 second intervals to remind the caller that his patience is appreciated and that his reservation will be made shortly.

THE VETERANS' 23RD REUNION

brought hundreds of the Road's senior employes and retired people together in Milwaukee on July 16 and 17. An account of the spirited get-together, with pictures, will appear in the September-October issue.

THE VOTERS SAID NO to an airport bond issue proposal in Omaha, Neb., recently, due partly to the active opposition offered by The Milwaukee Road and six other railroads. In the Omaha vote 13 bond issues were overwhelmingly defeated, including a \$1 million general obligation issue and a \$1 million revenue issue for airport improvements. Earlier, railroad employe efforts were credited with a large role in side-tracking similar bond proposals in Spokane, Wash., and Cheyenne, Wyo. The Milwaukee Road was among the railroads opposing Spokane's \$4,160,000 airport improvement plan, which was to have been paid for through tax levies.

RAIL TRAVEL TWICE AS SAFE.

Comparing the safety experience of railroads, air carriers, buses and passenger cars, the AAR recently reported that travel by railroad in 1957 was nearly twice as safe as travel by domestic airline and bus, and about 37 times as safe as travel by automobile and taxi. The summary included statistics of the Interstate Commerce

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Commission, the Civil Aeronautics Board and the National Safety Council.

IMPROVED SERVICE TO ROCHESTER. The passenger traffic department has announced a new service between Rochester, Minn., location of the world-famous Mayo Clinic, and Winona, on the mainline Hiawatha route. A limousine service provided by the Jefferson Transportation Company connects with trains Nos. 3 and 15 westbound and Nos. 6 and 16 eastbound at Winona.

LEBANON TROUBLESHOOTER IS "MILWAUKEE". Deputy Undersecretary of State Robert D. Murphy, diplomatic troubleshooter dispatched by President Eisenhower to intercede in the Lebanon crisis, was a Milwaukee Road roundhouse employe in Milwaukee while attending the old Marquette Academy there before entering Marquette University. His father's entire working life was spent with this railroad, the Milwaukee Sentinel reported recently.

Mr. Murphy is probably best known for his negotiations with the Vichy French in North Africa during World War II. His ability to win from Adm. Jean Darlan a cease-fighting order prevented bloodshed when U. S. troops landed in North Africa in November, 1942.

DINING CAR MENU, 1882 B. C. (BEFORE CALORIES). A menu recovered recently from an old strong box and now in the possession of C. F. Dahnke, general passenger agent, Milwaukee, leads back along the corridor of years to Nov. 4, 1882, and the inauguration of the Chicago, Milwaukee & St. Paul "Short Line" service to Chicago. Embossed in gold and printed on satin now ivory with age, it lists the delicacies served to guests on the inaugural run as follows: Blue Points on the Half Shell, Consomme a la Regence, Salmon with Sauce Hollandaise and Cucumbers. Entrees include Fillet of Beef Aux Champignons, Roast Quail, and Breast of Turkey a l'Ambassadee, accompanied by a salad, Tomatoes Farcies, Potatoes Duchesse and French Peas. Punch a la Romaine was served with this course. The epicurean feast concluded with coffee and a choice of the following desserts: cheese, ice cream, assorted cakes, fruits in season, and that favorite of the gas light era, Charlotte Russe.

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COMMENTS FROM

OUR CUSTOMERS



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

THE TRUTH PREVAILS

"Thank you for retrieving my purse so promptly. . . . The amount of money and other contents were in perfect condition. This is perhaps a good example of the truth that there are still many honest and upright people in our world.

"I also wish to commend the fine spirit of the personnel of your company in our many contacts with them in our travels from Dubuque to Sioux City."

Sister Mary Leonice, O.S.F.
Dubuque, Ia.

ONE OF THE NICEST

"I would like to go on record for myself, my wife and other members of my family as well as others in Charles City as stating that we think your agent here, Mr. Harold Gelling, is one of the nicest, most accommodating men we know.

"To say that he is a tremendous public relations factor for you people is an understatement."

Charles J. Ellis
Charles City, Ia.

HOST WITH THE MOST

"I like to hear compliments about our business and I thought you might about yours, which influences me to write and say that I have ridden the City of Denver several times lately and the train service is good, but your dining car service is excellent. Good food, well served by competent waiters—and to top it all, you have a steward, a Mr. Barger [Maurice Barger, Fox Lake, Ill.] who is the best I have ever seen. He really makes his guests feel at home . . . It has been my good fortune to eat with him a number of times, and he is always the same cheerful, efficient fellow."

J. W. Lidell
Vice President
Continental Oil Co.
Denver, Colo.

LOST, BUT FOUND

"I would like to bring to your attention the prompt and courteous service I recently

received from your lost and found department . . . at the Chicago Union Station.

"It happened on a Friday evening that I lost a very important package, and indications were that I had left it on the Deerfield local out of the station at 4:53 P.M. I was referred to your room 221 [lost and found service] and the gentleman there made a record of my loss, and patiently reassured me during several succeeding calls at his office. On Tuesday afternoon I heard from him that my package had been found, and he has since turned it over to me, refusing any reward for his or anyone else's part in locating it.

"Needless to say, I was overjoyed . . . and want to convey my sincere thanks."

Stewart Shepherd
Deerfield, Ill.

BOUQUET FOR MRS. SCHULTZ

"I have always had a high respect for the personnel of your local organization, so I was not surprised at the courtesy and consideration shown by your Mrs. Marion Schultz [ticket clerk] while my wife and I waited recently for No. 22 [the Sioux] bound for Chicago. My compliments to you."

Albert R. Effress
Mason City, Ia.

THE BIG SURPRISE

(From a letter received recently by J. E. Coleman, agent at Whitewater, Wis., which concerned arrangements he made for a passenger trip and freight movement from Whitewater to Richmond, Va.)

"Thank you for all your time and trouble and kindness, both as passenger and freight agent. The trip on the train was very comfortable and pleasant, and I thoroughly enjoyed it. The connections in Chicago and Washington were perfect, and service on all trains was excellent.

"The big surprise, though, was the freight service. It all arrived in Fork Union just two weeks after it left Whitewater, and in much better condition than several parcel post packages I had sent, and faster. We were so pleased, and wanted you to know."

Mrs. S. E. Mear
Fork Union, Va.

appointments

Finance and Accounting Department

Effective Aug. 1, 1958:

A. B. Montgomery is appointed auditor of passenger accounts following the retirement of A. M. Dryer. Mr. Montgomery started with the Road's accounting department in 1920 and after serving in various positions became chief clerk of the auditor of expenditure department in 1935. He was appointed assistant auditor of passenger accounts in 1952. A Navy veteran of World War I, he is 6th District Commander of the American Legion and Commander of the Milwaukee Road Pioneer Post.



A. B. Montgomery

Engineering Department

Effective July 1, 1958:

C. H. Tusler is appointed principal assistant engineer Lines West, with headquarters at Seattle. Mr. Tusler has been with the engineering department on various positions in the West since 1922. Most recently he has been assistant engineer in Tacoma and Seattle.

Traffic Department

Effective June 1, 1958:

R. D. LaHatt is appointed city freight agent at Seattle. Mr. LaHatt was formerly chief clerk in the Portland, Ore., traffic office.

Effective July 1, 1958:

W. B. Fisher is appointed assistant general freight agent with office at Seattle. Mr. Fisher started in the Road's traffic department in Chicago in 1919. He has been assistant general freight agent there since July, 1957.

F. J. Swierenga is appointed assistant general freight agent with office at Chicago, succeeding W. B. Fisher. Mr. Swierenga, a Milwaukee Road employee since 1924, was most recently chief clerk in the general freight department in Chicago.

Operating Department

Effective June 21, 1958:

A. V. O'Hara is appointed trainmaster of Chicago Terminals with head-

quarters at Bensenville, Ill. E. A. Duszak has resigned. A native of Chicago, Mr. O'Hara started at the Galewood freight house in 1946. He has been yardmaster at Bensenville since 1952.

Effective July 1, 1958:

W. J. Peta is appointed trainmaster of the H&D Division with headquarters at Aberdeen, S. D., following the resignation of H. J. Mahoney. Since starting with the Road in 1947, Mr. Peta has served as switchman, yardmaster, and as trainmaster at Marion, Ia., and in the Twin Cities.

R. L. Tewell is appointed trainmaster of the Twin City Terminals with headquarters at St. Paul, succeeding W. J. Peta. Mr. Tewell has been with the Road since 1947, as yardmaster, and as trainmaster of the Chicago Terminals and of the Milwaukee Division Third District.

E. P. Bunce is appointed trainmaster of the Milwaukee Division Third District with headquarters at Horicon, Wis., succeeding R. L. Tewell. Mr. Bunce, an employee since 1948, was formerly trainmaster of the Milwaukee Terminal, and since April, 1957 of the Twin City Terminals.

Effective Aug. 1, 1958:

R. E. Chalifoux is appointed agent at Green Bay, Wis., following the retirement of C. P. Devereaux. Mr. Chalifoux started with the Road in 1928 in the Galewood freight office in Chicago, where he has been assistant agent since August, 1953.

Purchasing and Stores Department

Effective June 1, 1958:

Wayne Goudy is appointed assistant general storekeeper at Tacoma, following the retirement of J. V. Anderson.

E. J. Bahr is appointed district storekeeper at Tacoma, succeeding W. Goudy.

E. V. Gull is appointed storekeeper at Sioux City, succeeding E. J. Bahr.

Mechanical Department

Effective July 1, 1958:

D. D. Fisher is appointed district general car foreman with headquarters at Tacoma, succeeding C. M. McMullin who has been assigned to other duties.

W. C. Mauer is appointed district general car foreman with headquarters

A. M. Dryer Retires; Notes Changed Methods

ARTHUR M. DRYER, whose Milwaukee Road career of 47 years began as a clerk in the office of auditor of passenger accounts in Chicago on July 20, 1911 is retiring at the end of July.



A. M. Dryer

He has served as bureau head, chief clerk and, since Oct. 15, 1944, as auditor of passenger accounts.

Methods have been mechanized during Mr. Dryer's years in that office, especially in connection with foreign and home interline ticket accounting. "Foreign", according to Mr. Dryer, refers to interline tickets issued on other railroads, while "home" has reference to those issued by Milwaukee Road agents and ticket sellers.

The present handling method involves, first, coding them and then sending them to the central machine room in the

Fullerton Avenue office in Chicago, where key punch cards are quickly prepared and a machine computation is made. With the balance arrived at, a distribution is made to foreign lines.

"This system represents a great improvement in what was once a difficult procedure", Mr. Dryer explained shortly before leaving. "It makes for greater speed and accuracy, and I was certainly happy to see the system completed and in operation before I left."

The Road's retiring expert in ticket accounting is a golfer and a baritone member of the S.P.E.B.S.Q.S.A., Inc. (Society for the Preservation and Encouragement of Barber Shop Quartette Singing in America).

Mr. Dryer and his wife, Anne, intend to spend the balance of the summer at their home in the Austin area of Chicago, and then leave some time in the fall for Fort Lauderdale, Fla., where they have vacationed every year since 1935. They will reserve for a while the decision as to whether they will locate in that vicinity permanently.

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at Bensenville, Ill., succeeding D. D. Fisher.

V. L. Waterworth is appointed district general car foreman with headquarters at St. Paul, succeeding W. C. Maurer.

H. F. Shannon is appointed district general car foreman with headquarters at Savanna, Ill., succeeding V. L. Waterworth.

H. R. Anderson is appointed assistant district general car foreman in the Milwaukee Terminal with headquarters at Davies Yard, succeeding H. F. Shannon.

W. V. Dilworth Heads Oakland Transportation Week

At Oakland, Calif., District Freight & Passenger Agent W. V. Dilworth served as general chairman of the local traffic club's National Transportation Week May 11-17. Co-sponsors were the chamber of commerce and the Women's Traffic Club of Oakland.

The event was kicked off by a luncheon at which The Milwaukee Road was represented by District Traffic Manager L. P. Freeman, General Agent G. H. Kronberg and District Freight & Passenger Agent R. G. Graham of the San Francisco office. H. C. Munson, who resigned as assistant general manager of The Milwaukee Road in 1948 to become vice president and general manager of the Western Pacific, was one of the speakers.

The purpose of Transportation Week was to acquaint the public with the importance of transportation to the national economy. One of its features was a display of the newest railroad equipment, including freight and passenger cars and highway vehicles.

Road Awarded N.S.C. Golden Spike

For its extensive on-and-off-the-job safety program during 1957, The Milwaukee Road has been named by the National Safety Council to receive its fifth annual Public Safety Activities Award. The citation was based on the Road's cooperation with local and state safety councils and civic groups, on the maintenance of a safety staff headed by eight district engineers, special attention to the safety education of children, support of the "Signs of Life" program, the wide publicity given to the Road's safety activities in the press, and for conducting 35 employe and family group meetings in which an estimated 50,000 persons were enlisted in the cause of safety. Eighteen American and Canadian railroads were designated to receive the award, the symbol of which is a golden spike.

July—August, 1958



John T. Sweeney with a group of long-time railroad associates at the reception which marked his 100th birthday. From left, standing: D&I Division Engineers L. C. Christisen and J. H. Antrim, General Chairman J. H. McLaughlin of the BLE, D&I Engineer T. E. Anderson, Retired D&I Conductor John Kite, and Retired D&I Engineer P. O. Cary. Retired Engineer Carl Orey is also seated.

Two Turn Century Mark

THE distinction of bridging a century in time has been achieved by two Milwaukee Road veterans, Retired Engineer John T. Sweeney of Manhattan, Kans., and Retired Machinist Albert J. Blair of Tomah, Wis. Mr. Sweeney observed his 100th birthday Apr. 30, and Mr. Blair on June 23. Among the many congratulations extended to the centenarians were messages from Chairman of the Board Leo T. Crowley and President W. J. Quinn.

Mr. Sweeney, who in addition to being the Road's oldest pensioner is probably the oldest Elk member in the nation, started as a fireman on the old Council Bluffs Division in 1879, made his date as engineer in 1884, and his last run on May 22, 1937. To celebrate his birthday he took an airplane ride (his first) and afterward attended a dinner and reception in his honor at Manhattan's Wareham Hotel. His family ties with the Road include Retired Engineer Chester M. Gage, a brother-in-law; Master Mechanic Wheeler B. Gage, St. Paul, a nephew; and Master Mechanic William C. Gage, Chicago Terminals, and Machinist Keith Gage, Milwaukee Shops, both great nephews.

