

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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1959

LONG DISTANCE DIALING EXPANDS COMMUNICATIONS . . . see page 4



THE MILWAUKEE ROAD MAGAZINE

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contents

New Advertising Program in Full Swing	3
Long Distance Dialing Expands Communications	4
"Interesting Happenings on the Milwaukee"	5
Around the Clock With the District Safety Engineer	6
What's New on The Milwaukee? ---	8
Must We Tax the Railroads Out of Business?	9
How Well Do You Know Your Railroad?	10
Aberdeen Overpass Is Opened to Traffic	11
The Great Rail Road Outing	12
Comments From Our Customers	13
Recent Developments in Flexi-Van	14
Appointments	14
Plant Expansions Announced for Franklin Park Industrial District ..	15
Retirements	16
Max M. Sorson Retires; to Visit Abroad	17
About People of the Railroad	18



Milwaukee Road Officers and Employees:

TOWARD the end of August I addressed a letter to all of you, attaching a copy of the first in our new "Creative Crews" advertising series. As the letter pointed out, this program is concerned largely with conveying an understanding of the people of our railroad and the nature of the service we render.

The sum total of our efforts determines the public's estimate of us and influences the volume of traffic moving "Milwaukee Road."

We have declared resourcefulness to be the key to our corporate personality, and favorable public reaction to our "Creative Crews" advertising would seem to prove that we assayed our own merits with considerable accuracy. People seem to agree with us and have expressed in various ways an interest in hearing more about our resourceful approach to the transportation job.

Future advertisements will satisfy this interest. Meanwhile, there are other ways in which all of us, as individuals, can take a hand in making the Milwaukee Road's distinctive approach to railroading problems more widely known.

One such way was brought to my attention recently by Mr. W. W. Kremer, vice president in charge of traffic. His proposal is contained in a letter published elsewhere in this issue.

I recommend it to your attention.

William J. Quinn

The Cover

SEEING is believing, as D. R. Herdine, assistant engineer-communications, Chicago, explains to Bernadette Brinlee, stenographer in Chicago signals and communications headquarters, what happens when the new direct distance dialing installation in the Road's Union Station relay office is triggered into action. Having dialed a long-distance extension number, Bernadette watches him trace the impulses she has set in motion as the mechanism picks up the signals and routes the call through the switchboards involved to initiate the ringing of the phone at the other end. On the table is a transmission measuring set which is being used to check the signal strength of the test call. The new carrier makes it possible to conduct 12 conversations simultaneously over one pair of wires. For more about this, see page 4.

Briefly Noted

IT'S TRAINS FOR IKE AND MAMIE. When President Eisenhower retires he wants to travel, he recently told reporters at a news conference. He has had hundreds of invitations from governments and individuals, he said, and he wants to see places he has not visited extensively before. Among them he listed Latin America, Africa and the Far East, including the Indian Ocean area. And after he is out of office, he added, when he and Mrs. Eisenhower travel together they will use anything but airplanes. Mamie does not like to fly, and often travels by train when he goes by air.

LAWYER'S LAWYER. Stuart W. Rider Jr., Milwaukee Road solicitor for the state of Minnesota, was elected to the eight-man executive committee of the National Association of Railroad Trial Counsel at the annual meeting of that association in Chicago Sept. 11. More than 900 railroad attorneys throughout the United States hold membership in the organization. Mr. Rider, a native of Minneapolis, handles trial work for the railroad in Minnesota. He has been in the Road's law department in Minneapolis since 1948, and was appointed solicitor for Minnesota on Mar. 1, 1956.

MARRIAGE ON THE ROCKS. An item culled from "Riding the Rails", Lou Gollop's column in the St. Paul Pioneer Press, reveals an interesting breakthrough of the feminist movement in Formosa. The Gollop report read that when the state-owned railroad administration ruled recently that in the future no husband and wife may work for the railroad, 40 women went into Taipei district court and applied for divorces. All said they preferred working for the railroad to being married.

FREE FOR FOOTBALL FANS. The British and Irish Railways Inc., which publishes a free football program guide for sports-minded Americans, has pointed out that travel agents will find the 52-page booklet an interesting giveaway for their clients. "Football Facts 1959" contains a wealth of information about college and professional game schedules, diagrams of the famous stadiums, official rules and signals, season predictions, television schedules, All-America check-list, Hall of Fame records, and so on. Copies are also available to individuals, clubs and other organizations. Requests should be addressed to the nearest British and Irish

SOMETHING NEW IN RAILROADING...

CREATIVE CREWS

of the Milwaukee Road

Flexi-Van, the latest innovation in trailer-on-flatcar service. One man can transfer the van from trailer to flat top in 4 minutes.

THE MILWAUKEE ROAD

They come up with resourceful answers to shippers' problems - improving on "Piggy-Back"

America's resourceful railroad

New Advertising Program in Full Swing

REPRODUCED above is the second of the Creative Crew advertisements to be featured in the new advertising program launched by the Road in September, which was announced in the July-August Magazine. Copies will appear shortly on employee bulletin boards and be posted in stations.

Our readers will recall that the first advertisement called public attention to the resourcefulness of Milwaukee Road people in meeting the requirements of customers. The advertisement above, which was inspired by our company's adaptation of Flexi-Van operations, again stresses that theme.

The copy takes the public behind the scenes of railroad operations and introduces them to the men who work with

customers in studying their needs and evolving solutions for their problems. This interchange of ideas, it points out, has produced many of our company's innovations and improvements in service. In citing Flexi-Van as an example, it highlights the fact that this trailer-on-flatcar service is a Milwaukee Road "first" in the Midwest and Northwest.

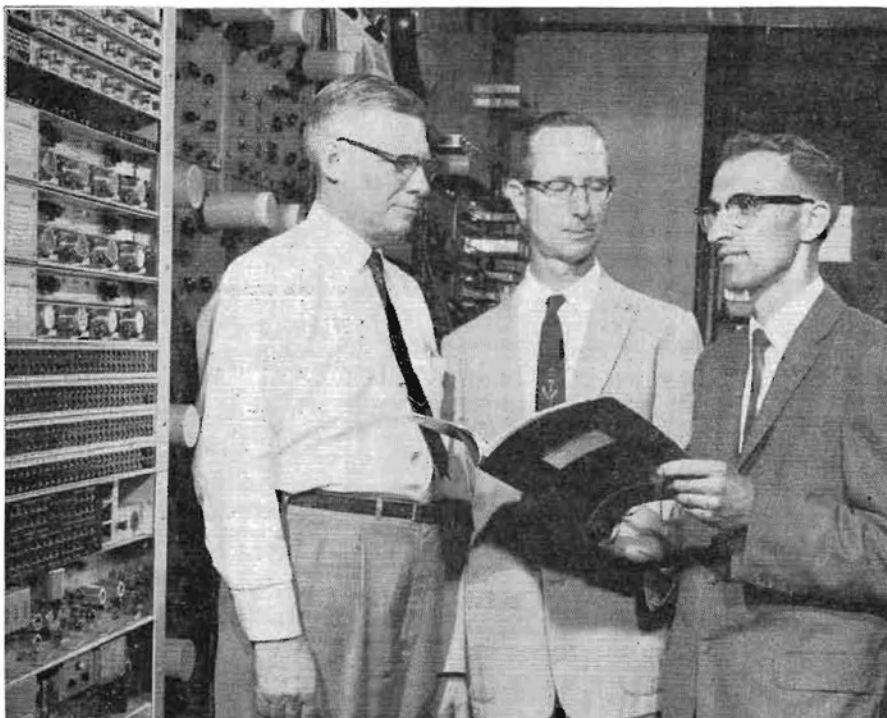
Starting Oct. 12, the advertisement will appear in national magazines and certain newspapers, and continue in other magazines and newspapers of regional circulation. As the program moves forward, similar examples of quality service made possible through the inventiveness of the Milwaukee's "creative crews" are being prepared for advertising purposes.

Railways office "FF Dept.", in New York at 630 Fifth Avenue, in Chicago at 39 S. La Salle St., and in Los Angeles at 510 W. Sixth St.

LIFE-SAVING BRACELET. Because his daughter had a near brush with

death several years ago when she was administered a dose of serum to which she was allergic, Dr. M. C. Collins, a surgeon for the Southern Pacific Railroad, has come up with an idea to help victims of allergies and certain diseases whose condition is not known to an at-

(Continued on page 17)



In Milwaukee, E. F. Rowekamp, communications engineer (right), who was assistant supervisor on the installation project, discusses the change-over with A. J. Obermowe, chief operator communications (left), and T. J. Hanlon, supervisor signals and communications. At left is the Milwaukee unit of the new carrier.

Long Distance Dialing Expands Communications

AT the start of Monday morning business on Aug. 17, a Milwaukee Road employee in an office in the Chicago Union Station found it necessary to telephone a car department foreman at Milwaukee Shops. In only the seconds it took to dial a series of numbers, the call was answered person-to-person. The Road's long-planned dial telephone system linking Chicago, Milwaukee and Madison, Wis., over its own lines was functioning in top form.

Actually, the circuits between the three locations had been cut over and given a trial run a week earlier. Their official use, however, marked the completion of the first large scale direct distance dialing (DDD) system on the Road's 25,000 miles of carrier circuits. The project was the latest undertaking of a program extending over the past five years, during which the Road has invested \$1,700,000 in capital improvements to its communication system.

According to D. L. Wylie, communications engineer, the need to up-date

communications had been urgent for some time, particularly to increase the efficiency of operations between Chicago and Milwaukee. As company telephone traffic increased, trunk lines between these points became inadequate to carry the load, and two sets of switchboard operators were required to complete a call. Delays were common.

The opportunity to consider a dial system developed when provision was made in the 1959 improvement budget for installing a 12-channel carrier between Chicago and Milwaukee. At meetings with telephone company representatives it was determined that the direct dial system was feasible, and work was started early this spring. Here's how the new system varies from the former in equipment and use:

In Chicago, the former facilities consisted of a main switchboard in the Union Station, and satellite switchboards in the Galewood freight house, the Fullerton Avenue accounting office building, and the Western Avenue district. In

Milwaukee, a main switchboard serving the offices of the general superintendent, the division superintendent and the traffic department, was augmented by a satellite switchboard for the locomotive, car and store departments at Milwaukee Shops.

To cite an example of how they worked, a supervisor at the Western Avenue roundhouse in Chicago who wanted to phone a locomotive foreman at Milwaukee Shops was obliged to place his call with an operator at the main switchboard in the Union Station, from which it was relayed manually to the main switchboard in Milwaukee. There an operator dialed the number into the automatic switchboard at Milwaukee Shops, which transmitted the call to the foreman's extension.

Under the new system, the Western Avenue supervisor dials the numbers which automatically route his call through the Chicago and Milwaukee switchboards, plus the extension numbers of the foreman's phone. It's as simple as that. As estimated by Mr. Wylie, long distance dialing can save as much as five minutes of line time on a person-to-person call placed during the day's peak working hours. The improvement program calls for expanding the service to Janesville, Wis., as soon as equipment now on order is delivered.

The extension of direct dialing was accomplished by installing 15 dial circuits between the Union Station in Chicago and the main switchboard in Milwaukee. A new automatic switchboard was installed at Madison, and one similar but smaller has been ordered for Janesville. The service will permit a call to be dialed direct from any Milwaukee Road

As the expanded service goes into operation, Betty Nelligan, chief telephone operator in Chicago, is briefed on directory listings by W. D. McGuire, system telephone supervisor.



The Milwaukee Road Magazine



Typical of the many drawing board conferences necessary to develop the techniques for long distance dialing is this between D. L. Wylie, communications engineer (seated), and W. E. Fuhr, assistant chief engineer-signals and communications.

telephone in these cities to any other company telephone served by the expanded system. Calls between Chicago, Madison and Janesville are routed via Milwaukee.

The backbone of the 15-dial system is the new carrier, which provides for transmitting 12 conversations over one pair of wires at the same time. Supplementing it are three leased circuits. Its installation was supervised by D. R. Herdine, assistant communications engineer, Chicago, with the assistance of E. F.

Rowekamp, communications inspector, Milwaukee, and the work was carried out by a Milwaukee communications "lab" team consisting of A. M. Robertson, Robert Casperson, N. S. Manning, E. T. Reilly, W. L. Chamley, and "Lab" Foreman Ray D. Brown. W. D. McGuire, system supervisor of telephones, handled the traffic studies and the details of assigning dial numbers and directory listings.

While work on the tri-city system was being progressed, the switchboard at the

Sibley Street freight house in St. Paul was also converted to an automatic operation. This board now provides dial service between all of the railroad's St. Paul and Minneapolis phones, as well as to telephone company lines, and stands ready to tie into a St. Paul-Minneapolis-Chicago dial system.

The long range improvement program takes into account that in today's stiff competition for business, a minute saved can result in dollars earned. Plans are being considered to extend the time-saving long distance service to other on-line big city areas in the future.

Providing personalized service at Milwaukee are, left to right, Edna Klatte, chief telephone operator, and Operators Anne Lester, Adeline Buchholz and Betty Schwantes. Theirs is the responsibility of routing calls to locations not served by the Road's new dial system, and to telephone company lines.



"Interesting Happenings on the Milwaukee"

(The following letter received by the Magazine outlines a program which should interest our readers, and is published for the purpose of inviting them to participate in it. Each story or anecdote published will carry the name of the contributor.—Editor)

A THOUGHT has occurred to me which might provide interesting reading for the Magazine and at the same time assist our sales department in its promotion efforts. I contemplate a feature that could be headed "Interesting Happenings on the Milwaukee", based on things our friends, relatives and neighbors should know about.

A continuous program could be main-

tained by asking readers to send in letters detailing stories that would be informative, humorous, or provide imaginative glimpses of the future. These stories would be published with the thought that they would be used not only by our sales representatives, but by all employees to publicize The Milwaukee Road.

Picture the opportunities at various gatherings of friends, relatives, business associates, and at neighborhood socials and with tradespeople we patronize to discuss Milwaukee Road advanced thinking, illustrated with some humorous incident that would interest the listener. The Milwaukee Road name could be involved thousands of times, if all of our

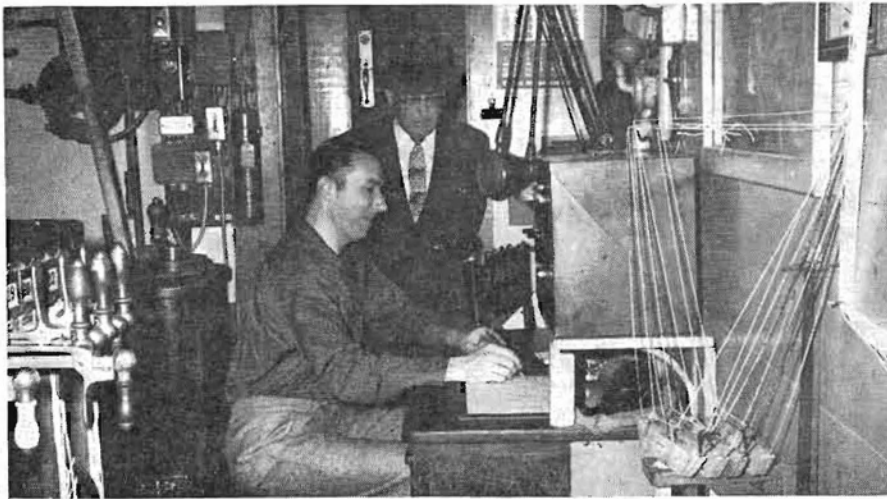
23,000 employees were to project it into their conversation just a couple of times daily.

A program of this character could also supply our sales force with a continuous medium of keeping the Milwaukee Road name constantly before the shipping and traveling public. This could be done also by utilizing some of the humorous or interesting incidents that might be reported as resulting from it. I feel that the usefulness of a program such as this would be well worth while.

W. W. Kremer
Vice President-Traffic

(Address contributions to "Interesting Happenings" Editor, and send to 824 Union Station, Chicago 6, Ill.)

Around the Clock With a District Safety Engineer



On an inspection stop at the drawbridge over the Mississippi at Sabula, Ia., District Safety Engineer J. A. Ogden and Operator C. L. Joslin discuss a track car line-up.

As a baseball fan from way back, J. A. Ogden has watched many a player strike out and on the next try hit a homer. After 47 years around a railroad, though, he realizes more than most people the odds facing the man on the job who counts on another try. There's always a bare chance, he knows, that even the first strike might put him out of the game for good.

In other words, Mr. Ogden has convictions about the safe way being the right way, and when he talks at a safety meeting, he gets the idea across. An important factor in the success of a railroad safety program is the personal relationship existing between its administrators and their fellow employees, and everyone likes Jimmy Ogden, the Road's senior district safety engineer.

The responsibility of teaching people that safety is serious business keeps Mr. Ogden almost constantly on the go. His territory is the Dubuque & Illinois and the Iowa Divisions, covering approximately 1,866 miles of operations, and he does his paper work in the headquarters of the superintendent of the D&I at Savanna, Ill. Employees there don't see much of him because he spends the greater part of his time on the road.

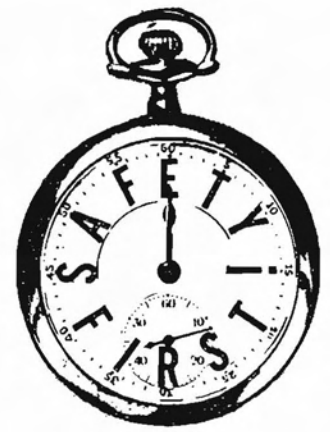
Starting early in the morning, his day frequently extends into the hours bordering on either side of midnight. This is essential in order to contact employees in all branches of service and around the clock. Traveling by train,

automobile and rail car, in the course of a typical work week he may conduct as many as 18 to 20 meetings in various locations. The pictures shown with this article illustrate some of the safety sessions on his regular schedule.

In alerting employees to the need for observing safety rules and precautions, Jimmy Ogden stresses that this is not only common sense, but can mean the

TOP ROW: 1. District Safety Engineer J. A. Ogden (right) talking over safety procedures with Superintendent J. T. Hayes of the Iowa Division. 2. Holding a safety meeting at Perry yard with the crew of Extra 2461 East; time, 6:15 A.M. Seated, from left: Engineer W. E. Cox, Fireman Ernie Runley and Conductor G. E. Gearhart. Standing, from left: Assistant Superintendent R. A. Middleton and Brakemen E. L. Haman and M. D. Harmann. 3. Checking the safety goggle supply and types on hand with Storekeeper M. J. Hansen at the Savanna stores.

THIRD ROW: 1. The safe way is the right way, Mr. Ogden reminds Engineer Jim Kelley and Fireman John Yacksjaw, ready to leave Savanna yard on Iowa Division No. 72; time, 12:30 A.M. 2. Wood blocking on the head of a jack to avoid metal to metal contact is the subject of this talk with Carman Charley Taylor on the repair track at Savanna, Ill. 3. Mr. Ogden confers with Superintendent A. O. Thor of the Dubuque & Illinois Division about safety meetings in the latter's office at Savanna, Ill.



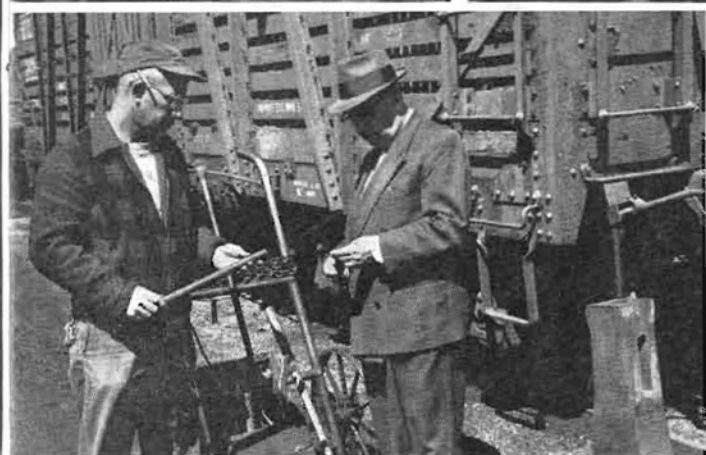
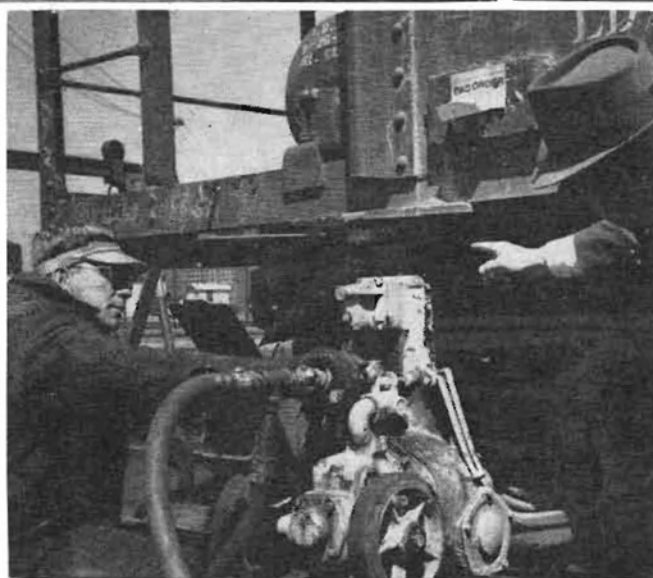
essence of life itself. And he doesn't advise every man to think just for himself, but also have a thought for the fellow who might stand to be injured by carelessness on his part. Safety, he reminds them constantly, doesn't hinge on the action of a single employee. Just one slip has been known to set off a string of events.

