

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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1958



in this issue . . . A PERSONAL LETTER *to you* FROM PRESIDENT QUINN

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DEPARTMENT**

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THE "TRANSPORTATION ACT OF 1958"

A BLUEPRINT FOR PROGRESS

THE state of this country's railroads has been the subject of thousands of articles in leading magazines, metropolitan daily papers and country weeklies throughout the land in recent months. Partly as a result of this awakened public concern for the nation's basic transportation system, a Senate group early this year set about determining what might be done to improve the situation.

This group, officially known as the Senate Subcommittee on Surface Transportation of the Senate Committee on Interstate and Foreign Commerce, has become better known as the Smathers Committee, as Senator George Smathers of Florida is its chairman.

The subcommittee held extended hearings, receiving statements from many railroad executives, trucking, airline and barge line executives, transportation economists, members of the Interstate Commerce Commission, representatives of union labor, and others.

Its report, released on Apr. 30 of this year, set forth the remedies now contained in a bill known as S. 3778, which was introduced in the Senate by Senator Smathers in May. An identical bill, known as H.R. 12488, has since been introduced in the House of Representatives by Congressman Emmett F. Byrne. These bills are referred to as "The Transportation Act of 1958."

The following is a brief analysis of the recommendations of the Senate Subcommittee on Surface Transportation:

1. To establish a plan of Government guaranteed loans to be made by commercial lending institutions to aid, temporarily, railroad carriers unable to obtain needed funds through ordinary commercial channels, the limit on such guaranteed loans to be \$700,000,000.

This is particularly desirable in the case of certain roads whose working capital has been seriously impaired by current conditions. Obviously, it is an emergency provision, and will not correct the underlying problems confronting all rail carriers.

2. To provide for the establishment by common carriers of a construction reserve fund as a means of obtaining tax deferrals to stimulate investment in equipment and other necessary transportation facilities.

In brief, this would permit a carrier to set aside a specified percentage of earnings on the condition that the amount be spent within five years for equipment or other necessary transportation facilities, the amount set aside in the reserve not to be subject to tax if spent within the five-year period.

3. To amend the Interstate Commerce Act to provide greater flexibility in the fixing of rates, so that rail carriers, as well as others, might set rates on a fair competitive basis.

Under this new provision, the competitive rates of each mode of transportation would be judged in the light of the operating conditions of that mode.

A LETTER FROM THE PRESIDENT . . . The letter from President William J. Quinn referred to on the cover of this issue is inserted in all copies of the Magazine going to active employees. It has been mailed separately to retired employees. In his letter Mr. Quinn calls attention to the importance of the bills described above and on page 3 and urges employees to let their representatives in Congress know of their interest in their passage. Other readers of The Milwaukee Road Magazine are invited to join their railroad friends and other informed citizens in doing their utmost to ensure passage of this legislation.

The Cover

SHOWN ON THE FRONT AND BACK COVERS is the group of almost 200 Milwaukee Road officers and supervisors who attended the joint traffic and operating department session held in the board room of the Continental Illinois National Bank and Trust Company, Chicago, on May 20. The picture was taken as President William J. Quinn opened the meeting. Story begins on page 4.

The proposed change would insure that this principle is applied in the case of railroad rates, and the Interstate Commerce Commission would be reminded to consider the facts and circumstances attending the movement of the traffic by railroad, and not by such other (competing) mode.

4. To make more effective those provisions of the Interstate Commerce Act enabling the Interstate Commission to remove discrimination against interstate commerce found to result from intrastate rates.

This would enlarge the power of the Interstate Commerce Commission with respect to the setting of intrastate rates (i.e. rates on traffic *within* a given state), including commuter fares.

5. To give the Interstate Commerce Commission authority to authorize discontinuance of unprofitable railroad services burdening interstate commerce.

This power now rests in state commissions, whose decisions are often long delayed and inequitable.

6. To limit the scope of commodities exempt from regulation under the so-called agricultural commodities clause in the Interstate Commerce Act.

Recent court decisions have resulted in a broadening of the exemption to include manufactured products not within the original intent of the statute. The original protection was designed for the farmer in moving his products to the primary market. Nothing proposed would detract from the protection already afforded the farmer.

7. To make subject to regulation all commercial transportation of property by motor vehicle, except clearly defined private carriage.

The Interstate Commerce Commission has found many instances of shippers using the subterfuge of so-called private carriage on their traffic, in violation of the Transportation Act. This amendment is to prohibit this subterfuge and to return this traffic to the common carriers.

8. To provide for a transportation policy study group, to study important matters of transportation policy, and report thereon within 18 months.

THREE ADDITIONAL POINTS RECOMMENDED

The Smathers' Report further makes three recommendations, not considered within the jurisdiction of the subcommittee:

1. To repeal the Federal excise tax on passenger transportation charges and on freight transportation charges.

This would result in a return to regulated carriers of a great deal of business which has been lost to private carriers to avoid the tax. It would also result in a return to American transcontinental lines of a great deal of freight presently shipped on Canadian transcontinental lines to avoid payment of the tax. Unlike other excise taxes where the tax is assessed only once, that is to say, on the transaction passing the goods to the ultimate consumer, the transportation tax on freight is collected again and again as the product moves from its raw state through processes of manufacture to the ultimate consumer.

2. To provide that the useful life of depreciable railroad property may be considered 20 years for tax purposes at the election of the taxpayer.

3. The Post Office and Civil Service Committees should take action to modernize legislation applying to those forms of transportation necessary for carrying the United States Mail.

For instance, the railroads are now required to haul the mail as directed by the Post Office Department, under threat of fine for not performing it. Consideration should be given to removing this compulsion.

Addressing the annual stockholders' meeting in April, President William J. Quinn stated that the railroad industry

LOOKING AN IRON HORSE IN THE MOUTH



—From the Nashville (Tenn.) Banner

is solidly behind the "Transportation Act of 1958".

"We feel that the legislative picture for the railroad industry is brighter than it has been for many years", he said. "It is of the utmost importance that everyone with an interest in the future of the railroads give this measure their whole-hearted support."

If Railroads Did Not Exist—

Suppose that everybody in the United States were to learn for the first time about a marvelous method of transportation called a railroad.

The idea would be sensational.

High-speed tractors running on steel rails laid on privately-owned rights-of-way, with minimum curves and grades, would be capable of pulling long processions of trailers full of merchandise. Imagine!

Trains of trailers would be kept rolling day in and day out until they reached their destinations. They would be shuttled into and out of vast marshaling yards, where the trailers would be grouped in the right combinations. Of all things!

Everything connected with the procedure, moreover, would be subject to taxation. It would be expected to pay for itself. What a switch that would be!

All the politicians and administra-

tors would be 100 per cent for it.

As for the militarists and hard-headed security planners, they would be 150 per cent for it, because it would represent a mode of transportation more dependable for long-haul movement of heavy cargo than anything ever dreamed of heretofore.

Nothing would be too good for the railroads if the idea of transporting things on steel rails were brand new. . .

All railroads want is a chance to be as good as they know how to be if they are unshackled — set free from regulations that were designed to curb them when they were new and threatening to abuse a monopoly in high-speed, straight-line transportation.

Railroads should be born again.

That is what would have to happen if they went out of existence.

If they did not exist, the United States would have to invent them. . . .

—from a recent editorial in the Canton (Ohio) Repository

NEW OPTIMISM MARKS GENERAL STAFF MEETING

"There is no limit to what The Milwaukee Road can do if every man recognizes his responsibility to the work expected of him."

—Chairman Leo T. Crowley



"We are down about 10 per cent below 1957 in our carloadings, but this is by comparison with an unusually good year. We've got to roll with the times. . . . There are good days ahead."

—President William J. Quinn

"Let us frankly face the fact that in today's transportation market it will take more than just good intentions and routine calls on business men to secure the necessary volume of traffic."

—Vice President W. W. Kremer

"We want you traffic men and supervisors in all departments to spring your ideas on us. The operating department will do its very best to make practical use of them."

—Vice President F. G. McGinn

CONSIDERING the kind of first quarter it had been for The Milwaukee Road and for business generally, the most significant single thing about this year's general staff meeting was the enthusiasm it created. A new optimism began to show during the traffic department meeting on Monday, May 19. By mid-morning the next day, at the joint operating-traffic meeting, it started running through the crowd like a rumor of good news. By the end of the day it was an established fact which set the tone for a productive get-together of the Road's principal op-

erating department supervisors the following day.

Leo T. Crowley, chairman of the board of directors, and the first speaker introduced by President Quinn, sounded the keynote of the joint meeting.

"You have on this railroad a new president," he said, "and he is young, intelligent and vigorous. There is nothing small about him. In the traffic department you have a man who is capable of inspiring you. In Mr. Quinn and Mr. Kremer you have men who are sympathetic and who can solve your prob-

lems. In the operating department Bill Whalen has retired after 52 years of service, and we have lost a good operating man, but Mr. McGinn, who succeeds Mr. Whalen, is also a capable, practical operating man. We have promoted men all along the line, and this creates good morale. We have on this railroad a great many good, fine, loyal people."

Mr. Crowley commented on the respect he has always had for salesmen with imagination, and his appreciation of the fact that the company owes an obligation to salesmen and to all employees with long years of service, just as those individuals owe an obligation of loyalty to the railroad.