The birthday of Mr. Blair, Tomah's senior citizen, was a big event at the Tomah Memorial Home, where he has lived the past year. In addition to his receiving a flood of telegrams and notes, more than 100 callers shared his birthday cake. Mr. Blair became a machinist at



Tomah (Wis.) Journal Photo

Albert J. Blair

an early age and started with the Road at the Tomah Shops in 1909. He finished his service there on Jan. 10, 1936, after 58 years at his trade. A semi-pro ball player when the game was played barehanded, he still follows the sport and is keenly interested in the televised big league games.

We go on fancying that each man is thinking of us, but he is not; he is like us. He is thinking of himself.

—Charles Reade

retirements

during May-June, 1958



General Offices—Chicago and Seattle—Including System Employees

Anderson, David M. Porter . . . Chicago, Ill.
Corcoran, Francis J. Clerk . . . " "
Dryer, Arthur M. Aud. Pass. Accts. . . " "
Mussweiler, Harvey J. Chief Clerk . . . " "
Smaron, Mary K. Janitress . . . " "
Smith, Trustin H. Cook . . . " "

Chicago Terminals

Burke, Thomas F. Loco. Engineer . . . Chicago, Ill.
Cavey, Julian L. Stevedore . . . " "
Johnson, Leon J. Switchman . . . " "
Karafa, Edward Clerk . . . " "
Knerr, Harry Carman . . . Bensenville, Ill.
Panebianco, Santo Sorter . . . Chicago, Ill.
Peeler, George D. Machinist . . . Chicago, Ill.
Prehm, Elmer W. Crane Engr. . . Bensenville, Ill.
Riley, James L. Ex. Gang Laborer . . . Bensenville, Ill.
Ruiz, Martin Sec. Laborer . . . Chicago, Ill.
Saldana, Jose Ex. Gang Laborer . . . Chicago, Ill.
Steininger, Walter A. Machinist . . . Bensenville, Ill.
Sulka, Mike Ex. Gang Laborer . . . Chicago, Ill.
Thomas, John Sec. Laborer . . . Galewood, Ill.
Weber, Aloysius G. Sec. Laborer . . . Chicago, Ill.

Coast Division

Anderson, John V.
Asst. Gen. Storekeeper Tacoma, Wash.
Heinz, John P. Carman . . . Tacoma, Wash.
Swergal, Edwin E. Trucker . . . Seattle, Wash.

Dubuque & Illinois Division

Collins, Ervin L. Box Packer . . . Savanna, Ill.
Donley, Orville P. Boilermaker . . . Ottumwa, Ia.
Henderson, Wayne W.
Master Mechanic Savanna, Ill.

McCoy, Ralph R. Tr. Baggage Man . . . Davenport, Ia.
Murray, Andrew Ex. Gang Laborer . . . Davis Jct., Ill.
Pullen, Charles A. Clerk . . . Dubuque, Ia.
Smith, Gervase, E. Switchman . . . Savanna, Ill.
Wayland, Glen J. Machinist . . . Ottumwa, Ia.

Hastings & Dakota Division

Bollinger, Jacob Ex. Gang Laborer . . . Zeeland, N. D.
Flanagan, Leo A.
Ex. Gang Laborer Browntown, Minn.
Gell, John Ex. Gang Laborer . . . Hopkins, Minn.
Harding, William J. Conductor . . . Minneapolis, Minn.
Huber, Carl Laborer . . . Aberdeen, S. D.
McCoy, Archie E. Crossingman . . . Montevideo, Minn.
Tikanok, Carl Ex. Gang Laborer . . . Milbank, S. D.
Tweter, Olof H. Loco. Engr. . . Montevideo, Minn.
Tynan, Joseph Ex. Gang Laborer . . . Milbank, S. D.
Weist, John Loco. Engr. . . Aberdeen, S. D.

Iowa Division

Christensen, Edward Laborer . . . Council Bluffs, Ia.
DeDecker, John A. Laborer . . . Cedar Rapids, Ia.
Dyer, Lee R. Loco. Engr. . . Savanna, Ill.
Johnston, James J.
Ex. Gang Laborer Council Bluffs, Ia.
Kelley, Owen B. Clerk . . . Storm Lake, Ia.
Kindig, Harry W. Sec. Foreman . . . Louisa, Ia.
Miller, George H. Crane Operator . . . Perry, Ia.
Rematas, Sam Sec. Laborer . . . Cedar Rapids, Ia.
Vaughn, Lewis F.
Ex. Gang Laborer Council Bluffs, Ia.

Iowa, Minnesota & Dakota Division

Anderson, Harold G. Mail Handler . . . Sioux City, Ia.
Carman, William M. Sec. Laborer . . . Cresco, Ia.
Damm, George A. Conductor . . . Austin, Minn.
Dockstader, Lucy A. Custodian . . . Otranto, Ia.
Henthorne, Arthur W. Conductor . . . Austin, Minn.

Hixson, Callie D. Whse. Foreman . . . Mason City, Ia.
Ness, William E.
Relief Foreman—Sec. Rapid City, S. D.
O'Neill, Joseph L. Pipefitter . . . Mitchell, S. D.
Rakow, William J. Mach. Helper . . . Austin, Minn.
Williams, Rex D. Loco. Fireman . . . Rapid City, S. D.

La Crosse & River Division

Daly, Philip A. Loco. Engr. . . Minneapolis, Minn.
Hansch, Leo B&B Carpenter . . . Hastings, Minn.
Johnson, Louise C. Custodian . . . Caryville, Wis.
Krueger, August G. Painter . . . LaCrosse, Wis.
Lehman, Henry Boiler Washer . . . Wausau, Wis.
Nitz, Alvin O. Loco. Engr. . . Portage, Wis.
Stern, Gustave A. Loco. Engr. . . St. Paul, Minn.
Viney, William F. Watchman . . . Tomah, Wis.
Zusan, Frank F. Brakeman . . . St. Paul, Minn.

Madison Division

Barrett, James T. Conductor . . . Milwaukee, Wis.
Christian, Peter Sec. Laborer . . . Madison, Wis.
Doherty, Earl J. Switchman . . . Rockford, Ill.
James, Richard P. Loco. Fireman . . . Platteville, Wis.
Kressel, James L. Machinist . . . Janesville, Wis.
Nelson, Norence M.
Sta. Baggage Man Madison, Wis.
Rogers, Walter V. Loco. Engr. . . Milwaukee, Wis.

Milwaukee Division

Havey, John A.
Loco. Fireman & Engineer . . . Milwaukee, Wis.
Knoebel, Frank H. Clerk . . . " "
Knudson, Gustave M.
Agent-Operator Abrams, Wis.
Lautenschlaeger, Arthur W.
Sec. Laborer Hilbert, Wis.
Lehman, Harold A. Switchman . . . Marinette, Wis.
Riley, George H. Conductor . . . Channing, Mich.

Milwaukee Terminals & Shops

Dunn, John E. Ex. Gang Laborer . . . Milwaukee, Wis.
Fitzgerald, Thomas H. Machinist . . . " "
Hardina, Edward J.
Chf. Yard Clerk " "
Howard, John P. Switchman . . . " "
Jarzembowicz, Henry
Air Brakeman " "
Jessie, Fred F. Electrician . . . " "
Lauks, Julius Helper . . . " "
Nowakowski, Stanley A. Molder . . . " "
Pierson, Charles Air Brakeman . . . " "
Smith, Frank Ex. Gang Laborer . . . " "
Zrna, Andrew F. B.M. Helper . . . " "

Roy A. Dahms

ROY A. DAHMS, district safety engineer, died suddenly July 16 in Northwestern Hospital, Minneapolis. He had been confined there suffering a heart seizure 10 days earlier. Burial was in Mendota, Minn.

Mr. Dahms was born in Grafton, Ia., June 4, 1901 and started with the Road's track department in 1918. Following a transfer to engine service, he served as general chairman of the Brotherhood of Maintenance of Way employes from 1939 to 1942. On Nov. 1, 1942 he was appointed district safety engineer with headquarters in Milwaukee, from where in 1950 he transferred to Minneapolis, in charge of territory on the H&D, I&SM and I&D Divisions. On May 1, 1955 he was appointed to the territory which included the Twin City Terminal and the Second District of the L&R Division.

Surviving Mr. Dahms are his wife, Ottilla, a son, Roy Allen, two grandchildren, Debora Ann and Larry Allen, two sisters and two brothers.



M.R.S. VETERANS VISIT SENATOR SMATHERS. Military Railway Service veterans, in Washington to plan their Sept. 19-21 convention, present Senator George Smathers with a copy of the late Maj. Gen. Carl R. Gray's "Railroading in 18 Countries," which tells the story of the Military Railway Service. In the group, from left, are Edward Conaway, RDG; P. E. Tyler, Jr., RFGP; Senator Smathers; Fred Popowich, PRR; and William M. Steamer, Southern. Many Milwaukee Road employes are members of the M.R.S. and will be attending the annual convention in Washington.

Rocky Mountain Division

Callantine, William C.
 Sec. Laborer Maudlow, Mont.
 Cass, John W. Carman, Avery, Idaho
 Dunn, Jack C. Sub. Station Oper. Francis, Mont.
 Harrington, Roy S.
 Tel. Operator Three Forks, Mont.
 Johnson, Orrian J.
 Conductor " " "
 Keilos, Dennis B. Sec. Laborer .. Butte, Mont.
 Phare, Darrel V. Agent .. Three Forks, Mont.
 Takeda, Guchi Sta. Fireman .. Avery, Idaho

Terre Haute Division

Pearce, Sylvan D. Telegrapher .. Delmar, Ill.
 Stultz, Wren F. Loco. Engr. Terre Haute, Ind.

Trans-Missouri Division

Boyd, Mordecai J.
 Agt.-Yardmaster Lewistown, Mont.
 Clifford, Everett J.
 Agent-Operator Mildred, Mont.
 Erickson, Philip S. Agent-Oper. Havelock, N. D.
 French, Howard F. Laborer .. Miles City, Mont.
 Messer, Frank Sec. Foreman .. Vananda, Mont.
 Meyers, William
 Ex. Gang Laborer Marmarth, N. D.
 Sandman, Henry P. Brakeman .. Miles City, Mont.
 Sickmiller, Frank T.
 Loco. Engineer Harlowton, Mont.
 West, Robert J. B&B Laborer .. Melstone, Mont.

Twin City Terminals

Arnett, Robert E.
 Ex. Gang Laborer Minneapolis, Minn.
 Casey, John T. Machinist .. " "
 Demmers, Anton J.
 Asst. Car Foreman St. Paul, Minn.
 Fiedler, Robert H. Machinist .. Minneapolis, Minn.
 Jarmuskavage, Martin
 Snow Shoveler " "
 Neuses, Michael R.
 Trav. Frt. & Pass. Agent Duluth, Minn.
 Ondrachek, Joseph T.
 Ex. Gang Laborer Minneapolis, Minn.
 Reed, William F. Yardmaster .. " "
 Swanson, Anders G. Clerk .. " "
 Turcinski, Frank B.
 Ex. Gang Laborer " "

Earl C. Barnes

EARL C. BARNES, electrical engineer with headquarters in Seattle, died unexpectedly in Providence Hospital, Seattle, July 17. He was 62 years of age.

Mr. Barnes was a 1917 graduate of the University of Illinois engineering school who served as a Navy aviator during World War I. Afterward he was employed briefly in the research department of Western Electric before coming to the Road in 1920. Starting at Seattle on electrification cost studies, in 1922 he became a substation operator on the Coast Division and in 1936 was promoted to assistant engineer in the Seattle electrification department. He was appointed electrical engineer in charge of the electrified line on July 1, 1956. He was a registered professional engineer, state of Washington, a member of the American Institute of Electrical Engineers, and of Eta Kappa Nu, the honorary electrical engineering society.

Funeral services were held for Mr. Barnes at the First Presbyterian Church in Seattle. He is survived by his widow, Mary; sons Lieutenant Commander Richard L., Captain Robert E., John E. and William G.; a sister and four grandchildren.

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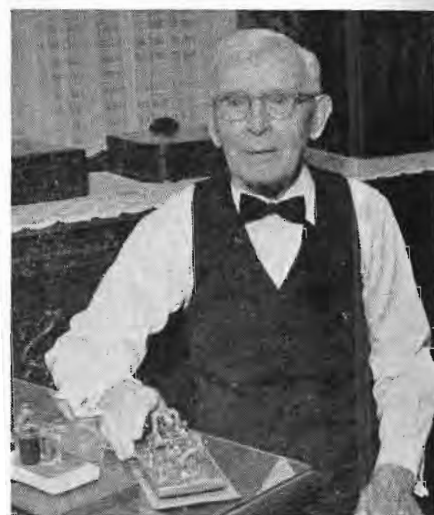
Like Father, Like Son

ALTHOUGH John W. Nolan Sr. has been retired since 1936, the 52 years which he spent in the service of The Milwaukee Road still cast a nostalgic spell. In the living room of the San Diego, Calif. home which the retired telegrapher shares with his daughter there is a key and a sounder on which he practices daily. Even the party in honor of his recent 95th birthday was not allowed to interfere with his daily workout at 50 words or more a minute.

Mr. Nolan is the patriarch of a father-and-son team which has almost a century of service. John Jr., who is 65 and has been with the Road since 1909, is the Road's agent at Sigourney, Ia. His father held the same post from 1904 to 1910.

The elder Mr. Nolan was born at the height of the Civil War in New Richmond, Ohio, and, an orphan at the age of 7, went to Iowa where he started with the Road on his 22nd birthday. John Jr. started in 1909 as a station helper and became an operator in 1916.

No stay-at-home, Mr. Nolan Sr. used his "lifetime" pass several years ago to travel to Sigourney. His daughter, who



John W. Nolan Sr. observing his 95th birthday with his daily practice on the telegraph key. (San Diego Union Staff Photo)

accompanied him, says that the real reason for the trip was for her father to tell "Junior" how to run the station.



John W. Nolan Jr.'s position as agent at Sigourney, Ia., is one which his father held from 1904 to 1910.

Joseph T. Martin

JOSEPH THOMAS MARTIN, staff assistant to vice president and comptroller, Chicago, died June 11 at the age of 52. Failing health had kept him at home much of the time since early this year.