To drive home this lesson he may point out that most safety rules were made to eliminate accidents. Why, then, learn the hard way? Moreover, an accident in the work life of a man must inevitably affect the life of his family. This is no preachment with Jimmy Ogden, who thinks of safety in terms of the well-being of his fellow employees. Occasionally he may also think of it in terms of his favorite sport. "Take baseball", he might say. "What would happen if there were no rules. The players wouldn't like it and the fans wouldn't

(Continued on page 8)

SECOND ROW: 1. On an inspection car trip, stopping to discuss safe working rules with the section crew at Bagley, Ia. From left: Assistant Superintendent R. A. Middleton, Superintendent of Safety A. W. Shea, Superintendent J. T. Hayes, Mr. Ogden, Section Foreman H. G. Lohman, and Section Laborers D. L. Corrick, C. C. Mansfield and J. A. Van Grundy. 2. Discussing accident prevention with the crew of D&I suburban train No. 242 at Elgin, Ill. From left: Conductor William Farrell, Assistant Superintendent P. Bridenstein, Brakeman V. L. Griffin, Mr. Ogden.

BOTTOM ROW: 1. Checking tools at the Savanna repair track with Car Foreman James F. Wilbur. 2. Conducting a safety meeting with the 4. P.M. Dubuque yard engine assignment after the crew had tied up for lunch; time, 8:45 P.M. Front, from left: Switchman P. J. Stonskas, Fireman Roy Blankenberg and Dispatcher W. T. Hogan. Rear, from left: Yard Clerk Jack Hanlon, Switch Foreman A. J. Rooney, Switchman E. A. Luedtke, Yardmaster J. S. La Tronch, Engineer Le Roy Grimes, and Assistant Superintendent K. O. Schoeneck.





Three new GP-9 diesel electric locomotives coupled together form a solid unit of 5,250 horsepower. Since each has its own operating controls, they may be coupled in multiples to provide whatever power may be needed for freight, passenger or switching service.

What's New On The Milwaukee?

AN improvement program initiated by The Milwaukee Road early this year to upgrade its motive power was completed in August with the delivery of the last of an 8½ million dollar order for 52 new GP-9 diesels. The locomotives, built by the Electro-Motive Division of General Motors, are of the 1,750 horsepower type, designed to provide greater flexibility of service and effect savings in operations. They replaced an equal number of FT 1,350 horsepower units which could be used efficiently only for over-the-road freight.

Last fall, when the Road started looking into the replacing of the 52 FTs, it had the alternative of (1) scrapping them and buying new diesels, (2) modernizing them, or (3) selling them to the manufacturer and buying replacements. The latter course was adopted, and the first were turned over to Electro-Motive in January. Delivery of the new units was begun in March.

The FTs, which were 14 to 18 years old, had marked up an average of almost 2 million miles of road service. Moreover, they could be operated in units of no more than four. The combinations were two cab units and two boosters, adding up to a maximum of 5,400 horsepower, and one cab and one booster unit, for a total of 2,700 horsepower.

The higher power of the GP-9s provides the Road with an increase in motive power equivalent to about 17 addi-

tional diesels of the FT type. Each carries a warranty of one year, or 100,000 miles, whichever is reached first. Their versatility stems from the fact that each has its own built-in operating controls. As a result, any multiples may be worked from one control to furnish whatever horsepower is needed for a particular condition. They are equally adaptable for road freight service, for passenger, and for switching.

The modern design of the new locomotive fleet incorporates a reduction in the number of main components, as well as their increased availability and easier maintenance. Other improvements include dynamic brakes, which provide extra braking facilities and supplement the air brakes; 1,700 gallon fuel tanks (compared with 1,200 gallon tanks on the FTs); electro-magnetic switch gear; 26-L brake equipment; automatic main reservoir drain; and improved radio equipment.

In building the GP-9s, it was possible to utilize some of the FTs' long wearing parts. The whole program resulted in a saving of more than 4 million dollars from what it would have cost to scrap the 52 FTs and purchase the same number of new general purpose locomotives.

Rejoice when the spears sink into you; that's the way you get the iron into your blood.—Don Marquis

"Around the Clock . . ."

(Continued from page 6)

either. Without rules, it would be a free-for-all."

One can't be in Jimmy Ogden's company long before the conversation somehow turns to the national pastime. In fact, had he not been playing ball in the sandlot behind the C&EI station in Diamond, Ind., when the agent came out to hire "an ambitious boy to learn telegraphy", he might have missed one of the best job opportunities in his home town.

Jimmy quickly developed a proficiency seldom found among young "senders" of that day. By the time he was 15 he was ready to take the big step, and hired out with the old Chicago, Terre Haute & South Eastern, the Road's predecessor line in Indiana. That was in 1915, and four years later he was a dispatcher. Before he was assigned to his present position in 1947, he was a dispatcher for many years at Terre Haute.

The Ogdens—Jimmy, his wife Ann and their daughter Beverly—make their home in Savanna, close to Jimmy's headquarters at the Milwaukee Road depot. The house is a landmark almost 100 years old, on a hill from which there is a view of the Mississippi. After sleeping the better part of the week in hotels and motels and eating restaurant food, Jimmy looks forward to his week ends there and a succession of Mrs. Ogden's good home cooked meals.

He likes to devote his leisure time to sports. Baseball heads the list, of course, but football comes a close second. With radio and television bringing them right into his home, he is content these days to be an armchair spectator.

Sane living habits are a part of the code which Jimmy constantly encourages in the men it is his duty to instruct. It paid off well both for him and them when this year he had the satisfaction of seeing the Iowa Division honored as the safest division on the railroad for 1958. At the ceremony which marked the presentation of the President's Safety Trophy, he received a large share of the credit for developing the series winner.

It has been said that a good safety man must be a dedicated man. Jimmy Ogden might not put it that way, but as a key man in the safety program, he knows that being safety conscious yourself is a thing apart from having it rub off on others. Says he, "The job of a district safety engineer is an around the clock assignment, but a gratifying one."

Must We Tax the Railroads Out of Business?

exorbitant and inequitable state and local levies are not only bleeding these essential carriers to death but are helping to subsidize the competition

By David I. Mackie
Chairman, Eastern Railroad Presidents Conference

ON THE edge of the Blackfoot Indian Reservation in Montana's Glacier County lies the town of Cut Bank (pop. 4,500). Surprisingly, this small community boasts a large and expensive airport: it cost about four million dollars of federal funds and it covers three times the area of New York's La Guardia Airport. Only one carrier, Western Airlines, uses this field. In 1958 about two passengers a day boarded its planes there. But the townspeople feel an airport is so important that they are willing to pay for its maintenance by keeping its 1,703 acres off the tax rolls and assessing a special annual airport tax against local property owners.

On the face of it, this makes sense. If the citizens are willing to pay for an airport, well and good. But when you examine who paid what in this case, the logic becomes a little blurred. In 1958 the Great Northern Railroad, which runs through Cut Bank and is therefore a local taxpayer, was assessed \$2,530 as its share of the costs of this competing facility; in the same year Western Airlines paid \$41.17!

But if you should accuse Cut Bank of unfairness to the Great Northern, the city fathers could point out that in

whacking the railroad hard with local taxes they were only following well-established practice. Some of our biggest cities—New York, Cleveland, Boston, Pittsburgh, to name just a few—are masters of this art, and thousands of smaller taxing bodies are also practicing it with a will. In 1958 the bills of all these state and local tax collectors added up to a railroad tax of 400 million dollars (in addition to 550 million dollars in federal income and payroll taxes). More than any other single factor, it is this huge sum that is causing our railroads frantic concern over what a 1958 Senate report called "the general decline of the railroads".

While the rails have seen their revenues increase less than one per cent a year over the past decade, their state and local taxes have climbed at the rate of more than three per cent annually! There are two reasons for the railroads' concern: the sheer size of the taxes, and the

relationship between the railroads' taxes and those paid by their fast-growing competitors.

The first problem stems from the fact that the railroads are the largest industrial owners of real estate in the United States, with 386,000 miles of track taking them into 96 per cent of our 3,067 counties. This means that their rails run through literally thousands of individual tax jurisdictions—states, cities, towns, villages and school districts—to which every year they must contribute. In New York State alone the railroads contribute to more than 6,000 taxing bodies.

If these taxes had some logical relationship to the railroads' earnings in each community, the system might make some sense. But there is no such relationship.

In New Jersey, the Pennsylvania Railroad paid \$5,800,000 in taxes last year while earning only \$700,000.

In Toledo, Ohio, the local newspapers and the chamber of commerce conducted a campaign to force the New York Central to build a new passenger station, though the old station was already running at a deficit. The Central did build a new terminal, at a cost of \$4,856,000, and the annual tax on it jumped from \$8,484 to \$48,799.

In Pittsburgh, the Pennsylvania Railroad spent \$9,500,000 in realigning its tracks and rebuilding its passenger shed as part of the city's Golden Triangle redevelopment program—and immediately got slapped with a tax boost of \$31,000 annually on the improvement.

And whenever the construction of a new highway or the improvement of an old one necessitates building an overpass



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The promise for the future welfare of the railroads as an integral part of our transportation economy, and the continued employment of thousands of workers in that industry, cannot be left to the stop gap or patch-and-mend measures which might be enacted by the Congress in times of fiscal emergency or national crisis. It is from within the railroad industry itself that strength must come and on a continuing basis. Does it not seem reasonable, therefore, that if the industry has found even a beginning of a workable solution [to its problems] that all parts of the Government should do everything legitimately within their respective spheres of power to foster and encourage them in their endeavors? Most certainly, the Congress and other agencies directly affiliated with the legislative branch have a particular obligation and responsibility to do their respective parts. I hope that this may be the trend of the future because, in my judgment, it is the wisest and best public policy and absolutely essential to an expanding America.—Senator Styles Bridges, New Hampshire, on the Senate floor Sept. 2, 1959.

or changing a grade crossing — which happens hundreds of times every year—the railroad not only has to contribute to the construction bill but finds itself paying more in taxes for the improvement.

Exorbitant overvaluation of railroad facilities for tax purposes is a temptation that many local politicians cannot resist. Jersey City, N. J., a major rail center with vast yards, is a case in point. When one railroad serving this city sold 33 acres recently—just to cut down on its crushing tax burden—the land, assessed at \$621,296, sold for \$19,472.

One of the odd results of the multiplicity and overlapping of tax jurisdictions is that the railroad industry contributes more tax money directly to education than does any other private institution. Every year about 60 per cent of

the railroads' property taxes in Illinois go to education. In 1956, 45 per cent of the Pennsylvania Railroad's 32-million-dollar state and local taxes went to schools. In School District No. 7 of Lincoln County, Mont., the Great Northern pays 91.38 per cent of all school taxes levied in the district—despite the fact that the railroad's property comprises only one-third of one per cent of the land. Altogether, the railroads' state and local tax bill for education in 1958—an estimated 140 million dollars—was equal to almost a third of the federal government's contribution to the same school systems!

How the railroads' huge tax payments compare with those of their competitors is the other half of the picture. Here again the problem goes back to the fact that the railroads own so much real

estate: stations in the hearts of cities, freight yards in their outskirts, and hundreds of thousands of miles of track from coast to coast. All this they build and maintain themselves, and on all of it they pay taxes.

But who builds, maintains and owns the airports, the waterways and the highways? By and large it is the government, and the government pays no tax. Nor, in any sense comparable to the railroads, do the airplanes, barges and trucks that use these facilities.

The airlines and water carriers pay nothing at all toward the construction and maintenance of their rights of way and signaling systems. The trucking industry does pay taxes in the form of registration and mileage fees, and in fuel and equipment levies. But these are merely *user* charges, intended to do no more than contribute toward highway construction, maintenance and administration costs. (In fact, the truckers insist that all federal automotive excise taxes be earmarked exclusively for highway purposes.)

The railroads, on the other hand, without a cent of government subsidy, pay the *full* costs of building, maintaining and administering their rights of way, and it is the railroads, and the railroads alone, that must pay *additional* hundreds of millions of dollars toward the administrative costs of general government of the communities through which they run.

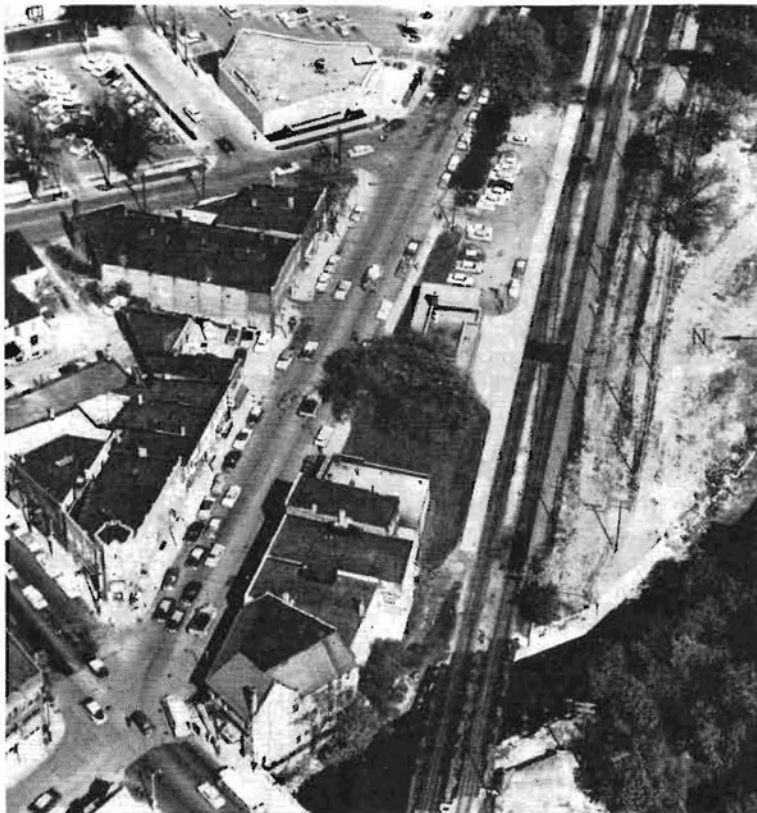
In New York City the railroads pay about nine million dollars in taxes on their passenger facilities. How much of this goes to support the city's two giant airports, La Guardia and Idlewild, it is impossible to estimate. Certainly some does, since these two fields pay no taxes.

Boston's 2,000-acre Logan International Airport, which cost 74 million dollars of city, state and federal funds, is not taxed at all. But the New Haven Railroad's 31-acre South Station in downtown Boston pays the city over a million dollars every year in taxes—about the same as the user fees paid by all the airlines using Logan.

In Illinois, the railroads paid 32 million dollars in property taxes in 1955. The 244 truck lines doing business in the state, the 17 certificated airlines and the 65 barge and towing companies paid \$800,000.

The one encouraging glimmer of light for the railroads is the fact that more and more people are beginning to worry about this situation. Early this year a report to the governor of New York by his special assistant on transportation admitted that the state's treatment of the

How Well Do You Know Your Railroad?



HERE'S our answer to readers who write, "When are you going to run another 'How Well Do You Know Your Railroad?' picture in the Magazine?" Naturally, we hope this proves to be a baffler. On the other hand, if it doesn't, we'll give them a run for their money by posing a few questions. One, "When was this city founded?" Two, "How does it figure in Milwaukee Road history?" Three, "What does its name mean?"

Score perfect? Good, and there's no need to consult the answers on page 16.



Cars and pedestrians moving over the new \$800,000 overpass. It spans approximately 912 feet of railroad tracks and other property. (Aberdeen American-News photos)

ABERDEEN OVERPASS IS OPENED TO TRAFFIC

IN a ribbon cutting ceremony witnessed by several hundred people, the new \$800,000 overpass spanning the Milwaukee Road tracks at Aberdeen, S. D., was turned over to the city July 25. Delegations gathered to watch Governor Ralph Herseth give the green light to traffic included members of the city commission, the chamber of commerce and the state highway department. B. J. Ornburn, assistant chief engineer structures, attended for the railroad.

The overpass, 27 feet high at its peak, crosses approximately 912 feet of railroad tracks and other property between 1st Avenue S.W. and 2nd Avenue N.W. It is the first project to be completed in a program financed by the federal government to expedite the flow of traffic through the city and improve the routing of U.S. Highway 281. Building was started last year, supervised by the State Highway Commission, with the city and the railroad bearing a share of the cost.

The design of the structure incorporates several features which have been labeled unique in the construction of large viaducts. They include precast pil-

ing to avoid excavation next to the railroad tracks, and precast girders, to eliminate constructing forms and falsework in the railroad yards and thus interfere with train movements. The use of pre-stressed reinforced concrete in a structure of this size is believed to be a "first" in the field of large bridges. A radiant heating element placed below the concrete driving surface to melt ice and frost is the largest unit of its kind in the world.

At the dedication ceremonies, Street Commissioner Fred Gerdes, acting in the absence of Mayor Cliff Hurlbert, accepted the overpass for the city. Governor Herseth referred to it as a monument to progress, and lauded the cooperation of the various agencies whose efforts over the years brought it to a reality. An official parade of vehicles concluded the cutting of the green "go" ribbon, with the governor and Mrs. Herseth, together with the president of the chamber of

commerce, in the lead. In their wake was a stream of pedestrians, bicyclists and motorcyclists, and a steady stream of cars.

At a civic luncheon after the parade, Mr. Ornburn was one of the speakers. The completion of the overpass, he told the assembled South Dakotans, marked another step in the cooperation between the city and The Milwaukee Road. Said he, "The railroad is proud of its service to Aberdeen, and of the opportunity to help in the planning of a structure which will benefit the city, its businesspeople, the railroad, and the government."



Among the spectators at the dedication were, from left: E. J. Karrigan, president of the chamber of commerce and associate editor of the Aberdeen American-News; Governor Ralph Herseth; B. J. Ornburn, Milwaukee Road assistant chief engineer structures; and Fred Gerdes, city commissioner.

railroads was grossly unfair, and went on to say that this was actually costing the state money in the form of lost business and employment. As a result, the legislature has already enacted measures to alleviate the situation to some degree. In West Virginia railroad tax reform is likewise before the lawmakers.

The problem is such a pressing one that the air is suddenly full of suggested solutions. Some observers suggest that railroad property used in connection with passenger service should be exempted from taxation, since it is easily demonstrable that the railroads lose money on

passengers. Others favor some kind of government subsidy for the railroads, to offset the subsidies their competitors get. There are even some who think that the solution lies in slapping heavier taxes on the railroads' competitors.

All these suggestions ignore one basic fact. It is our national policy to treat our so-called "highways of commerce"—roads, airways, canals—as precious national assets and to keep them free of taxation. Why, then, should this policy not apply to the railroads? Certainly, in terms of the tonnage they carry, these are the most important transportation

arteries of all. Why must they pay any property taxes?

Nobody has yet dared to voice this reasoning. Property taxes are traditionally the province of the states, and who wants to stand up in public and ask the states to cut down the tree that rains 400 million dollars into their treasuries every year?

But somebody will have to start talking in these stark terms soon. For this tax shakedown is inflicting such deep financial wounds that the railroads' very existence is threatened.

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THE GREAT RAIL ROAD OUTING

It was in 1934 that the Kalmbach Publishing Company in Milwaukee brought forth the first issue of *The Model Railroader*, and now, 25 years later, the committee charged with planning the annual employe outing had that anniversary more or less in mind. Then someone proposed it: "Let's hire a train!"

As reported by Editor David P. Morgan in the October issue of *Trains*, sister magazine of *Model Railroader*, the idea of a railroad picnic excursion, a good old fashioned flower-picker, baseball, camera fan picnic out in the country, took hold like wildfire. It even kindled enthusiasm in Publisher Al Kalmbach who, although he likes train riding, had never paid for 213 tickets to enjoy the privilege. ("After all, minus trains, there would be no Kalmbach Publishing Company.") From the composing room to the bindery, everyone was for it.

Thus it came about that The Milwaukee Road was asked if it could furnish "a special engine, say a Geep painted

yellow with red striping . . . and a baggage car fitted with safety bars across the doors where the kids can play engineer and the rail-oriented can get an earful of air horn and V-16 . . . and a genuine, illuminated drumhead sign for the rear coach . . . and a——". All of the answers added up to "yes", including routing the train to Mayville, Wis.