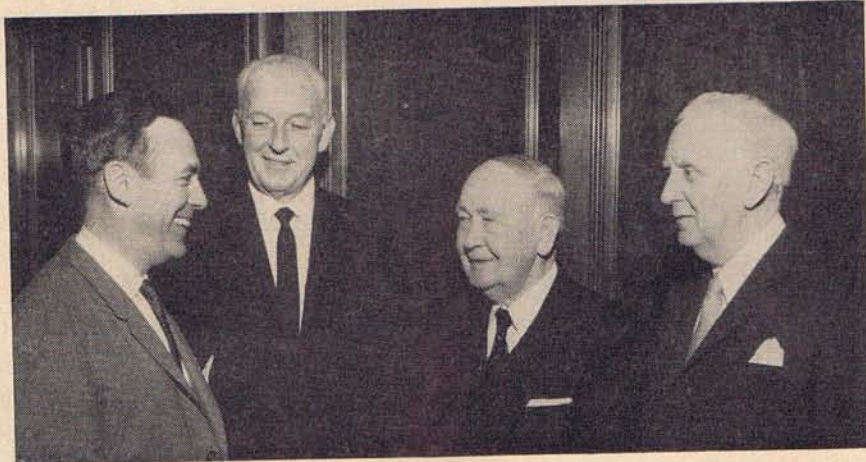
"I believe the most essential thing in any man's life is security of employment, and it is our intention to provide that security to the greatest degree possible."

President Quinn next addressed the group, explaining that the purpose of the meeting was to provide an opportunity for the men present, numbering approximately 200, to get better acquainted with each other and with the reasons underlying company policies.

Mr. Quinn commented on the state of the railroad's business, and his reasons for feeling optimistic regarding future prospects. Among the reasons which he

(Continued on page 6)

President Quinn greets Directors J. Patrick Lannan and Walter J. Cummings, (left to right, center), as they arrive with Chairman Crowley for the afternoon session of the joint meeting. Mr. Lannan is chairman of the executive committee of the board of directors, and Mr. Cummings is chairman of the finance committee.

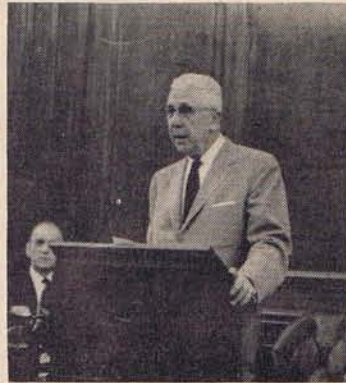


Shown at the speakers table as President Quinn opens the joint meeting are: left to right: P. H. Draver, vice president—industrial development; V. E. McCoy, chief purchasing officer; W. W. Kremer, vice president—traffic; Leo T. Crowley, chairman of the board of directors; W. J. Whalen, retired vice president—operation; F. G. McGinn, vice president—operation; L. H. Dugan, vice president and western counsel; and E. R. Eckersall, vice president and general counsel.



A few random views of the proceedings at the joint meeting, as caught by the candid camera. Left to right: 1. Leo T. Crowley, chairman of the board, and W. J. Whalen, retired operating vice president, enjoy a chuckle together. 2. W. W. Kremer, vice president—traffic, tells his audience, "Cooperation in our Milwaukee Road

family, plus personalized service, will be the answer to the problem of securing a greater volume of business". 3. F. G. McGinn, vice president—operation, stresses the need for planned cooperation between departments. 4. Messrs. Kremer and McGinn buddle during the discussion of joint problems.



-----SPEAKER GOVE DRIVES HOME A POINT-----

Bill Gove, expert in sales techniques, and featured speaker at the afternoon session of the joint meeting, was a smash hit. Introduced by Vice President W. W. Kremer, his long-time friend, Mr. Gove held his audience in rapt attention for more than an hour. The picture series at right shows him driving home the principal point of his talk.

"When I first began selling, I used to wonder why I wasn't as successful as some others. They must be smarter, I figured, or more energetic. They probably spring out of bed in the morning beating their chests, feeling top o' the world. I decided that maybe I was a slob . . .

". . . But I've learned something since. I've learned that if you get up in the morning feeling like that, you're *CRAZY!* You've got a button loose, man . . . you aren't normal!

"I've learned that there is just one simple difference between the successful salesman and the others . . . *the successful man is the one who forces himself to make a habit of doing those things which other people don't like to do.* . . . Successful salesmen have no more inspiration, no more education, no more drive, no more ambition, and no more adrenalin in their systems . . . they have just made a habit of doing what needs to be done, even though they may not like doing it . . . such as calling on new prospects. . ."



W. J. Whalen Retires



"Personalized Service", one of the principal themes stressed by Vice President W. W. Kremer at both the traffic and the joint meetings, was made the subject of this placard in red and blue. Shown with it at the traffic meeting are, left to right: Mr. Kremer; G. M. Ryan, general freight traffic manager—rates & divisions; Harry Sengstacken, passenger traffic manager; and W. D. Sunter, general freight traffic manager—sales & service.

General Staff Meeting cont'd

cited was the fact that the Road would soon have available for shippers \$12 million worth of new freight equipment.

"Why are we buying this equipment?" he asked. "First of all because we have faith in the future. I am hopeful that this purchase will be met with enthusiasm by our shippers. To the best of our ability we are giving you men the very finest equipment that can be had."

Commenting on the legislation now before Congress, growing out of the Smathers Committee Report, Mr. Quinn reminded the group that "We may not get all we ask for. Rome was not built in a day, but you are all going to be called upon to a greater extent than heretofore to assist in this important legislative matter."

W. J. Whalen, who had retired as operating vice president only a few days earlier, also addressed the meeting, as did Vice Presidents W. W. Kremer, F. G. McGinn, P. H. Draver and R. S. Stephenson, and R. F. Kratochwill, assistant comptroller.

The feeling of optimism which marked the three days of meetings was voiced again by Mr. Quinn in his closing remarks before the operating department group on the third day.

"As you men return to your jobs I want it to be with the realization that you have our every confidence. I want you to go home with hope, because I have hope that things are going to get better. Meanwhile, we have a job to do."

Retirement Climaxes

the Story of the Railroad's

Best Known Family



W. J. Whalen

THE familiar term "Milwaukee Road Family" does not actually have reference to the Whalens. It just seems that it very well might, for certainly no family has ever more perfectly typified that larger family group than have the kinsmen of Martin and Mike Whalen, the brothers who began that colorful chapter of Milwaukee Road history long before the turn of the century.

The story of the Whalens is the story of this railroad's best known family, and it calls for re-telling because of the retirement on May 13 of William J. Whalen, operating vice president and most outstanding of the many of that name who have called this railroad home.

He leaves with a record of 52 busy years, many of them consisting of seven-working-day weeks. He also leaves with the gratifying knowledge that, with the

possible exception of the late J. T. Gillick, he has had a greater and more far-reaching influence on The Milwaukee Road than any operating officer before him.

In a day when huge track maintenance machines are rapidly replacing the old track gangs, including water boys, it must be realized that William J. Whalen's career will necessarily be one of the last involving the legendary rise from water boy to vice president. In his case, however, it was never hard to realize that the man behind the big desk, with the always-busy intercom box, started with a water pail, because one of the keys to his great value as an officer was the fact that he always felt close to the men out on the railroad making things go.

To start the story at the beginning, it should be stated that his father, the late



Before the luncheon marking his retirement, Mr. Whalen took a minute to show some pictures from the family album. Left to right: J. P. Kiley, retired president; Mr. Whalen; William J. Quinn, president; and Leo T. Crowley, chairman of the board.

Martin Whalen, began working for the railroad in 1870 and had 68 years of service to his credit when he retired in 1938. He was in track work throughout the greater part of his career, serving for a number of years as roadmaster. It should also be noted that Martin's brother Mike was also with the Road for 64 years, most of the time in track work.

The retiring vice president is the youngest of Martin Whalen's four sons, all of whom were Milwaukee Road employes. There were also four daughters who reached adulthood, three of whom married Milwaukee Road men. Altogether there were 11 children. One died in infancy, and two daughters died during the influenza epidemic in 1918.

William's brothers, all of whom are now deceased, had long years of service, John being with the company 59 years; Martin Jr. 30 years; and Edmund 15 years before transferring to the E.J.&E. It has often been mentioned that the total years of service of the elder Martin Whalen, his brother Mike, Martin's four sons, three sons-in-law and two cousins came to more than 400 years. Actually, this figure would be increased considerably if one added the service years of nephews and others who are still doing their share toward keeping the Whalen family tree the dominant landmark on

the Milwaukee Road landscape.

William Whalen was born in Lansing, Ia., on Mar. 22, 1893, and was only 13 when, in 1906, he started spending his summer vacations from school out on the railroad, working as waterboy in his father's track maintenance crew. He graduated from high school in 1909 at the age of 16, and in that same year advanced to timekeeper, then to extra gang foreman, and in 1916 to roadmaster at McGregor, Ia. He was at that time—at the age of 23—the youngest roadmaster in the United States, although he is proud of the fact that he later appointed two roadmasters younger than he was when he established the record. They were Norman Kelsey, now roadmaster at Savanna, and the late Frank Cassidy.

In 1923 he was made trainmaster at Joliet, Ill., and later served in the same capacity at Montevideo, Minn., Aberdeen, S. D., Portage, Wis., and Dubuque, Ia. He then served as assistant superintendent at Perry, Ia. before being promoted to superintendent at Terre Haute in 1937.

"I thought that day never was going to come," he later remarked. "I was 14 years as a trainmaster and assistant superintendent. It seemed that every time I got my hand on the door to a superintendent's job, they'd consolidate a couple

of divisions."

After serving as superintendent on the Dubuque and Illinois and the La Crosse & River Divisions, he was advanced to general superintendent at Milwaukee on June 1, 1946. He became assistant general manager of Lines East a little more than two years later, and in August, 1950 was appointed Lines East general manager. His appointment as assistant vice president in charge of operations came in October, 1952, followed one year later by his election as vice president—operation.

Assumed Many Added Responsibilities

Meanwhile, Mr. Whalen has assumed many additional responsibilities, including that of president and director of the St. Paul Union Station, and of the Des Moines Union Railroad; vice president of the Davenport, Rock Island and N. W. Railroad; director of the Minnesota Transfer R. R., Chicago Union Station, Kansas City Terminal R. R., Southern Indiana Belt Railway, and the Milwaukee Motor Transport Company. He is also a member of the advisory board of Mount Mercy College in Cedar Rapids, Ia.