Joe Martin entered the Road's service in his native Chicago in 1926, shortly after graduating from De LaSalle High School. Starting as a clerk in the office of the auditor of expenditure, he was promoted to bureau head in 1936 and to traveling accountant in 1946. Following an appointment as special accountant in the office of vice president and comptroller in 1948, he served for two years

as assistant general accountant before being appointed general accountant in 1952. He had been staff assistant since January, 1956.

A funeral Mass was offered for Mr. Martin at St. Margaret of Scotland Church in Chicago. He is survived by his wife, Ann.

ABOUT 10,000 men and women whose last railroad service was with The Milwaukee Road were receiving employe annuities at the end of 1957, the Railroad Retirement Board reported recently. Their annuities averaged \$112 a month.

Cures for **DAMP** Basements

If THERE'S water or dampness in your basement, you may have to try several remedies before you find a cure. An article in a recent issue of American Home magazine offered these solutions, one of which may provide your answer:

For cracks around the edges of the floor, a common cause of trouble, chip out the fissures with a cold chisel, going as deeply as you can, and then fill them with hot waterproofing pitch or some other waterproofing compound. Cracks in the foundation wall should be treated according to size. If they're small, scratch them open, wet with water, and brush in two coats of grout made from equal parts of cement and very fine sand. Large cracks should be chipped out about 1/2-inch deep. Blow out the crumbs, wet down with water, and fill them with a stiff mortar of one part cement and two parts sand. Keep the mortar damp for several days.

Water seepage through porous walls can frequently be stopped with a reliable waterproofing paint. Clean the

walls thoroughly, then dampen them with a brush so the paint penetrates the pores of the masonry. After the first coat is set (in a few hours) wet again with a fine spray to promote slow curing.

Don't overlook the possibility that your trouble may start outside, suggests Better Homes & Gardens, which recommends cleaning gutters twice yearly and checking them for pitch, to see if the water is dripping over the sides onto the ground. It may be necessary to install new drain pipes and grade the ground away from the house.

But perhaps your basement is damp and does not have any seepage or leaks at all. Then poor ventilation may be the cause. Unvented dryers, washing machines with inadequate drainage, leaky faucets, all create moisture which condenses as it hits cold walls and pipes. You can prevent this condensation from forming by wrapping the pipes and tanks with one of the non-drip coverings on the market.



A Milwaukee Road Recipe

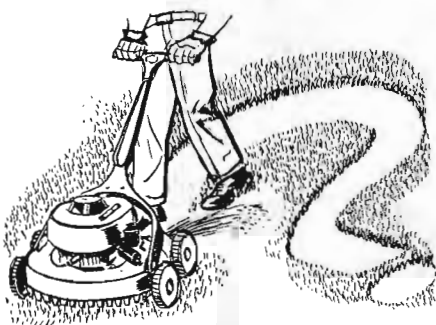
Luncheon Featured on the Morning and Afternoon Hiawathas.

Casserole of Lamb Jardiniere* with Cream of Mushroom Soup
Whipped Potatoes Hot Biscuits
†Choice of Dessert Coffee, Tea or Milk

*Cut lamb shoulder into 1-inch cubes, season with salt and pepper. Place in a saucepan and sauté until meat acquires a nice brown color. Add sliced onions, carrots, celery, thyme, bay leaf, and a kernel of garlic. Sprinkle with flour, add tomato puree and a good stock, and cook until tender. Strain sauce.

Place meat in another saucepan and pour over it the strained sauce. Garnish with diced carrots, turnips and pearl onions previously cooked in salted water. Sprinkle with canned peas. Serve hot. (†Assorted Pies with Cheese, Caramel Cup Custard, Ice Cream with Wafers)

Play it Safe with Your Power Mower



POWER lawn mowers are great time savers, but as they increase in popularity (more than 12 million now in use in the United States), so the number of power mishaps is growing proportionately. Seven out of 10 injuries result from direct contact with the mower, the other three from thrown objects, and one in every seven results in some permanent disability.

The average person with a power mower probably feels that the problem does not concern him and consequently may drop his guard. Because of this tendency, the National Safety Council has prepared a timely guide for the folks who use them, from which we quote these

sample tips:

1. Unless you have good artificial light, mow only during daylight.
2. Don't use an electric mower when the ground is wet and slippery.
3. Never allow youngsters or pets around a mower (and no one younger than his teens should be allowed to operate one.)
4. When starting the engine, stand with your feet planted in a safe spot. Always be sure of your footing and balance, especially on an incline. On hills and banks mow sideways, not up and down.
5. Don't refuel the mower while it's running or hot. Always refuel out of doors. Don't forget, either, to store the gasoline in an approved container.
6. Shut off the mower before moving it from one level to another, or when you want to work on its underside. Never leave the mower unattended while it's running.
7. Make sure the area to be mowed is free of sticks, stones, wire or other obstacles.
8. Know how to disengage the clutch and stop the engine quickly.



A WHITE LACE HAT is frothy and gay for summer. This one is cracheted of mercerized cotton in delicate petal motifs which are attached to a buckram frame. For a free direction leaflet write to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

The Milwaukee Road Magazine

Specialties of the House

THE current barbecuing boom has developed a large crop of smoke-stained chefs who, having mastered the fine art of grilling hot dogs, hamburgers and steak, are ready to graduate to more glamorous fare. Here are three cook-out recipes using inexpensive cuts of meat which can easily qualify for "specialties of the house":

Hobo Special for One

1/2 lb. ground beef
1/4 tsp. salt
dash pepper
1 tbsp. chopped parsley
1 tsp. chopped onion
1 small carrot, cut in strips
2 small onions, peeled
3 slices potato cut 1/2-inch thick
10 ripe olives
1/2 ear corn
salt and pepper

For each hobo dinner you will need a pound-size coffee can with a cover. Combine beef, salt, pepper, parsley and onion. Shape mixture into a patty the size of the bottom of the can. Place patty in the can and add first the carrot strips, then onions, potatoes and olives, and finally the corn. Season with salt and pepper. Cover can tightly. Grill



over hot briquets, or use a bed of hot ashes. Nestle can among hot coals, but not directly on top of them. Barbecue about 1 hour.

Herbed Chicken Breasts

4 chicken breasts (1 per serving)
1/4 cup softened butter
1/4 cup minced parsley
2 tbsps. minced onion
1/4 tsp. thyme
sour cream

Combine butter, parsley, onion and thyme. Wash the chicken breasts and pat dry. With a small sharp knife make pockets in the thickest part of the breasts. (Cut slits parallel to the skin and large enough to hold 1 or 2 tps. of mixture.) Fill each pocket with the butter mixture and close with toothpicks. Place breasts, skin-side down, on a grill close to hot briquets, and barbecue about 15 minutes, turning once. During the last few minutes brush with sour cream.

Sparewiches

2 sides spareribs (4 ribs per serving)
apple stuffing
cooking oil

Cut each side of spareribs into 2-rib sections. Place half the sections bone-side up and top with 2 to 3 tbsp. apple stuffing. Cover with the other rib sections, meat-side up. Tie with twine. Grill over low heat, about 4 inches from coals, about 1 hour. Brush with oil and turn often.

APPLE STUFFING: Fry 7 slices chopped bacon until crisp and lift out bacon. Add to the fat in the skillet 1/2 cup chopped onion, 1/2 cup brown sugar, 2 cups diced tart apples and 2 tbsps. wine vinegar. Cook and stir until onion is tender. Put 1 cup soft bread crumbs in a bowl and add apple mixture. Mix well. (*Recipes from "The Art of Barbecue and Outdoor Cooking", a Bantam Books paperback; price, 50 cents*)

35 years ago in The Milwaukee Road Magazine

RED, white and blue bunting decorated the Milwaukee Road train which carried President Warren Harding and his party from Sappington, Mont., to Spokane, Wash., en route to the vacation in Alaska which was to culminate in his sudden death. Between Falcon and Avery, Ida., he rode in the cab of the electric locomotive.

The Kiwanis Club of Lewistown, Mont., sponsored a Courtesy Week and awarded the first prize to the cashier in the Milwaukee Road freight depot, C. M. Brown.

An old timer recalled an experiment in wireless telegraphy that was successful long before Signor Marconi startled the world with his invention. It took place in 1884, on a three-car train moving between Milwaukee and Chicago, and was witnessed by a group of the com-

pany's directors. The experiment consisted of placing connecting wires between the cars and influencing a ground wire down the journals to the rail, then sending a "wireless" from the train to the telegraph wires along the right of way. Witnesses reported that the effect of the currents was amazing and could be heard several rods beyond the wires.

The Fred Stone theatrical company, playing in "Tip Top", traveled on an eastbound special of three sleepers, three baggage cars and a diner to fill an engagement at the Davidson Theater in Milwaukee.

A picture of the bungalow-type home of Operator E. W. Tucker at North Prairie, Wis., showed what \$3,200 bought when it was built in 1910—eight large rooms, modern bath, hard-

wood flooring, a hot water heating plant, and a water pressure system in the basement. Operator Tucker had invested in one of the new radio receiving sets.

"Run Your Ford 57 Miles on a Gallon of Gasoline", ran a spellbinding advertisement inserted by a citizen of Pukwana, S. D., to extol the fascinating features of his new "automatic vaporizer and decarbonizer". Owners of Model T's were invited to try one at his expense, and then just sit back to sign up the business which was sure to roll in wherever this marvelous little gadget was demonstrated.

The chef of the "Dan Healy", the dining car on the Pioneer Limited named for the Road's famous steward, contributed the recipe for Thousand Island Dressing served with the Pioneer's gourmet salads: "Mix one pint olive oil slowly with the yolks of three eggs, taking about a half hour to blend, add one cup vinegar from time to time, also slowly. When the mixture is smooth, add one bunch of green onions

or chives, one green pepper, one pimienta, and three hard boiled eggs, all chopped very fine. Season with salt, cayenne pepper and paprika. Keep in a cool place." The recipe made about one quart.

Forty-nine new URT cars assigned to the CM&StP left Spokane for the east, all loaded with apples, and The Milwaukee Road became the first railroad to move a full trainload of apples out of the Spokane Valley. At Spokane the new cars were put on exhibition in the Union Station for the inspection of shippers of the Inland Empire.

The Magazine correspondent at Deer Lodge, Mont., reported that Two-Gun May, who had formerly been with the Lazy Y outfit in the Big Hole country and with the 101 Ranch Shows, had been hired as a timekeeper. Her qualifications for the job included the unique talent of being able to shoot from both hips with never a miss.



(Answers on page 33)

1. **Who keeps the train book**—the yard clerk, the station agent or the train conductor?
2. **Is a joint freight rate** a rate on two or more commodities shipped in the same car, a rate on a shipment over two or more railroads, or a rate on a shipment moving only part of the way by rail? . . .
3. **As between trains of the same class**, does direction determine a train's superiority?
4. **Which of the six New England states** has the most railway mileage?
5. **Is a CTC machine** used in connection with the movement of trains, the computation of figures, or the recording of train vibrations?
6. **On a deck plate girder bridge** is the railway track above, below or even with the top of the steel girders?
7. **What is the purpose** of the steam generator in a diesel-electric locomotive unit—to provide train heating, to provide electricity for lighting the cars, or to operate the train's braking mechanism.

Importer Says Seattle And Milwaukee Road Are Best

AN ADVERTISEMENT of the Port of Seattle Commission appearing in a recent issue of Pacific Shipper reviewed the experience of George Z. Lefton, president of George Zoltan Lefton Co. of Chicago, whose purpose it had been to import chinaware from Japan by the fastest, most economical route for further shipment to major markets throughout the entire United States.

In relating Mr. Lefton's solution to the problem, the ad quoted him as follows:

"Having tried all other West Coast ports, we find Seattle the best. We get better service, a direct short route from Japan with frequent sailings and prompt loading of cars. Another important factor is the excellent cooperation of the Milwaukee Road's foreign freight staff."

8. **The Interstate Commerce Commission**, for statistical purposes, divides the U. S. into three districts—Eastern, Southern and Western. In which of these districts is Wisconsin located?
9. **Is an interchange report** sent to the president of the railroad, the master car builder, or the superintendent of transportation?
10. **How many bills of lading** would be issued on a freight shipment moving from Philadelphia to Seattle over three different railroads—one, two, or three?

MOOD MUSIC for the nostalgia and a valuable addition to sound effects libraries is a new recording of authentic steam railroad sounds recently released by C. Winston Link Railway Productions. ("Sounds of Steam Railroading," HiFi, 33 $\frac{1}{3}$ RPM, LP, \$4.95).

If you long to hear again the sound of a steam switcher at work in a wayside yard, the roar of a steamer entering and leaving a tunnel, the faraway sounds of a fleet-wheeled Hudson doing 60 miles an hour through the mountains, or any of the many other nostalgic sounds out of your youth or your father's, this recording is for you.

Hotel sign: Don't smoke in bed. The ashes that fall to the floor may be your own.

The most inflammable kind of wood is the chip on the shoulder.

Most men hope that their lean years are behind them; women hope that theirs are ahead.

Railroading Memories

The following is taken from Mrs. Harriet Steinhauser's column in the New Ulm (Minn.) Review. Mrs. Steinhauser is 80 years of age.

I REGRET—as much, I am sure, as real railroaders do—the passing of the steam powered steel steeds of the past century. I have watched them go by ever since, as a child of nine, I used to squat on the side of a cut near my home and watch the trains of the H&D Division of the Chicago, Milwaukee & St. Paul Railway go swooping by. I used to dream of far travels and the day when I would step "All-aboooard" and go off to distant lands . . .

My grandchildren will probably never know the same fascination I knew of traveling by rail to far places. Go by car, you say? But that's altogether commonplace, because your family car is no more exciting than the old horse and buggy was . . .

Nowadays you can ride in a car that you haven't paid for . . . but you can't read as you ride, nor sleep as you ride, nor eat as you ride, in comfort and luxury and free of care; for if the steel horse breaks down there's always another one to take up where the first one laid down, and at no extra cost to you.

Why not the bus? Do I have to go into that?

And why not a plane? Because I like to see something besides air when I go places . . . No, I don't like plane travel. It's deadly dull to my idea—like a deadly dull marriage that hasn't enough vices to make life interesting and yet, somehow, seems to come suddenly to a smashing, crashing finale."