And so the Milwaukee proceeded to bulletin the Kalmbach Special, five de luxe coaches and a baggage car, and set up a 1 hour 50 minute schedule for the 54.9 mile run to Mayville. Notices circulated through the company plant announced the arrangements: date—Saturday, July 18; departure—9:30 A.M. (sharp) from the Union Station; and destination—Country Depot (only the committee knew).

"Naturally, it was raining July 18", *Trains* reported, "but showers couldn't obscure the happy sight on track 6. There stood Superintendent Marty Garelick [Milwaukee Division] with the keys, you might say, to GP9 No. 201, and five reclining-seat coaches spliced by a monitor-roof, 12-wheel baggage car—all scrubbed down, painted in yellow, and mounting as sporty a drumhead sign

as our city has seen since the *Pioneer Limited* carried one."

At 9:45 the special was on its way, stopping briefly to take on more passengers at North Milwaukee, and then rolling through the scenic Wisconsin countryside. The rail fans on board were in clover. "Just park them anywhere on CMStP&P property (or anybody else's railroad)", said *Trains*, "and they're happy. And what of the others? Well, the kids were properly spellbound, especially the children who hung on the baggage car door slats and acquainted themselves with the bright new world of clickety-clack and air horns and flange squeals. The adults, we suspect, got a fresh and different concept of Milwaukee and environs. Vehicular lanes and traffic, observed from a train, tend to be reduced in magnitude and less recognizable than from an automobile. A train also affords a look inside the actual workshops of local industry."

The arrival of a passenger train in Mayville, a freight stop, was an occasion which called for a reception. Buses took the excursion party to the tree-shaded city park where there was waiting the picnic lunch and a program of fun—swimming, golf, music for dancing, prizes, games, a carnival for the kids, and the feature event, the Kalmbach Mighty Midget World Series.

By the end of the afternoon everyone was more than willing to let The Milwaukee Road drive home. For the railfans, though, there was still railroading

Naturally, special tickets.

ONE PASSAGE

Milwaukee to Mayville
— AND —
RETURN



GOOD ONLY ON
KALMBACH SPECIAL
JULY 18, 1959

Passes will not be honored to or from the Great Gulch, Yahoo Valley & Northern Railway. Passengers are requested to refrain from building bonfires, playing ukuleles, talking shop or otherwise creating disturbances. Violation of these conditions may make ticket holder liable to removal from train at Mayville. You are requested to retain this stub for the door prize drawing. Present ticket to conductor for inspection.

Not Valid in Sleeping Cars

Nº 282	Half Fare ★
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Publisher A. C. Kalmbach takes a picture of his "family".



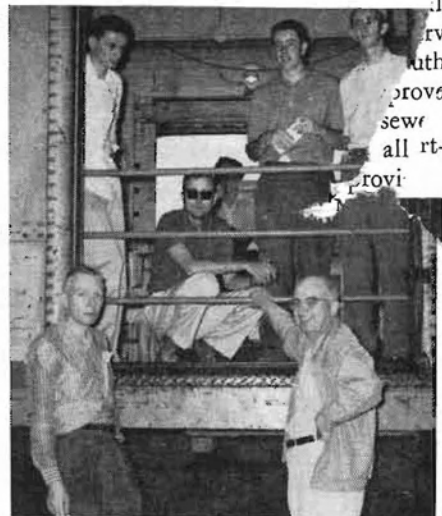


Townspeople inspecting the picnic special at Mayville, Wis. It was the first passenger train routed over the branch line in many years.

to be done, such as making like an engineer and enlightening the novices. At Rugby Junction, when the Soo Line local freight from Milwaukee was sighted waiting for the northbound hotshot to pass, the back-seat hoggers had a field day.

Then suddenly Extra 201 East was home, under the trainshed in the Mil-

waukee station. For adults and children, the trip had been a success and a liberal education. The accolade was delivered by Dave Morgan. "We couldn't have imagined a more fitting way to celebrate the 25th anniversary of the company, so deeply involved in railroading, than to charter a special train of our hometown railroad."



The baggage car, fitted with safety bars and renamed the "party car", served as the midtrain lounge. Discussing the trip with Trains publisher Al Kalmbach (right) and Editor Dave Morgan are, left to right: George Gloff, Editor Paul Larson of Model Railroader, Ted Rose and Gordon Odegard. (Jim Scribbins photo)

COMMENTS FROM OUR CUSTOMERS

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

PIONEER SPELLS COMFORT

"I had occasion to travel to Chicago and back on the Pioneer Limited recently, and I want to tell you what an extremely comfortable trip I had on your train. The equipment was scrupulously clean, both outside as well as inside; the crew was very courteous, and the train itself was handled skillfully.

"I hope that, in spite of the difficulties all railroads are having with their passenger service, you can continue to operate this outstanding service for many years to come, as it is a pleasure to use it."

W. H. Lang, President
Foley Brothers, Inc.

St. Paul, Minn.

HE KNOWS HOW

"It is pleasant to write and tell you of one of your employees who makes it a real pleasure to use the services of your excellent railroad. His name is Ted Shrake, trainman on the Hiawatha operating between New Lisbon and Wausau.

"His conscientiousness, thoughtfulness and helpful attitude in handling groups of customers we have had taken to our mills in Wisconsin Rapids have been most outstanding. Certainly, in his own way, he has contributed to the success of these trips. The Milwaukee Road can be proud to have employees like him serving the public."

J. E. Anderlik, Manager
Sales Development Department
Consolidated Water Power & Paper Co.
Chicago, Ill.

ON THE CREDIT SIDE

(From a letter concerning C. L. Dionysius, manager of the reservation and information bureau in the Minneapolis Union Station.)

"I must take this opportunity to thank you for Mr. Dionysius' special interest and cooperation in making my train reservations between Minneapolis and Vero Beach, Fla. The accommodations were excellent, and we enjoyed the fine service that was given in the club and dining cars of both The Milwaukee Road

and the Illinois Central.

"It is a credit to the Milwaukee railroad to be represented by people of his personality and makeup."

Fred S. Childs

Vero Beach, Fla.



"FOR A DISTINGUISHED CAREER." A Milwaukee Road "lifetime" pass pictured being presented by President William J. Quinn to Roy O. Hughes, president emeritus of the Order of Railway Conductors and Brakemen, "in recognition of the distinguished career of a furloughed Milwaukee Road employee". Witnessing the presentation, which was made at a meeting of Milwaukee Road and Brotherhood executives in Chicago Aug. 25, is J. A. Paddock, president of the ORC&B. W. P. Kennedy, president of the Brotherhood of Railroad Trainmen, who began his career on The Milwaukee Road, has also been honored with a "lifetime" pass.

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The first Flexi-Van shipment out of Madison, Wis., being transferred to a flatcar. Observers are, from left: William McGrew, traveling auditor; R. M. Heberlein, purchasing agent for Marshall Erdman & Associates Inc.; G. A. Dahnke, chief clerk at the Madison freight house; K. R. Schwartz, superintendent of the Madison Division; J. T. Conway, assistant agent, Madison; Robert J. Doyle, public relations consultant, Wisconsin Railroad Association; and R. H. Hurlbut, general agent, Madison.

Recent Developments in Flexi-Van

FLEXI-VAN service, not yet a year old on The Milwaukee Road, continues to show a steady increase in loadings. A review of its operations in recent months indicates a growing awareness among shippers of the system's convenience, speed and dependability. Austin, Minn., and Madison, Wis., have recently been added to the list of points on the railroad where this service is available.

In Austin, what started as an experiment early this year became a regular operation on May 7 when George A. Hormel & Co. adopted Flexi-Van for shipping canned meats, lard in packages and drums, and other products which

formerly had moved by over-the-road trucks. The vans are loaded at Hormel's truck bays, transferred to Flexi-Van flatcars, and shipped principally to Chicago for unloading and distribution. A unit leaving Austin in the afternoon is spotted at the consignee's place of business in Chicago as early as 7 A.M. the next day.

In addition to shipments distributed in Chicago, Hormel uses the same system for dispatching cargoes destined to eastern markets and overseas points. These are interchanged between the Milwaukee and the New York Central in Chicago.

The first shipment from Madison to

use the new truck-rail service left the Milwaukee Road yard there Sept. 9. It consisted of sections of a medical office building consigned by Marshall Erdman & Associates Inc., manufacturer of prefabricated housing, to Rochester, N. Y. The vans were loaded at the Erdman factory in Madison and transported to the terminal for shipment by rail. The Erdman company formerly used its own trucks and commercial motor carriers for hauling.

In addition to regular Flexi-Van operations, the Road recently took over pickup and delivery of all l.c.l. and Flexi-Van freight in Milwaukee through its subsidiary, The Milwaukee Motor Transportation Company. The move, which involved the purchase of more than \$175,000 worth of new equipment, increased the motor fleet at that point to 38 pieces, including 14 tractors, 22 trailers and 2 straight trucks. Pickup and delivery is dispatched through the Fowler Street freight house. With this action, Milwaukee also became the first major point on the railroad where this work is performed by the subsidiary company rather than by independent cartage firms.

Added to the Road's tie-in with Flexi-Van operations on the New York Central, a new territory was opened on Aug. 20 when an arrangement was established with the Santa Fe for an interchange of Flexi-Van movements of certain types at Kansas City. The joint transaction involves the interchange of vans and bogies, and is applicable on traffic moving through the Kansas City gateway to and from certain points.

a p p o i n t m e n t s

Traffic Department

Effective Aug. 17, 1959:

F. K. Brennan is appointed assistant general freight agent with office in Chicago, following the promotion of F. J. Swierenga. Mr. Brennan had been general freight agent for the Chicago Great Western in Chicago since June, 1956. Prior to that time he had served in other capacities with that railroad since December, 1948.

Effective Aug. 1, 1959:

R. H. Fortney is appointed traveling freight and passenger agent, San Francisco. Mr. Fortney started with the Road in 1951 as chief clerk in the traffic office in Los Angeles, following several years of service on other lines. He

was most recently city freight and passenger agent in Los Angeles.

D. J. McCurdy is appointed city freight and passenger agent, Los Angeles, succeeding R. H. Fortney. Mr. McCurdy has been chief clerk in the traffic department in Los Angeles since 1954.

T. C. Abell is appointed city freight agent in San Francisco. Mr. Abell has been a stenographer-clerk in the Sacramento office since March, 1957.

Operating Department

Effective Aug. 1, 1959:

F. H. Joynt is appointed agent at Galewood, Ill., following the promotion of W. K. Peterson to other duties. Mr. Joynt began his service at Emmetsburg, Ia., in 1924, and was a traveling auditor from 1944 until he became chief trav-

eling auditor with Chicago headquarters in 1954. He has been assistant data processing manager since January of this year.

Police Department

Effective Aug. 1, 1959:

A. W. Hass of Aberdeen, S. D., is appointed inspector of police with headquarters in Chicago. Mr. Hass started as a special officer in Chicago in 1937. He was appointed lieutenant of police at Aberdeen, S. D., in 1947, and captain of police there in January, 1948.

W. J. Bear of Marion, Ia., is promoted to captain of police at Aberdeen, S. D., succeeding A. W. Hass. Mr. Bear, who entered service as a special officer at Marion, Ia., in 1942, was sergeant of police there from 1944 until he was appointed lieutenant of police on Jan. 1, 1956.

F. J. Bushey is transferred from Perry, Ia., to Marion, Ia. Starting as a clerk on the Coast Division in 1951, Mr. Bushey has been fire patrolman

Plant Expansions Announced for Franklin Park Industrial District

AN announcement by the industrial and real estate development department in September disclosed plans for new plant locations and the expansion of existing plant facilities in the Road's Franklin Park (Ill.) Industrial District which will total approximately \$2,280,000. The facilities are those of four lumber and plywood companies such as now comprise most of the firms located in the 227 acre development adjacent to Bensenville Yard.

The newest industry to locate there, according to S. J. Cooley, director of industrial and real estate development, is the Georgia-Pacific Corporation, a lumber firm, which has purchased a three-acre tract on which it plans to erect a one-story 58,000 square foot building at a cost of \$400,000. The facility will house district offices and provide warehousing for plywood.

A \$1,500,000 warehouse and office building to be constructed by the Reserve Supply Corporation near that company's present 80,000 square foot warehouse is the largest expansion project. The new building, 200,000 square feet, will be used for distributing building materials.

The plywood firm of Fiddes-Moore & Co., which at present has a 40,000 square foot one story general office-warehouse building on a three-acre tract in the development, has acquired three more acres on which it will build a 40,000 square foot warehouse at a cost of \$300,000. The fourth announcement concerns the Triangle Plywood Company, which has purchased additional land from the railroad on which to build a 10,000 square foot one story annex to its present 16,000 square foot one story building. It will cost about \$80,000.

Of the 227 acres which comprise the Road's development, 160 acres is land which has been owned by the railroad since 1910, but which was developed only in recent years. The remainder is a

67-acre site adjacent to the original holding, which was purchased last year. The district has been annexed to Franklin Park and zoned as industrial property. A total of 169 acres is owned by the railroad, and 58 by other companies.

Including a 250-acre site south of Bensenville Yard which was sold to the Clearing Industrial District in 1953, and the 58 acres in the railroad's own development sold to industry, property sales negotiated by the industrial and real estate development department in the area have totaled approximately \$2,500,000.

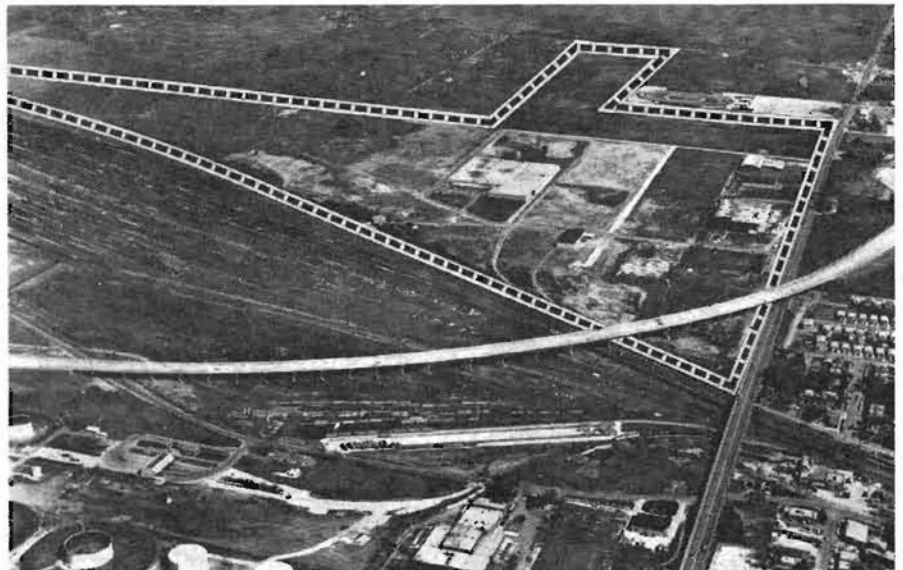
Among the nine companies which have purchased sites, seven are lumber firms. The Reserve Supply Corporation, a cooperative lumber association serving 139 dealers in the Chicago area, owns the largest, a 15-acre tract. The second largest is that of Central Grocers Cooperative Inc., famous for the "Centrella" brand, which occupies 14 acres on which it has a 250,000 square foot warehouse built at a cost of about \$2,000,000. The other non-lumber firm is the Dakota Chief Sales, distributor of fruit and vegetable produce.

The Franklin Park development fills ideally the growing demand for industrial property along railroad rights of

way in that its proximity to Bensenville Yard provides for main line freight service to both Pacific Northwest and Southwest Pacific points. Permanent improvements include water, sanitary sewer paved streets and lead tracks, all installed by the railroad, and provision for gas and electric power. Mr. Cooley pointed out that the Milwaukee's service to the Pacific Northwest is very attractive to lumber dealers, who draw their supplies chiefly from that area.



Colored slides showing Milwaukee Road property suitable for industrial use are discussed by S. J. Cooley, director of industrial and real estate development (right), with E. J. Stoll, assistant director of industrial and real estate development. They are part of an extensive collection of slides and aerial photographs which aid in planning facilities for industries seeking new plant sites.



Aerial view of the Franklin Park Industrial District (outlined) looking in a general northwesterly direction, showing the east end of Bensenville Yard and the location of the district with respect to other transportation facilities. The narrow white area in the central foreground paralleling the Tri-State Toll Road and just west of four-lane Highway U.S. No. 45 is the recently installed Flexi-Van loading strip for trailer-on-flatcar service. At the top of the picture is the southern boundary of O'Hare International Airport.

in Tacoma and special officer there, and since Nov. 1, 1958 lieutenant of police at Perry, Ia.

R. F. Grandquist is appointed lieutenant of police with headquarters at Perry, Ia. Mr. Grandquist has been with the Road as a special officer in the Twin Cities since October, 1956.

retirements

to pay men- Ex fac during July-August, 1959



General Offices—Chicago and Seattle—System Employees

Burris, E. I. Secretary .. Seattle, Wash.
Conn, Howard T. Asst. Engr. .. Chicago, Ill.
Faus, Wilbur L. Clerk .. "
Flowers, H. A. Clerk .. "
Grand, E. G. Asst. Butcher .. "
Greggs, Dove U. Waiter .. "
Heckl, Anthony L. Equip. Clerk .. "
Leen, M. J. A.G.F.A. .. "
Lindahl, Julia A. Sorter .. "
Manning, Vernon S. Waiter .. "
Sorson, Max M. Ind. Engr. .. "
Wiesenbach, D. L. Secretary .. "

Chicago Terminals

Barton, Wm. J. Switchtender .. Chicago, Ill.
Bolton John K. Engineer .. "
Bretall, W. L. Machinist .. "
Bucaro, J. Sec. Laborer .. "
Cook, G. H. Mach. Helper .. "
Daniels, Joe. Track Laborer .. "
Digrigorio, V. Carpenter .. "
Flores, James. Sec. Laborer .. "
Hays, John. Car Inspector .. Bensenville, "
Hickman, Dewey W. Ex. Gang Laborer .. Galewood, "

Hill, William J. Machinist .. Bensenville, "
Hogan, J. N. Yard Conductor .. Chicago, "
Kerch, Robert L. Signalman .. "
Lenich, Peter. Track Laborer .. "
Lesko, Wasyl. Stower .. "
Martinez, Olivo. Janitor .. "
Mayo, Webster. Waiter .. "
Metcalfe, Roy L. Switchman .. "
Nyhus, J. Pipefitter .. "
Palmer, Peter. Ex. Gang Laborer .. "
Peterson, L. D. Yard Clerk .. "
Selig, Wm. C. Loco Engineer .. "
Sullivan, E. J. Switchman .. "

Coast Division

Brock, Charles L. Engineer .. Tacoma, Wash.
Collins, Otis E. Electrician .. "
De Hass, Ann. Tel. Operator .. Seattle, "
Hawley, I. E. Lead Carman .. "
Holtum, S. W. Clerk .. "
La Bauer, Alvin E. Ex. Gang Laborer .. Tacoma, "

Answers to "How Well Do You Know Your Railroad?"

WAUWATOSA, WIS., a harmonious blend of city and suburb, was founded in 1847 and given the name of an Indian word meaning "firefly". On Nov. 20, 1850, it thrilled to the sight of the state's first train, the Milwaukee's "Old No. 1", making its historic run from Milwaukee, then five miles distant. The centennial of that trip was observed by the railroad in 1950 with a pageant which reenacted the famous journey. For many years the old Milwaukee Road station was the hub of community life. The modern station is shown in the center of the picture.

Wauwatosa enjoys the distinction of being one of the fastest-growing cities in Wisconsin. Its population, 5,818 in the 1920 census and 33,325 in 1950; is currently estimated at 56,000.