Mr. Whalen was married in 1920 to the former Margaret Kramer, who is shown in an accompanying picture. The Whalens have three children, Mrs. Mary Hogan of Park Forest, Ill.; Dr. William John Whalen, who worked for the Road during several summer vacations, and who is now practicing medicine in Sacramento, Calif.; and Margaret Ann, a sophomore at St. Patrick Academy in Des Plaines, a suburb of Chicago, where the the Whalens make their home.

Leo T. Crowley, chairman of the board, and President William J. Quinn were hosts at a luncheon in Mr. Whalen's honor at the Chicago Club on May 26, which was attended by a number of his closest associates on The Milwaukee Road. Following the luncheon, Mr. Quinn presented Mr. Whalen with a beautifully embossed and framed copy of a resolution which had been passed by the board of directors.

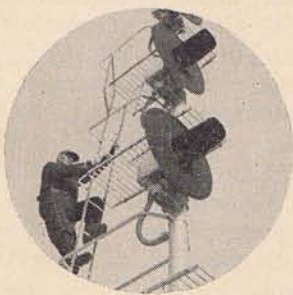
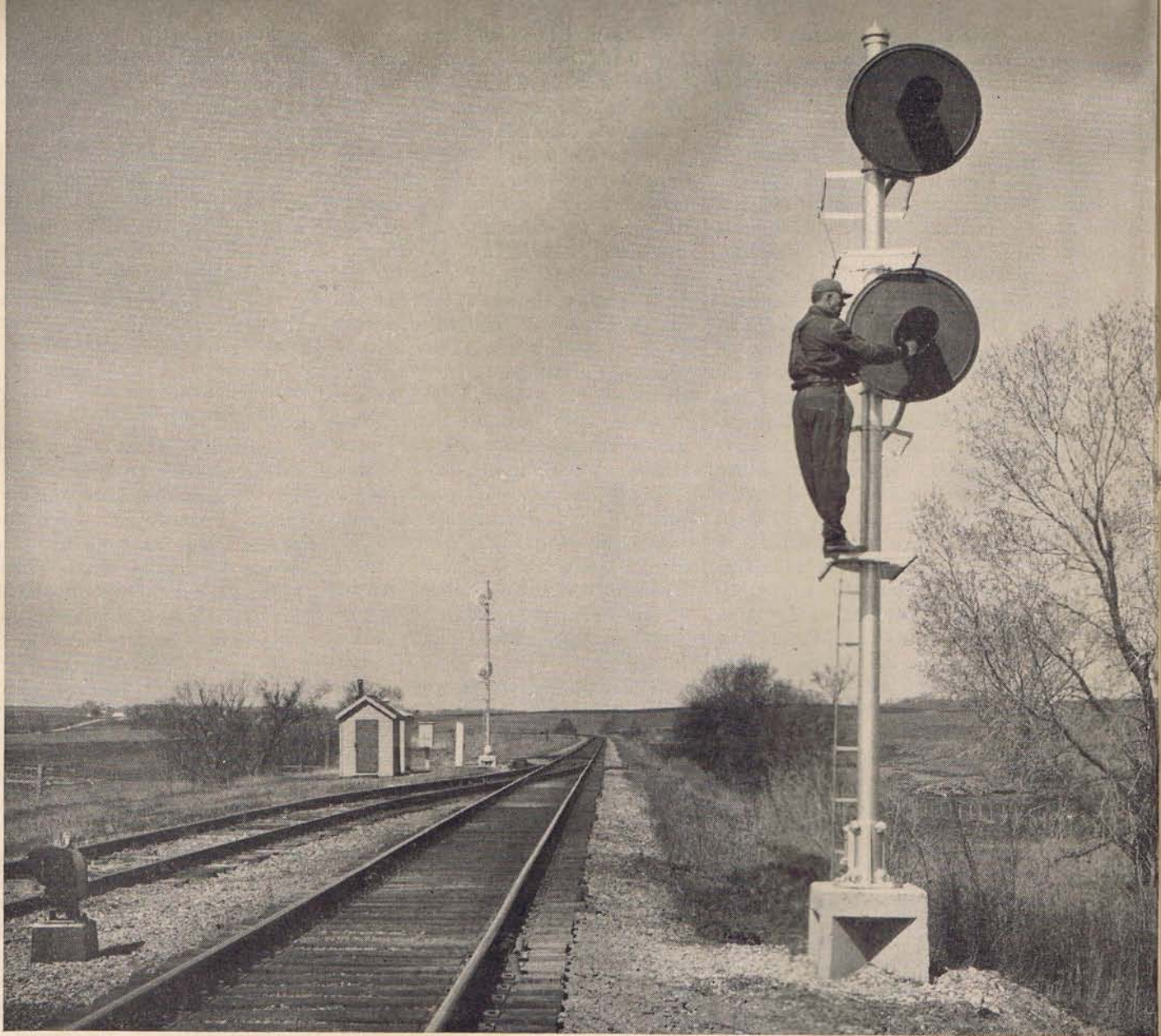
The resolution summarized his career briefly and made note of his "outstanding record characterized by integrity, application and faithfulness to duty." It concluded with an expression of appreciation and the board's wishes for many years of happiness.

The sentiment was highly appropriate as the best known member of the railroad's best known family stepped into retirement.

Among the old snapshots being shown at left are the two below, the larger of which is a Whalen family group taken at the family home in Lansing, Ia., about 1930, when the father, Martin Whalen, was assistant agent at that point and the now retiring operating vice president was trainmaster at Portage. The father and mother are seated, and the children, left to right, are: John (then roadmaster); Margaret (Mrs. P. J. Rachor); Catherine (Mrs. Gus Murphy); Edmund; Anna (Mrs. Henry Fitzpatrick); Frances (Mrs. Carl Hurm); and William himself. The other son, Martin, who was yardmaster at Othello, Wash. at the time, was not present for the picture.

Below: This 1918 snapshot shows the future operating vice president when he was a roadmaster at McGregor, Ia., with Miss Margaret Kramer (better known to her friends as Gretchen), who was later to become Mrs. Whalen.





A SAFE DAY WITH A



LIKE most railroad men who know the real meaning of safe working habits, Signal Maintainer William M. Coe of Tama, Ia. probably never spent much time contemplating safety in the abstract. To watch him at work in his territory, the 36-mile stretch of Iowa Division between Midway and Melbourne, is to understand that for him safe practices come almost naturally. They are a necessary part of a careful, orderly way of doing things.

His territory is part of the world's

longest system of centralized traffic control under a single operator, stretching 331 miles across the state, from the Mississippi to the Missouri River; it is the route of the fast "City" Streamliners and Domeliners, the Arrow and the hot shot time freights thundering through on four-days-to-the-coast schedules. There are many automatic safeguards built into CTC, but the need for safety is ever present, made the more imperative by the density and speed of the traffic. For men like Mr. Coe, whose work involves a



Off for the day's work. Mr. and Mrs. Coe and their son Roger, a J. T. Gillick Scholarship winner, built their attractive five-room home themselves. It stands on a large, partially shaded lot in the pleasant town of Tama, Ia.



Mr. Coe starts his day by stopping by the depot to pick up mail, telegrams and, most important of all, his copy of the "line-up", or train location report. This is a necessary precaution for any employe who intends to take a motor track car or other equipment onto the railroad. He discusses it with Section Foreman W. A. Hilton (left), who is there for the same purpose, and L. F. Fiala, Tama agent.

▶ Going next to the tool house, Mr. Coe reads the rule of the day, and before starting out on his 36-mile territory, inspects his motor track car. He is shown measuring the wheel flanges with calipers.

Below, right: Starting out, he observes another safety rule and pulls to a halt at the McClellan Avenue grade crossing in Tama to allow automobile traffic to pass.



◀ Having completed his work on the power switch in the distance, Signal Maintainer Coe cleans the lenses of the westward home signal at the east end of the siding at Pickering, Ia., before moving on to the next job.

SIGNAL MAINTAINER

*13th
of a series*

combination of CTC electronics and the use of time-honored railroading equipment such as motor track cars and hand tools, safety plays a double role—one involving the safe operation of trains, the other concerning personal safety. Mr. Coe's own particular "beat" on this stretch of railroad includes six power switches, 12 electric locks, 40 CTC signals and four sets of highway grade crossing signals.

The pictures on these pages suggest a few of the items in his daily routine of





▲ A signal bond wire needs to be renewed, and Mr. Coe has both the skill and the equipment for doing the job quickly and safely. Note that he wears safety goggles as he grinds the spot clean for the new weld.

◀ There is some work to be done on a power switch, but before starting it, Mr. Coe first notifies the dispatcher as to what he intends doing. Then, as a further precaution, he places a block of wood in the switch to prevent its closing accidentally while he is working on it. The work finished, he again notifies the dispatcher.

work involving both train safety and personal freedom from injury.

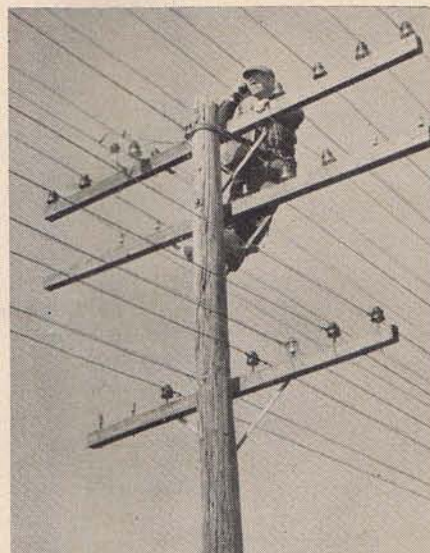
Mr. Coe began his railroad career as a signalman helper at Braymer, Mo., on the old Kansas City Division, in April, 1928. During the 30 years since, he has held a variety of signal department assignments, including that of gang foreman for a time prior to taking over his present job as signal maintainer about 15 years ago. During 1957 while the extensive CTC system was still in the process of installation, he was employed for about eight months as an inspector.