The Milwaukee Road Magazine

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Henry J. Williams, clerk in the vice president's office, died May 14 after a three-week illness. Henry was born in Oconto, Wis., Jan. 20, 1889 and started to work for the Road in January, 1913 as secretary to former vice president H. B. Earling. His body was forwarded to Oconto for burial. He is survived by two brothers and two sisters.

Superintendent of Transportation Q. W. Torpin was on hand June 23 to meet No. 15 and greet his new son, "James Brian," who was born in Mason City June 13. The Torpin family also includes a daughter, Kathy, 3.

R. L. Gensen, assistant general attorney, announced the birth of a baby girl, Sally Louise, May 6. Also, David Ellsworth Thorpe, son of City Passenger Agent Warren Thorpe, recently made his appearance. He joins a sister, 5.

Leo F. Kord, diversion clerk for the traffic department, died May 6 at the age of 64. Leo started with the railroad in 1913 as station helper in Cedar Falls and had since worked in Tacoma and Seattle, transferring to the traffic department in 1945. He was active in B.A.R.E. work for many years, and at the time of his death was secretary of the local lodge.

D. S. Carmichael, city freight agent, resigned May 15 to to take other employment. His position was filled by R. D. LaHatt, formerly chief clerk in the traffic department at Portland.

Other changes in the Seattle traffic department consist of the appointment of E. C. Wilson to chief clerk, general freight department; C. E. Jones to chief clerk to general freight agent; W. L. Zahren to chief traffic clerk; W. A. Smith to rate clerk; and J. J. Fletcher to commerce clerk. H. H. Herth transferred from the local freight office to the position of division clerk in the general agent's office.

Catherine Hutch, secretary in the vice president's office, has taken the position of pass clerk vacated by the death of Henry Williams. Her former position is being filled by Mrs. Dale Yerk.

Lauretta Detert, secretary in the industrial department, was recently elected recording secretary of the Womens Traffic and Transportation Club of Seattle.

Mrs. Ida Bunt, secretary in the police department, recently moved to Santa Cruz, Calif., where she and husband, Owen, intend to make their home.



LONG TIME NO SEE. When the picture above appeared in The Milwaukee Road Magazine in January, 1944, S/Sgt. S. E. Pilson (left), on leave from the passenger department in Milwaukee, and Sgt. P. L. Cowling, furloughed from the freight department in Tacoma, had gone through Army training together and were working in the railroad transportation office in England. Below, the Army buddies are



shown reunited at the recent joint staff meeting in Chicago, Mr. Pilson now general agent-passenger department in Chicago and Mr. Cowling district freight and passenger agent in Sacramento, Calif.



PASSENGER CLUB PRESIDENT at New Orleans is the Milwaukee Road's A. J. Dittmar (right), who is pictured presenting a gavel to retiring president C. A. Mayronne Jr., city freight and passenger agent for the Santa Fe, as a token of his reign. Mr. Dittmar, who is chief clerk in the New Orleans traffic office, was recently elected 32nd president of the P.C.N.O.



IT'S MARRIAGE for Mildred Nelson, secretary to general superintendent of transportation, Chicago, and Gordon Flack, pictured at the reception which followed their recent wedding in the Douglas Park Covenent Church in Chicago. The Flacks spent their honeymoon in the Smoky Mountains.

TUTOR. School vacation was just around the corner when Milwaukee Terminals Switchman William J. Hughes Jr. addressed a United States history class at the Brookfield, Wis., high school; his subject, history and the nation's railroads. Switchman Hughes, who started as a fireman on the Madison Division in 1947, is the son of Assistant Master Mechanic W. J. Hughes, Beloit.



here's how we're doing



	MAY		FIVE MONTHS	
	1958	1957	1958	1957
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$19,298,952	\$21,523,017	\$94,213,793	\$102,640,744
PAID OUT IN WAGES	9,906,678	10,984,297	48,343,723	50,958,437
PER DOLLAR RECEIVED (cents)	51.3	51.0	51.3	49.6
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	705,229	779,480	3,429,088	3,604,132
PER DOLLAR RECEIVED (cents)	3.7	3.6	3.6	3.5
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	8,850,733	10,173,811	44,920,834	47,794,588
PER DOLLAR RECEIVED (cents)	45.9	47.3	47.7	46.6
NET INCOME				\$283,587
NET LOSS	\$163,688	\$414,571	\$2,479,852	
CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	100,663	110,398	479,897	535,629
Decrease 1958 under 1957 ..	-9,735		-55,732	

Trans-Missouri Division

WEST

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

Barbara Montayne, daughter of Mrs. Barbara Montayne, and Jane Kearney, daughter of Mr. and Mrs. M. J. Kearney, were the valedictorian and salutatorian of the graduating class of Sacred Heart High School in Miles City.

Paul Suter, retired engineer, 65, passed away in a Roundup hospital May 13 after a brief illness. Mr. Suter was born in Woodlands, W. V., and came to Montana in 1916. He married Mrs. Frieda Wilson in 1944 in Roundup. They later made their home in Melstone, Mont. Mr. Suter had retired just a few months ago.

Fireman Ernest W. Baalhorn passed away in a Miles City hospital May 25 after a brief illness. He was born Apr. 15, 1904 at Ansley, Neb. He is survived by his daughter, three sisters, three brothers and two grandchildren. Following funeral services in Miles City his body was interred at Custer Battlefield.

May and June weddings included those of Shirley Gable, daughter of Mr. and Mrs. Alex Gable, to John Davis; Cecille Neiffer to James Certain, son of

Mr. and Mrs. James Certain Sr.; and Carol Waldow, daughter of Mr. and Mrs. R. G. Waldow, to Gary Hanson.

Mrs. W. C. Almquist, wife of Engineer Almquist, passed away June 16 in a Miles City hospital. She had been ill a short time. Mrs. Almquist came to Montana in 1911 and was married in Miles City in 1912. The Almquists lived in Harlowton many years before returning to Miles City in 1944.

The Miles City Milwaukee Service Club held its family picnic at Water Plant Park the afternoon of June 21. There was a good attendance of employees, retired members and their families.

Raymond (Bumps) Yates, ice house laborer, was fatally injured June 24 when the car he was driving on the highway east of Miles City plunged over an embankment. Ray was born in Miles City June 2, 1931, son of Mr. and Mrs. Korliss Yates. He attended the Miles City schools and served in the Marine Corps during 1950-1952.

In the National Federation of Music Clubs festival held recently at Briar Cliff College in Sioux City, Julia Claire Novak, daughter of Superintendent A. C. Novak, received a "superior"

Retirement Party Coming Up

THE annual retirement party for employees in the Twin Cities area and of the H&D, I&SM and L&R Divisions working into the Twin Cities who have retired since Jan. 1 or plan to do so before the end of the year will be held Oct. 9 at the Calhoun Beach Hotel in Minneapolis. All employees, active and retired, together with their wives, are invited to honor their retiring associates. The program will feature a smorgasbord, entertainers, and dancing both old style and new. For information contact the general chairman of the committee, Trainman W. R. Manion, in care of the stationmaster at Minneapolis.

award, her third since 1955. Julia, who studies piano in the music department of Briar Cliff, played in the "moderately difficult" division. She attends Blessed Sacrament School, where she is in the fourth grade.

Twin City Terminals

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

Portland, Ore., inadvertently threw out an unusual welcome to this writer and her sister on their recent visit to the City of Roses. The first thing we saw on arriving in the city was a boat tied up in the Columbia River with the name "Minnesota" on it, and the Navy had three cruisers there for the Rose Festival, one of which was named the "Shields". What more could a couple of Minnesotans named Shields ask for?



THE HARDY HARDINGS. When Olympian Hiawatha Conductor William G. Harding, a 50-year employee, recently finished his last Minneapolis-Aberdeen run, his sons Wayne C. (left) and Warren G. were on hand to extend their congratulations. Wayne and Warren are 20-year employees in train service.

The Milwaukee Road Magazine



TOP TEAM among the 200 Milwaukee Road bowlers who played in the recent Hiawatha all-employee tournament in Minneapolis were the Currans, sponsored by Cities Service in St. Paul. From left: Switchman Robert Flowers, Yard Clerks Bernard Gallagan and John Arndt, and Switchmen Joseph Fox and Russell Young.

J. E. Griller, passenger agent, reports he took a group of 60 newsboys to the Wisconsin Dells on June 26. The boys took the trip on the Wisconsin River, and thence to Milwaukee to enjoy a game between the Braves and the Dodgers. They returned on the Pioneer Limited.

Mr. and Mrs. Leon Stelling (ticket clerk, St. Paul ticket office) report the birth of another girl, to be named "Laura". This makes three boys and two girls for the Stellings.

Rodney Gust, tracing clerk in the general agent's office, is still trying to thaw out after spending two weeks at Camp Ripley with the National Guard. He says he slept in everything he had, and then some. The coldest night was a 33, and this was one time when no one could complain about the heat being "in tents".

TWIN CITIES CAR DEPARTMENT AND COACH YARD

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

Electrician Apprentice Robert Ktytor and Verle Smith were married in Minneapolis May 25. They visited the Black Hills on their wedding trip.

Edward Madera, former car cleaner, died June 14 following a four-month illness. . . . Silas Osmonson, car cleaner, died June 18 following surgery. . . . Melvin J. McDonald, car cleaner, died June 21 in Miller Hospital, St. Paul.

W. C. Mayer, DGCF in St. Paul, transferred to Bensenville July 1. H. R. Anderson, CF in St. Paul, has transferred to Davies Yard in Milwaukee as ADGCF. V. L. Waterworth is our new DGCF, transferred to St. Paul from Savanna.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

The girls employed in all of the Minneapolis offices held a picnic the night of June 25. The following night active and former women employees in

the Local Freight were invited to Vivian Bratt's for dinner.

A. W. Wareham, chief clerk in the Local, conducted the Minnesota sectional qualifying recently for the United States Golf Association amateur championship held in Orland Park, Ill., the week of July 10. He planned to attend the tournament.

H & D Division

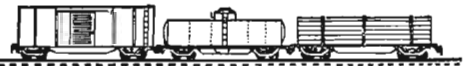
EAST END

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

At the home of Engineer J. B. McKeown they've had to haul out all the extra chairs, bedding, dishes, etc., because all the family has been home—33 when all the foreheads were counted. J. B. says he counted 19 grandchildren. Coming the farthest for the gathering of the clan was son Jack, who drove in from Anchorage, Alaska via the Alcan Highway. Jack was formerly a brakeman, is now a government employe. Other McKeowns who belong to the Milwaukee family are sons Phil, a fireman, Bill, a conductor, and Byron, a clerk.

Spencer Baird, a retired engineer, passed away recently at the home of his daughter in Redfield, S. D., at the age of 75. Retired Conductor Ed Phelan died recently in San Juan, Tex., after a long illness. Mrs. Carl Summers, widow of our former agent at

Carloadings



JANUARY-JUNE 1958 compared with the same period of 1957

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in 1958 over 1957	NUMBER OF CARLOADS			
		SIX MONTHS		INCREASE	
		1958	1957	1958 over 1957	% of increase
12.8%	Grain and Soybeans	46,698	46,186	+ 512	+ 1.1%
2.0	Grain Products	25,906	25,781	+ 125	+ .5
1.5	Fruits and Vegetables (Fresh)	13,768	13,546	+ 222	+ 1.6
1.4	Cement, Lime, Plaster and Stucco	11,006	9,981	+1,025	+10.3
17.7%		97,378	95,494	+1,884	+ 2.0%
12.0%	loading of these commodities DECREASED in 1958 under 1957	SIX MONTHS		DECREASE	
		1958	1957	1958 under 1957	% of decrease
	Forest Prod. (Excl. Logs & Pulpwood)	47,504	52,143	— 4,639	— 8.9%
7.8	Iron and Steel	25,397	42,313	—16,916	—40.0
6.0	Coal and Coke	54,672	61,284	— 6,612	—10.8
3.5	Meat & Packing House Prod.	20,889	22,534	— 1,645	— 7.3
3.3	Automobiles and Parts	14,745	18,137	— 3,392	—18.7
3.2	Oil and Gasoline	23,541	27,458	— 3,917	—14.3
3.2	Agri. Impl., Machinery, Parts	14,036	14,704	— 668	— 4.5
2.5	All Other Prod. of Mines	7,084	8,370	— 1,286	—15.4
2.4	Forwarder Traffic	16,167	17,871	— 1,704	— 9.5
2.3	Merchandise	33,754	39,000	— 5,246	—13.5
2.2	Liquors, Malt	12,639	15,033	— 2,394	—15.9
2.1	Gravel, Sand and Stone	23,419	24,890	— 1,471	— 5.9
1.7	All Other Products of Agri.	8,575	9,819	— 1,244	—12.7
1.7	All Other Animals, Products	6,037	6,400	— 363	— 5.7
1.7	Logs and Pulpwood	27,526	31,817	— 4,291	—13.5
.9	Livestock	7,555	7,695	— 140	— 1.8
25.8	All Other Mfgs. & Miscel.	135,275	144,340	— 9,065	— 6.3
82.3%		478,815	543,808	—64,933	—12.0%
100.0%	Total	576,193	639,302	—63,109	— 9.9%

Andover, passed away following a heart attack on June 9. Mrs. Iver Severson, widow of the former B&B foreman, died recently at her home in Montevideo. She was the mother of Clerk Clayton Severson and B&B Laborer Al Severson. We are sorry to report, too, the sudden death of Mrs. Kenneth Jorgenson, wife of Engineer Jorgenson. Besides her husband, she is survived by a son, Kevin, two years old.

A couple of nice parties honored the retired men of the year at Montevideo. The B of RT held a dinner for Jim Fay, Bill Harding, Frank Wilcox, Al Oswood, Ed Phelan and Dutch Hausauer. After the customary speeches, etc., they were presented with lawn chairs. The B of LE honored George Sproat and Oscar Sorby, who received purses and a nice dinner to boot.

Donald Dufresne has arrived at the home of Fireman Ed Dufresne, and that makes Engineer Earl Dufresne a grandfather.

When Dion Natzel, son of Roadmaster LeVere Natzel of Montevideo, woke up his home folks along about midnight recently, it was a nice thing to wake up for because they hadn't seen him for a year and a half, and there was plenty to catch up on, what with Dion having seen about half of the world during that time.