Larimore, E. R. Boilermaker .. Tacoma, Wash.
Russell, Glen I. Ticket Clerk .. "
Socwell, Kate. Station Agent .. Ewan, "
Tuson, V. A. Chief Accountant .. Seattle, "
Washburn, P. S. Way Freight Checker .. "

Dubuque & Illinois Division

Anderson, S. D. Mach. Helper .. Savanna, Ill.
Andrejak, S. Sec. Laborer .. Davenport, Ia.
Arno, W. G. Engineer .. Savanna, Ill.
Coffman, H. L. Engineer .. Kansas City, Mo.
Dean, Joseph A. Agent Opr. .. Harpers Ferry, Ia.
Edward, Thomas A. Engineer .. Savanna, Ill.
Ferguson, M. T. Clerk-Steno. .. "
Hitchcock, C. J. Conductor .. Kansas City, Mo.
Holquist, J. A. Conductor .. Bensenville, Ill.
Horn, F. J. Ex. Gang Laborer .. Clayton, Ia.
Johnson, Claude F. Station Agent .. Liberty, Mo.
Jurgens, E. F. Sec. Foreman .. Monroe Center, Ill.
Kirkpatrick, L. Sec. Laborer .. Richland, Ia.
Lara, G. C. Sec. Laborer .. Savanna, Ill.
McCloskey, C. E. Telegrapher .. Marquette, Ia.
Nowlin, Elva T. Agent .. Cone, "
Schrader, R. J. Brakeman .. La Crosse, Wis.
Sullivan, P. H. Switchman .. Ottumwa, Ia.
Woodard, M. L. Clerk .. Clinton, "

Hastings & Dakota Division

Durr Gotthilf. Rdhse. Laborer .. Aberdeen, S. D.
Fleming, Fred. U. Sta. Agent .. Ashton, "
Mudry, Julius. Oiler .. Aberdeen, "
Ryan, D. P. Conductor .. Minneapolis, Minn.
Schell, Vincent. Sec. Laborer .. Milbank, S. D.
Spriggs, R. C. Clerk .. Aberdeen, "

Iowa Division

Barnes, Gladys W. Janitress .. Marion, Ia.
Bennett, E. E. Pipefitter .. Perry, "
Evertson, Lee. Fireman .. Omaha, Neb.
Huston, Earl. Sec. Foreman .. Junction, Ia.
Lambertsen, Otto R. Genl. Agent .. Cedar Rapids, "

Lee, Ray C. Carman .. Perry, "
Meusberger, C. J. Engineer .. Des Moines, "
Ramey, S. S. Sectionhand .. Marlon, "

Iowa, Minnesota & Dakota Division

Delhanty, W. J. Conductor .. Austin, Minn.
Koglmeier, G. H. Rdhse. Foreman .. Sioux Falls, S. D.
Mattice, A. J. Conductor .. Austin, Minn.
Nelson, Annie L. Clerk .. Sioux Falls, S. D.

La Crosse & River Division

Frazier, Irwin L. Clerk .. Wausau, Wis.
Fuchs, R. W. Machinist .. Tomah, "
Huber, Chester F. Electrician .. "
Wilson, Edwin G. Blacksmith .. "

Madison Division

Corbett, Anne W. Coach Cleaner .. Madison, Wis.
Daley, Walter T. Conductor .. Janesville, "
Fleming, W. A. Sec. Laborer .. Madison, "
Gibbons, Joseph C. Conductor .. Janesville, "
Hodgson, J. G. Engineer .. Madison, "
Kreger, A. B. Switch Foreman .. Beloit, "
Morgan, Charles H. Sec. Foreman .. La Forge, "
Welty, M. I. Conductor .. Madison, "

Milwaukee Division

Deacon, R. S. Conductor .. Channing, Mich.
Hale, A. B. Conductor .. Plymouth, Wis.
Kleinschmidt, F. J. Caretaker .. Deansville, "
Matthews, H. K. Warehouse Foreman .. Green Bay, "
Rosar, F. J. Car Leadman .. Milwaukee, "
Schaefer, J. A. Telegrapher .. Slinger, "
Stilwell, Percy E. Sec. Foreman .. Clinton, "
Szymoniak, L. A. Carpenter .. Green Bay, "

Letter From a Reader

"For many days the trainmen working on the tracks at the H. N. Lund Coal Co. had been watching the noon-time play of the children at The Lutheran Day Nursery. As usual, a ball came bouncing down into the nursery yard from the tracks above. But this was a special ball. Tucked inside was a note which read, 'There will be a crate of oranges delivered in a few days from Florida for the children'.

"Sure enough, a short time later the box arrived straight from St. Petersburg. The card was signed simply, 'Something for you from Florida. William F. Friend'. We were unable to determine if this was an actual name [the donor has since been identified as Chicago Terminals Switchman W. F. Friend], but we knew it was a friend, indeed."

Miss Nancy Winter, Secretary
The Lutheran Day Nursery
Chicago, Ill.

Townsend, F. R. Clerk-Cashier .. Ontonagon, Mich.
Waller, Milton L. Carman .. Beloit, Wis.
Werner, O. Lineman .. Brookfield, "
Yeager, F. M. Switchman .. Green Bay, "

Milwaukee Terminals & Shops

Babinac, A. Coach Cleaner .. Milwaukee, Wis.
Borkenhagen, F. J. Mach. Helper .. "
Bremsler, Louis H. Machine Hand, Woodmill .. "

Buth, F. A. Machinist .. "
Carter, Robert L. Ex. Gang Laborer .. "

Clenian, Mike F. Carman .. "
Cluskey, Frank J. Conductor .. "
Croxtan, F. Machinist Helper .. "
English, Frank R. Switchtender .. "
Getchel, A. M. Yard Conductor .. "
Guentner, Julius. Clerk .. "
Hansen, Hans R. Machinist .. "
Hantke, Waldemar. Electrician .. "
Harmann, W. P. Carpenter .. "
Hartung, S. Car Inspector .. "
Haymer, J. Janitor .. "
Hill, Roy M. Carman .. "
Horlvy, C. J. Stockman .. "
Johnson, Frances M. Supv. Clerk .. "
Kenney, N. M. Clerk-Steno. .. "
Kornfehl, Jos. F. Foreman .. "
Kosorog, Joseph. Sand Blaster .. "
Ladwig, Olin A. Tinsmith .. "
Lohf, H. Loco. Engr. .. "



"for me?"

Mayer, Frank.....Tinsmith..Milwaukee, Wis.
 Muraszewski, W....Mach. Helper.. " "
 Patz, Charles.....Mach. Helper.. " "
 Piehl, W. W.
 Asst. City Ticket Agt... " "
 Ridderbush, H. A....Switchman.. " "
 Schultz, Arthur A.
 Sheet Metal Worker... " "
 Senger, J. J.....Blacksmith.. " "
 Smerlinski, B. A....Machinist.. " "
 Stock, Albert F.....Welder... " "

Off Line

Dillon, G. T.....Stenographer..New York, N. Y.
 Dodwell, N. E....City Frt. Agent..Cleveland, Ohio
 Freeman, Leland P.
 Dist. Traf. Mgr...San Francisco, Calif.

Rocky Mountain Division

Christie, J. A.....Conductor..Lewistown, Mont.
 Coon, R. R.....Yardmaster..Missoula, "
 Kiele, H. A.....Sec. Laborer..St. Maries, Ida.
 Rentel, W.....Sec. Laborer.. "
 Rose, E. M.....Car Foreman..Deer Lodge, Mont.
 Thomas, W. J.....Engineer..Spokane, Wash.
 Warnke, R. M.....Carman.. "

Terre Haute Division

Burns, Delmer L.....Agent..Jacksonville, Ind.
 Hughes, A. J....Crossing Watchman..Danville, Ill.
 Martinez, J. A.....Track..Aurora, "
 McCoy, Joel W.....Fireman..Terre Haute, Ind.
 Terrell, E. G.....Agent & Operator..Elnora, "

Trans-Missouri Division

Anderson, N.....Janitor..Miles City, Mont.
 Davis, Anne B.....Clerk.. " "
 Douglas, R. B.....Conductor.. " "
 Gluyas, R. J.....Welder.. " "
 Hulden, S. W.....Machinist..Deer Lodge, "
 Lynam, E. C.....Conductor..Miles City, "
 McGuire, J. J.....Conductor.. " "
 Ver Douw, B. F.

Eng. Watchman..McIntosh, S. D.
 Wildish, G. L...B&B Foreman..Miles City, Mont.

Twin City Terminals

Anderson, F. H....Machinist..Minneapolis, Minn.
 Bjork, Nels A.
 Pass. Conductor.. " "
 Bumpas, Geo. W.
 Machine Helper..St. Paul, "
 Cole, E. M.....Carpenter..Minneapolis, "
 Curilla, G....Coach Cleaner.. " "
 Forster, M.....Engineer.. " "
 Frye, W. R.....Switchman..St. Paul, "
 Fyhr, I. R.....Carman..Minneapolis, "
 Gee, Harry E....M&B Agent.. " "
 Heine, A. T.....Machinist.. " "
 Johnson, A.....Carman.. " "
 Leslie, G. M.....Brakeman..St. Paul, "
 Mueller, G. O.
 Chief Yard Clerk.. " "
 O'Connor, Frank B...Engineer..Minneapolis, "
 Otting, John C....Switchman.. " "
 Stam, Andrew E.
 Coach Cleaner.. " "
 Weihn, George A.
 Rndhse. Foreman.. " "
 Wirth, H.....Machinist.. " "

American Express Credit Cards To Be Honored by Milwaukee

As an added convenience to its patrons, The Milwaukee Road honored American Express credit cards starting Oct. 1. Under the terms of the agreement, card holders will be able to charge railroad tickets, sleeping car accommodations and extra baggage fees at Milwaukee Road ticket agencies for travel both on its trains and all other United States and Canadian railroads for trips originating on Milwaukee Road trains. Card holders also will be able to charge meals, snacks and beverages on all Milwaukee Road trains.

September-October, 1959

Max M. Sorson Retires; to Visit Abroad

MAX M. SORSON, who was regarded generally as the "right hand man" of the industrial and real estate development department, terminated his veteran service to this railroad as an industrial engineer Sept. 1. A retirement dinner held in his honor by company officers and other railroad associates in Chicago came as a prelude to a long visit in France, where he and Mrs. Sorson have family roots.

Mr. Sorson is a graduate of Yale University from which he received his degree in 1914, whereupon he entered the service of the New York Central. Some employment in the engineering departments of the Illinois Central and the Santa Fe, and also Army duty in World War I, preceded his 40-year career with The Milwaukee Road.

Since starting in the valuation department on Sept. 1, 1919, all of his service was concerned with industrial and real estate development work. Through the years it involved such varied assignments as supervising the preparation of deeds, easements and agreements, bills of sale and contracts, handling titles, and legal affairs pertaining to real estate transactions. When he retired, his long experience

merited the reputation of being one of the department's best informed men.

The Sorsons will retain their apart-



Head table group at the retirement dinner in Chicago, showing Mr. and Mrs. Max M. Sorson at right, and S. J. Cooley, director of industrial and real estate development who served as master of ceremonies, with Mrs. Cooley.

ment on Chicago's north side while enlarging their sphere of activities abroad. They plan to spend considerable time in France, of which Mrs. Sorson is a native and where they met during World War I. Mr. Sorson is at home in several languages, and his wife is a playwright of one-act comedies which are produced in all French-speaking countries, including Canada and North Africa.

Briefly Noted

(Continued from page 3)

tending physician. For a quick and sure method of identifying these people when they are unconscious, he has designed an artistic silver amulet bracelet to be worn by men, women and children which has printed on one side the words "Medic Alert" and on the reverse the warning message "Diabetic", "Epileptic", "Hemophiliac", "Blood Type O", "Allergic to Penicillin", and so on. The bracelet is marketed through the Medic-Alert Foundation, 1030 Sierra Drive, Turlock, Calif.

INTEREST ON THE PRINCIPAL. "It was with real pride that I received my Gold Pass after having completed my 50 years of service June 6", wrote Engineer John V. Leafstone of Sioux City to President William J. Quinn in acknowledging his "lifetime" pass. "As a lad my path to school led by two roundhouses, the Milwaukee and the Sioux City Northern (now the Great Northern). I don't

recall ever being late to school, but I know I stopped in these fascinating places on my way home to watch the progress on engines that had been stripped down for repairs. The Milwaukee was an early choice . . . I worked as a machinist helper and handy man . . . then went into firing service. I have figured my wages as the interest on the principal which my job represents and is worth to me. Please accept the sincere thanks of my wife and myself."

NOT COUTH. The Japan National Railways Corporation, which takes pride in running one of the most efficient train systems in the world, has expanded its field of operations to include the conduct of its passengers. In an "etiquette training" program launched this summer, special officers were assigned to 24 trains to instruct travelers in neatness and deportment. Among the uncouth habits they discourage are: Playing radios too loud; throwing refuse on the floor; walking around railway cars in underwear; wearing nightgowns in a diner.



CLEAN SWEEP. The softball team composed of Fullerton Avenue accounting department employees which captured first place in the Booster-Hamlin Park Industrial League, pictured with the winner's trophy. Front, from left: Anthony Cawley, Roger Oldfield, Gene Knaga, Henry Faulkner, and John Cortese. Standing, from left: Jerry Luzinski, Roger Miller, Bob Zeravich, Frank Nega, Ken Crosek, Al Donofrio, Guy Bowman and Jim Sides (coaches), Norbert Bondi (manager), Frank Glasbrenner, Frank Buffka (captain), Jack Jennings and Gene Schoefernachor. They also won the first place trophy in the High Ridge YMCA Invitational Tournament, which brings into play some of the best teams in the city.



"SILVER SERVICE" STATUS. H. W. Frazee, passenger and ticket agent in Mason City, who during 42 of his 45 years of service has handed out transportation to thousands of travelers, receives his "lifetime" traveling permit, his Silver Pass. Presenting it is J. E. Applebury, local agent. Mr. Frazee started at Mason City in 1914 as a clerk-stenographer in the superintendent's office and was advanced to ticket agent on Oct. 1, 1917. (Mason City Globe-Gazette photo)



PIONEERS TO THE PACIFIC. Officers past and present of the Milwaukee Pioneers Club pictured after an election meeting in Spokane the Aug. 8-9 week end. From left: Sam Winn, past president; George Louiselle, vice president; J. P. Downey, outgoing president; E. M. Grobel, new president; and Charles Lillwitz, secretary-treasurer. The club, which has been in existence since 1914, numbers among its members only employees who worked on the construction of the Chicago, Milwaukee & Puget Sound between Deer Lodge and Mabridge before June, 1908, and from Deer Lodge to the Pacific Coast before May, 1909. Of the 80 who attended the annual meeting, the youngest was 67 years of age, the oldest 86. (Spokane Spokesman-Review photo)



MAURICE LEEN RETIRES. Assistant General Freight Agent Maurice J. Leen, a veteran of the Chicago traffic force, pictured (center, light suit) with fellow traffic department men and other friends at a get-together in honor of his retirement Aug. 1. Mr. Leen had been with the Road since 1913, starting as a freight claim agent in June and transferring to the traffic department in December. He was chief clerk in the general freight department office from Jan. 1, 1924 until Dec. 1, 1954 when he was appointed assistant general freight agent.

COPPER COUNTRY CONDUCTOR RETIRES.

At Iron Mountain, Mich., the arrival of the Copper Country Limited July 28 touched off a gift presentation for Conductor A. B. Hale of Plymouth, Wis. (center), who retired Aug. 1 with 54 years' service. Train crew and Brotherhood members pictured with him are, from left: Baggage-man Jerry Fencil and Brakeman Tom Landry, Green Bay, Porter Billy MaGee, Chicago, and Flagman Bert Shields, Iron Mountain. Conductor Hale, who started as a tie inspector in 1905, had been a conductor since 1909, for the past 10 years on the Copper Country.



Chicago General Offices

PURCHASING DEPARTMENT

Jim Maloney, Correspondent

Evangeline (Billie) Galbreath, who suffered a stroke in early June, is now at home and improving, but slowly. To cheer her up, thought it might be a good idea for all those who know Billie to send her a get well card, and by the time this is in print, you might also include her on your Christmas card list. Here is the address: 4520 West 89th Street, Oak Lawn, Ill. I'm sure she will appreciate hearing from you.

Tim Donohue is on a three months leave of absence and will be back the first of December.

When you see Eleanor Magnuson without her glasses, don't think that she forgot or lost them. She now sports contact lenses and likes them very much.

Clara Lattimore's husband is in the hospital at this writing, critically ill.

Myrtle Winkelman recently brought her mother home from the hospital after a major operation. She is on the road to recovery at this writing.

We welcomed Beulah Bland to the office force Aug. 1.

ENGINEERING DEPARTMENT

Among the outstanding Little Leaguers cited during Honor Night at Thillens Stadium was 12-year-old Lawrence Kampwirth, son of J. L. Kampwirth, assistant engineer - structures.



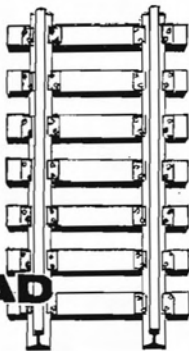
Lawrence Kampwirth

Lawrence is a star hitter for the minor league Indians, for whom he recently got a triple when the bases were loaded. He attends St. Cornelius School (7th grade) and aspires to be either a baseball player or a pro golfer.

Miss Judy Clark, daughter of Kenneth L. Clark, division engineer for the Chicago Terminals and the Terre Haute Division, was married July 18 to James Rice of Elmhurst in the Evangelical United Brethren Church, Villa Park. The bride and groom will be college seniors this fall. Jim will be at Harvard, and Judy, who had planned to attend Montana State, will now transfer to a college near Boston. Since the wedding the Clarks have moved into a home on Irving Park Road in Itasca.

As a former president of the Canadian Club of Chicago, Bruce J. Mitchell, assistant engineer, with Mrs. Mitchell, attended the dinner party given by Mayor Daley July 6 to honor Queen Elizabeth when she visited in Chicago in connection with the formal opening of the St. Lawrence Seaway. To mark the occasion, the Canadian Club established The Queen Elizabeth II Commemorative Fund at the Children's Memorial Hospital.

ABOUT PEOPLE OF THE RAILROAD



FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Don Devitt, adjuster, and wife Sally announced the birth of son Donald Aug. 27. Edward Marciszewski, adjuster, and wife Louise announced the birth of daughter Pamela July 4.

Dennis Syverson suffered a broken collar bone while repairing his automobile. Eleanor Feeley's daughter, Pamela, received minor injuries when hit by an automobile.

Grace Diversey and Eleanor Zell have left the department to await the stork.

Our sympathy was extended to Marge Minkley and Margaret Anderson whose fathers passed away.

Bess Pokorny, Leona Perpignani and Gladys Hehl left their positions to spend full time on their housekeeping duties.

Richard Abrams, retired district freight claim agent, who now resides in Palmetto, Fla., recently came in for a visit with his many friends. We were all glad to see Dick looking so well.

New employees include Carlene Krum-pack who joined us Aug. 25 as a secretary. Carlene was originally with the

auditor of capital expenditure. Another newcomer is Katharina Umlauf who joined us Aug. 17 as a comptometer operator. Katharina was originally with the auditor of passenger accounts. Also joining us were Frank Anderson and Richard Timm who took up duties in the record bureau.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Shirley M. Ptack became Mrs. Donald Rutkowski; Greta McQuaid, Mrs. Joseph Cooke; and Marilyn A. Lillig, Mrs. Robert Webb, recently. All are employees in the central station accounting bureau.

Sympathy was expressed to Osmund I. Osmundsen, rate clerk, on the death of a brother July 19.

Traveling Auditor W. B. Bryant, Minneapolis, who was convalescing at his home, passed away suddenly Aug. 18. Mr. Bryant began his railroad career in 1944 as agent-operator on the old I&D Division and became traveling auditor in 1955. He leaves a wife and four children. Burial and funeral services were in Vermillion, S. D.

Welcome to our new employee, David H. Brierton, acknowledgment clerk.

Mrs. Hazel Flowers, clerk of the station accounting bureau, retired Aug. 14 after 30 years' service. She was honored at a dinner at the Svithoid Club and presented with a money corsage.

Several vacationers went to Florida recently. Among them were Rose Marie Spandau and husband, E. W. Siuda and wife, Art and Thelma Petri, the Gallaghers, and A. J. Cawley and family. The Elmer A. Berry family and Osmund I. Osmundsen and family vacationed in California.

GOLD AND SILVER PASSES AWARDED

Gold - 50-Year - Passes

Anderson, George E., locomotive engineer.....Milbank, S. D.
Barry, G. J., train conductor.....Janesville, Wis.
Carbee, L. R., agent.....Washington, Ia.
Carnes, C. C., agent.....Williamsburg, Ia.
Eastman, George O., train conductor.....Aitkin, Minn.
Foreman, Albert Lee, locomotive engineer.....Spokane, Wash.
Gibbons, J. C., train conductor.....Janesville, Wis.

Hale, A. B., train conductor.....Plymouth, Wis.
Humble, Kenneth, machinist.....Milwaukee, Wis.
Krueger, William H., steamfitter.....Milwaukee, Wis.
Linville, Frank J., locomotive engineer.....Tacoma, Wash.
Nelson, A. M., locomotive engineer.....Sioux City, Ia.
Peterson, H. A., locomotive engineer.....Sioux City, Ia.
Stuckey, J. H., train conductor.....Marquette, Ia.
Taylor, E. G., yardmaster.....Calmar, Ia.