Mr. and Mrs. Coe have one child, Roger, whose name is familiar to the entire Milwaukee Road family as the 1953 winner of the J. T. Gillick Scholar-

ship. He was graduated from the State University of Iowa last spring with a degree in chemical engineering. He is now holding a position in the chemical patent office in Washington, D. C., and studying patent law at Georgetown University.

The Coes are a typical Milwaukee Road family, and for Mr. Coe safety has always been important in the pattern of a happy life and a useful career in railroading.

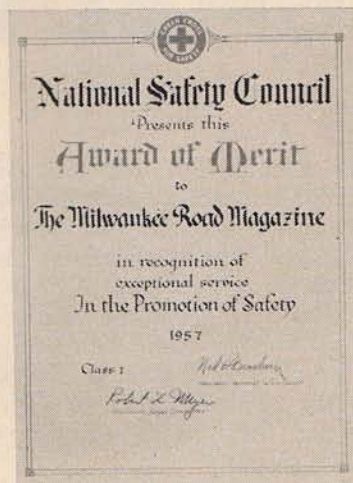
Upon completing a job out on the line, and before setting the motor track car back on the rails, Mr. Coe goes atop a nearby pole and uses his portable telephone to obtain up-to-the-minute information on trains which may be due.



While in the territory, R. W. Ivey (left), supervisor signals & communications, and District Safety Engineer J. A. Ogden stop by the signal relay house where Mr. Coe is working to discuss with him the importance of safety. Particularly close attention is currently being given to safety precautions in connection with the use of motor track cars.

FOR SERVICE TO SAFETY

The Milwaukee Road Magazine has been selected by the National Safety Council as one of five industrial magazines to receive its award for "exceptional service in the promotion of safety." The other winners were all outside the railroad industry, the contest having been open to all company-sponsored employee publications in the United States and several foreign countries. This is the second such award the Magazine has received, the first having been granted in 1956. Both were based on the "Safe Day . . ." series, which has been appearing on a quarterly basis since January, 1955.



Officers Survey Cedar Rapids Industrial Growth

A NUMBER of Milwaukee Road officers, headed by President William J. Quinn, were guests of the Cedar Rapids Chamber of Commerce on Mar. 31 for a full day's visit in that city which featured a tour of the city and a dinner attended by business and industrial leaders.

The day began with a breakfast in the president's business car, at which Mr. Quinn was host to a number of Cedar Rapids dignitaries.

With a population of 80,000, Cedar Rapids has developed its industries to the point where annual production now nudges the one-third of a billion dollar mark. Five years ago The Milwaukee Road acquired 215 acres of industrial land there and developed it with the cooperation of the city. Today all but 45 acres of the land is occupied by existing industries or others in the process of construction.

As principal speaker at the dinner, Mr. Quinn called attention to the fact that, contrary to the trend on the rest of the system, Cedar Rapids produced more business for The Milwaukee Road in March than during the same month a year ago. He was introduced at the affair by C. W. Garberson, a Cedar Rapids attorney and one of Mr. Quinn's former fellow F.B.I. agents.

The president told his audience that The Milwaukee Road is taking "a new look at how things can be accomplished in this sometimes rather difficult business of transportation by rail. . ."

"And", he added, "we would appreciate your suggestions, your cooperation and your help."

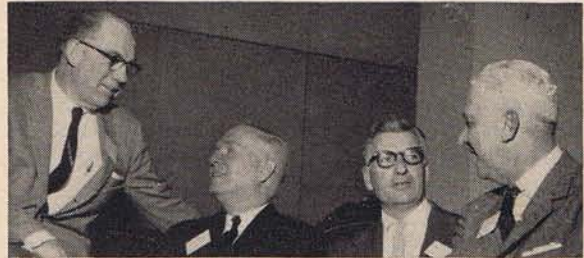
Commenting on the ability of Cedar

These pictures, reprinted through the courtesy of the Cedar Rapids Gazette, were taken at the Chamber of Commerce dinner.

President Quinn visits with L. P. Boudreaux (right), president of the chamber of commerce; and Roy O. Hughes, president, Order of Railway Conductors, and former Milwaukee Road employe.



Left to right — Donald T. Hines, chamber vice president; P. H. Draver, Milwaukee Road vice president — industrial development; H. A. Schimberg, chamber vice president; and W. W. Kremer, the Road's traffic vice president.



Below right: Left to right—W. D. Swanson, Milwaukee Road industrial engineer; S. J. Cooley, director — industrial and real estate development; F. G. McGinn, operating vice president (then general manager, Lines East); and C. W. Garberson, Cedar Rapids attorney.



Rapids to attract diversified, important and worthwhile industry, Mr. Quinn observed that The Milwaukee Road has learned something from Cedar Rapids people.

"We want to learn more", he said, "because I am satisfied that if there is one thing that is necessary on the railroads of the United States, and, of course, I am thinking of The Milwaukee Road particularly, it is to attract more industry

to our lines. . . You want worthwhile industry, we want it too. You want it in Cedar Rapids, we want it on The Milwaukee Road and in Cedar Rapids, if we can get it."

At the close of the dinner, L. P. Boudreaux, president of the chamber of commerce, presented Mr. Quinn with a lifetime membership in that organization. He is one of only four persons ever to be so honored.

Milwaukee Division Wins Safety Trophy

The supervisory force of the Milwaukee Division, whose employes had the best safety record on the system last year, are pictured with representatives of the safety department at a meeting in Milwaukee headquarters Apr. 23 when they were awarded custody of the President's Safety Trophy by F. G. McGinn, vice president-operation (then general manager). Superintendent Martin Garelick (first row, third from right) accepted it for the employes. The division's casualty rate of 0.39—estimated on a basis of no fatalities and only one reportable injury occurring during 2,590,290 man hours of work—was the lowest since the annual safety contest was inaugurated in 1941. Each employe will receive an inscribed billfold.



F. G. McGinn Elected Vice President—Operation

Heads List of Operating Department Promotions

F. G. MCGINN, who had been general manager Lines East since Oct. 1 last year, was elected vice president—operation at a meeting of the board of directors on May 13. He succeeds W. J. Whalen and comes from a family whose roots go almost as deep in this railroad as do those of the Whalen family.

Mr. McGinn was born in Farmington, Minn., on Apr. 25, 1911, one of eight children of Bernard D. McGinn, seven of whom chose railroading as their life work. One of Vice President McGinn's four older brothers, who worked as an agent-operator on the Milwaukee, died some 20 years ago, but the other three are still with the company. They are Arthur, an engineer on the LaCrosse & River Division, with 42 years of service; Sylvester (better known as "Red"), agent at LeCenter, Minn., with 39 years of service; and John, a freight conductor now working between Minneapolis and Austin, Minn., and who has 25 years with the Road. A sister, Mrs. Mary Mahoney, has been a telegraph operator for the Rock Island at Mason City, Ia., many years.

It is the last-named brother, John, who is at present maintaining the family record of having always had someone working on the old Iowa-Minnesota Division, or on parts of that former division which are now embraced by the Iowa, Minnesota & Dakota Division. This record was begun by the present vice president's grandfather, "Barney" McGinn, who started with the railroad in 1867 and who helped to lay much of the rail on the old I&M Division. His son, father of F. G. McGinn, started railroading at the age of 13 and when only 15 took over as section foreman in his father's place. Although he died at the age of 56, he had a service record of 43 years with the Road in track work and as agent-operator on the I&M Division.

F. G. McGinn started with the Milwaukee in 1930 as a telegraph operator at Dundas, Minn., later serving in the same capacity at Castle Rock, Minn., before advancing to the position of dispatcher at Austin in 1941. He became

assistant trainmaster there in 1944 and was promoted to trainmaster at the same point the following year. He served in that capacity and as assistant superintendent at several points on Lines East before being made superintendent of the Iowa Division in January, 1953. He later served as superintendent of the Milwaukee Division before being appointed assistant to vice president—operation, in March, 1955. He was made assistant general manager Lines East later in 1955 and was then transferred to Seattle as general manager Lines West on Feb. 1, 1957. He returned to Chicago as general manager Lines East on Oct. 1, 1957.

After his graduation from high school, Mr. McGinn attended St. Thomas College in St. Paul and later took traffic courses at the University of Minnesota, as it was his intention at that time to find a place for himself in railroad traffic.

He was married in 1935 to the former Irene Campion, who was also a native of Farmington and a school classmate from



F. G. McGinn

has been a sure testimonial to his ability as an operating officer with the varied talents required during the period of greatest change in the history of the industry.

P. J. Weiland Appointed General Manager, Chicago

Following Mr. McGinn's election, P. J. Weiland, general manager-Lines West at Seattle, was appointed general manager-Lines East with headquarters in Chicago. Mr. Weiland has been a Milwaukee Road employe since 1916, starting in track service. After an apprenticeship as roadmaster and trainmaster, he was promoted to assistant superintendent in 1947 and to division superintendent in 1949. In the latter capacity he served at Ottumwa and Sioux City,



P. J. Weiland



L. V. Anderson



W. E. Swingle

kindergarten through high school. They now have five children, the oldest of whom, Mary Ellen, 20, is a junior at the University of Wisconsin, where she is studying pharmacy. Margery, 19, is a sophomore at St. Catherine's College in St. Paul. Joanne, 15, Jeanne, 12, and William Francis, 8, fill out the family circle at home in suburban Glenview.

At 47, F. G. McGinn is among the youngest men ever selected to head the operating department of a major railroad. His rise through the ranks of The Milwaukee Road has been rapid and it

Ia., Aberdeen, S. D., and on the Iowa Division at Marion until June 1, 1956, when he was appointed general superintendent with headquarters in Milwaukee. He left Milwaukee in February, 1957 to become assistant general manager-Lines East in Chicago, and from that position was promoted to general manager at Seattle last October.

L. V. Anderson Succeeds P. J. Weiland

L. V. Anderson, assistant general manager-Lines East at Chicago, has been ap-

appointments

Office of President

Effective May 16, 1958:

C. E. Crippen is appointed assistant to president, a new position, in charge of special studies and such other duties as may be assigned, with headquarters at Chicago. Mr. Crippen has been with the Road since graduating from the University of Minnesota in 1930, and has served as division engineer, trainmaster, superintendent, general superintendent, and general manager Lines West. Since July, 1955 he has been assistant to vice president-operation.