Ruth Gatzmeyer, daughter of Conductor Al Gatzmeyer, was awarded the Legion honor medal at the high school commencement, indicating that she was the outstanding girl of her class. During her four years in high school she was active as a class officer, a member of the Student Council and was 1957 delegate to Girls' State.

Boyle, Dominick J., clerk Chicago, Ill.
Clark, L. W., conductor Mobridge, S. D.
Good, N. J., loco. engineer Harlowton, Mont.
Jensen, O. P., loco. engineer Milwaukee, Wis.
Nelson, Edward M., loco. engineer Minneapolis, Minn.
Niemiller, C. J., conductor Mobridge, S. D.
Noonan, Edward, blacksmith helper Wauwatosa, Wis.

Gold - 50-Year - Passes

Ohm, Gus, loco. engineer Milwaukee, Wis.
Peterson, A. M. agent Lewistown, Mont.
Petrie, John, switchman Milwaukee, Wis.
Ratlidge, O. U., brakeman Austin, Minn.
Rosier, Grace, clerk Chicago, Ill.
Sickmiller, F. J., loco. engineer Harlowton, Mont.
Udeen, Axel H., fireman Minneapolis, Minn.
Veit, S. W., loco. engineer Mason City, Ia.

Silver - 45-Year - Passes

Aggas, F. R., baggageman Aberdeen, S. D.
Beyer, C. A., machinist St. Paul, Minn.
Brooks, E. B., retired switchman Perry, Ia.
Doyle, Grace E., clerk Oak Park, Ill.
Faus, Wilbur L., timekeeper Chicago, Ill.
Ferris, Dewey E., car inspector Savanna, Ill.
Gorman, N. J., asst. trainmaster Cedar Rapids, Ia.
Graam, Arthur J., carman Terre Haute, Ind.
Heup, S. W., clerk Menasha, Wis.
Hogan, Earle H., loco. engineer Miles City, Mont.
Hogan, J. N., switchman Chicago, Ill.
Hoessel, Hugo, sec. foreman Cross Plains, Wis.
Jenkins, Zane D., retired conductor Sioux Falls, S. D.
Johnson, F. B., clerk Minneapolis, Minn.
Kerwin, J. J. Sr., clerk Chicago, Ill.
Kozlowski, A. J., yard conductor Milwaukee, Wis.
Ludington, A. F., loco. engineer Milwaukee, Wis.
McPherson, H. R., signal maintainer Butte, Mont.

Mertz, Fred, coach cleaner Aberdeen, S. D.
Nitz, Alvin O., retired loco. engineer Portage, Wis.
O'Brien, L. T., loco. engineer Prairie du Chien, Wis.
Pauli, E. L., signal maintainer Green Island, Ia.
Pfeifer, Michael, coach cleaner Chicago, Ill.
Phillippe, G. L., loco. engineer Harlowton, Mont.
Pugh, Wiley R., blacksmith Deer Lodge, Mont.
Reuter, Herman, patternmaker Milwaukee, Wis.
Russell, Glen, ticket clerk Tacoma, Wash.
Schmidel, George, chief clerk Savanna, Ill.
Schmidt, Oluf C., machinist Savanna, Ill.
Schultz, Arthur A., tinsmith Muskego, Wis.
Smedley, A., loco. engineer Des Moines, Ia.
Stobaugh, W. L., conductor Marion, Ia.
Vincen, Frank, carman Milwaukee, Wis.
Weiss, H. P., signal maintainer Genoa, Ill.
Wojhoski, Gust F., car inspector McHenry, Ill.
Zubalik, John J., car inspector Savanna, Ill.

Engineer Frank Warner advises that the first of his 21 grandchildren has graduated from high school and in so doing, has set a record for the others to aim at. He was awarded a four-year scholarship to LaSalle College in Philadelphia. He's the oldest in a family of 11 children.

The Ed Martinsons were out to Macon, Ga., for the graduation of their youngest son from law school. While finishing his education, Roger has been clerk for the district judge at Macon.

If at first you don't succeed, that makes you just about average.

I M & D Division

MASON CITY AREA

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

A. J. Zeller, retired engineer, passed away May 6. Mr. Zeller began his employment with the Road in Mason City in 1908 and retired on Oct. 16, 1957. Surviving are his wife, a daughter and two sons.

Nuptial vows were exchanged by Miss Donna Mae Lewis, daughter of Signal Maintainer Vernon Lewis, Mason City, and Richard Heidenreich of Manly on June 7 in the Sacred Heart Catholic Church at Manly. The bride was graduated from the Mason City High School and Junior College and attended Drake University. She has been teaching at Manly for the past three years.

Sympathy was extended to the James G. Love family upon Mr. Love's death June 6. He was a veteran conductor who retired May 1, 1949, after 45 years of service. Surviving are his wife, a brother and a sister.

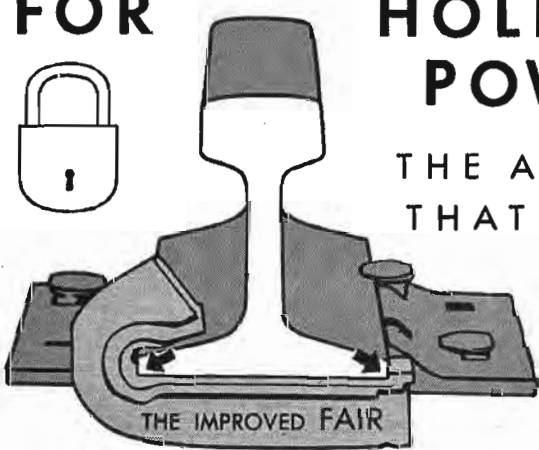
L & R Division

THIRD DIVISION

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

Agent Rollie Haff of Minocqua again participated in the annual Lakeland tournament sponsored by the Wisconsin-Upper Michigan Bridge Association and the Minocqua Duplicate Bridge Club at the Minocqua Golf and Country Club. G. W. Huber, company doctor, was a member of the committee. Contestants came from many points in the United States and Canada.

The annual picnic of the Women's



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(2) Authorize our Association
to continue in force and deduct
premium from face of policy on
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Date of Birth.....

Sac. Sec. No..... Occupation.....

Payroll No..... Train & Eng. Work No.....

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City..... State.....

Beneficiary..... Relationship.....

★ ★ ★ ★ ★

For Dependent Wife deduct \$.....per month for \$1000.00 policy

Her Name.....Date of Birth.....
(Add \$1.00 a month for each year she is over 60)

★ ★ ★ ★ ★

For Dependent Children listed below deduct a total of \$.....per month for \$500.00 policy for each.

First Name Age Date of Birth

.....

.....

.....

(If additional children add attachment)

Signature

Date

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SHIP TO SHORE. Hugging the rail of the luxury liner "Evangeline", LaDue Harrison, crane engineer in the Chicago Terminals, and his wife Viola, safety department stenographer in Chicago (left) bid good-bye to the Miami skyline as they sail for a 10-day vacation cruise to the West Indies.



Club was held in Marathon Park in Wausau June 30. Games for children and cards for adults provided the afternoon's entertainment; also a ball game, in which the women's team defeated the men's.

In a ceremony at Grace United Church of Christ in Wausau the evening of June 25, Mrs. Martha Detert was married to Retired Engineer Lewis Wilcox. Afterward the couple and their attendants had a wedding dinner at the Palms Supper Club. They plan to spend most of the summer at the Wilcox cottage on Clear Lake.

At commencement exercises of the Everest High School, Henry Osswald, son of Roundhouse Laborer Walter Osswald, was presented with a University Extension Center Award of \$100 and a state university remission scholarship.

Bob Kerr, son of Engineer Ray Kerr, received the American Legion bronze medal athletic award at commencement exercises of the Wausau High School. The award was based on character, cooperation, and scholarship.

Nick J. Semmelhack, retired agent, died suddenly in his apartment in Wausau on May 8, apparently of a heart attack. Funeral services were held at Wausau, with interment in Milwaukee. Mrs. Semmelhack passed away two

years ago. Surviving is a daughter.

Section Foreman Arthur Freiberg, who retired two years ago, passed away June 25 after an illness of three weeks. He is survived by his widow and three sons.

Retired Conductor Robert McCarthy passed away in St. Mary's Hospital in Wausau June 28. He is survived by his widow, a daughter and two sons.

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Retired Locomotive Engineer Ernest W. Smith, 76, was killed by an auto while crossing the street near his home in Portage June 1. Surviving are his wife, a son, two brothers and a sister. He was a veteran employee.

Engineer Max Bulgrin, 65, passed away May 2 and his brother Paul, also an engineer, on May 9, both of heart attacks. Surviving Max are his wife, a son and a daughter. Paul is survived by his wife.

Mrs. John J. Little, wife of retired traveling engineer, passed away in Portage May 6 after a short illness. She was 82. Surviving are a sister and two stepsons, Ivan and Harlan.

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UNION STREET

Carolyn DiCicco, Correspondent

Ed Sloncen, retired OS&D clerk, and Mrs. Sloncen were feted June 22 at an open house given by their children in honor of their 50th wedding anniversary. Family and relatives came in from Phoenix and California, and long standing friends from the Milwaukee Road.

Florence La Monica, Union Street Magazine correspondent until her transfer to Galewood, passed away suddenly on June 23. She leaves her son Jon, who is employed in the mail room.

Sympathy was extended to Al Cramer, stower at Kinzie Street, on the death of his father.

Superior Service Award Cards were awarded to the following foremen: Harold Vincent, House 5; Nick Tietz, House 6; Patrick Debs, House 5; and Anthony DeTuno, House 8.

The pretty flowers seen in the Division Street office the past months were from the garden of General Clerk Ed Myers. Eddie is definitely a garden enthusiast and his bouquets sure "doll up" the office.

GALEWOOD

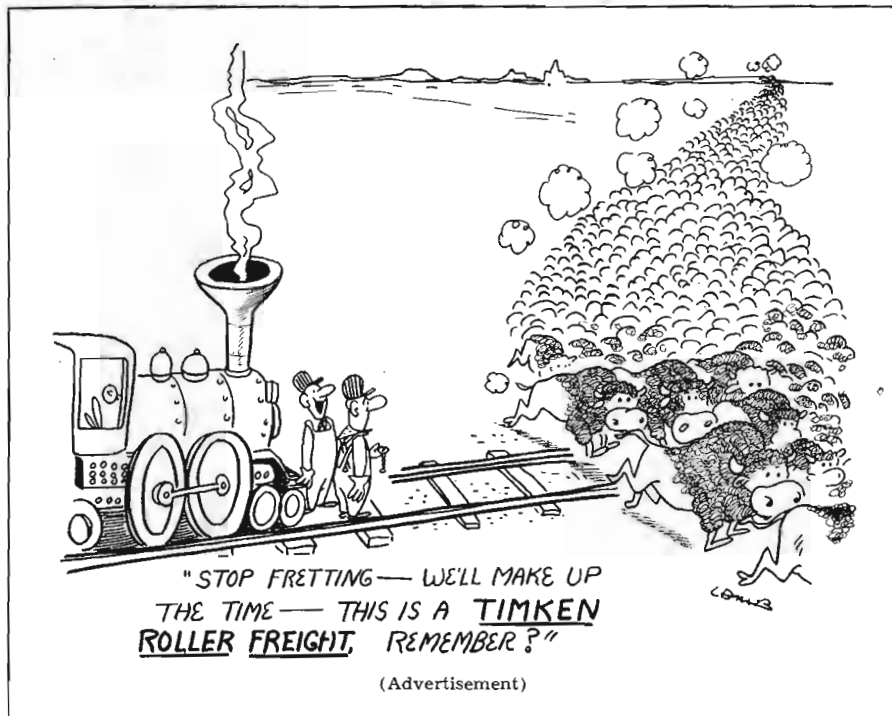
Norma Gunderson, Correspondent

Milton E. Johnson of the car record department passed away May 16 after a long illness.

On May 22 Transit Clerk Joe Novak planted seed alongside the parking area at the office, and we have already seen the results of his efforts. Joe spends his lunch periods weeding and taking care of the strip of ground.

Diane Chalifoux, daughter of Assistant Agent R. E. Chalifoux, has received an engagement ring from Paul J. Cynowa of the billing department, and will be married at St. Gertrude's Church in Franklin Park Aug. 2.

Chester Ulrich, retired entry clerk, passed away June 3.



Sympathy was extended to Checker James Kerr, whose wife passed away suddenly June 15; to Switchman Gilbert Mason whose wife, retired Galewood telephone operator Frances Mason, passed away June 18 after a long illness; and to Jack La Monica, whose mother, Florence, claim clerk, passed away June 23.

Mrs. Fred Lewis, wife of assistant agent, is confined to Mercy Hospital at this writing.

At the Annual Freight Station Section Committee meeting at the Congress Hotel on June 25, Agent A. E. Ward, who was resigning as committee chairman, was presented with a wrist watch for his faithful service.

On June 28, Adrienne Chalifoux, eldest daughter of Assistant Agent R. E. Chalifoux, was married to Joseph Crudele at St. Gertrude's Church in Franklin Park. Mr. Chalifoux, who has

been at Galewood for the past 30 years, took over the duties of agent at Green Bay, Wis., on July 14.

Luwana Burkey, on leave from the billing department, gave birth to her second son, Arthur, May 20, and made W. J. Hamann, chief clerk, a grandfather again.

Terre Haute Division

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

Junior Glass, son of Storekeeper W. C. Glass, who with his family recently spent a week with his parents in Terre Haute, sailed June 8 for a three-year tour of duty in Naples, Italy. He is a chief radioman in the Navy.

At the 68th annual convention of the Indiana Federation of Women's Clubs, Mrs. Orville E. Miller, wife of Engineer Miller of St. Bernice, was awarded the

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senior teacher "Oscar," as well as a summer scholarship to Purdue University. The competition was statewide. Mrs. Miller, who teaches third and fourth grades in Dana, is a graduate of Indiana State Teachers College and serves as chairman of the Terre Haute branch of the American Association of University Women. She has been a 4-H leader for 30 years, is active on the county library board, in the Indiana Home Demonstration Association, the Vermillion County Classroom Teachers Association, the State Teachers Association, and in the local and county P.T.A.

Rocky Mountain Division

SPOKANE

Melvin F. Bell, Correspondent
Assistant Superintendent's Office, Spokane

Dispatcher and Mrs. W. J. McQuade welcomed a new son June 5, TFA and Mrs. W. V. Johnson a girl on May 22. Mrs. Bruce Hubbard, wife of chief clerk in the traffic office, presented him with their second boy June 3.