Silver - 45-Year - Passes

Adcock, C. B., locomotive engineer.....Ottumwa, Ia.
Ahrens, Howard, electrician.....Harlowton, Mont.
Alich, Albert C., locomotive engineer.....St. Paul, Minn.
Baker, Charles W., foreman.....Bozeman, Mont.
Baumgartner, J. J., train baggageman.....Milwaukee, Wis.
Benson, V. L., freight house foreman.....Minneapolis, Minn.
Biksacky, Frank, painter helper.....Milwaukee, Wis.
Delhanty, W. J., train conductor.....Austin, Minn.
Edwards, J. E., locomotive engineer.....Kirkland, Ill.
Farrace, Mike, section foreman.....Albion, Mont.
Frazee, H. W., ticket clerk.....Mason City, Ia.
Fuchs, Robert, machinist.....Tomah, Wis.
Hagerty, William, machinist.....Miles City, Mont.
Hill, Nicholas J., welder.....Milwaukee, Wis.
Ibsen, J. R., agent.....Welcome, Minn.
Kawatzky, R. J., train baggageman.....Milwaukee, Wis.

Landrigan, James J., asst. to gen. frt. traf. manager.....Oak Park, Ill.
Leib, John, welder.....Milwaukee, Wis.
Leen, Maurice J., asst. gen. frt. agent.....Chicago, Ill.
Majeske, Frank J., locomotive engineer.....Milwaukee, Wis.
Mercuri, M. Z., section foreman.....Elgin, Ill.
Mueller, B. G., locomotive engineer.....St. Paul, Minn.
O'Connor, Frank B., locomotive engineer.....Minneapolis, Minn.
Quine, L. A., brakeman.....Sioux City, Ia.
Reidy, E. J., bureau head.....Chicago, Ill.
Samp, Michael R., assistant bureau head.....Chicago, Ill.
Strain, Joseph, carman.....Milwaukee, Wis.
Tuma, L. F., locomotive engineer.....Wabasha, Minn.
Ubl, Frank L., locomotive engineer.....St. Paul, Minn.
Warn, Lewis, machinist.....Deer Lodge, Mont.
Worthing, Lyle, assistant trainmaster.....Channing, Mich.

here's how we're doing



		JULY		SEVEN MONTHS	
		1959	1958	1959	1958
RECEIVED FROM CUSTOMERS					
for hauling freight, passengers, mail, etc.		\$21,383,513	\$20,819,790	\$142,862,463	\$135,246,794
PAID OUT IN WAGES	11,260,971		10,971,248	71,682,214	69,332,047
PER DOLLAR RECEIVED (cents)	52.7		52.7	50.2	51.3
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act		970,023	736,435	5,457,773	4,856,138
PER DOLLAR RECEIVED (cents)	4.5		3.5	3.8	3.6
ALL OTHER PAYMENTS					
for operating expenses, taxes, rents and interest ...		9,254,399	8,775,577	64,174,171	62,370,807
PER DOLLAR RECEIVED (cents)	43.3		42.2	44.9	46.1
NET INCOME			336,530	1,548,305	
NET LOSS	101,880				1,312,198
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:					
Number of cars		104,035	99,730	724,684	675,923
Increase 1959 over 1958 ...		+4,305		+48,761	

LAW DEPARTMENT

Funeral services for Clarence L. Davis, office assistant in the law department, were held in St. Andrew's Episcopal Church, Evanston, Ill., Sept. 4. Burial was in Sunset Memorial Lawns. Mr. Davis, an employe of the Road 23 years, died suddenly Sept. 1 in Wesley Memorial Hospital at the age of 51. He started his service in the sleeping and dining car department in 1936, and had been a member of the law department force since 1951. Survivors include his widow Grace; a son, Richard; three daughters, Wanda and Judy, and Mrs. John P. Morris; his parents and three grandchildren.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Milton Foreman of the bill and voucher bureau was promoted to a position in the office of the chief statistician.

Good things happened in threes to the Stephen Krumpack family—Steve and Carlene moved into a home of their own, they became parents of a son, Stephen, and Steve was promoted to bureau head of the bill and voucher bureau, all in the month of July.

In the Felix Raue family the good things happened in twos—Felix was promoted to traveling accountant as of

July 1, and on Aug. 8 his son, William T., married Nancy Lee Zack in St. Patrick's Church, Lake Forest.

Sympathy was extended to Walter Grenlin of the assistant comptroller's office on the death of his mother, and to Nile J. McGinley on the death of his father.

The office was saddened by the death of James Everett Kearnes in Seattle. "Jimmy" was assistant bureau head of the bill and voucher bureau when he retired in 1951. He is survived by his widow, Emma.

On July 25, Carl Richard Gerami of the bill and voucher bureau took Carlotta Gertrude Wall as his bride in a ceremony at St. Thomas Aquinas Church. The happy couple honeymooned in Miami.

Arvilla Ann McGinley of the paymaster's office took leave of her office duties to take up those of a housewife, and to await the birth of her child.

Wilbur Lynn Faus of the train and engine timekeeping bureau retired July 17 after 45 years of service. He began as a yard clerk at Miles City, Mont., in October, 1912, and rose to be chief clerk in the station agent's office there. In 1920 Bill came to Chicago where he entered the employ of the freight auditor. In 1922 he transferred to the office of the comptroller where he was employed until October, 1928, when he accepted a

position in the sleeping and dining car accountant's office. In 1941 he made his last move—into the timekeeping bureau. Mr. and Mrs. Faus will make their home in North Ridge, Calif.

Several new employes have been welcomed—Edward A. Tuszyński, Lester D. Muma Jr., Gary W. Gohs, Martin W. Igyarto, John R. Jepsen, Linda E. Pucci, Katherine E. Glosup, Gail T. Thomas, Anthony J. Novak and Claude W. Still.

Adeline Gotto of the material bureau spent her vacation in California with her mother and daughter Janet. They had a wonderful time and took in all the sights from Catalina Island to Tijuana, Mexico.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Wedding bells rang out Sept. 12 for Dianne Happenrath and James Wurst at St. Vincent's Church, and for Carol Weiss and Robert Pondelicek who were married at Mission Covenant Church of Austin. Carol and Robert honeymooned in California.

The Tom Garvins spent a week at their daughter's spacious home in Colorado Springs; the Bill Butlers traveled to Niagara Falls and the Lew Meyers to Portland, Ore. Ann Doran enjoyed her vacation in Denver.

The sudden death Aug. 28 of Arthur H. Freitag, a member of our clerical force since 1914, was a shock to all in this office. Funeral services were held in Martin Luther Church, of which he was a deacon. Friends were asked to contribute

William A. Stuebner Sr.

THE death of William A. Stuebner, well known Milwaukee Division locomotive engineer, occurred suddenly Aug. 9 while he was on a vacation. Funeral and burial services were held in Chicago where he made his home.

Mr. Stuebner, whose steady assignment was the Chicago-Madison run of the Varsity, had been with the Road since 1910, starting on the Milwaukee Division at the age of 19 as a fireman. As an outstanding engineer, he was selected for featuring in a Milwaukee Road Magazine article entitled "A Safe Day on the Engine", which appeared in the April, 1955 issue. He and his four sons, all of whom were in Milwaukee Road engine service on the Milwaukee Division, were at that time the largest father-and-son team on the railroad. The sons, who survive him, are William Jr., George, Earl and Leonard. He is also survived by three daughters, Dr. Elaine A. Stuebner, Mrs. Agnes Smith and Mrs. Muriel Handtmann. 13 grandchildren, one great-grandchild, four sisters and two brothers. Mrs. Stuebner, who died a number of years ago, was a long-time member of The Milwaukee Road Women's Club.



GIFT FOR A VETERAN. At a retirement banquet held recently in his honor at Janesville, Wis., Joseph Gibbons, conductor on the Janesville-Beloit freight for the past 40 years (right), is presented with a gift by Engineer Harold Hansch of his crew, on behalf of railroad associates. Looking on is Assistant Superintendent G. J. Barry of the Milwaukee Division. Conductor Gibbons retired after 50 years of service. He and Mrs. Gibbons have three sons and 12 grandchildren. (Janesville Gazette photo)

their expressions of sympathy to the Martin Luther Foundation instead of sending flowers. Surviving Mr. Freitag are his wife, three sons, six grandchildren, and a brother and three sisters, one of whom, Myrtle, is also employed in this department.

Walter Carrow, who retired as a clerk in 1956, died Sept. 1 following an automobile accident in Hollywood, Fla., where he had been living. Burial was in St. Petersburg. He is survived by a son in California.

Katherine Gillespie, retired "comp" operator who was here from her home in Tucson to visit her son and grandchildren in Park Forest, was a recent office visitor.

OPERATING DEPARTMENT

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

We were saddened to learn of the death of Mrs. George M. Dempsey, wife of the assistant superintendent of safety. Mrs. Dempsey passed away Aug. 10 in Du Page Memorial Hospital, Elmhurst, after a two-week illness. Funeral services were conducted in the Episcopal Church of St. Mary Magdalen, Villa Park, and burial was in Mount Emblem. In addition to her husband, she is survived by a daughter, Carol. Mrs. Dempsey was a long-time member of The Milwaukee Road Choral Club and a former president of Union Station Chapter of The Milwaukee Road Women's Club.

M. E. Stewart, district safety engineer, is a grandfather for the fifth time. His daughter Maureen, Mrs. W. P. Corcoran, is the proud mother of a girl, Cynthia Ann, born Aug. 28 in Lombard, Ill.

Sympathy was extended to Dorothy

Brandt, chief clerk in the pass bureau, whose father passed away Aug. 2 in St. Joseph Hospital, Elgin. Burial was in Lake Street Memorial Park.

The Railway Business Women's Association of Chicago has named (Mrs.) Dorothy Hart of Mr. Amour's staff as their new chairman of press and publicity. She succeeds (Mrs.) Dorothy Hallwachs, secretary in our transportation department.

Mr. and Mrs. John Werden announced the birth of a son, Michael, June 1. John is chief clerk to Mr. Kemp.

Funeral services were held at Austin, Minn., Aug. 22 for O. E. Bradford, retired freight service inspector. Mrs. Bradford survives.

Madison Division

SECOND DISTRICT

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

Mrs. F. L. Blake, widow of engineer, passed away in Ladd, Ill. Aug. 6. She is survived by two sons, William and Floyd, both brakemen on the Madison Division at Ladd.

Milwaukee Division

SECOND DISTRICT

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

Kenny Kulk, storekeeper, purchased a new home in Preble, a suburb of Green Bay, July 17.

On July 18 Agent R. E. Chalifoux became a "grandpa" for the first time. Daughter Adrienne Crudele was a former Milwaukee Road employe at Galewood. She had also worked for the Union Pacific and the Alton and Southern Railroads in Chicago.

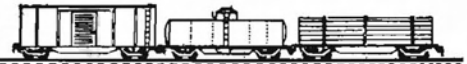
The Peter Larscheids are grandparents of a baby girl born to their daughter and son-in-law, the Dick Snouffers. Pete is caller at Green Bay.

On July 4 a boy was born to Conductor Robert Cariveau and wife. This is their sixth child—three girls and three boys.

FIRST DISTRICT

The new agent at Deerfield is Richard Hipsley, member of a Milwaukee Road family. His father, V. V. Hipsley now

Carloadings



JANUARY-AUGUST 1959 compared with the same period of 1958

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in 1959 over 1958	NUMBER OF CARLOADS			
		EIGHT MONTHS		INCREASE	
		1959	1958	1959 over 1958	% of increase
13.1%	Forest Prod. (Excl. Logs & Pulpwood)	76,493	66,522	+ 9,971	+ 15.0%
5.3	Coal and Coke	69,257	67,447	+ 1,810	+ 2.7
4.7	Iron and Steel	47,408	35,067	+ 12,341	+ 35.2
3.3	Meat and Pckg. Hse. Prod..	28,168	28,047	+ 121	+ .4
2.9	Oil and Gasoline	31,752	31,581	+ 171	+ .5
2.9	All Other Prod. of Mines...	11,415	10,494	+ 921	+ 8.8
2.6	Automobiles and Parts....	27,213	17,920	+ 9,293	+ 51.9
2.2	Grain Products	37,132	34,724	+ 2,408	+ 6.9
2.2	Gravel, Sand and Stone....	35,401	33,496	+ 1,905	+ 5.7
2.0	Cement, Lime, Plaster and Stucco	16,965	16,859	+ 106	+ .6
1.5	Logs and Pulpwood	45,461	36,130	+ 9,331	+ 25.8
25.8	All Other Mfrs. and Misc...	205,729	180,999	+ 24,730	+ 13.7
68.5%		632,394	559,286	+73,108	+ 13.1%
	loading of these commodities DECREASED in 1959 under 1958	DECREASE			
		EIGHT MONTHS		1959 under 1958	
		1959	1958	1959 under 1958	% of decrease
15.8%	Grain and Soy Beans	56,525	72,970	- 16,445	- 22.5%
3.0	Agri. Impl., Machinery and Parts	15,845	17,436	- 1,591	- 9.1
2.6	Forwarder Traffic	22,318	22,499	- 181	- .8
2.1	Merchandise	40,186	45,161	- 4,975	- 11.0
2.0	Fruits and Vegetables	20,484	20,637	- 153	- .7
2.0	Liquors, Malt	13,651	17,697	- 4,046	- 22.9
1.7	All Other Animals & Prod..	7,440	8,088	- 648	- 8.0
1.5	All Other Prod. of Agri....	10,971	11,696	- 725	- 6.2
.8	Livestock	9,178	9,810	- 632	- 6.4
31.5%		196,598	225,994	-29,396	-13.0%
100.0%	Total	828,992	785,280	+43,712	+ 5.6%

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retired, was station agent at Northbrook for many years and his sister, Mrs. Ernest West (Retta Ree Hipsley), is agent at the Wadsworth depot.

H & D Division

EAST END

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

Vacations are tapering off and it's real chummy to have all the familiar faces back at the regular desks once more. This news reporter is just getting back in the groove after a glorious trip to Glacier Park, Banff and Lake Louise, and as the colored slides come in the whole delightful trip is re-lived.

Retired Engineer L. J. Wisner took a jaunt to St. Paul at the time of the Brotherhood meeting just because it was exactly 49 years ago that he attended the first convention of the group as a delegate. He reports that most of the faces are strange ones . . . to him.

The Howard Sheimos and daughter Debra spent their vacation at Yellowstone (before the earthquake) and they captured some excellent shots of the snoopy bears. The prize one showed a bear poking about inside a car that had the window left open. His "posterior" sticking out of the window was sure indication that the inside of the car was being considerably messed up.

The F. B. Stantons (retired agent) celebrated their golden anniversary recently with an open house at the Evan-

gelical Church at Buffalo Lake where he formerly was agent. They now live in Montevideo.

Mrs. J. J. Brown, widow of former chief dispatcher, celebrated her 90th birthday with members of her family at Montevideo. She is active, able and alert in spite of her years.

Retired Conductors P. A. Shipley and Charlie O. Christie passed away during August, as did Retired Engineer Andy Hoaglund. Andy Lundberg, retired baggageman, passed away Aug. 23. Engineer Archie Rydstrom died suddenly while on duty in South Minneapolis yard.

Bob Wallien, who has been a brakeman the past few years, has resigned to go into the teaching profession. This fall he becomes Industrial Arts instructor at Gilbert, Minn.

We are always glad to see our genial Safety Engineer C. O. Post, but he is even more popular since he started to hand out those yellow Safety First pencils.

When Retired Engineer Chris Standal stopped in while on vacation he bought 10 decks of Milwaukee Road playing cards to take back to Youngtown where they have some rousing Canasta games. Recently he wrote for another 10 decks with the comment that Milwaukee cards stand up under the wear and tear when the game gets hot. Also it seems you win "more better" with them.

Yardman Harold Stuber feels much older when he wakes up mornings. This situation came on with the arrival of his first grandchild, a boy born to his daughter in Pensacola, Fla. However, he soon gets "limbered up" and there is no change in his usual agility.

Another golden anniversary on the H&D. This one was celebrated by Retired Engineer George Olson and his wife.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

The annual Middle and West H&D agents and operators picnic was held at Aberdeen in August and a fair turnout was on hand to partake of the merriment and refreshments.

Sympathy was extended to Agent Marv Heiser in the recent loss of his mother who passed away suddenly in Aberdeen.

First Assistant Chief Operator Mervin E. Nimbar, Aberdeen, returned to work recently following vacation which he and family spent in Wyoming and Minnesota.

Funeral services were held at Mobridge for Car Inspector Alfred Magera, 62, who died in Aberdeen Hospital Aug. 30.

Congratulations to Jack Tate, chief clerk in the DF&PA office, on the birth of his first son Sept. 8.

Chuck Conley, carman, Aberdeen, has been recuperating at home for some time following surgery.

A. J. Piatz, writeup man, Aberdeen car department, added a boy to his family during August, to make it two girls and two boys.

Nothing keeps a family together as much as owning just one car.

The Milwaukee Road Magazine

Milwaukee Road Fireman Wins B of LF&E Award



FIREMAN VERN J. HUSTON (right) being presented with the safety award by H. E. Gilbert, president of the Brotherhood of Locomotive Firemen and Enginemen, as D. B. Robertson, president emeritus of the B of LF&E, stands by. (Savanna Times-Journal photo.)

A SPECIAL ceremony in which a Milwaukee Road employe was the central figure was a feature of the national convention of the Brotherhood of Locomotive Firemen and Enginemen in St. Paul in July. Fireman Vern J. Huston of Savanna, Ill., who had been commended for preventing the possibility of a derailment to the Milwaukee Road's City of San Francisco, was presented with the brotherhood's July safety award. The citation consisted of a plaque and a check for \$250.

Fireman Huston was on duty on the City train May 26 when near Perry he saw smoke coming from the second unit of the three unit locomotive and noticed that chips were flying from the ties. Acting on his signal, the engineer brought the train to a halt, and it was found that the trouble maker was a defective axle gear which had jammed.

In winning the award, Fireman Huston became eligible for the brotherhood's national competition for \$500, which will be presented to one of the 12 monthly safety plaque recipients.



THE LAST TRIP WAS THE BEST, said John A. Holquist, brakeman-conductor on the Chicago-Bensenville suburban run, as he retired July 31. Before he started, his colleagues in the Union Station conductors' room presented him with a camera, and later at the train gate his passengers feted him with songs and presented remembrances of a transistor radio and a ruby-set ring. Starting on the section at Stillman Valley in 1906, Conductor Holquist had been in train service since 1910. Accompanying him on his last trip were his two daughters with their families, and his brother Frank, a retired Soo Line conductor. (Chicago Sun-Times photo)



ON THE JOB 45 YEARS, Mike Samp, assistant bureau head in the auditor of expenditure's office, Chicago (center), received his Silver Pass Aug. 6. Among the members of the force who joined in celebrating the event were, from left: U. F. Budzien, assistant auditor of expenditure; W. C. Wilson, bureau head; F. C. Raue, traveling accountant; G. A. Berghauser, chief clerk; and H. P. Wisniewski and M. J. Schlee, traveling accountants.



MASON CITY RETIREMENT PARTY for Carl Dunavan, chief clerk in the freight office, shows the guest of honor (right) enjoying cake and coffee with Yardmaster C. H. Thoma. He retired after 44 years and one month of service, all in Mason City, on Aug. 31. His hobbies are hunting, fishing and woodworking. (Mason City Globe-Gazette photo)

"IN RECOGNITION OF 45 YEARS OF SERVICE." An occasion for congratulations in Chicago traffic headquarters Sept. 2 was the presentation of a Silver Pass to J. J. Landrigan, assistant to general freight traffic manager (center), by W. W. Kremer, vice president-traffic, as G. M. Ryan, general freight traffic manager-rates and divisions, stood by. All of Mr. Landrigan's service has been in Chicago, starting in 1910 in the freight auditor's office, and after Army duty in World War I in the traffic department, where he was promoted to assistant general freight agent in 1941 and appointed general freight agent in 1954. He has been assistant to GFTM since November of last year.



TOP TRAFFIC TIPPER. At the annual picnic of the Retired Employees Club held July 9 at Salt Water State Park midway between Seattle and Tacoma, Joshua Green, chairman of the Peoples National Bank of Washington and a director of The Milwaukee Road (right), presents the cup awarded each year to the retired employe who furnishes the most revenue earning traffic tips to club president Roscoe Janes. Between them is P. J. Cowling, retired Tacoma yardmaster, who succeeds Mr. Janes as president for the coming year. The idea of the cup award originated with Mr. Green, who is a sponsor of the retired employes organization. The winner's name is engraved on the cup each year.

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Terre Haute Division

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

Oscar O. Krieg, retired carman, West Clinton, passed away June 23 at Chicago Heights, Ill. He retired in April 1952. Funeral services were held at Crete, Ill., with interment in Adams Cemetery, Crete. Surviving are the widow, a daughter and a son.