C. E. Crippen



M. M. Wolverton



George Neu

Traffic Department

Effective Apr. 10, 1958:

George Neu is appointed general freight agent at Milwaukee, succeeding M. M. Wolverton. Mr. Neu has been with the traffic department since 1927, starting in Chicago. Successively he has been city ticket agent and city freight and passenger agent in Tacoma, traveling freight and passenger agent in Spokane, division freight and passenger agent in Aberdeen, and division freight agent in Minneapolis. Since March, 1954 he has been general agent in Pittsburgh.

M. M. Wolverton is appointed general freight agent with headquarters at Duluth, following the retirement of P. P.

Gehrig. In addition to the Duluth Agency territory, Mr. Wolverton will have general supervision of the Upper Peninsula of Michigan, also the Winnipeg and Edmonton agencies, and will report to Chicago.

Effective Apr. 15, 1958:

E. E. White is appointed general agent, Pittsburgh, Pa., following the promotion of George Neu.

Effective May 16, 1958:

G. M. Williamson is appointed assist-

ant general freight agent, rates and division, Seattle, succeeding A. R. Villata, who has been granted a leave of absence for his health.

Effective May 1, 1958:

D. J. Sullivan is appointed general agent at Spokane, succeeding E. E. White.

G. F. Flynn is appointed district freight and passenger agent at Spokane.

E. C. Chevalier is appointed traveling freight and passenger agent at Duluth, following the retirement of Ralph Neuses.

W. H. Stewart is appointed city freight and passenger agent at Duluth, succeeding E. C. Chevalier.



E. E. White



D. J. Sullivan

Operating Department

Effective June 1, 1958:

F. H. Ryan is appointed superintendent of the La Crosse & River Division with headquarters at La Crosse, succeeding W. E. Swingle. He came to the Road in 1934 and for the past two years he has been superintendent of the H&D Division.

L. H. Walleen is appointed superintendent of the Hastings & Dakota Division with headquarters at Aberdeen, S. D., succeeding F. H. Ryan. He started on the section at Milan, Minn., in 1932, and has served as agent-operator, dispatcher and trainmaster. Most recently he has been assistant superintendent on the Iowa Division.



F. H. Ryan



L. H. Walleen

D. O. Burke is appointed assistant superintendent of the Iowa Division with

pointed to succeed Mr. Weiland as general manager at Seattle headquarters. Mr. Anderson is a veteran of World War II military service who has been a dispatcher, chief dispatcher and trainmaster at various points, and special representative to vice president in Chicago. Starting in June, 1952 he was superintendent of transportation-Lines West until February, 1956, when he was assigned to operating department duties in Chicago. He was appointed assistant to vice president-operation in charge of

claim prevention, refrigerator and merchandise service on July 1, 1956, and promoted to assistant general manager of Lines East in October, 1957.

W. E. Swingle, Assistant General Manager-Lines East

W. E. Swingle, who has been superintendent of the La Crosse & River Division since March, 1955, has been appointed assistant general manager-Lines East with headquarters in Chicago. Mr.

Swingle, who started with the operating department in 1920, was agent-trainmaster at Camp McCoy, Wis., during World War II and afterward assistant superintendent of the Milwaukee Terminals and of the Milwaukee Division. Following his promotion to superintendent in 1950, he served in that capacity at the Twin City Terminals in Minneapolis, at Terre Haute, Ind., and at Miles City, Mont., before being appointed superintendent at La Crosse.

LOOKING AT THE RAILROAD



In the August, 1956 issue of this magazine a group of Milwaukee Road industrial development and traffic representatives were pictured with Dubuque city and chamber of commerce officials discussing plans for the City Island Industrial Area. The picture was taken in Dubuque's Eagle Point Park, overlooking that area. The aerial picture above, taken in April, shows in light tone the same 165 acre tract now completed by the city at a cost of \$2 million. S. J. Cooley, director—industrial and real estate development, describes it as the finest industrial area he has ever seen. Two large firms have already contracted to construct plants in the area, which is served exclusively by The Milwaukee Road.

headquarters at Perry, succeeding L. H. Wallen.

B. J. McCanna is appointed assistant superintendent of the Chicago Terminals with headquarters at Bensenville, succeeding D. O. Burke.

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

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

H. A. Obermow is appointed assistant trainmaster of the La Crosse & River Division, Third District, with headquarters at Wausau.

Effective May 16, 1958:

W. K. Peterson is appointed assistant agent at Galewood, Ill.

D. C. Fish is appointed agent at Aberdeen, S. D., succeeding W. K. Peterson.

J. E. Applebury is appointed agent

at Mason City, Ia., succeeding D. C. Fish.

J. D. Feiereisen is appointed assistant agent at Cedar Rapids, Ia., succeeding J. E. Applebury.

Mechanical Department

Effective Apr. 1, 1958:

A. W. Hallenberg is appointed district master mechanic of Milwaukee Shops, the Milwaukee diesel house, Milwaukee Division First, Second and Third Districts, La Crosse & River Division First District not including La Crosse, and Madison, Wis., with headquarters at Milwaukee, following the retirement of A. M. Hagen.

D. A. Radabaugh is appointed master mechanic of the Dubuque & Illinois Division, not including Elgin; the Iowa Division; Calmar, Ia.; and Madison Division, not including Madison, with headquarters at Savanna, following the retirement of W. W. Henderson.

W. C. Gage is appointed master me-

chanic with jurisdiction over Western Avenue in the Chicago Terminals and Elgin, on the Dubuque & Illinois Division, with headquarters at Western Avenue, Ill., succeeding A. W. Hallenberg.

Purchasing and Stores Department

Effective June 1, 1958:

Wayne Goudy, district storekeeper, Tacoma, will be in charge of stores department activities on the Coast Division.

E. J. Bahr is appointed assistant district storekeeper at Tacoma.

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

Law Department

Effective Apr. 16, 1958:

F. M. Long is appointed attorney with headquarters at Chicago.

Effective June 1, 1958:

J. J. Nagle, attorney, is appointed assistant general solicitor.

E. J. Richardson Jr., attorney, is appointed assistant general attorney.



J. J. Nagle

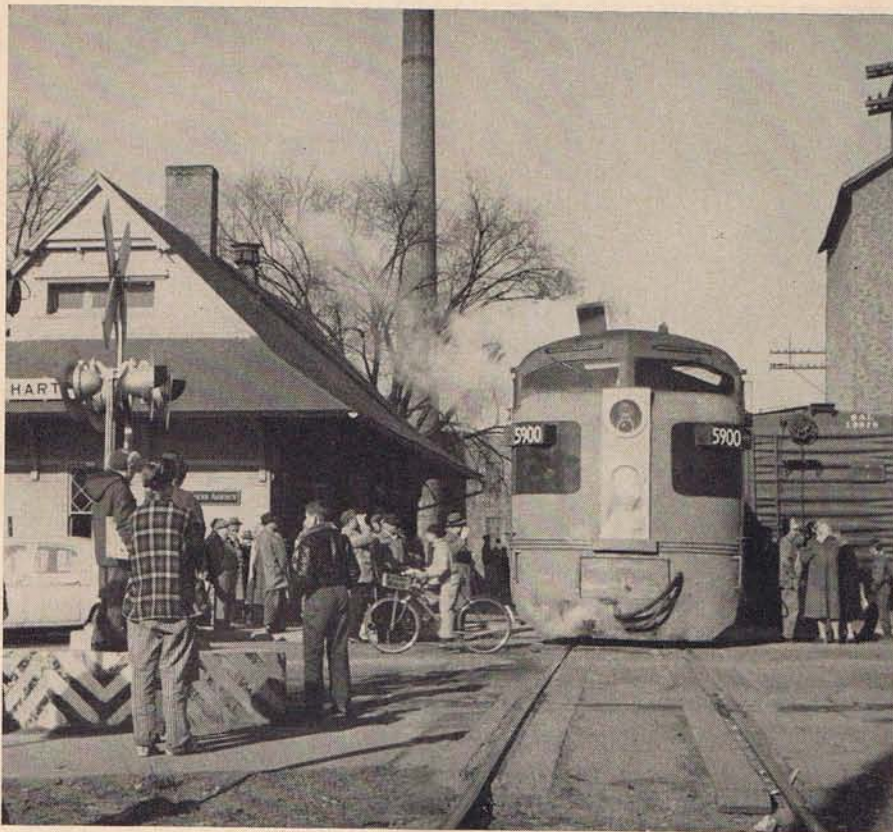
Office of Vice President-Operation

Effective Apr. 16, 1958:

Dr. Myron J. Tremaine is appointed chief surgeon of the Terre Haute Division, Hastings & Dakota Division and Lines West, with headquarters at Chicago.

THE TERRIBLE PENALTY. "This country cannot live without its railroads," wrote Joseph Ator of the Chicago Tribune staff in a series of articles on the railroads which appeared in that newspaper recently. "If they can't survive as free enterprises, the government will have to take them over and run them. The briefest contemplation of the present tax load, and the records of the WPA and the postoffice, should send a shudder down the spine of every citizen at that possibility, yet the terrible penalty will be exacted of the nation if the railroads cannot be extricated from their present difficulties.

"... It would be a mistake to blame the [railroad] industry's troubles solely on the recession. That has only brought a long chronic illness to a crisis. Railroads, like farmers, failed to share as fully as the rest of the nation in the boom of the last decade. More than national prosperity, they need the chance to share it."



Some 200 people milled about Number 30 during its brief morning stop at Hartford. Camera fans came all the way from Oshkosh. (Photo by Jim Scribbins, ticket seller, Milwaukee)

P.M. departure from Milwaukee. Connections were available to and from Chicago with trains 12 and 23.