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The Congregational Church at Plummer, Ida., was the setting June 13 for the marriage of G. W. Cross Jr., signal maintainer at Plummer Jet., and Velda Leitz.

Calvin W. Checkly, retired brakeman, passed away in St. Paul June 3. He had been retired since 1945.

Stanley Atkins, son of Retired Agent and Mrs. C. H. Coplen, has won two music scholarships in the East. He has completed two years at the Peabody School of Music in Baltimore, and after the summer vacation he will return to the Julliard School of Music in New York.

A Father's Day luncheon was held by the Women's Club on June 17, with the fathers slightly outnumbered by their better halves. Special attention should be given to this organization's efforts to promote Milwaukee Road service. Members are using "Ship By Rail" stickers on their personal correspondence to keep the railroad in the public eye.

L. V. Anderson and R. C. Schwich-

tenberg were guest speakers at the annual meeting of the Pioneers Club in Spokane June 14. After a dinner in the Stone Room of the Spokane Hotel, an old time movie depicting scenes of the building of our road was shown. Retired Conductor Frank Fiebelkorn traveled from his home in Independence, Mo., especially for the meeting. Jack P. Downey was elected president, E. M. Groble vice president, and Carl Lilliwitz secretary-treasurer.

Wayne A. Smith, recently appointed chief dispatcher at Deer Lodge, will move his family there from Spokane.

After nearly 13 months of traveling in Europe, Retired Conductor and Mrs. Clyde Amick are back home in Spokane. They took delivery of a new Volkswagen when they arrived on the continent, and registered 16,000 miles in 16 countries. Colored slides of the trip will be shown at a special meeting of the Women's Club in Spokane.

Traveling Auditor J. B. Dede is back on his feet after nearly two months of convalescing. He asked me to extend his thanks to all who remembered him with cards and flowers.

John R. Cook passed away suddenly in St. Paul June 3. When he retired in 1945 he was agent at Othello. The Cooks had been living in St. Paul since his retirement.

Chicago General Offices

OFFICE OF FREIGHT AUDITOR

Norman R. Hendrickson, Correspondent

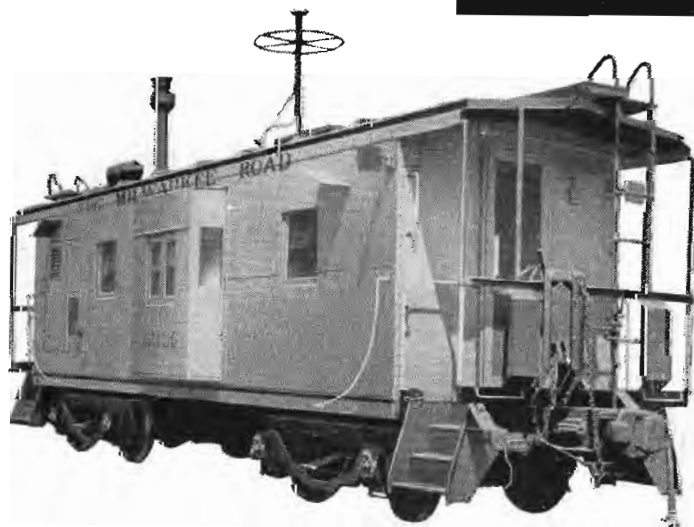
From the keypunch and coding bureau I heard that Dolores (Fagianio) Niebow and her husband Leonard are the parents of a girl whom they have named Annette Doreen. Louise Woelffer and her husband Chuck, of the interline bu-

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The Milwaukee Road Magazine



AT LAST, THE PAY-OFF. The hobby of C. B. Overcash, retired Spokane switchman, paid off recently when he won a 1958 Buick in a nation-wide Safeway Stores contest. He and Mrs. Overcash are shown accepting the keys from Olai Erickson, local Safeway manager (second from left), and Clayton Kauffman of the Buick organization. Mr. Overcash, a veteran of 47 years of service at Sioux Falls, S. D., has lived in Spokane since retiring in 1955. He has been entering contests for more than 10 years, but previously had won only one small prize.

reau, became grandparents when their son Dick and his wife Elaine welcomed a baby girl whom they named "Holly Louise".

Henriette Urbach exchanged wedding vows with Frank Kiriazis in May. They honeymooned at the Wisconsin Dells. Marion Argens of the waybill filing bureau and Ronald Zillner were married May 24 at St. Viator's Church.

Ed Wayrowski has returned to the review bureau after more than three years spent in recovering from an auto accident. Jim Murrin of the same bureau was recently released from the hospital after a six-week stay and is on a three month leave of absence.

Roy Kling of the revising bureau has returned from a three-week vacation which took him to Belgium, France and Sweden.

Ann Gustafson of the interline bureau terminated 23 years of service in June. Her plan for the future is to be a good homemaker.

Bill Kirscher of the interline bureau and his wife Katherine were recently blessed with a second son whom they have named "Bruce Warren".

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Congratulations and best wishes to A. B. Montgomery on his promotion to auditor of passenger accounts, following the retirement of A. M. Dryer, and to Henry Koretke on his promotion to assistant auditor of passenger accounts.

Elaine Gibson of the central typing bureau became Mrs. James McGovern June 7 in St. Andrew's Church. The



A COMPANY ROMANCE of co-workers in the Chicago Union Station culminated recently in the marriage in the Elgin, Ill., Wesley Methodist Church of Dorothy Wagner, secretary in the office of vice president-personnel, and Elwood Bartlett of the office of chief engineer. They have since returned from a Florida honeymoon.

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VISIT WITH AN AUTHOR. A Boston vacation trip for Ottilia Mayer of the freight auditor's force in Chicago (left) included a stopover to visit Mrs. Melissa Mather Ambros, the daughter of a high school teacher friend, at her farm home near Hartland, Vt. The farm is the locale of Mrs. Ambros' recently published book "Rough Road Home", excerpts from which appeared serially early this spring in the Saturday Evening Post and which will be featured in the summer condensed book edition of Readers Digest.

couple honeymooned in Wisconsin.

Joyce Schmitt is engaged to Bob Galos.

Sophia Walker spent a wonderful vacation in Bermuda.

Irene Buller is back after a long illness.

Mary Kelly attended the Railway Business Woman's Association convention in Texas.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Loretta Hilsher's daughter Margaret, 14, took top honors for Chicago and Cook County private schools in a recent spelling contest. Among her prizes were a trip to Washington, D. C., a trans-oceanic radio and a set of encyclopedia.

June Liga is wearing a diamond presented to her by Peter Ziegler. They plan to wed next May.

Tom Christoff was recently promoted to adjuster.

Mr. and Mrs. Don Duchon (Eileen Joyce) announced the birth of a son, Darrel, June 4. Mr. and Mrs. Darrel Asay acted as godparents.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Sympathy was extended to Don Pokorney of the bill and voucher bureau and to Leonard Sabacinski on the death of their respective fathers. Leonard's father, Michael, was a former employee, having retired several years ago as



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The Milwaukee Road Magazine



THEY WERE THERE. Traveling Time Inspector William Stegman, Chicago headquarters, and Mrs. Stegman posed for this picture on the occasion of their son Russell's graduation from the University of Wisconsin June 16 with a B.S. degree in mechanical engineering. He has been commissioned a second lieutenant in the Army Signal Corps.

D.D.S. FROM MARQUETTE.

Robert E. Vraney, son of J. E. Vraney, auditor of station accounts and over-charge claims, Chicago, graduated from Marquette University in Milwaukee June 8 with a degree of Doctor of Dental Surgery. He will start his professional career serving as a Navy lieutenant, junior grade.



MILWAUKEE-CHICAGO COMMUTER RETIRES. Harvey J. Mussweiler, chief clerk in the tax department, who had commuted between his native Milwaukee and Chicago since the tax office was moved to the Windy City in 1937, is pictured bidding good-bye to Tax Commissioner M. L. Boydston (right) and Assistant Tax Commissioner L. R. Nordberg as he retired June 30. His trip home brought his commuting record to an estimated total of 984,986 miles—just 88 days short of a million. Mr. Mussweiler was born and raised in Milwaukee (on the same corner since 1902) and started with the tax department in that city in 1921. His retirement will be spent handling the investments which he and his wife, who died this spring, had made over many years. In addition to owning business property, he is a stockholder in approximately 185 companies.

elevator operator in the Fullerton Avenue building.

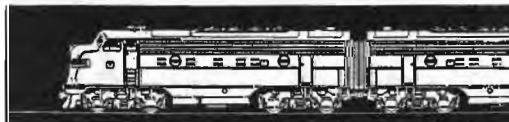
Secretary Ellen Siers won a prize for being the youngest mother at the May meeting of the Women's Club.

Private Jim Simes, who is on military leave, paid us a visit while on furlough. He has completed his basic training and is now stationed at Ft. Leonard Wood.

Wedding bells rang June 14 for two members of the accounts receivables bureau. Arvilla Ann Johnson became Mrs. John Patrick McGinley at Our Lady of Lourdes Church. Her attendants included Nancy Ritter and Carmen Slywka of the typing bureau. Edward Vilella and his bride, Betty Ann, became Mr. and Mrs. at Saint Mary's



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IN THE MONEY. The railroad bowling team at Beloit, Wis., which won first place in its league. From left: Roland Karg, Ira Warfield, Eugene Wobig, Norval Steinhagen, Milton Marske and Al Klein. Several of the players also placed in the money at the recent all-employee tournament in Minneapolis.

Church in Elgin, Ill. The Villellas are "at home" in Elgin since their Wisconsin honeymoon.

Josephine Botzon of the payroll bureau has migrated to the outskirts of the city, having recently moved into her own home in the Forest Glen area. Ruth Brauneis is settled in her new home in Elmwood Park.

Allen Eugene Thompson of the paymaster's office received his Bachelor of Arts degree from the College of Liberal Arts at Northwestern University during the 100th commencement exercises of that school.

Several members of the force had good reasons for smiling over the accomplishments of their offsprings. Edward and Loretta Jaszowski of the supervisor of machine accounting office and the paymaster's office, respectively, are proud of their daughter Joan who graduated from Holy Family High School. Joan was chosen by the Chicago Catholic high schools as a top student, served as sergeant-at-arms of her class, appeared in the class play and received an award for outstanding school spirit, along with being a member of the National Honor Society. She will enter nurse's training at St. Mary of Nazareth Hospital.

John Patrick McGinley, son of Assistant Bureau Head Nile J. McGinley of the bill and voucher bureau, received his Bachelor of Science degree on June 11, graduating summa cum laude from Loyola University's sociology department.

Thomas E. Rachner, son of Bureau Head Emil Rachner of the general bureau, graduated from St. Edward High School and won a four-year scholarship to the Cadillac Motor Division of the General Motors Institute. Upon completing four years at the institute he will be eligible to fill a supervisory post

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## QUIZ answers

1. The train conductor.
2. A rate on a shipment over two or more railroads.
3. Yes, in some cases.
4. Maine.
5. The movement of trains.
6. Above.
7. To provide train heating.
8. Western.
9. The superintendent of transportation.
10. One.

in the Cadillac plant.

Mildred Mangano of the bookkeeping bureau is convalescing after an operation and hopes to be back with us soon.

### GENERAL

Clarence P. Fisher, who retired last December as general manager of the Chicago Union Station Company after 52 years of railroad service, died suddenly July 10 in Tonawanda, N. Y. A native of Buffalo, N. Y., Mr. Fisher started his career there in the maintenance of way department of the Pennsylvania Railroad. He was superintendent of that company's Chicago Terminals Division when in 1949 he resigned to head the Union Station organization. Surviving are his widow, Carolyn, his mother, Mrs. Emma Fisher, a sister and two brothers.

### OPERATING DEPARTMENT

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

Philip H. Hughes, retired traveling engineer, died May 13 in St. Joseph Hospital, Elgin. He was born in Milton Junction, Wis., graduated from high school in Milbank, S.D., and subsequently lived in Montevideo and Minneapolis before moving to Elgin 30 years ago. His retirement in 1948 ended 50 years of employment as traveling engineer, first on the Iowa Division and for 30 years on the D&I. Surviving are his widow Catherine, a son William G. of Milwaukee, and four grandchildren. Burial was in Janesville.

Larry Botzon, of the office of assistant to vice president-personnel, and his wife Josephine, of the payroll bureau at Fullerton Avenue, recently moved into their new home on North Lowell Avenue in Chicago.

Shirley Harder, formerly of the office of assistant to vice president-personnel, is the proud mother of a son, "Scott Edward" born June 3.

Dorothy Hallwachs, Bernice Schmitt, Kay Lowrey, Edith Kohl, Joan Majeski, Lorene Jambor and Dorothy

Bauer, Union Station employes, set sail aboard the S. S. North American on May 29 for a lake cruise which took them to Sturgeon Bay, Escanaba, Mackinac Island and Sault Sainte Marie. Highlight of the trip was getting up at 5:45 A.M. to see the new Mackinac Bridge and to hear a loud speaker

## Madison Division

### SECOND DISTRICT

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

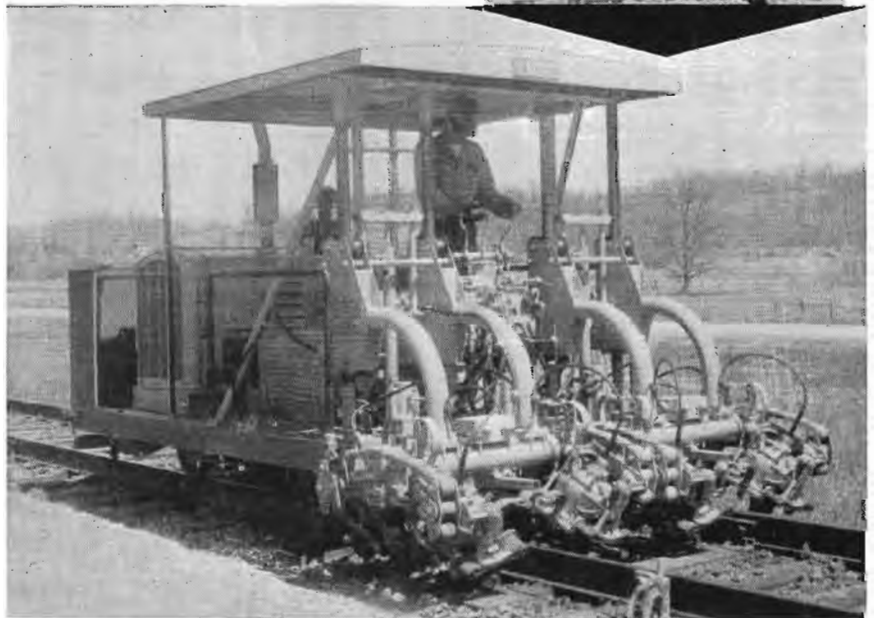
Beloit Chapter of the Women's Club entertained the Janesville Chapter at its May meeting with a swiss steak dinner

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**MAINTAINERS**  
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spiel about its expanse and expense. They enjoyed the rare experience of an early morning landing at Mackinac Island and a surrey ride around the still-sleeping village and countryside. A rough lake gave the girls a cradle ride home as a climax to an unusual week end which they highly recommend.

for 50.