J. T. Fitzgerald, retired brakeman, recently passed away and was interred in Calvary Cemetery, Terre Haute.

Mrs. Patricia Nunley, wife of Agent "Duffy" Nunley of Joliet, is filling in for vacation relief work at the Terre Haute freight house. Joe McMahon, formerly of the store department, is also giving a lift at the freight house.

Susan Mueller, daughter of Agent P. F. Mueller, was recently graduated from Schulte High School and entered nurses' training at St. Anthony Hospital, Terre Haute, Sept. 1.

Jim Heflin of Union Street freight house, Chicago, relieved Freight House Foreman R. C. Newkirk who vacationed in New York City and Washington, D. C.

Other recent vacationers included Chief Clerk J. R. Mahalek and family, Clerk E. A. Smith and wife in Florida; Conductor M. N. Kyle and wife, Clerk Harry Kneeland and wife, Conductor W. P. Young and wife in New York; Engineer R. D. Armstrong and wife in Yellowstone; and Switchman M. Elliott and family, Phoenix, Ariz.

Several carloads of glass lined brewery tanks salvaged from the Terre Haute Brewing Company are being shipped to the Republic of Cuba. The original cars will be ferried across the Gulf.

H. A. Edwards, chief dispatcher, is confined to St. Anthony's Hospital at this writing, having undergone surgery.

Wilbur W. Jordan, switchman in Terre Haute yard, recently combined study with vacation when he took his family to the beautiful Philmont Scout Ranch, located near Cimarron, N. M. Wilbur serves as assistant district commissioner in the Wabash Valley Council and it was the commissioners course he took. About 2,000 Scout leaders and officials participate each year in the training opportunities offered at this 127,000 acre camping

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FOR JUNIOR ACHIEVEMENT EFFORT. To F. A. Upton, superintendent of motive power, Milwaukee Shops (left), recently fell the honor of presenting a citation by Junior Achievement Inc. to Wayne N. Bittner, shop superintendent of the locomotive shop. The citation acknowledged Mr. Bittner's efforts as a Junior Achievement advisor "to develop in American youth a better understanding and appreciation of our private enterprise economy". The Milwaukee Road is active in Milwaukee's Junior Achievement program.

area in the historic Kit Carson country.

Not far from the ranch are the largest inhabited Indian pueblos of the Southwest. Mountain peaks ranging to 11,770 feet tower over it, and dominating the scenic grandeur of the area is the "Tooth of Time" which has been a landmark since before the days of the covered wagon. Normal ranching operations are carried on, the raising of Hereford cattle being the specialty. There are riding horses, 200 burros, and ponies for the children; herds of buffalo and antelope are maintained, and deer and other wildlife abound. Fishing is one of the Scouts' chief interests.

Milwaukee Shops

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

H. J. Montgomery, Correspondent

The sky was cloudy and gray as were all the old timers who said goodbye and happy retirement to Armin M. Guschl Aug. 31. It doesn't seem so long ago that "Sky" (as he was known in the old days) started as machinist apprentice with Charles Petran in 1917. In 1922 he began blotting the ink on tracings in the mechanical engineer's office and stayed there until 1931 when he became foreman of the waste reclamation plant. In 1936 he became foreman of the car department machine shop and remained there until his recent retirement. Later this year he will be honored by the Milwaukee Road supervisors' group for his 42 years' service. Donald Dysland, formerly with the test department, was appointed to succeed Mr. Guschl. Best wishes were extended to him.

Martin Biller Jr. announced the birth

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of a second son, Carl Fabian. He also has three daughters.

Henry Kiljanczyk vacationed in the Teton Mountains, Yellowstone and other parts of the West. The H. H. Melzers also have beautiful slides to show of their trip through Colorado.

The Art Schultzes have a sixth grandchild, Cathy Lynne, daughter of their son Gordon (formerly a fireman with the Road) and wife.

Nick M. DeIorio, 70, retired cabinet maker, died in August. His service covered 46 years. Among the survivors are the Stuart brothers, Earl and Ray, Milwaukee firemen.

John Stettler, chemist with the test

department, died suddenly July 7. He is survived by his widow and several children.

John Degleman Jr., carman in freight shop, has our sympathy in the death of his father, John Sr., who passed away in August, aged 83.

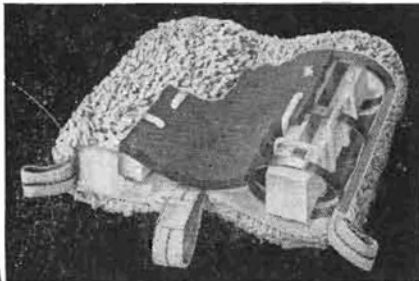
Albin Schnable has finished his apprenticeship in the drafting room and his place has been taken by Jim Woods who has two years to go as machinist apprentice. He came from the car department machine shop and Albin replaced him there.

Ronald Daveley, son of Blanche Daveley, clerk in superintendent car department office, worked with the stenciling



50-YEAR VETERAN John J. Seebruck, machinist helper at Milwaukee Shops, receives his Gold Pass, with Paul Lucas, assistant superintendent of motive power, doing the honors. He started as a section hand on the former Wisconsin Valley Division, and has been employed in the locomotive machine shop in Milwaukee since 1920.

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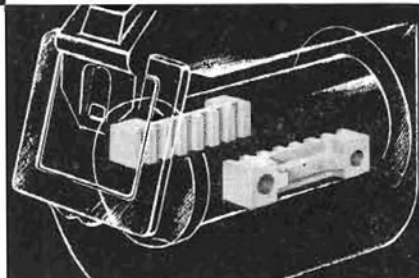


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crew under Foreman Ralph Midgely during the summer vacation period.

William John Hetzel, son of William Fred Hetzel, was married to Bernadine Lobacz Aug. 29. Eddie Lobacz of the locomotive department electrical shop is a brother of the bride and a co-worker of her husband. The groom's father is employed in the electrical shop of the car department.

Sorry to report the passing of V. Sisolack of the passenger department. He is survived by a son, Ed, who formerly was a draftsman in the mechanical engineer's office.

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

Bill Geil and wife recently returned after an enjoyable trip to California.

Ed Zimmerman, clerk, is hospitalized at this writing. We all wish him well.

Eight Chilean transport workers touring various United States heavy industries under the auspices of the U. S. Department of Labor visited our car and locomotive back shops Aug. 7. In charge of the group was Clarence Scholl, on leave from the railroad (Milwaukee First District locomotive engineer), who was representing the Office of International Labor Affairs. The tour began in the diesel house, proceeded with a study of wheel truing machine and heavy traction motor rewinding, and continued through the electric shop where interest was displayed in our homemade machine for pre-cleaning motors before disassembly, and the machine for undercutting mica in traction motor and main generator armature commutators. The group then visited the upholstery shop, the wood mill, the freight shop and the paint shop in the car department. Considerable interest was shown in the manufacture of reflective depot signs and crossing warning signs made with Scotchlite. The

The Milwaukee Road Magazine

group came to this country June 15 and expected to visit 10 major cities before returning to Chile Aug. 29.

Machinist William Ire Everhart, or just plain Bill as he is best known, is now the proud owner of a Gold "lifetime" pass. Bill started his service in 1908 as a cinder pit man at Marion, Ia. He transferred to the Milwaukee Shops force as a machinist in 1954.



W. I. Everhart

Joseph Kohler, retired boilermaker, passed away Aug. 22 at Milwaukee.

Ed Heidel, retired boiler foreman, visited the office upon his return from a fishing trip to Montana, looking as young as ever.

Reuben Gribble, retired chief clerk, came from Florida to spend some time with his daughter.

Clarence Kleser, steno, recently acquired another tax exemption in the form of a baby girl.

Norb Kiemen and family returned from visiting Seattle where his sister lives. They also spent some time with the Indians in the Dakotas.

L & R Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

A veteran of 51 years retired from the Milwaukee shops in Tomah July 10. Ed Wilson started work in the bridge yard, Tomah, June 4, 1908; became a blacksmith's helper Jan. 15, 1918, and was promoted to blacksmith Feb. 20, 1938, the position he held until retirement. Their three sons and one daughter were all visiting at home this summer and Ed was doing a little fishing, but the Wilsons have made no definite plans for the future.

Several veteran employees have passed away in the last few weeks. John Maloney, 63, retired baggageman; George Zimmerman, retired signal maintainer; and retired Conductors Charles Stowers, 74, and Joseph Bloomfield, 91, all died in Portage, as did Alvin O. Nitz, retired engineer. Retired Signal Supervisor Fred W. Bornitzke, 78, passed away in Milwaukee after a short illness.

Wisconsin Dells was swamped with tourists during the hot spell, making August one of the busiest months we have had both in passenger and freight.

The Road has that new look since F. T. Bettsinger and his gang have been working it over. They are now between Portage and The Dells.

Have a place for everything and keep the thing somewhere else; this is not advice, it is merely custom.—Mark Twain

September-October, 1959

I M & D Division

MASON CITY AREA

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

At the Little Brown Church in the Vale, near Nashua, Ia., Sept. 4, occurred the marriage of Whilma L. Brown, Des Moines, and Herbert H. Jacobs, DF&PA, Mason City. The bride's brother, J. Halbert Brown, pastor of the Church of Christ, Charlottesville, Va., performed the double-ring ceremony. Mrs. Ruth Schurtz, Trimont, Minn., Miss Brown's sister, attended the bride, while Ray V. Dawson, (agent at Yale, Ia.), attended the groom. The couple will reside in Mason City.

E. F. Kelroy represented Lodge 29 of Mason City at the 37th convention of the Brotherhood of Locomotive Firemen and Enginemen at St. Paul.

Our roundhouse foreman, W. P. Had-



RETIRING WITH THE BEST WISHES OF THE FORCE, Julius Guentner, clerk in the general office of the locomotive department at Milwaukee Shops, is presented with a remembrance from his co-workers by F. A. Upton, superintendent of motive power. Mr. Guentner, who is best known as "Pop", had almost 45 years of service. He plans to spend the summers of the future in Wisconsin and the winters in Florida.

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off, is very happy these days announcing the birth of his first child, Michael John, on Aug. 14.

Vern T. Lewis is also very happy to announce the birth of his first grandchild, a boy born Aug. 15 to his son and wife, Mr. and Mrs. Tom Lewis.

Engineer Floyd Lightbody and Fireman John Nelson, both of Mason City, underwent an experience Aug. 7 which landed their names in the headlines of the Charles City (Ia.) Press. The incident developed when just a few blocks west of the Charles City station, Nelson, who was leaning out of the cab of their two-unit diesel, shouted to Lightbody that a child was playing on the tracks. Lightbody immediately pulled the emergency, but because it appeared unlikely that the train could be stopped in time, Nelson ran forward on the running board, shouting at the child, a little girl, and preparing to lean out and throw her from the tracks before the locomotive bore down on her. Fortunately, when only a few feet separated them, the youngster stood up and tumbled backward just as the train passed by. A mother with tears in her eyes thanked him for warning the child and helping to save her life.

George V. Foote of Rapid City, S. D., conductor on the Mitchell-Rapid City passenger run before his retirement in October, 1951, passed away in a local hospital July 3, after a long illness. He was 73 years of age. Mr. Foote was born in Sanborn, Ia., where he started with the Road as a call boy in 1906. The same year he went braking for his father, the late Charles Emerson Foote, on the run from Sanborn to Canton. In 1910 he became a conductor, and in that capacity was on the Sanborn-Mitchell run for several years and later on the run between Mitchell and Murdo. At one time the Foote family, father and sons, boasted a four-man conductor team, the sons being

George, Lorne, and the late A. K. Foote. Surviving Mr. Foote are his wife Verna of Rapid City; his brother Lorne, Omaha; a sister, Mrs. Helen Ott of Sanborn; a step-daughter, Mrs. Milo Rypkema, Rapid City; and five grandchildren. Services were conducted in Rapid City by the pastor of the First Methodist Church, and burial was in Mountain View Cemetery with Masonic rites.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent



D. C. Mooney

Service far beyond the call of duty was given by Ticket Clerk Don C. Mooney, passenger station, Tacoma, Aug. 2, when he found a wallet containing \$127 lying under a seat in the waiting room. Identification showed

the name of Mr. Clyde Pember who had reservations on No. 16 that day. Realizing the money would be important to the passenger, Mr. Mooney, on his own time and at his own expense, drove to Renton (a round trip of 50 miles) where he met the train eastbound and found his passenger, still unaware of his loss. Mr. Mooney has been commended by Superintendent McKegney for his good service both to the Road and its customer.

The wonders of travel have taken Mr. and Mrs. Glen Russell on a leisurely trip across the country and into Canada and Mexico. Many cards have been received from historic and scenic spots.

Ruth Phelps, stenographer in the superintendent's office, vacationed in San Francisco with her sister, Mrs. Harriett Weir. Juanita Modglin, of the trainmaster's staff, visited scenic spots in Canada.

Mr. and Mrs. Woodward of Coronado, Calif., visited in Seattle during August and we were glad to have a telephone call, though sorry they could not stop in Tacoma this time.

We are glad to report that Bill Delaney who recently underwent major surgery is home at this writing and doing well. Also Raymond Haskins, who now lives in Olympia.

Major Funk, his wife (the former Joyce Fearn, daughter of Hazel Cardle, steno in roadmaster's office) and son Brian were recent visitors in the Northwest before flying to New York to embark for Wiesbaden, Germany, where the Major will be stationed with the Air Force Hospital for three years. He has just finished a three year tour at Lackland Air Force Base, San Antonio.

Section Foreman Pasco Devino of Cedar Falls ended 50 years of service with the Road July 22. Mr. Devino has been on the Coast Division during this period and is the senior employe on the Division in the maintenance of way.

(Continued on page 30)

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OPTION 2. Under this option, to be selected when applying for policy, if the insured member shall maintain the policy in continuous force for ten years or more, he may upon retirement, authorize within 31 days of premium due date that, **WITHOUT FURTHER PAYMENT** of monthly premiums, the insurance shall be continued in force and premiums be deducted from insurance on death and remainder be **PAID TO BENEFICIARY WITHOUT INTEREST** or carrying charge. Monthly premium for \$1,000.00 of insurance, under age 29 incl. **\$1.25**
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I hereby apply for insurance coverage as follows: (please print)

My first name is (Initial) (Last Name)

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

Date of birth Age Height Weight Sex

Occupation Social Security No. Payroll No. Work No.

THIS APPLICATION IS FOR A \$1,000.00 LIFE INSURANCE POLICY ON MY LIFE.

and I have selected RETIREMENT OPTION No. 1 () Amount of monthly premium
(check option desired) No. 2 () (under option selected) \$

The beneficiary is to be Relationship

**POLICY FOR
DEPENDENT
WIFE**

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

**POLICIES FOR
DEPENDENT
CHILDREN**

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

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

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

TOTAL MONTHLY PREMIUM \$

Date

Signature of applicant

EVEREADY
TRADE-MARK

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SIGNAL CELLS**

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Division of **UNION CARBIDE** Corporation

RAILROAD TIES FOR
THE MILWAUKEE ROAD
AND FOR YOUR FRIENDS
IN INDUSTRY.

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PRESSURE-CREOSOTED
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SIGNODE SERVES THE MILWAUKEE ROAD

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

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

THIS SEAL MEANS **SIGNODE** SECURITY IN SHIPPING

(Continued from page 28)

Mrs. Ethel Peterson, store department, was recently given an expense free trip to Hollywood to appear on the television show "It Could Be You," as a surprise to her sister, Betty Baines, who resides in Long Beach. She reports an exciting time and says the behind-the-scenes activities of a TV studio are fascinating.

R. A. Munro, known to his many friends as "Doc," is at this writing in Doctor's Hospital where he recently underwent surgery. "Doc" is employed in the store department as a sectional stockman.

Trans-Missouri Division

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

Mr. and Mrs. Sam Leo observed their 50th wedding anniversary in June with a family reunion. Present with their families were the Leos' five children, Mary, Evelyn, Lena, Stella, and Pete. Mr. Leo worked as a chauffeur in the store department until his retirement five years ago.

Summer weddings in Miles City included those of Pauline Dyba, daughter of Mr. and Mrs. Anton Dyba, who became the bride of Bernard Flotkoetter at Sacred Heart Church; Bonnie Jean Keithley, daughter of Harold and Mrs. Keithley, and Marvin W. Cain who were married at the First Methodist Church; Mary Jane Schneidt, daughter of Mr. and Mrs. Carl Schneidt, who was married in the First Presbyterian Church to Eugene Mitchell; and Donna Jean Timberman, daughter of Mr. and Mrs. Melvin Timberman, who was married to Leroy Steen in the Methodist Church.

Joyce Timberman, a former resident of Miles City, daughter of Mr. and Mrs. Olan Timberman, and Eugene Felstehausen were married at the First Methodist Church in Aberdeen, S. D.

Arnold Running, chief clerk to superintendent, Miles City, was recently appointed District Deputy Grand Exalted Ruler of the Elks for Montana East. Arnold will have under his supervision the lodges at Sidney, Glendive, Miles City, Lewistown, Red Lodge, Billings,

Bozeman, and Livingston.

Conductor Paul J. Smith was recently commended by Superintendent A. C. Novak for his alertness in reporting a sink-hole on the main track at Terry, Mont., which created a dangerous condition.

Everett J. Clifford, 66, retired agent-operator, passed away at a Miles City hospital May 24. He was born at Random Lake, Wis. Mr. Clifford was agent at Mildred, Mont., for a number of years prior to his retirement in 1958. He is survived by his wife, a daughter, four grandchildren, his brother and three sisters.

Burt A. Teats died June 30 at a local hospital. He was born Sept. 20, 1876 in Central City, Colo. In 1900 he married Ella Leahy, also of Central City, who preceded him in death by 36 years. He is survived by five children, three sons and two daughters. There are 15 grandchildren and 25 great grandchildren. In 1931 he married Alta Gibbs, who also survives. Mr. Teats worked as a machinist at Miles City until his retirement in 1951.

Harry W. Cook passed away July 16 at a Miles City hospital. He had been in ill health for several years. Mr. Cook was born July 31, 1885 at Marion, Ia. He came to Miles City in 1908 and was employed as an engineer until his retirement. He is survived by his wife, a daughter and a brother.

Chicago Terminals

BESENVILLE

Dorothy Lee Camp, Correspondent

Your correspondent was happy to receive a "Charlie Weaver" toby mug from Cliff Arquette's museum in Gettysburg, Pa., a memento from the Wally Gros-nicks' eastern trip.

The 23rd wedding anniversary of Dorothy Lee and Train Director Joe Camp was marked Aug. 23. Most prized by Dorothy was a silver medal engraved "Distinguished marital service award presented to Dorothy Lee for 23 years of meritorious service."

Harold (Butch) Crouse, P.F.I., checked in with his old pals at Bensenville soon after getting home for a 25 day leave. Proud dad is Yardmaster Kenny Crouse.

Fred J. Elders, switchman (also a for-

Present Day
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Equipment

**LAKESIDE
FUSEES**

Fill the Bill
Safe Dependable Efficient

**LAKESIDE RAILWAY
FUSEE COMPANY**

Beloit, Wisconsin



MAKES LAST "MA" CALL. In the chief dispatcher's office in Tacoma, Margaret Germain Longpre tapped out her last "MA" call Aug. 31 and journeyed off to make her retirement home near her daughter, son-in-law and grandchildren in Albany, Calif. Margaret is a Lines West veteran, having started with the Road in 1914 as an agent-operator on the old Missoula Division. In 1928 she transferred to the Coast Division, and was the operator at Bellingham for many years before her recent service in Tacoma.

mer P.F.I. man), has made his rating as A/3c, with an average in the 90's. Fred is stationed at Keesler Air Force Base in Mississippi, but expected home on his first leave some time in October.

Glad to report two I.B.M. operators back at work after serious illness—Henry Burrow and Florence Coltrin.

According to his wife, Robert Helton, retired operator, Sturtevant, Wis., has been looking like one of the Purple People Eaters lately, the result of an accident in which he was struck in the eye with a fishing plug and had two hooks caught in his nose.

GALEWOOD

Ray Bishop, Correspondent

Employees and friends gathered at the Jolly Club (Northwest side) Aug. 26 to present Joe Rooney, supervisor of the Galewood car record department with a gift of cash and a billfold made by Fred LaRue of the cashier's office. Joe retired in September after 40 years with the Road. A splendid dinner and evening was enjoyed by all who could attend and others who could not be present helped fill the billfold.

Congratulations to Vito Rizzo, auto mail clerk, on the arrival of his second son.

The old manually operated lift bridge which had seen many years' service between the two platforms at Galewood has been replaced by an automatic lift bridge which was installed in August.

Welcome back to Tom Dyba, route clerk, after a long and serious illness. John (Shorty) Smith is recuperating at home at this writing.