Its motive power, the bulldog-nosed 5900, was a unique combination motor and baggage unit built at Milwaukee Shops in 1948. Intended specifically for branch line service, it had spent all of its time operating between Berlin and Milwaukee.

The crew, though, will undoubtedly be remembered longer than the train, particularly Trainman Don J. Powell, who had been with the Road 44 years and on the Milwaukee-Berlin run for the last 15. Mr. Powell held the belief that the purchase of a ticket entitled a passenger to the best of service, and he was quick to help riders with luggage, packages and small children. He was a

The BULLET Is No More

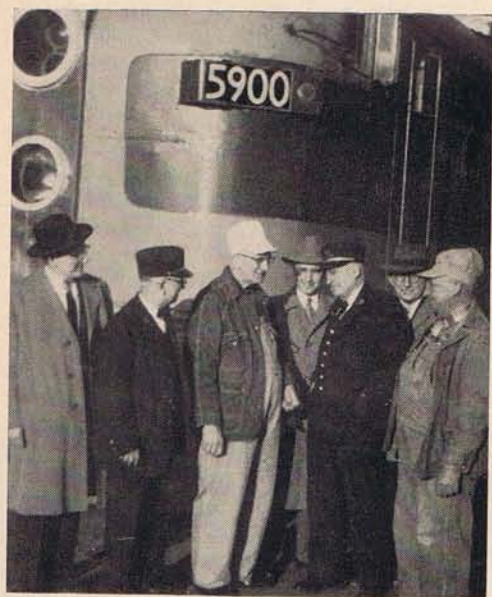
by Don Dietrich, Train Clerk, Milwaukee Terminal

TRAINS 30 and 35, often referred to as the *Berlin Bullets*, made their last trips over the Third District of the Milwaukee Division on Mar. 22, but in the great American tradition, their farewell performance was also their best. As passenger train operations between Milwaukee and Berlin, Wis., came to a halt on that date, at each of the 15 depots along the line crowds were on hand in the morning either to take a last ride on No. 30, inbound to the city, or to wave or say "good-by" to the crew. A similar demonstration took place in the evening when two extra coaches were required to handle the crowd on the return trip of No. 35. At the station in Berlin nearly 500 people turned out to witness its last stop.

Thus did passenger service terminate on a line which The Milwaukee Road and its predecessor companies have been serving for more than a century.

The schedule of the *Berlin Bullet* was not too different from that of the *Berlin Express*, the first passenger train to run over the 97-mile route built by the La-Crosse & Milwaukee Railroad from Chestnut Street in Milwaukee to Horicon between 1854 and 1856. From that point the Milwaukee & Horicon built beyond, reaching Berlin in 1857.

Number 30 left Berlin at 6:30 each weekday morning and after stops at the communities along the way, arrived in Milwaukee shortly after the opening of the downtown stores. The return schedule was equally convenient, with a 5:20

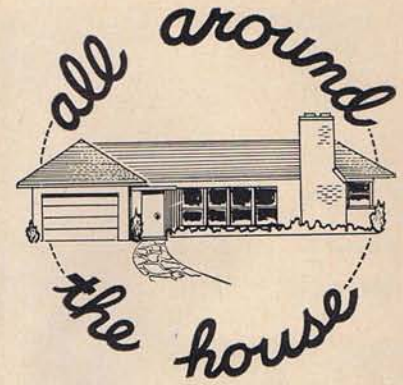


On the final run out of Milwaukee were, from left: Agent D. A. Dunning, Mayville, Wis., brakeman D. J. Powell, Engineer P. C. Denis, Trainmaster R. L. Tewell, Conductor R. H. Foley, Agent W. J. Shebelske, Berlin, Wis., and Fireman J. W. Blank.



At Hartford, Wis., Brakeman Don Powell says good-by to two old friends, E. J. Lindeman (left) and Elden Pollnow. (Hartford Times-Press photo)

sincere backer of the trains he worked on, and did much to publicize their service. In recognition of his efforts, the Ripon Chamber of Commerce presented him with a rod and reel on the last day. He and other members of the crew also received gifts at various stops. Mr. Powell plans to retire and spend more time at home, in Juneau, Wis.



Five important reasons why the Kodobocz family needed a large house. Reading from right: Craig, 11; Scott, 9; Mark, 6; Paris, 4; and Kent, 17 months.

Old House Plus New Ideas

OF SUCH things are dream homes made, the gracious house on the quiet, tree-shaded street, mellow with the old-fashioned charm of light, airy rooms and wide stairways, and the equally prized comfort of modern storage units, a tiled bathroom and the efficient kitchen which today's homemaker demands. All this, and on a budget, too. But it can be done. For proof we present the home of W. J. Kodobocz, do-it-yourself mechanic.

Bill Kodobocz has been with the Road in Chicago since 1946, starting as a fireman and advancing to engineer. Currently he is working on the D&I extra

board. When he and his wife Eleanore were window shopping for a home several years ago, they happened on an old house in Oak Park, Ill. The advantages it offered for their five lively youngsters couldn't have been better—an established residential neighborhood within walking distance of a good school and a shopping center, eight rooms with full basement and attic, a well planted garden, and a large back yard in which the children could play off the street. On the other hand, it lacked practically every modern feature they hoped to have in a home, and showed obvious signs of neglect. But

in these days of high costs, the price would make their dollars go far. Now, three years later, they consider it the best investment they ever made.

Basically the house had a good floor plan, but that was about its only resemblance to the home of which Mrs. Kodobocz had dreamed as over the years she had clipped the pages of magazines. The ceilings were high, many of the windows in bad repair, the electrical wiring and plumbing were antiquated, floors were worn to the boards, and the walls depressing with plaster cracks. To these problems the Kodoboczes could bring only a limited working budget, and Bill's sole qualification for a do-it-yourselfer was a little manual training in high school.

First they tackled the four second floor bedrooms, all large corner rooms with double exposure. Ceilings and walls were repaired, floors sanded, woodwork refinished, and a new dimension added with textured wallpaper.

Next they remodeled the bathroom, and here they treated themselves to a luxury package. Glass brick replaced the old window, and the walls above the height which could be reached by grubby fingers were surfaced in easy to clean tile of mint green. Vintage fixtures were replaced with new units of sunny coral separated by a waist high planter of knotty pine. The old medicine cabinet,



Designed as a family room, the kitchen boasts a large sitting-dining area in the foreground. Window seat with metal grill at right conceals a radiator, cabinet on oven wall hides cleaning tools. Stainless steel built-in range has a custom built steel hood and steel tile wall splash. Interesting driftwood decorations at far left and right were picked up by Bill Kodobocz along the Mississippi at Savanna, Ill., during a layover on his run.

The Milwaukee Road Magazine

A Father Talks to His Son . . .

THE man-to-man talk between father and son is often ignored these days. It is forgotten in the scurry and hurry of modern living. Or, if it's attempted, the father soon realizes that the discussion just doesn't rise off the launching pad.

The fault sometimes lies in the timing; the father forces a discussion before his son is ready for it. But, occasionally, the son wants to talk with his father about himself and his world and he actively seeks his father's opinion and advice.

Then, the problem is knowing when to quit, according to author Henry Gregor Felsen, in an article in the March issue of *Better Homes & Gardens* magazine. There is a great temptation, when asked for specific advice on one subject, to respond with an endless lecture that not only exhausts the boy, and confuses him, but usually doesn't answer his question.

What would you say to your boy, if, instead of a lifetime and an unlimited fund of words, you were allowed only a few minutes and a few thousand words?

These are the words, Felsen says in the article, he would leave with his son:

My boy, the most important problem facing you today is that of your survival. I don't mean the threats to your existence posed by possible wars of super-bombs and missiles. I mean the normal problems of survival in what is your normal world.

I mean first your physical survival, through the teenage years, in your dearest joy and deadliest enemy—the automobile.

I mean your vocational survival in a world where every opportunity is every day more fiercely contested.

I mean your cultural survival in a society which besieges your young mind with cheap entertainments, cheap diversions, and cheap philosophies.

I mean your moral survival in an age which mass-produces vulgar ideals, vulgar goals, vulgar satisfactions.

I don't expect you to understand everything I say. I'll be satisfied if, at any given time in your life, a small percentage of my words have meaning for you. So many things can be explained to a boy, but understood only by a man. How can I expect you, in your teens, to learn from a few words what it has taken me 40 years of living to understand? I can only prepare you for understanding life. You alone possess—or lack—the capacity to achieve it.

Felsen continues in the article: You are bursting with the desire to be "grown-up." To you, that means reaching an age where you can do more things. You have yet to discover that maturity is not compounded of chronology and physical dimension; that at any time in life your degree of maturity can be measured by your attitude toward the normal responsibilities of your age. Even now.

It's not when you are "grown-up", but now, and in the brief teen years that follow, that you face the most important responsibilities of your entire life. Now, perhaps more than at any other time, it's in your personal power to decide how—and even *if*—you will live in the



future.

What you will learn, what you will be, how you live, and whom you love—these are questions that you will, and should, decide for yourself. And in the many battles for survival on these fronts, I would have you armed with—and trained in the use of—these weapons:

A feeling of respect for yourself, and for the rights, thoughts, and persons of others.

A willingness to assume the utmost personal responsibility in all situations.

The ability to resist all forces from without *and* within, that tend in any way to limit your mental, moral, cultural, political, and *human* growth.

The struggle is now!

remodeled into a commodious Welsh cupboard of knotty pine with a mosaic top, provided shelves for linen and towels, and cabinets to conceal clothes hampers, cleaning equipment and other essentials.

In their latest project, an up-to-the-minute kitchen, they really hit their stride. By knocking out the walls to the back porch they created an inviting family living area. For the color scheme they chose warm yellow, turquoise, and the natural finish of African and Philippine mahogany, for wear and tear such "child proof" materials as plastic coated wallpaper, wood panelling and indoor surface brick. Major investments included a stainless steel stove and sink, and a capacious wall refrigerator.