Mrs. Thomas Flannigan of South Beloit passed away May 13. She was an honorary member of the Beloit Women's Club and welfare chairman for many years. Her husband passed away in 1953.

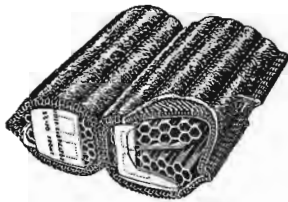
Engineer Robert Cioni and wife are the parents of a new baby girl.

Automatic crossing signals were re-

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## Milwaukee Hiawatha Service Club News

ATTENTION: The Milwaukee Hiawatha Service Club will hold its annual picnic Sunday, Aug. 24, at Barney & Kilroy's Horns Corner Park, Highway 143, Route 1, Cedarburg, Wis. Co-chairmen of the picnic committee are Martin Schneider and Leroy Gierke.

The club's activities this year have included the spring dance, a Saturday night affair held at the 5018 Club on West State Street, and attended by 200 members. Richard Andrews served as dance chairman, with the assistance of Henry Klinger.

For the evening of June 10, a group of 200 were guests of the Pabst Blue Ribbon Brewing Company. Music and community singing provided entertainment.

The fall dance, the club's last big social event of 1958, will be held Saturday evening, Nov. 15, at the North Avenue Auditorium, 3116 W. North Avenue. In charge of arrangements are Leonard Meleski, with Andrew Frankovic and Otto Wickert as co-chairmen.

Milwaukee Road employees in Milwaukee may join the Service Club by contacting any of the captains of the executive committee employed in the various departments at Milwaukee Shops. Officers are Edward McDermott, general chairman, Henry Ondrejka, general vice chairman, and John E. Marquardt, general secretary-treasurer.

cently installed on Columbia Ave. in Oglesby, Ill.

Mrs. Charles Kuhl passed away recently. She is survived by her husband, Conductor Kuhl, a 45-year man who retired in September, 1949.

Raymond Ryland Johnson, who retired as engineer in September, 1953, passed away May 11 in St. Francis Hospital in Peoria, where he had been confined two months. Mr. Johnson was born Aug. 3, 1885, in Tunnel City, Wis., and moved to Ladd in 1909. Surviving with his widow are three sons, four grandchildren and two sisters.

Frank E. O'Laughlin, demurrage clerk at Racine, died June 29 of a heart attack. Mr. O'Laughlin was a veteran of 42 years service on this division. He was a member of Post 76 of the American Legion and a former member of its drum and bugle corps. Funeral services were at St. Patrick's Church in Racine.

Friends of James W. Thompson, roadmaster at Beloit, held a retirement party for him at the Beloit Elks Club June 12. About 90 were present, including people from Chicago, Milwaukee and many points on his territory. Mr. Thompson, who started railroading when

*The Milwaukee Road Magazine*



**WOMEN'S CLUB BOWLERS.** At Beloit, Wis., Women's Club activities include group bowling. The team pictured here consists of, from left: Mrs. Jack Bouchard, historian and publicity; Mrs. Eugene Wobig, president; Mrs. William Enking, secretary; Mrs. Roy Cuyler, second vice president; and Mrs. Al Klein, treasurer and membership chairman.

he was 16, was with the Road 30 years, the last 23 at Beloit. He and his wife Helen have a large garden around their new home, which he plans to cultivate as a hobby.

#### FIRST DISTRICT

J. W. Loftin, Correspondent  
Yard Office, Janesville, Wis.

Passenger service on the Janesville-Monroe-Mineral Point, Wis., branch line was discontinued June 21. For nearly 100 years The Milwaukee Road has had passenger trains on this run, but in recent years business has been practically nil. However, freight service will not be affected. Express will be trucked out of Janesville daily to Monroe, and Monday-Wednesday-Friday from Monroe to Mineral Point.

Just recently I rode the coach from Janesville to Brodhead and up the New Glarus branch. It is a beautiful ride, through the green prairie around Orfordville and Brodhead and up through the hills around Albany, Monticello and the "Little Switzerland of America"—New Glarus. Herds of dairy cows grazed on each side of the track along the way—a symbol of the livelihood of this area.

The train crew—Engineer Elmer Duxstad, Fireman Earl Kessler, Conductor George Barry and Brakemen Walter Daley and W. A. Jackson—all with many years of service on this run—know all of our customers along the way and give them personalized service.

M. J. Gucciardo has been appointed

day roundhouse foreman at Janesville, succeeding J. A. Gregg who is on an extended leave on account of sickness. "Mike," as he is known by his co-workers, has been with the Road 33 years, all in the Janesville roundhouse. Lester Falter is night foreman.

### Milwaukee Shops

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

H. J. Montgomery, Correspondent

The Elmer Kuntzes took an early vacation in Florida this year. Elmer hopes to retire in August and has plans to spend his future there.

Sorry to announce the death of Harry Borchert of the locomotive department office. Harry was clerk to superintendent air brakes, and had served in the locomotive department office for the past 40 years.

Joe Osvatie, apprentice from the locomotive sheet metal shop, will learn to read blue prints and drafting board technique for the next few months. He replaces John Kelly who has been assigned new apprentice duties in the electrical shop in car department.

L. L. Lentz, general foreman of the freight shop, has been installed as Worshipful Master of Rusk Masonic Lodge in South Milwaukee.

Rita Bednar of the test department is on a leave of absence to go "around the world in 80 days". Well, anyhow Rita has already taken in interesting parts of Europe and still has many other sections of the globe on her list.

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**JUNE BRIDE AND GROOM.** Carrol L. Verken of Milwaukee and Miss Mary J. Mann of Winona, Minn., pictured following their marriage in St. Paul's Episcopal in Winona June 7. The groom is employed at Davies Yard in Milwaukee.

**DAVIES YARD**

A. M. Russert, Correspondent

A 50th wedding anniversary was celebrated on May 19 by Phillip and Mary Engl. Their children honored them with a surprise reception at the Wilson Park pavillion, where a buffet lunch was served to 85 people. They have four sons, 16 grandchildren and two great-grandchildren. Phillip is a Davies Yard employe who retired in 1952. He and Mrs. Engl live in Oak Creek, where Phillip raises chickens and pigeons and does a bit of gardening.

Foreman Arthur Teske passed away June 3 at the age of 40. Services were held from St. Philip Neri Catholic Church.

Sympathy was extended to C. Proell on the recent death of his mother.

Spasoje Dragovich was recently reunited with his wife Desanka, whom he had not seen for 17 years. He was an officer in the royal army of Yugoslavia, and while in service became a prisoner

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Car Castings

Railway Division Depew, N. Y.



**RAIL RAMBLER.** The winner's trophy is displayed by Miss Leone Esser, chief clerk to general storekeeper-lumber at Milwaukee Shops and editor of "Rail Rambles", the magazine of Milwaukee Chapter of the Railway Business Woman's Association, which was judged the best R.B.W.A. publication at the organization's recent convention in Dallas, Tex. Judges of the contest were professional journalists.

in Germany. He has not seen his sons for more than 17 years. One is a professor at the University of Belgrade, and the other is a student. Mrs. Dragovich was a school teacher in Yugoslavia.

Marv Weishaar is entering the hospital at this writing for surgery.

## Coast Division

### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

Mrs. Milo S. Rau, 79, mother of Dorothy Clover of the Tacoma freight office and grandmother of Traveling Engineer C. K. Clover, died June 8 in a Tacoma hospital. She was a native of Red Wing, Minn., but had lived in the Tacoma area 46 years. Surviving besides her daughter, husband and grandson, are a sister, a brother and two great-grandchildren.

Howard W. Montague, 70, who retired five years ago as general yardmaster at Tacoma, died June 3 in a local hospital. He was a member of the Brotherhood of Railway Trainmen and the Milwaukee Retired Club. He is survived by his wife, Eleda; a son, Clinton, of Inglewood, Calif.; a daughter, Mrs. Robert Kriebel of Seattle; three sisters and two grandchildren.

Emory L. Bates, 73, who was signal shop foreman when he retired in 1949, died May 1 in a local hospital. He was a member of the Retired Milwaukee Employees group. Surviving are his wife,

Nora, a son, four daughters, a brother and four grandchildren.

Ray V. Hanicker, retired engineer, died recently. He was born in Aberdeen, S. D., but had lived in Tacoma 50 years. He was a member of the engineers' brotherhood. Survivors include his wife, Margaret, two brothers and three sisters.

Lindon A. Borden, 77, died recently in a local hospital. He was a member of the Retired Employees Club, a retired general chairman of the Brotherhood of Railway Trainmen, and a life member of the B.R.T. general chairmen's association. He is survived by his wife Mary, a daughter, Mary Frances, and two sisters.

Al Buhre, assistant chief yard clerk, Tacoma, who has won two city amateur golf championships—16 years apart (1934-50)—achieved his second hole-in-one on June 8. He bagged a No. 5 iron into the cup on the Fircrest Golf Club's 185-yard eighth. It was the year's third dodo at Fircrest and the 23rd on the course.

Dorothy Clover, switch clerk at the Tacoma freight office, is undergoing surgery at this writing.

Lt. Com. Roger E. Grummel, son of Mike Grummel, and his family recently visited his parents in Tacoma. Doctor Grummel is completing his residency in



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On May 24, more than 150 Milwaukee Road employees and friends of J. V. Anderson, retired assistant general storekeeper in Tacoma, honored him at a testimonial dinner at the New Yorker Cafe. Mr. Anderson had 48 years and 11 months of service, having started in July, 1909, as stenographer and timekeeper at Evanston, Ill., for R. J. Middleton, then assistant engineer. He also worked at Aberdeen (S.D.), Malden, Mason City, Montevideo, Minneapolis, Miles City, Milwaukee and Tacoma in various capacities. G. V. Ireland, general storekeeper, was master of ceremonies at the dinner.

Conductor Al Glay, who retired this spring, is among the new Silver Pass men in this area. Mr. Glay started his service in 1913 on the old Columbia Division, braking on the loggers around Elk River. Later he moved to Cle Elum, and in 1929 to Malden, where he has lived and worked since. Since his retirement he has devoted most of his time to raising a garden and fishing. Just the day before he received his Pass he and Mrs. Glay went fishing. Mrs. Glay got her limit of 15, and Mr. Glay got 14.

W. J. Weatherall, who was formerly district general car foreman in Tacoma, was here recently with Mrs. Weatherall from their home in Minneapolis for the marriage of their daughter Barbara Ann to Ivan Raymond Stafford. Following the ceremony in St. Joseph's Catholic Church, a breakfast and buffet dinner were served, and a reception held in the evening.

## Milwaukee Terminals

### FWLER STREET STATION

Pearl Freund, Correspondent

Herbert A. Krause, brother of Mrs. Betty McLeod, IBM and bill clerk, who is in his third year at the University of Illinois, is among 40 students from the U. S. chosen to participate this summer in the first reciprocal exchange of student groups between the U. S. and Soviet Russia. He was one of nine sponsored by the National Student Councils of the Y.M.C.A. and the Y.W.C.A. The project has the approval of the State Department as a part of the program to develop cultural relations among all countries of the world. The United States students will spend 39 days in Russia at the same time 20 Russian students will participate in a program in the U. S. Herbert has been studying the Russian language. Upon his return he will appear on the TV program "Youth Wants to Know," telecast at Washington, D. C. He is interested in a career in the diplomatic corps.

Al Dalski, trucker at House 7, is the

*The Milwaukee Road Magazine*



**FETED BY WOMEN'S CLUB.** Married 50 years, long-time friends Mr. and Mrs. Riley W. Beal (left) and Mr. and Mrs. Harold Moser are pictured at a gala luncheon held recently in their honor by Tacoma Chapter of the Women's Club. Mrs. Beal is a former chapter president. Both men are retired train dispatchers who started their service in 1902.

father of a boy, "Mark Richard," born May 3. Michael Wallace, born June 16, claims Charles Wallace, stower at House 7, as his fond father.

Clarence Ralph Dummier, retired freight agent, passed away May 23 at the age of 69. He is survived by his wife Hazel, daughter Merceline Skoll, a sister, Merceline Hawthorne of Cody, Wyo., and a nephew, John Brower, grain clerk.

On May 24, Edward A. Sullivan passed away at the age of 58. He began his railroad service in 1915 and spent most of it at Fowler Street as a waybill sorter. He is survived by his sisters, Mary, Catherine, and Sister Mary Hriel; a brother, Joseph; niece Mary Ann Swieczak, a former yard clerk; and a nephew, Judge Michael Sullivan of Milwaukee.

#### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

Caller Virginia McCarthy Christian took a leave of absence starting July 10.

Louis Weiland, L&R retired conductor, is confined to the Wood, Wis., hospital.

Congratulations to the following happy parents: to Mr. and Mrs. John Dwyer (yardmaster) for a baby girl, "Maureen Ann"; to Caller and Mrs. Larry La Rue, Jr., for "Lee Thomas," born May 3; to the Vincent Quinn family for a baby girl born June 7; to Switchman and Mrs. John Groszkiewicz for a girl born June 3, "Dawn Marie"; to Mr. and Mrs. Ed Bauman Jr. for a girl born June 1, "Cynthia"; to the Ronnie Feyers for a boy born May 26, "Michael Laurence"; to Mr. and Mrs. Al Henn for "Douglas Michael," born June 8; to Yardmaster and Mrs. Pat Rooney for "Dan Michael," born June 7; to the Nic Nooyen family for "Debora Joy"; and to the Walter Schultz family (C&M brakeman) for a girl born June 25.