The August heat wave took a terrible

toll among friends and co-workers. Sympathy was extended to the bereaved families of George (Swede) Christensen, Andy (Smith) Ciezadlo, and George Hepner, all of the Galewood platform force, and to R. W. Maloney, cashier, Healy station, whose brother died Aug. 27.

UNION STREET

Carolyn DiCicco, Correspondent

Anthony DeTuno, foreman House 2, and Mrs. DeTuno were guests at the home of Mr. and Mrs. Harry Imm in Houston, Tex. Harry is on leave from our police department and since the Imm's have made their home in Houston they are quite sold on the state of Texas.

Sympathy was extended to the families of Leo Lewandowski, forklift operator House 6, who died suddenly Aug. 25; Ted Kargleder, switchman at Division Street, who died Aug. 5; and to Tony Scott, checker House 6, whose father passed away July 15.

After 41 years of service with the Road, William Lesko, stower in House 6, retired July 17 with the good wishes of all of us.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Al Dalski, check clerk, House 7, is the father of a baby daughter born July 9, and christened Carol Ann. She is the Dalskis' second child.

Former General Clerk Don Clabots, who more recently has been employed at Galewood, has taken a position as secretary to general adjuster, Union Depot.

Walter Geisinger, assistant chief clerk, got in some fishing at his summer cottage at Fox Lake, Wis. Casey Maciolek, carload bill clerk, enjoyed a cross lake trip on the C&O's luxury boat Spartan, staying over in Ludington.

Fred P. Roessger, outbound carload rate clerk, took his pension Oct. 1, to make his favorite sport, fishing, a full-



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With these two fine products in your car, you're prepared for any weather.

You'll get fast starting on cold days because Flite-Fuel fires fast and Trop-Artic flows fast. Yet you also get top performance on even the real hot days. The weather is no worry when you drive with Phillips 66 products.

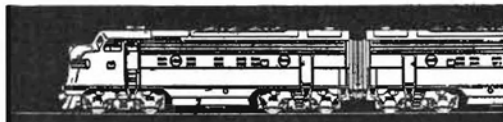
Get them at any station where you see the orange and black Phillips 66 Shield.



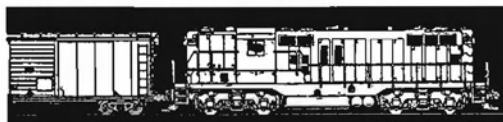
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AND
CUTTING**



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Radiation Elements for most
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UNIT TYPE BRAKE BEAMS

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**Railroad Department
PROVIDENT
LIFE AND ACCIDENT
INSURANCE COMPANY
Chattanooga**

time pastime. Fred started Aug. 1, 1922 working in various positions from yard clerk at Stowell Station to rate clerk, in which capacity he was employed for the past 25 years, in the traffic department, general office, and at Fowler Street. Having seen action overseas in World War I with the 4th Division of the Army, he expects to join the American Legion. He and Mrs. Roessger have enjoyed the Golden Agers Club and expect to join this unit also.

George Dietrich, a reconsigning clerk for many years, also took his pension Oct. 1. He is well known to the shipping public, and has been with the Road since Sept. 3, 1912 working part of this time as a grain clerk. Although an ardent stamp collector at one time, he informs us that his collection has been handed down to son George, and subsequently to his grandson. His deepest interest revolves around his two grandchildren, Paul, 5, and Mary Ann, 3.

Stephan Coerper, 15, son of Fred Coerper, former rate clerk, now traffic manager for Cargill Inc. at Omaha, and grandson of our recently retired cashier F. J. Coerper, was killed in an automobile accident at Omaha. Burial was in Valhalla Cemetery, Milwaukee.

Go-getter Lowell Wait, who is fond of practically all outdoor sports, organized a softball team this summer, combining the game with outdoor barbecuing, volleyball, and badminton at Pulaski Park, South Milwaukee. The team soon rose to a winning status with plenty of cheering from the fans. George Welik, Jack Regan, Ricky Franco, Gene Summerfield, Wayne Summerfield, James McPhee, Art Francke, Otto Kettner Jr., Ronald DeWitt, Ray Gatzke and Sylvester Krolikowski assisted Lowell in the wins against the Milwaukee Engineers, The Lakeside Centerless Grinders, and the Greendale Evangelical Church teams. The enthusiastic response to these outings resulted in the planning of an office picnic held on the same site Sept. 6.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Wedding bells have rung for two brothers, Switchmen Dennis and Norman Justus. Dennis and Karen Kaiser were married Aug. 1 at Capitol Drive Lutheran

AMBER JACKET

Originating on
The Milwaukee Road

WASHED
Capacity 3,500 Tons
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**INDIANA'S MODERN COAL MINE & WASHERY
QUALITY COAL**

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

Washed and Dried Treated Stokercoal

1 1/2" x 3/8" — 3/4" x 3/8"

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

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



BANKER. Although David Nowicki, son of Edward Nowicki, accounting clerk at the Fowler Street station in Milwaukee, is only seven, he knows the value of thrift. This tidy horde of pennies is part of an estimated total of 70 pounds he has saved in his piggy bank. (Milwaukee Sentinel photo)

Church and honeymooned in Canada. Norman and Barbara Knippel were married July 11 at Emmaus Evangelical Lutheran Church and spent a combined honeymoon and vacation at Shawno Lake, Wis.

Retired Switchman Emil (Dutch) Wifler stopped at the caller's office for a visit and says he is feeling fine and would welcome visitors. He now makes his home at Sagola, Mich.

Vern (Ducky) Swan stopped in for a visit also. He is going to St. Paul from here and then home to Torrance, Calif. He is looking chipper and doing the usual bragging about his grandchildren.

Trainmaster Odekirk visited the Torpin family while vacationing in Seattle.

A baby boy was born to the J. J. McMahon's July 13—James Robert. Yardmaster Tommy Henschel and wife welcomed James Michael July 23, and Yardmaster Vernon Sage and his wife have a baby son, Paul Michael, born Aug. 10. It was a daughter, Deborah Marie, for the La Fountains July 23.

Switchman L. Getschell and wife are enjoying the retirement started Aug. 1. Herman Lohf, engineer, also retired Aug. 1.

The Johnny Olsen family, whose daughter was the "Community Feather Kid" a couple of years ago, went for a northern vacation and returned to find their house and neighborhood decorated with illuminated signs, "Welcome Home Olsens", "Free Baby Sitting Here", and others—free sandwiches and refreshments too. Johnny and wife couldn't get over how "swell" neighbors can be.

Friends and fellow workers of the Hall Hakala family were saddened to learn

of the death of their baby daughter Christine in a drowning accident at Negaunne, Mich., Aug. 1, while the family were vacationing there. Funeral services were held at Milwaukee and burial took place at Holy Cross Cemetery there.

Cele Abrahm, chief clerk to C. E. Dahnke, passenger department, Milwaukee, spent her vacation in New York City.

Nancy Hansen, secretary to Mr. Trump

ago, died recently in St. Anthony's Hospital. Mr. Mitchell was born in Mount Carroll, Ill., but had lived in Milwaukee for 33 years. Services and burial were at Mount Carroll. Mr. Mitchell is survived by his widow, Elsie; four daughters, Mrs. Helen Jones of Platteville, Wis., Mrs. Eileen Trepanier, Mrs. Kathleen Dodge and Mrs. Mildred McGuire, all of Milwaukee; one sister and a brother, both of



The New JACKSON JACK-SPOT TAMPER

PRODUCT OF INTENSIVE RESEARCH, DEVELOPMENT and TESTING WITH ALL OPERATIONS ELECTRICALLY CONTROLLED and PUSH-BUTTON OPERATED!

IT'S A FAST JACK TAMPER: Jacking to reach and hold track raise and cross level is fast and positive. It quickly and firmly tamps tie to hold raise for production tampers . . . keeps out of their way . . . and it is adapted to existing track surfacing equipment.

IT'S A MIGHTY EFFICIENT SPOT TAMPER: Great power and speed for spotting and smoothing in all ballasts is supplied by TRACK MAINTAINER tamping units.

IT'S A VERSATILE TAMPER: Produces complete ballast consolidation in out-of-face raises . . . with maximum stability right under the rail—the load bearing zone. Replaces JACKSON MULTIPLE TAMPERS in moderate to high raise work. Ideal as an all-around production tamper for those requiring an all-purpose jacking-and-tamping machine. Write, wire or phone for complete details.

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LUDINGTON

MICHIGAN

of the legal department, began a leave of absence Aug. 24.

Donna Stachowiak, 16, daughter of Caller Ray Stachowiak, Muskego Yard, was elected most popular girl and reigned as Queen of the Tichigan Lake Firemen's Festival and Picnic held Aug. 9.

George W. Mitchell, 72, who retired as baggage master for the Road seven years

ago, died recently in St. Anthony's Hos-

pital. Mr. Mitchell was born in Mount Carroll, Ill., but had lived in Milwaukee for 33 years. Services and burial were at Mount Carroll. Mr. Mitchell is survived by his widow, Elsie; four daughters, Mrs. Helen Jones of Platteville, Wis., Mrs. Eileen Trepanier, Mrs. Kathleen Dodge and Mrs. Mildred McGuire, all of Milwaukee; one sister and a brother, both of

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Car Leasing

chairs for patio enjoyment. Her husband, George, is with the Rock Island and with pass privileges for two it is hard to say what will happen next.

Twin City Terminals

TWIN CITIES CAR DEPARTMENT
AND COACH YARD

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

Light Repair Yard Foreman William Peck and family vacationed in Vancouver, Banff and Lake Louise, Canada. They had some rather hot bus rides, so all were glad to reach home. Clerk LeRoy Samuelson of St. Paul office traveled to Chicago, Detroit and St. Louis. Mrs. Jule Kassin, our faithful relief stenographer, replaced LeRoy while on vacation. Foreman R. K. Rodin of St. Paul and family visited in Iowa and fished at Fox Lake, Minn.

Electrician Apprentice Harold J. Wilk was married Aug. 22.

Sympathy was extended to the family of Gus Kokusis, 65, who passed away Aug. 30. Gus was janitor at South Town yard office until his fatal heart attack.



PERFECT SAFETY SCORE. Retiring July 1 just two months short of 50 years of service, Harry E. Gee, mail and baggage agent at the Minneapolis passenger station (left), holds a last safety discussion with Mail Sorter John Holden (center) and Mail and Baggage Trucker Mike Zack. Throughout Mr. Gee's long service, a strict observance of safe working practices paid off with very few instances of injury to the men under his supervision and a personal record completely accident-free. He had been mail and baggage agent since 1935.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Best wishes to Gene Tonsager who left the Local Freight to become chief clerk for the C&E.I. at Minneapolis.

Darrell Eggertson has taken a six months leave of absence to journey to Austria. Rumors are he intends to marry an Austrian girl he met while she was attending the University of Minnesota.

Condolences to Art Lindquist and George Johnson on the death of their wives; to Martha Osbloom on the death of her brother, and to Lester Nyberg whose mother passed away.

George Keenan, Tom Haben and Gene

The Milwaukee Road Magazine



SASKATCHEWAN CATCH. For a glorious vacation, Traveling Engineer E. L. Hubbs, Savanna, Ill., and sons James, 16, and Robert, 13, cast their votes for Saskatchewan, Canada. These northern pikes in the 20-pound class were taken from Cree Lake, 180 miles north of Lac La-Ronge, near the 57th parallel.

Tonsager played in a Junior Traffic Club golf tournament held at Gross recently. Gene won a portable bar, but not for his golf score. He was the lucky winner of a drawing.

The commercial department held open house Aug. 31 to celebrate their move to new offices on the second floor of the depot.

We are glad to hear Mike Steen is rapidly recovering from a recent operation.

Mr. Wareham, chief clerk at the Local, was a busy man the last week of July. He was in charge of the marshals for the National PGA tournament held at the Minneapolis Golf Club. He even recruited our agent, Mr. Andersen, to help control the crowds on Saturday and Sunday.

Fifty years on the H&D Division without an accident, 34 of them in St. Louis Park, was the record claimed Aug. 29 by Agent J. A. Felber. He was representing the Wells Fargo Express Company when they sold out and is believed to be the only agent yet in service who did.

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

Tum-Tum-Ti-Tum, Tum-Tum-Ti-Tum . . . and Sandra Lou Peterson marched down the aisle for her marriage to Rodney Lawrence Gust. Rodney is the tracing and diversion clerk in the St. Paul general agent's office, and Sandy is the daughter of the agent at Garden City, S. D. The wedding took place in St. Martin's Lutheran Church in Alexandria, the home of the bride, Aug. 23. At this writing the couple are honeymooning in Reno, Nev.

G. F. Quinlan's daughter, Sister Mary Georgeanne of the Order of the Sisters of Charity of the Blessed Virgin Mary, paused briefly in St. Paul on her way from Chicago to Butte, where she will teach. Her parents expect to visit her shortly in her new location.

By the time this news is printed, Neil G. Johnson, chief clerk in the St. Paul office, and his wife Jean will be back from a flying trip to Sweden to see relatives. They expected to stop at Glasgow, Scotland, and Copenhagen, Denmark, briefly before returning.

Leon Stelling of the passenger office reports the Northerners were biting pretty good up around Rainy River, although they were not very big. He was about as far as he could go without stepping into Canada, and took the whole family along including a year-old daughter.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Mrs. E. Flint, widow of lineman, Savanna, passed away in Springfield, Ill., Memorial Hospital July 4, where she had been a patient since June 1. Funeral services were in the Hunter-Fuller Memorial Chapel, Savanna, with burial in the Savanna Cemetery. Surviving are a daughter, Mrs. Jack Greenleaf, and two grandchildren.

Harvey H. Ross, 71, who retired in 1948 after 40 years' service in the mechanical department, passed away suddenly in the Savanna City Hospital July 5 following a heart seizure. Funeral services were held in the Hunter-Fuller Memorial Chapel with burial in the Savanna Cemetery. Surviving are his widow, the former Carrie Young of Galena, Ill., one son and three brothers.



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~~~~~  
**General Office and Works**  
**New Kensington, Penna.**

Mrs. F. B. Cole, wife of retired dispatcher formerly of Savanna, who, with Mr. Cole, has been living in the Methodist Nursing Home in Warren, Ind., passed away during June. Surviving are her husband and two daughters. Funeral services and burial were in Warren.

Frank Sorg, retired agent on the Iowa Division, passed away suddenly in his home in Sabula July 26. He had been employed as an agent-operator for 35 years and retired when the Sabula station was closed in February 1958. Funeral services were held in the Hawkeye, Ia., Methodist Church, with burial in the local cemetery. Surviving are his widow, two sons, a daughter, one brother and four sisters.

Mrs. John A. Schmidt, wife of retired conductor, passed away at the family home in Savanna July 16 following a long illness. Funeral services were held in St. Peter's Lutheran Church, with burial in Tama, Ia. Surviving are the husband, one daughter, four grandchildren, two sisters and a brother.

Robert Earl arrived in the home of Mr. and Mrs. Earl Hanson (Frances Hanson of chief dispatcher's office, Savanna) July 17 to join three older brothers.

Frank Cimino, yard clerk and local chairman for the Clerks, and family vacationed in San Juan, P. R., with his brother Jim and family during July.

Word has been received of the passing of J. A. Houston, former First District agent, in Escondido, Calif., June 17 following a long illness. Mr. Houston started his career as station agent at Cordova in 1925, retiring as agent at Mendota in 1951. Surviving are his widow and two sons.

Signal Maintainer and Mrs. Mike Lennon, Sabula, have joined the ranks of new grandparents with the arrival of a baby daughter in the home of their daughter.

Mrs. Carl John Amundson, San Leandro, Calif., has written that her husband passed away recently. Mr. Amundson was born in Minnesota Oct. 5, 1880, and had worked at the South Minneapolis Shop as boiler inspector for 42 years. At the time of his retirement, May 15, 1948 he moved to San Leandro. Survivors include his widow, Freda S.; a daughter, Marian, and a son, John C.

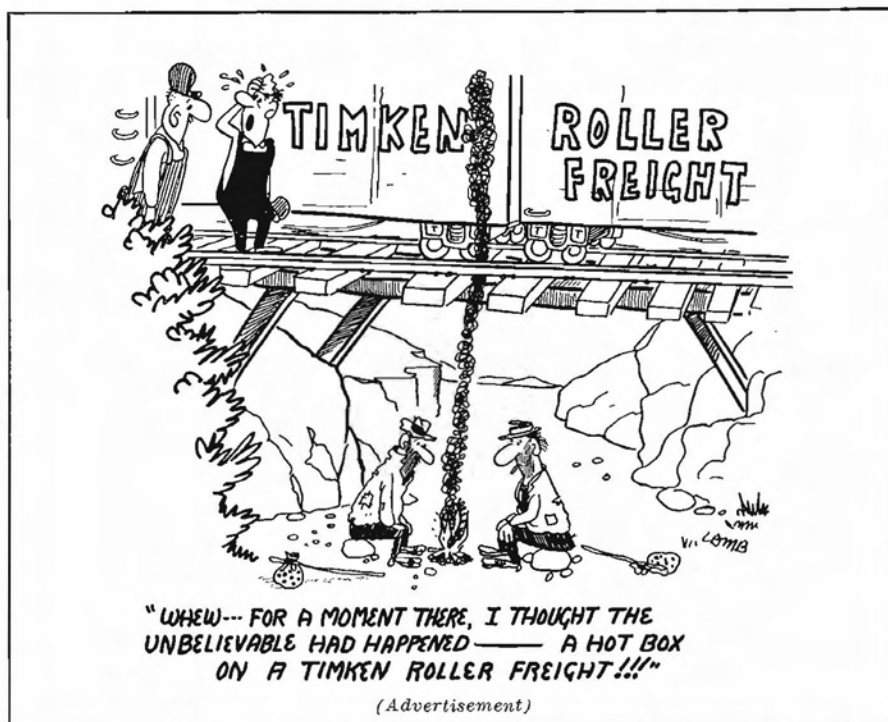
Gary Carbaugh of Mount Carroll, son of File Clerk Max Carbaugh, Savanna superintendent's office, was chosen as King of the 1959 4-H Roundup held in Savanna Aug. 25-26. He also received some purple ribbons on his champion sheep.



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Daughter Gretchen also brought home her share of blue ribbon trophies.

J. H. Mulder, who came to Savanna 34 years ago as chief clerk to the division master mechanic, retired in June, 1958 because of disability and passed away in the Veterans' Hospital, Tomah, Wis., Aug. 30. Funeral services were held in the Hunter-Fuller Memorial Chapel with burial in Wanderer's Rest Cemetery in Milwaukee. Surviving are his widow, two daughters, one son, a brother and a sister.

Mrs. Otto Wacker, widow of retired pipefitter, Savanna, passed away in the Savanna City Hospital Aug. 9. Surviving are her mother, two sons and a daughter. Funeral services were held in the Law Funeral Home with burial in Clinton Memorial Park, Clinton, Ia. Mrs. Wacker was a past president of the Milwaukee Women's Club.

Leslie Peterson of the relay office, Savanna, reports the arrival of a son Aug. 30 in the Savanna City Hospital.

Mr. and Mrs. Herman Holland celebrated their golden wedding anniversary Aug. 19. Mr. Holland was employed in the store department at Savanna for 35 years, retiring 16 years ago.

Carol Sue, the tiny daughter of Switchman Walter Lewis, Savanna, whose weight at birth was two pounds nine ounces, then dropped to one pound 14 ounces, has reached a weight of five pounds after two months in the Premature Center, Peoria, and returned home to be greeted by two brothers and two sisters.

Switchman and Mrs. Charles Belander welcomed a daughter Aug. 30 at the Savanna City Hospital.

Ernest Haas died in the Veterans' Hospital, Iowa City, Aug. 27. He is survived by his widow; four sisters, one of whom is Clara Westfall of the division engineer's office, Savanna, another, Mrs. Charles Plattenberger, wife of chief clerk

to superintendent, LaCrosse. Services were held in St. Peter's Lutheran Church, Savanna, with burial in the Savanna Cemetery.

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

Miss Lauretta Detert, secretary in the industrial department, has been wearing a rapturous look and a beautiful diamond for the past couple of weeks, and word has it there will be a November wedding. The lucky man is Kenneth Truebridge Burchard.

Kristina Louise is the new daughter of Q. W. Torpin, superintendent of transportation. She was born in Mason City, Ia., Aug. 10. She joins sister Kathy, 4, and big brother James, 1.

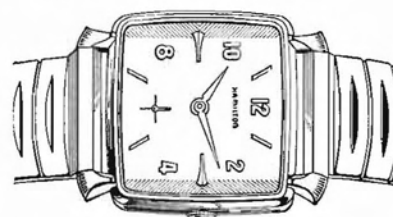
Mildred Nelson, secretary in traffic manager's office, retired from active duty Sept. 1. Mrs. Nelson's first service was in Rockford, Ill., in 1906, as Mildred Weeks. She subsequently worked in Butte, Tacoma and Seattle, and had accumulated 39 years of active service. A luncheon in her honor was held at the Washington Athletic Club Aug. 10 with 24 of her friends from the general office present.