Other improvements which have been made since the house was purchased include lowered ceilings in the living and

dining rooms, and wall patching in these rooms and the reception hall. A picture window has been opened in the dining room wall facing the garden, which now boasts a fireplace and barbecue (made of salvaged brick). The decoration of these rooms is waiting until the family budget catches up with their plans.

Looking back, Mr. and Mrs. Kodobocz feel that they have had a rewarding experience, not only in saving money—that has been more than half below builders' estimates—but in providing their family with the home which is just right for them.

Going upstairs for their afternoon naps, baby Kent and little sister Paris pause with Dad behind the new reception hall stair rail of New Orleans type grillwork. Stair wall is surfaced with indoor brick.



TO THE VETERANS — a special invitation

THIS is a special invitation to the members of the Veteran Employees' Association to attend the 23rd reunion at Milwaukee on July 16 and 17.

It is very important that you make your reservation as quickly as possible, in order that the committee may complete arrangements for the dinner and entertainment. I hope that every veteran who can will attend, as this is the one

way for active and retired veterans to renew acquaintances.

The program will include a business meeting, switch shanty session, a luncheon for the ladies, and a banquet on the night of the 16th, as well as a program of entertainment the following day.

The reservation blank below is for your convenience. If you live in the Mil-

waukee area and will not require a hotel reservation, please prepare the form anyway, to show the number of banquet tickets you will need.

Please mail *now*, so that adequate provisions may be made for everyone.

Larry J. Benson,
President

Cut out and mail this TODAY

FLORENCE M. WALSH, Secretary and Treasurer
Veteran Employees' Association
Chicago, Milwaukee, St. Paul & Pacific R.R. Co.
383 Union Station Chicago 6, Illinois

RESERVATION BLANK

Insert here your
1958 Membership
Card No.

Enclosed is check in the amount of \$..... for..... Banquet Tickets at \$3.75 each (incl. tax and tip).
(Please remit by check or money order—do not send currency.) Mail tickets to:

NAME ADDRESS

CITY Zone STATE

TRANSPORTATION DATA:

(I) (We) plan to leave on train at M. on
(Station) (Number) (Time)

..... 1958, and arrive at Milwaukee on Train
(Day) (Date) (Number)

at M. 1958. Will depart on Train
(Time) (Date) (Number) (Day)

..... 1958 for
(Date) (Destination) (Pullman) or (Coach)

ROOM RESERVATION AT HOTEL SCHROEDER as follows: Indicate price:

With Bath—Single for One Person	\$ 6.50, \$ 7.00, \$ 8.00, \$10.00
With Bath—Double for Two Persons	\$10.00, \$12.00, \$14.00, \$16.00
With Bath—Twin Beds for Two Persons	\$11.00, \$12.00, \$14.00, \$16.00
With Bath—Room for Three Persons	\$4.00 each person
With Bath—Room for Four Persons	\$3.50 each person

WHAT'S NEW ON THE MILWAUKEE?



Diesel switchers at Bensenville Yard, like the "cow and calf" hump engine combination pictured here, no longer have to leave the job and return to servicing points periodically for fuel oil, sand, water and lubricating oil. They are serviced daily out in the yard—almost "on the run"—by a mobile servicing truck which is brand new on the market and a real time saver. Purchased in February, it now sports a piggy-back sand tank for added capacity.

While the engine crew is at lunch, Diesel House Laborer Sylvester Rogers adds sand (at the front), fuel oil (top) and treated radiator water (below), as well as sand in the rear of the helper unit. Another hose carries train air to the truck for blowing sand back into the diesel's sand compartment.

Master Mechanic R. E. Magnuson says that the truck has proved very useful, servicing not only the diesels but cabooses, and also taking heating oil to the control towers and other buildings during the heating season. It looks after 15 diesels at Bensenville and may take on nine more customers at Galewood.

retirements

during March-April, 1958



Petersen, Asmus E.Mach. Helper. . . Mitchell, S.D.
Potter, RubySteno-Clerk. . . Mason City, Ia.
Tondas, PeterSec. Laborer. . . Mason City, Ia.
Zack, Albert.Asst. RH Foreman. . . Mason City, Ia.

La Crosse & River Division

Arb, Ernest P.Craneman. . . Tomah, Wis.
Baek, Alonzo H.Tel. Operator. . . Portage, Wis.
Dodge, Lewis W.Loco. Engr. . . Hastings, Minn.
Evans, Noble T.Bridge Tender. . . La Crosse, Wis.
Glasby, Lee.Sec. Laborer. . . Hastings, Minn.
Paczak, JohnEx. Gang Laborer. . . Wausau, Wis.
Reynolds, Fred E.Icehouse Laborer. . . LaCrosse, Wis.
Roberts, Clarence A.Rail Sorter. . . Tomah, Wis.
Schmeling, Ronald W.Sec. Laborer. . . Watertown, Wis.
Wange, Bjarne L.Hostler Helper. . . Minneapolis, Minn.
West, Edward B.Trainman. . . Minneapolis, Minn.

Madison Division

Bohan, Fred D.Agent. . . Avoca, Wis.
Hoogland, Chris F.Conductor. . . Beloit, Wis.
Johnson, Glenn C.Crane Operator. . . Janesville, Wis.
Just, Ernest H.Clerk. . . Sauk City, Wis.
Keating, James B., B&B Carpenter. . . Woodman, Wis.
Leifheit, Henry W.Sec. Laborer. . . Mendota, Ill.
Smithson, Paul D., Conductor, Richland Center, Wis.
Varese, Joseph.Helper. . . Madison, Wis.

Milwaukee Division

Hansen, Elmer A.Loco. Engr. . . Green Bay, Wis.
Kirkpatrick, Walter S.B&B Carpenter. . . Milwaukee, Wis.
Kranzusch, Henry G.Boilermaker Helper. . . Green Bay, Wis.
Kreps, Arden F.Sec. Foreman. . . Brandon, Wis.
Moll, Adolph W.Sta. Helper. . . Chilton, Wis.
Mulligan, Harry J.Conductor. . . Milwaukee, Wis.
Penning, Paul R.Conductor. . . Fox Lake, Ill.
Victorowitz, FrankEx. Gang Laborer. . . Rondout, Ill.

Milwaukee Terminals & Shops

Block, William H., Police Captain, Milwaukee, Wis.
Brownell, Frank M.Operator. . . " "
Bullock, Ben N.Welder. . . " "
Coerper, Johan F.Cashier. . . " "
Cullen, William J.Carman. . . " "
Dettman, Albert B.Train Clerk. . . " "
Doran, Henry P.Machinist. . . " "

General Offices—Chicago and Seattle—Including System Employees

Barker, RichardWaiter. . . Chicago, Ill.
Carroll, George.Buffet Attendant. . . " "
Dietzel, Clarence J.Lieutenant. . . " "
Espezet, Ruth A.Clerk. . . " "
Harris, Finley W.Waiter. . . " "
Hudson, Richard.Porter. . . " "
Johnson, Hilmer O.Trav. Acct. . . " "
Moss, Frances T.Clerk. . . " "
Pickens, Percy L.Mach. Oper. . . " "
Shelton, Walter W.Buffet Attendant. . . " "
Stevenson, Charles O.Waiter. . . " "
Stewart, John H.Consultant. . . " "
Thomas, Frank.Waiter. . . " "
Webb, John.Porter. . . " "
Wynne, James.Waiter. . . " "

Chicago Terminals

Cizewski, Felix.Carman. . . Bensenville, Ill.
Ganley, Terrence H.Ex. Gang Laborer. . . Bensenville, Ill.
Herrick, Raymond S.Ex. Gang Laborer. . . Chicago, Ill.
Jelley, Joseph A.Hostler. . . Bensenville, Ill.
Kelly, Howard Wm.Loco. Engr. . . Chicago, Ill.
Lambros, George C.Ex. Gang Laborer. . . Chicago, Ill.
Laqueia, FrankSec. Laborer. . . Chicago, Ill.
Lawitzka, JosephForeman & Frt. Handler. . . Chicago, Ill.
Lenski, Frank.Caller. . . Chicago, Ill.
Masloski, JohnEx. Gang Laborer. . . Chicago, Ill.
Mavros, Tom S.Sec. Laborer. . . " "
Mich, George E.Caller. . . " "
O'Connell, Hugh.Frt. Handler. . . " "
Perden, John C.Switchman. . . " "
Plawiak, Szymon.Carpenter. . . " "
Rasmussen, Peter J.B&B Carpenter. . . " "
Rebman, Herbert J.Elect. Helper. . . " "
Schuenaman, Ernest W.Clerk. . . " "
Shaney, George F.Pipefitter. . . " "
Slocum, Charles.Switchman. . . Bensenville, Ill.
Smiley, Rex F.Switchman. . . Chicago, Ill.
Thomas, Linus C.Brakeman & Switchman. . . Bensenville, Ill.
Torenko, Peter.Clerk. . . Chicago, Ill.
Webster, Edward R.B. M. Welder. . . " "

Coast Division

Bartle, Edward T.Blacksmith. . . Tacoma, Wash.
Batschi, John F.Machinist. . . " "
Cowan, Edmund J.Loco. Engr. . . " "
Eisenhut, Fred M.Sec. Laborer. . . " "
Fay, Leo J.Sig. Maintainer. . . Auburn, Wash.
Frost, Charles.Blacksmith. . . Tacoma, Wash.
Glaholt, Carl.Clerk. . . " "
Glady, Albert J.Conductor. . . Malden, Wash.
Hartwich, Ernest A.Boilermaker. . . Tacoma, Wash.
Howard, Francis M.Machinist. . . " "
Johnson, Blanche M.Tel. Operator. . . " "
Murphy, James.Sec. Laborer. . . Hyak, Wash.
Smith, Alfred.Laborer. . . Tacoma, Wash.
Stoliker, William A.Conductor. . . " "
Turner, Clarence J.Clerk. . . " "
Williams, James C.Switchman. . . " "

Dubuque & Illinois Division

Asche, Weert.Sec. Laborer. . . Leaf River, Ill.
Blackman, Mark K.Agent & Operator. . . Moravia, Ia.
Brennan, George H.Sec. Foreman. . . Waukon, Ia.
Campbell, Earl R.Helper. . . Savanna, Ill.
Carley, Harry J.Trainman. . . Dubuque, Ia.
Cox, Deshler E.Tel. Operator. . . Ottumwa, Ia.
Earp, Clifford A.Sec. Laborer. . . Liberty, Mo.
Harnack, Joseph H.Sec. Laborer. . . Postville, Ia.
Lenhart, John A.Conductor. . . Elgin, Ill.
Linderman, George A.Loco. Engr. . . Bensenville, Ill.