News from Corning, Ark.: The Clay County Courier carries a picture of Retired Switchman John McGhee who

is now manager of the Junior American Legion ball team at Corning. He is evidently building new Braves material down there.

Southwestern Conductor John P. Weber is hospitalized at Wood, Wis., at this writing. Cards and letters will be welcome.

Southwestern Conductor Edwin Martin retired on June 26.

*When big people get together they discuss ideals, when average people get together they discuss things, and when small people get together they discuss other people. Hanover, Kans., News*

### WEHR STEEL COMPANY

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*to absorb vertical and lateral shocks*

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MONTREAL



**TOGETHER ON THEIR 65TH.** The pleasure of observing their 65th wedding anniversary was granted recently to Retired Train Baggageman Henry C. Heck and his wife, who are pictured at home in Wauwatosa, Wis. They have two children, six grandchildren and 18 great-grandchildren. Mr. Heck retired from passenger service on the former Superior Division in 1939. (Milwaukee Journal photo)

**Milwaukee Division**

**FIRST DISTRICT AND SUPERINTENDENT'S  
OFFICE**

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

W. F. Ries, retired baggage man, died recently at the age of 81 at Canby, Ore. He is survived by his widow.

Lt. Col. H. C. Minter, our division engineer, Maj. Henry Kiljanczyk and Capt. Dick Andrews of Milwaukee Shops attended the pre-camp conference at Ft. Eustis, Va., May 10. This is a prelude to the annual encampment of the unit of the Railroad Transportation Battalion they command.

Clerk Frank Knoebel, crew caller and trainmaster's clerk for many years, retired June 13. A group of 25 fellow employes honored him with a dinner at the Kilbourn Hotel, at which he was presented with a transistor radio, so he can follow the baseball games he now intends to enjoy to the fullest.

*Accident: An event frequently descended from a long line of advice not listened to.*

**AMBER JACKET**

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



**PALMERS WED 50 YEARS.** Ernest F. Palmer, who retired as general car foreman of the Milwaukee Terminals in 1951, and Mrs. Palmer celebrated their golden wedding anniversary June 3 with a reception at Hope Presbyterian Church in Minneapolis, where they now make their home. Mr. Palmer started his service in 1918 at Milwaukee Shops. His son James is car foreman at Green Bay.

## Iowa Division

### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

Mr. and Mrs. J. E. Applebury are the parents of a boy, Daryl Edwin, born May 7. Mr. Applebury is now agent at Mason City. Ticket Clerk Sondoe Walker is the father of a girl, Debra Kay, born June 13.

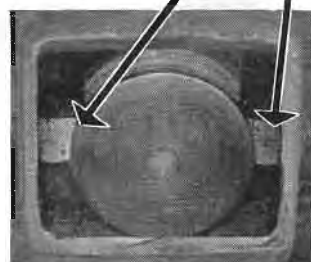
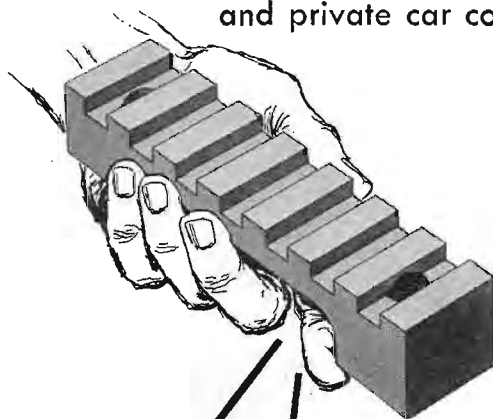
Retired Switchman Carl Powers passed away June 23 in Phoenix. Surviving besides his wife are four sons and a daughter. Burial was in Phoenix.

Arthur F. Hutchins, a trainman for 41 years, passed away May 27 at his home in Marion. He was born Feb. 22, 1895 in Lamotte, and had lived in Marion 41 years. He was an overseas veteran of World War I; a member of the Marion Methodist church; the Brotherhood of Railway Trainmen 319; Trojan lodge 548, AF and AM; and the American Legion. Surviving in addition to his wife are three sons, Willis D., Douglas A., and Michael L.; his mother and two sisters. Services were held at the Murdoch Chapel in Marion.

Charles T. Rowe, retired freight and passenger agent, 75, passed away June 6 in a Cedar Rapids hospital. Mr. Rowe retired March 1, 1953, after 50 years with the Road. He was a member of the Marion Christian church; Marion lodge No. 6, AF&AM; Marion chapter No. 10 R.A.M.; Patmos Commandery No. 27, K. T.; El Kahir Shrine; a charter member, past president, and for many years secretary of the Marion Lions club; a member of Unit 29, Retired and Veteran Railway Employees; and the Order of Railway Telegraphers. Surviving in addition to his wife, is a brother, Walter, of Los Angeles. Services were held in Marion.

July—August, 1958

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- *double bearing life*
- *improve performance and lubrication*
- *reduce wheel flange wear*

**W**ITH MAGNUS R-S Journal Stops installed on its freight cars, any railroad can realize a saving of about \$34 a year on every car.\* This means that the Stops pay for themselves in *less than three years.*

With this new device, users are averaging 8,000,000 car miles per road failure of a bearing. And that's not all: you double bearing life, reduce wheel flange wear, and cut maintenance and operating costs all along the line.

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wonder more railroads and more private car companies are installing more stops every day. For complete information, write to Magnus Metal Corporation, 111 Broadway, New York 4, or 80 Jackson Blvd., Chicago 4.

*\*This figure based on detailed studies of AAR solid Journal Bearing operating costs.*

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*Subsidiary of* **NATIONAL LEAD COMPANY**

### MIDDLE AND WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

Traveling Engineer E. W. Prindiville and Engineer Frank Connors had the experience during their vacations in May of serving as escorts to a group of boys from St. Patrick's High School in Perry, who made an educational trip to Chicago. The girls in the group were chaperoned by several mothers.

A train caller could have called two crews in a hurry when on the night of May 5 six west division conductors and their wives gave Conductor Roger Hethcott and his wife a surprise house-

warming in the new home they have just built.

Mrs. A. E. Peterson, widow of Conductor Peterson, was hospitalized in May by a fall from a ladder. She broke a bone in her foot.

Miss Barbara Heenan, daughter of Yardmaster E. O. Heenan of Perry, was married at Old St. Mary's Catholic Church in Chicago May 10 to Kent Ford of Chicago. Brakeman Richard Heenan's wife was her sister-in-law's matron of honor. The young couple will live in Chicago.

Mrs. J. M. Losey, wife of a retired Perry train dispatcher, died May 8 fol-

lowing a heart attack.

Verto Reichert, clerk for nearly 46 years, passed away suddenly June 2. At the time of his death he was general clerk in the division superintendent's office at Perry. Mrs. Reichert survives, with three daughters, four grandchildren and a sister. Burial was in Marion, the family home before the division offices were moved to Perry.

William Uptegrove, an agent on the Iowa Division for many years before his retirement, died at his home in Alhambra, Calif., in June. He and his wife, the former Jessie Westbrook, who was also a station agent, moved to California when he retired in 1938.

Frances Julia, infant daughter of Fireman Paul Bancroft, died shortly after birth at Fort Lawton, Okla., where the family is living while Paul is in the Army. Burial was in Perry. Mrs. Bancroft is the daughter of Engineer Ralph Walker of Council Bluffs yard.

Mr. and Mrs. Paul Kouba of Vining celebrated their golden wedding anniversary June 22 with an open house. Paul was agent at Vining for many years before the station was closed.

Retired Conductor and Mrs. J. S. Evans were guests of Iowa State College at Ames in June, when the class of 1903 held its 55th reunion. Mrs.

## GOOD REQUEST . . . BETTER ANSWER

A GROUP of businessmen in a flourishing community in New York State grew dissatisfied with the appearance of one of the city's two railroad stations.

It thought a new station in order and delegated a small committee to call upon the railroad's president to tell him so.

The president was interested at once.

"I heartily agree," he said. "We'll go along with you gentlemen. How much money will your county put into it?"

The committee was not at all sure that the county would contribute anything.

"That's interesting," noted the president. "Your county just handed the airport about a half-million dollars. Some of it was taxes paid by the railroads in your city and county. By the way, can you tell me how much in taxes the airport paid last year?"

The committee knew, of course.

So did the railroad president.

The city still has its old railroad station.

—ELMIRA STAR-GAZETTE  
Elmira, New York

Evans graduated with the class.

Superintendent and Mrs. J. T. Hayes and their son John were with Mrs. Hayes' parents, Mr. and Mrs. Enblom, when the latter celebrated their golden wedding anniversary in Minneapolis June 8.

Howard Loper, retired yardmaster, died in Council Bluffs June 20 after a long illness.

Geraldine Johnson of La Crosse, who lived in Perry while her father, H. R. Johnson, was local storekeeper, has completed a course in dental hygiene at the University of Iowa and started on a position in Grant's Pass, Ore.

Clinton Froke, traveling lineman, was married recently in Grace Lutheran Church, Watertown, S. D., to Esther Henry of Perry. After a wedding trip through South Dakota Mr. and Mrs. Froke are housekeeping in a home they bought in Perry.

Carl F. Wightman III, 14-year-old grandson of retired Perry conductor, was named the small bore champion of Indiana by the National Rifle Association in June. He made 372 out of a possible 400. His father, Carl Jr., is executive secretary of the YMCA with headquarters in Terre Haute, Ind. Switchman Ivan Wightman of Perry yard force is an uncle of the lad.

Katherine Gohmann, who retired recently after long service as stenographer in the operating and engineering department, is getting a lot of new experience as a volunteer worker at the Linn County Association Center for mentally retarded children.

A son was born to Engineer and Mrs. Frank Connors of Perry in May. A son born to Mr. and Mrs. Donald McLuen is a new grandson for Engineer Howard McLuen. Engineer and Mrs. Louis Hon-

omichl welcomed their first born, a girl, in June. The family circle of Engineer Charles Stout was increased by two on Friday, June 13, with the birth of twins, a boy and a girl. They are the second set of twins in the family. Train Dispatcher and Mrs. Larry Harvey of Perry became the parents of a girl June 20. The baby is another grandchild for Agent Fred Harvey of Bayard. "Jennifer Ruth" is the name H. R. Elliott and wife gave to their baby born in May. The father is night baggageman at Perry.

Retired Operator Gene Miller and wife are great-grandparents to a boy born June 10 to Mrs. Richard Miner of Perry. "Craig Allen" is the name given to a new grandson of Engineer Oliver Jensen. The parents, Mr. and Mrs. Gerald Jensen, moved to St. Louis when Gerald graduated from Harvard. Engineer and Mrs. Keith Fish became the parents of a girl May 26. Twin boys, born in May to Mrs. Gene Groffe, are great-grandsons of Mrs. Harry Brulport. Engineer and Mrs. Paul Slater took an infant girl into their home in June, to raise with the little boy they have had in their home for the past year.

A son born in June to Brakeman and Mrs. Glenn Theulen makes another grandson for Retired Engineer Henry Theulen. A son, "Charles Dean," born to Mrs. Floyd Leber has as grandparents Tony Leber, retired track department employe, and Mrs. Clarence Huffman, widow of Engineer Huffman. Cora Agnes Samuelson, born to Mrs. Vern Samuelson, is a new great-granddaughter for Mrs. O. G. Emerick. Fireman and Mrs. Robert Bouvia have a new boy, born June 26. Brakeman and Mrs. Edwin Draisey became the parents of a girl June 26.



### Why Don't They Do Something About the Weather?

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

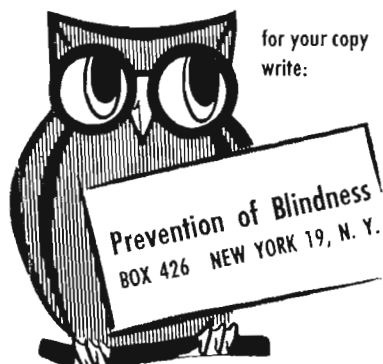
With these two fine products in your car, you're prepared for any weather. You'll get fast starting on cold days because Flite-Fuel fires fast and Trop-Artic flows fast. Yet you also get top performance on even the real hot days. The weather is no worry when you drive with Phillips 66 products.

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**A WORD TO THE WISE**  
(take care of your eyes)



**HALF OF ALL BLINDNESS IS NEEDLESS** and preventable! This is the theme of Sight Saving Month, to be observed in September, according to the National Society for the Prevention of Blindness. A number of Milwaukee Road men have been awarded membership in the society's Wise Owl Club as a result of having saved their sight through the use of eye protection. These men will be featured in an article to appear in an early issue of this magazine.

**THE PASSING SHOW.** Celebrities traveling on the City of Los Angeles recently included the three who are pictured here on stopovers in Chicago. Film star Doris Day, currently featured in "Teacher's Pet", was en route to her home in California. Eastbound from Las Vegas where she had just filled a singing engagement was Kay Starr, the recording artist and TV entertainer. The crutches were a souvenir of a tumble on a ski slope. A moving man at heart, Mickey Rooney made like a Red Cap as his luggage was being transferred to a train for New York City.

July—August, 1958

**HIAWATHA IN STORYBOOK LAND.** Second only to a ride on a real Hiawatha is the thrill for youngsters of traveling on this Lilliputian counterpart at Wisconsin Dells, Wis. Its route includes stops at stations with such interesting names as The Little Red Schoolhouse, Little Boy

Blue, The House That Jack Built and similar Mother Goose locales. Pictured here are the engineer-conductor, Miss Harriet Anderson, and two local passengers, Randy Little Eagle and his sister, Roxanne. The station stop which appears to fascinate them is "Four-and-Twenty Blackbirds".





MAGAZINE

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First all-steel train in the Pacific Northwest and first long-haul roller-bearing train; also first with a full-length dome, only train with Touralux economy sleepers, train with the longest mileage behind electric power, and now fastest train in the world on a regularly scheduled run—82.5 miles per hour start to stop for 61.9 miles in Wisconsin, from Tomah to Portage. This is according to a speed study made by Donald M. Steffen for Trains magazine. Below is the trophy presented to The Milwaukee Road by that publication in recognition of that fact. In the small picture A. C. Kalmbach, publisher of Trains, is shown making the presentation to President William J. Quinn.