The home of W. F. Kramer, chief clerk to general manager, is buzzing with plans for a family reunion. Mr. Kramer's sisters, Mrs. W. J. Whalen of Chicago; Mrs. Adele Hedding, operator in the Milwaukee GO telegraph office; Mrs. Phil Sproule of Des Moines; and Mrs. R. C. Van Ness of Lemon Grove, Calif., are due to arrive Aug. 13 for a stay of about 10 days.

Tom Quinn, chief clerk transportation department, was host to the employees of the transportation and general manager's office at his beautiful Lake Washington



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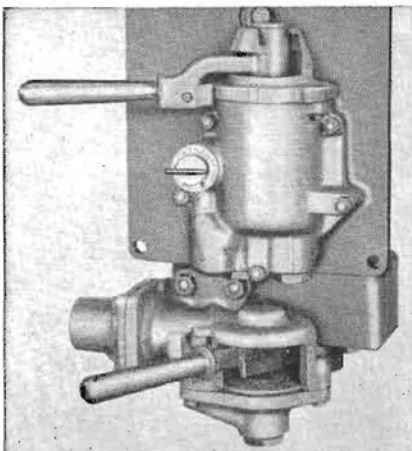
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home July 26. There was entertainment to everyone's liking, boating, cruising, water skiing, croquet and ping pong and a picnic dinner to end the day.

Cindy Kaump has been filling in on clerk-messenger job in the Seattle relay office while Mrs. Lucille Eaton is visiting her parents in Minneapolis.

F. Bruce Kibble, on leave from the Road for the second time to serve as service agent for the Interstate Commerce Commission, died of a heart attack July 27 at the age of 50. Mr. Kibble started with the Milwaukee at Bellingham in 1936 in a clerical position immediately after graduation from the University of Washington. He transferred to Seattle in 1942 as clerk in the office of superintendent of transportation, and moved through the positions of traveling car agent and trainmaster to become assistant chief clerk in the general manager's office. Mr. Kibble was a lieutenant in the National Guard and had long been active in Scouting. He is survived by his wife Doris; three sons, Edward, James and Joseph; and his father, J.J. Kibble, all of Seattle.

R. D. LaHatt, city freight agent, announced the addition of a baby girl to his family Aug. 3. The LeHatts have two boys.

Leo Fetting is the new division clerk in the traffic department, taking over the position held by Russell Hertz who is now rate clerk succeeding J. J. Fletcher who has resigned.

Ethel Burris, secretary in the freight claim department, retired Sept. 1 after nearly 40 years of continuous service in the same department. A group of 45 of her friends and co-workers were present at a luncheon given in her honor at the Roma Cafe Aug. 6. At this writing, Ethel is visiting in Ohio and Kentucky, but will continue to make her home in Seattle.

## Rocky Mountain Division

### EAST END

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

Engineer W. J. Schecter retired Aug. 1 after long service. He will live in Spokane where he has a very nice place.

L. J. Leveque, Rocky Mountain engi-

**THE MILWAUKEE ROAD** is the first domestic railroad to place in service the latest and most flexible automatic Air Brake System ever designed for application to locomotives in freight and passenger train service. The **WESTINGHOUSE AIR BRAKE COMPANY** with its extensive research facilities has taken a big step forward to assist railroad progress with the development of the 26-L Brake Equipment which won immediate approval by our Enginemen.



**A DYED-IN-THE-WOOL RAILROADER** is John Gohmann of Cedar Rapids, Ia., the 12-year-old nephew of Katherine M. Gohmann, retired stenographer of many years' service in the office of the Iowa Division engineer and a former correspondent for this Magazine. John's ambition is to work for the Road as soon as he is old enough, and with that goal ahead he has converted his room into a railroad office where he keeps a vast collection of railroadiana and, on a typewriter held together with string, issues "The Cedar Rapids Railway Guide". Meanwhile he is operating his own railroad, an elaborate model system, in his basement, and saving his money to ride as often as possible on trains.

neer, died in St. Joseph's Hospital, Lewistown, July 24, after a lengthy illness. He was a member of the B. of L. E., Commander of the Veterans of Foreign Wars, also chaplain and inspector. In 1926 Mr. Leveque was loaned to the Bethlehem Steel Company for service in Chile, S. A., but returned to the Rocky Mountain Division in 1928 and served as engineer until his retirement two years ago. He is survived by his widow and two brothers. Funeral services with military honors were conducted in Lewistown.

Ralph Coon, Missoula agent, brought to a close 47 years of railroading when he retired Aug. 15. His mother was agent at Clinton, Mont., in 1912 when, Ralph says, the district agent called her and said to "put the kid to work." He started on the third trick and since then has been agent at nearly every station in western Montana. Mr. Coon plans to stay in Missoula and occupy his time with fishing, gardening and a little travel. Successor to Mr. Coon is Edgar Reeves of Drummond who took over Aug. 16.

Board man Kenneth Casteel is working at Great Falls since leaving Three Forks.

## Iowa Division

### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

Sympathy was extended to Mr. and Mrs. Duane Peyton when their four month old daughter, Julie Lynn, passed away July 31.

Hiram S. Massingale, 91, a retired employee, passed away July 14 at a Spring-

*The Milwaukee Road Magazine*

ville nursing home. He had lived in Marion for almost 25 years. Survivors are two daughters, Mrs. C. E. Barkwill of Marion, and Mrs. L. W. Griffith of Roanoke, Ind. His wife, the former Ella Spicer, died in 1951.

William E. Smith, retired engineer, passed away July 17. He began working for the Road in 1909 and retired in 1951. Mr. Smith was a member of the First Presbyterian Church, Marion Masonic Lodge No. 6, and National Association of Retired and Veteran Railway Employees. Survivors include his wife; a daughter, Mrs. Kenneth Rains of Yacolt, Wash.; a brother, John, and a sister, Laura, both of Wyoming. Burial was in Cedar Memorial Cemetery.

#### MIDDLE AND WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

A daughter born Aug. 5 to Mr. and Mrs. David Peterson of Council Bluffs is a new granddaughter in the family of Conductor Robert Peterson of Perry, and a great granddaughter for Mrs. Fred Peterson, widow of a long time Iowa Division engineer.

Cecil Gibbons of the roundhouse force and Mrs. Gibbons enjoyed a family reunion in August when their children from California, Minnesota and Iowa and the grandchildren were all home with them.

Retired Engineer Charles Sinclair, whose hobby has been gardening for many years, had an unusual tomato vine this year. The vine had both red and yellow tomatoes which developed and ripened. Another novelty was a Russian sunflower plant which attained a growth of 12 feet. Charles raises the sunflowers for the seed which he mixes with corn and oats to feed his feathered friends during the winter.

Mrs. W. N. Foster, wife of retired master mechanic, suffered a fall in her home recently which necessitated several weeks

#### RETIREMENT OF A COAST EXTENSION VETERAN

was observed with an impromptu celebration at Marmoth, N. D., July 7 when Conductor J. J. McGuire made his last run. Seated with him are Suzie Barnes and Mrs. Harriet Podratz, while standing, from left, are Al Ebert, Harvey Glover, Ted Tonn, Clarence Bement and Vern Jones. Conductor McGuire, born at Fort Keogh, started railroading in 1906 at Baker, Mont., with the crew of the resident engineer, and later was the first call boy at Miles City. He entered train service in 1920 as a brakeman and had been a conductor since 1928. (Miles City Star photo)



of hospitalization.

Judy Smithson, granddaughter of Retired Brakeman A. W. Smithson, was married Aug. 9 to John Barnes of Oskaloosa. The ceremony was witnessed by a large company of relatives and friends at the Methodist Episcopal Church in Perry.

The train rules examiners were at Perry recently and as a result of the classes held several young men are now addressed as conductors instead of brakemen. Those who had worked the required years and made sufficient freight miles were I. C. Bowers, E. L. Hamman, Glenn Theulen, J. A. Orman, W. R. Lindell, T. M. Terrill, R. E. Gardner, Richard Heenan, W. R. Cox, J. L. Fox, A. E. Olson and E. D. Draisey. Most of them made their initial trips soon after their promotion.

Gene Burns, agent at Bagley, and Mrs. Eleanor Jackson of Manson, Ia., were married recently at the Christian Church

in Marysville, Mo.

Glenn Guinn, cashier at the freight office in Perry, who this year is Exalted Ruler of the Elks Lodge in Perry, attended the national convention in Chicago during his vacation. He and Mrs. Guinn and the children also visited Mrs. Guinn's brother and family in Springfield, Mass.

Mrs. Anna Stevens, sister of retired Machinist Helper Sam Anderson, passed away at her home in Des Moines recently.

The members of the National Association of Retired and Veteran Railroad Employees had some work projects at their club house during August and had a valuable assist from Trackmen Charles Springer Sr., his son Charles Jr., George Houghman and Engineer Clifford Vode-nik.

Conductor and Mrs. Lee Lones were among the Perry folks who experienced some of the shocks in the August earth-

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quakes. They had visited their son and his family in Seattle after a trip through Canada and were en route home through Montana at the time.

Floyd Leber, whose wife is a daughter of late engineer and a sister of Engineer La Verne Huffman, is a polio patient in a Des Moines hospital. He has the paralytic type of the disease.

Retired Engineer Frank Wicheal and retired Carpenter J. W. Moore both raised some out of the ordinary cucumbers in their truck gardens during the summer. Some of the specimens were a foot long and between nine and ten inches in circumference.

A big cottonwood growing south of Perry, which got its start in 1862 when J. H. Thornburg stuck his fish pole in the ground after returning from a fishing trip, was featured in a story Quinn Ryan wrote for the Chicago Tribune. The oddity was one of the items mentioned in the booklet given to passengers on the City trains. The tree bears a bronze marker identifying it as the tree which grew from a fish pole.

A drinking fountain, which was installed at Marquette Park near Savanna recently, is a memorial to the late Engineer George Becker. George had served as mayor of Savanna and had been active in civic affairs. At the time of his death a memorial fund was started and Mrs. Becker and the committee in charge decided the drinking fountain would be a most suitable memorial.

Frank Sorg, who had worked as an agent and operator for 40 years before his retirement in 1958, passed away recently at his home in Sabula.

Lyle McClintock, who had been agent at Clive for several months, was appointed agent at Rockwell City when M. R. Picht was promoted to assistant agent at Rockford. Gertrude Donahoe went to Clive as regular agent, a position she held for some time before being displaced by a senior agent.

Engineer and Mrs. E. J. Collins are the parents of a son born during July.

Mrs. John Donahoe, widow of a long time Iowa Division engineer, passed away in Belvidere, Ill., while visiting at the home of a nephew. Dr. Charles O'Malley, one of the four sons of her brother whom

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## A Touch of the Poet



Guy E. Sampson, 83 (center), entertains his sister, Mrs. Edith Winn of Portland, Ore., 81, and Howard Mitchell of Long Beach, Calif., 88, who was their grade school teacher at Gays Mills, Wis., the winter of 1892-93.

ALTHOUGH Guy E. Sampson has been retired since 1937, at 83 he is still giving his typewriter a workout, not as busily as when he was a correspondent for this Magazine, but enough to write a book of poetry which recently came off the press. Three hundred copies of "Gospel Poems" were sold promptly, and consideration is being given to another limited edition. All profits after publication are contributed to the church which he and Mrs. Sampson attend in Long Beach, Calif.

"Kickapoo" Sampson is still remembered by older readers of The Milwaukee Road Magazine as a charter correspondent starting in 1913, and a prolific contributor of feature articles until he retired in 1937. He was the first safety committeeman on the La Crosse & River Division, from which he transferred in 1920 to the Chicago Terminals, and where he was a train conductor when he retired. He is the father of Lyall Sampson, a yardmaster at Bensenville Yard.

Writing verses became a hobby with Mr. Sampson while he was restricted to his home by a serious illness in 1956. He has since written about 100, of which a good number are included in "Gospel Poems".

she raised when their parents died. Burial was at Perry. Mrs. Donahoe had conducted a real estate business since the death of her husband. She was active in the Engineer's Auxiliary and the Catholic Daughters of America.

Mrs. Margaret O'Malley, daughter of the late Engineer Thomas Pendy, died in Port Townsend, Wash., recently following a long illness. Burial was in the family plot at Perry.

Don Calhoun, agent at Albert City, whose health has not been good for some time has taken a three months' leave of absence to rest.

Sergeant Tommy Morfoot was honorably discharged from the Army in August and returned to Perry to resume work as a fireman.

General Manager L. V. Anderson and family of Seattle spent part of their vacation with his mother in Perry and his brother James and family in Des Moines. James, who is an accountant, has recently returned to service on the Milwaukee and moved from Des Moines to Chicago in August.

Mrs. Norman Kistler, wife of engineer and president of the Milwaukee Women's Club, and Mrs. C. D. Emerson, wife of the chief dispatcher at Perry, were among the 800 delegates to the International Convention of Toast Mistress Clubs held in Minneapolis in July. Delegates from the United States, Canada, Alaska and several European countries attended.

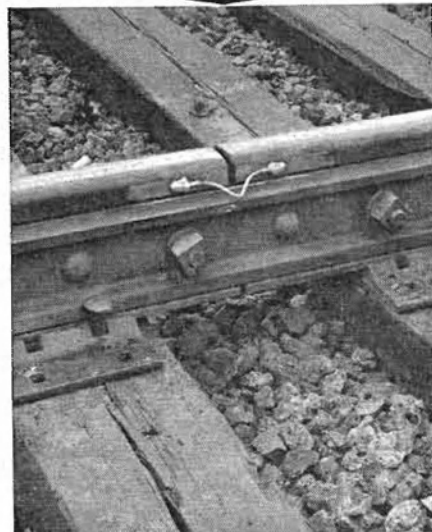
Several members of the Ladies Auxiliary to the Brotherhood of Railway Trainmen in Perry who had completed 40 years of membership in the organization during the first half of 1959 were presented with 40 year membership pins and certificates at their July meeting. The ladies were Mrs. Della Reihl, 88, the oldest member of the lodge, Mrs. William Agnew, Mrs. Edward Davis, Mrs. H. J. Fuller, Mrs. William Stevenson, Mrs. George Franks, Mrs. C. E. Hannegan and Mrs. Clyde Utterback, all of Perry, Mrs. Emma Baum of Ames, and Mrs. Ebba Knapp of Adel.

Mr. and Mrs. Hugh Jones and your correspondent went to Boone in July to attend the cornerstone laying for the extension to the Eastern Star home and while there visited with Mrs. William Hayward and Mrs. W. D. Shank, widows of Milwaukee conductors. They then went to see W. D. Magee, retired agent who formerly worked in Perry. Mr. Magee is 92 years of age and in good health.

Charles Glenn, son of Conductor F. L. Glenn, received his Bachelor of Arts degree in political science at the University of Iowa in August. He plans to continue his studies in law.

Karen Rae Dueland, daughter of Carl Dueland of the signal and communications department at Perry, was married July 18 at Eldora, Ia., to A/2c James Glen Saylor of that city. Karen was graduated from Jamaica High School and the Commercial Extension School in Omaha. She will continue her employment with a trucking firm in Omaha as her husband is stationed at the air base

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## He Sang for Ed Sullivan



TELEVISION sets tuned to the Ed Sullivan show in Perry, Ia., Aug. 30 brought a special treat to Milwaukee Road people watching a local boy make good. On a program featuring top U.S. Army talent, the tenor soloist who sang "That Lonesome Road" was none other than that well-known graduate of the Perry public schools, Darrell Porter, the son of Don Porter, night caller at the Perry roundhouse.

After graduating from high school in 1954 and before entering the University of Iowa, Private Porter was a soloist with the Jan Garber Band. Following his tour of Army duty, he will resume his collegiate work.

He qualified for the Ed Sullivan show by being named the best vocalist in the Third Army while serving with the 1st Radio Broadcasting and Leaflet Battalion at Fort Bragg. He also placed third in the All-Army entertainment contest held at Fort Belvoir. Shortly after the Ed Sullivan program was taped, he was assigned to tour with the Department of the Army show, "Rolling Along of 1960". The tour will include appearances at most United States military installations around the world. (Perry Chief photo)

near Omaha.

Engineer Owen Fox has been hospitalized on account of a broken back. He sustained the injury early in August when he stepped from a porch in the dark and fell. He was placed in a cast which he will wear for several months.

M. G. Dixon, who had worked in train service on the Des Moines for more than



**SHEIK OF ARABY.** Ambassador at large for Saudi Arabia, Sheikh Hafiz Wahba, pictured with (from left) his wife Etidal and daughters Thorayya and Azza arriving in Chicago on the Milwaukee Road's City of Los Angeles Aug. 3, en route from California to New York City. The trip combined business relating to Saudi Arabian oil interests with a pleasure excursion for the sheik's family. Sheikh Wahba is envoy to Britain, which currently does not have diplomatic relations with his country because of litigation over the Suez Canal.

**UNITED NATIONS EMISSARY.** Lieutenant General John B. Coulter (rtd.) pictured with Mrs. Coulter detraining from the Olympian Hiawatha in Seattle Sept. 13, en route to his new post as United Nations economic advisor to the Republic of Korea. A Korean veteran, General Coulter was in charge of the rehabilitation of industry there following the truce.

40 years before his retirement, died in July. Following his retirement he took a position as radio operator at the police station in Perry. He is survived by his wife and a daughter.

Brakeman James Gates and Josephine Cisler of Cedar Rapids were married recently. The bride has been a nurse in a Cedar Rapids hospital. They will make their home in Perry.

Donald Baum of Sparta, Wis., died suddenly at Ames while visiting his mother, Mrs. Clair Baum, widow of an Iowa Division conductor. The young man had been teaching music in the Sparta schools.

Dorothy Slater, daughter of late conductor of Marion, is again employed as secretary to Superintendent Hayes at Perry. Dorothy held the position for a number of years before taking a position with a law firm in Marion. When George Krohn, who had held the position for a year, decided to go to Oregon Dorothy returned to Perry from the job as stenographer in Cedar Rapids freight office.

D. H. Schroeder and wife of Dixon are the parents of a son born recently. Don is the new agent at Dixon succeeding A. J. Gibson, retired. Two other boys were added to Milwaukee families recently, one born to Mr. and Mrs. Richard Schap-paugh is another grandchild for Yardmaster Charles Prowse, and the son born to Mr. and Mrs. Harve Blaisdell, Jr., is



another grandson for Harve Blaisdell, retired shop man.

Paul Gosch who recently went to work in the shops at Bensenville is a third generation employee. He is the son of Dewey Gosch also of the Bensenville force. Dewey and his father both started their work for the Milwaukee at the shops in Perry.

Merlin R. Petty, 67, who retired as conductor in 1954, died at the Veterans Hospital, Des Moines, recently. He was a member of the Order of Railway Conductors and Brakemen and a veteran of World War I. Survivors are his wife Marie; two sons, M. Richard and Alva Le-Roy, both of Des Moines; three sisters and a brother. Burial was at Simpson Methodist Church. Mr. Petty was a native of Storm Lake, Ia., and had served 42 years with the Road.





**COMEBACK.** Caboose 0774, the cupola model which The Milwaukee Road presented to the Mower County Pioneer and Historical Society at Austin, Minn., Jan. 1, acquired a new lease on life when it was moved to the Mower County fairgrounds Aug. 13. Here it is pictured jacked up on a lowboy before starting the trip (Austin Daily Herald photo) and again at the end, coupled to the Baldwin 1004 which the Road donated to the historical exhibit in 1957.



**LARGEST EVER BUILT** by Fairbanks Morse, this 277,000 pound 4,200 h.p. diesel engine is pictured ready to move out of the FM works at Beloit, Wis., on The Milwaukee Road Aug. 12 for delivery to the municipal power plant at Kissimmee, Fla. A special 8-axle flatcar carried the unit, which towered 17 feet 10 inches above the rails. The movement, restricted largely to daytime at 25 mph, was by way of the Milwaukee to Rondout, Ill., and the EJE, GM&O and ACL beyond. Routing for the clearances was planned some six months in advance.



**TENNESSEE ERNIE TRAVELS "MILWAUKEE."** A transcontinental commuter, Tennessee Ernie Ford, rides the Milwaukee Road's City of Los Angeles en route from New York to California. Pictured escorting the popular entertainer as he recently boarded the "City" train in Chicago are the Union Station's chief usher, Roy Barton (right), and Assistant Chief Usher John Kemper.





## PUT HIM OUT WITH *Perfect Shipping*



**GRANDSTAND PLAY.** Johnny Careful's annual showdown with Loss and Damage is the talk of the freight handling league during October, CAREFUL CAR HANDLING MONTH. Teamwork brought off this fast play, for in Johnny's line-up, every month is Careful Car Handling Month.