McKown, James H.Sec. Foreman. . . Liberty, Mo.
Welch, Earl C.Conductor. . . Ottumwa, Ia.

Hastings & Dakota Division

Burke, George E.Messenger. . . Wagner, S. D.
Carlson, Gustav A.Roadmaster. . . Aberdeen, S. D.
Cunningham, Wm. A., Frt. Handler. . . Aberdeen S. D.
Daniels, John H.Sec. Foreman. . . Hopkins, Minn.
Dettle, Christian W., Sta. Agent. . . Hutchinson, Minn.
Huben, John W.Agent. . . Milbank, S.D.
Leadon, Bernard M., Loco Engr. . . Minneapolis, Minn.
Mann, Elmer M.Sec. Laborer. . . Yankton, S.D.
Mitchell, Louis J.Conductor. . . Aberdeen, S.D.
Raether, John R.Inspector. . . Aberdeen, S.D.
Steffen, Henry F., Sec. Laborer. . . Bird Island, Minn.

Iowa Division

Butterworth, Mark L., B&B Carpenter. . . Perry, Ia.
Clark, Charlie F.Sec. Laborer. . . Woodward, Ia.
Dennis, Howard E., Machinist. . . Cedar Rapids, Ia.
Hagen, Henry Ex. Gang Laborer. . . Council Bluffs, Ia.
Kucera, Eman.Sec. Laborer. . . Elberon, Ia.
Miller, WilliamCrane Oper. . . Council Bluffs, Ia.
Moats, Glenn D.Sec. Laborer. . . Boone, Ia.
Mortier, TriphonEx. Gang Laborer. . . Newhall, Ia.
Rematas, SamSec. Laborer. . . Cedar Rapids, Ia.
Ridpath, Thomas J.Loco Engr. . . Des Moines, Ia.
Wichael, Jr. Roy O., Switchman. . . Council Bluffs, Ia.

Iowa, Minnesota & Dakota Division

Carlin, Edward J.Loco. Engr. . . Sioux City, Ia.
Ellegard, Edwin.Sec. Laborer. . . Hayward, Minn.
Ganschow, George W.Blacksmith Helper. . . Mitchell, S.D.
Holden, Joseph J.Inspector. . . Sioux City, Ia.
Lashier, William E.Conductor. . . Sioux City, Ia.
Malone, John W.Tel. Oper. . . Fairmont, Minn.
Parker, Charles R.Agent-Operator. . . Kasota, Minn.

The Milwaukee Road Women's Club

Annual Report—1957

a summary of activities and membership for the year ended Dec. 31, 1957

ACTIVITIES

Spent for Welfare and Good Cheer. \$7,314.87
Value of No-Cost Donations. \$1,026.90
Earned on Ways and Means Activities. \$2,776.04
Families Given Aid and Cheer 3,453
Calls Made 7,126
Good Cheer Messages Sent. 5,887

MEMBERSHIP

Voting 6,683
Contributing 9,257
Total *15,940

Donated to Local Chapters by the General Governing Board \$4,179.75

*Chapters with memberships exceeding 500 were: Milwaukee, 1,120; Chicago-Union Station, 905; Chicago- Fullerton Ave., 809; Aberdeen, S. D., 640; Minneapolis, 586; and Bensenville, 566. Aberdeen Chapter had the largest increase over 1956—260 members.

J. A. Deppe

J. A. DEPPE, who was superintendent of the car department at Milwaukee Shops when he retired in 1953, passed away at his home in Milwaukee Apr. 6. Funeral services were conducted there at Holy Cross Church. He is survived by his widow and two daughters.

"Joe" Deppe was born within a few blocks of Milwaukee Shops and at the age of 13 started his 51 years of service there. From helper in the car department stores he worked up through the ranks in the capacities of wheel inspector, repair track checker and chief clerk. He was appointed assistant master car builder in 1920 and promoted to superintendent of the department in 1937.

From 1929 to 1937 Mr. Deppe had served on the Loading Rules Committee of the Mechanical Division of the A.A. R., and as chairman of the Arbitration Committee from 1949 until he retired. He was a former president of the Car Department Officers Association and a vice president of the Western Railway Club.

Foerster, Frank J.	Pipe Fitter	Milwaukee, Wis.
Fowler, John W.	Lumberman	" "
Gastel, Hugo C.	Yard Clerk	" "
Gavin, Albert E.	Machinist	" "
Geigler, Carl J.	Carman	" "
Hagen, Alfred M.		" "
Dist. Master Mechanic		" "
Hanseder, Joseph J.	Steamfitter	" "
Hawpert, Joseph	Painter	" "
Kirsanoff, John	Laborer	" "
Kolasinski, Eugene J.	Leverman	" "
Koper, John F.	B.M. Helper	" "
Kornfehl, Edward W.	Welder	" "
Matt, John	Ex. Gang Laborer	" "
Matusiak, Stanley	Welder	" "
McKenzie, William L.	Counterman	" "
Mlinor, Steve	B.M. Helper	" "
Nicolai, Robert F.	Carman	" "
Ott, Walter J.	Electrician Helper	" "
Pennoyer, Vern I.	Electrician	" "
Preske, Andrew A.	Painter	" "
Puschig, Frank	Trucksmith	" "
Rosenthal, Walter M.	Upholsterer	" "
Schaller, William	Check Clerk	" "
Stark, Walter E.	Clerk	" "
Steffan, John	Cabinet Maker	" "

Rocky Mountain Division

Belknap, Homer W.	Ex. Gang Laborer	St. Maries, Ida.
Brasch, Edwin W.	Loco Engr.	Three Forks, Mont.
Chimenti, Paul	Sec. Foreman	Rosalia, Wash.
Christie, Earl M.		
Train Baggage man		Deer Lodge, Mont.
Cunningham, Richard		
B&B Carpenter		St. Maries, Ida.
Fike, Giles R.	Ex. Gang Laborer	Spokane, Wash.
Mally, Peter A.	B&B Carpenter	Spokane, Wash.
Martin, Ben W.	Ex. Gang Laborer	Fernwood, Ida.
Pitts, Charles P.	B&B Carpenter	Missoula, Mont.
Schulz, Albert C.	Laborer	Harlowton, Mont.
Westling, Phillip L.	Conductor	Spokane, Wash.

Terre Haute Division

Grimm, Samuel	Switchman	Faithorn, Ill.
Hadden, Ozra S.	Conductor	Terre Haute, Ind.
Keltz, Collett	Mach Helper	W. Clinton, Ind.
Pearce, Richard V.	Stower	Terre Haute, Ind.
Reed, Benjamin L.	Loco Fireman	Terre Haute, Ind.

Trans-Missouri Division

Aberle, Peter, Sr.	Sec. Laborer	Mobridge, S.D.
Anderson, Ann	Steno-Clerk	Miles City, Mont.
Andreoff, Evan	Hostler Helper	Marmarth, N.D.
Connaughton, Martin W.		
Eng. Watchman		Lemmon, S.D.
Eastwood, Robert J.	Sec. Laborer	Bluffport, Mont.
Farris, Loyd	Sec. Laborer	Terry, Mont.
Meier, Albert	B&B Carpenter	Mobridge, S.D.
Petri, Martin	Helper	Miles City, Mont.
Sarrf, Glen E.	Loco Engr.	" "
Shipley, Henry	Loco Engr.	" "
Sieler, Ted	Sec. Laborer	Mobridge, S.D.
Taylor, Ruel W.	Stockman	Miles City, Mont.
Wandler, Paul	Sec. Laborer	New England, N.D.

Twin City Terminals

Allmon, John M.	Welder	Minneapolis, Minn.
Asplin, Harry W.	Carman Helper	" "
Atkinson, Joseph R.		" "
Steam Fitter Helper		" "
Bosquez, Concepcion	Laborer	" "
Dahlin, Arthur W.	Carman	" "
Dircz, Martin	Carman Helper	" "
Gehrig, Paul P.	Gen. Agent	Duluth, Minn.
Giller, Anthony M.	Carman	St. Paul, Minn.
Hazen, Charles W.		
Ex. Gang Laborer		St. Paul, Minn.
Hogenson, Ingvold S.		
General Foreman		Minneapolis, Minn.
Johnson, David G.		" "
Ex. Gang Laborer		" "
Johnson, Gustaf A.	Inspector	" "
Kingstedt, Gilbert A.		
Mail & Frt. Handler		St. Paul, Minn.
Ladd, Sherman A.	Helper	Minneapolis, Minn.
Medjo, Ole	Carman	Minneapolis, Minn.
Morgan, Arthur L.	Conductor	St. Paul, Minn.
Nelson, Einar	Carman	Minneapolis, Minn.
Olson, Wilhelm B.	Carman Helper	" "
Orr, Roland S.	Baggage Clerk	" "
Quinn, Clyde H.	Switchman	" "
Rubin, Samuel	Carman	" "
Smith, Fred S.	Carman	" "
Swift, Hugh J.	Machinist	" "
Wesoloski, Bill		" "
Ex. Gang Laborer		" "
Wirth, Alvin W. S.	Iron Driver	" "
Yoda, Daniel F.		" "
Ex. Gang Laborer		" "
Zeska, Joseph O.	Ex. Gang Laborer	St. Paul, Minn.

The following employes were among those reported as retiring during January and February but were omitted from the listing in the March-April issue of the Magazine

Twin City Terminals

Brossard, Jean L.	Master Mechanic	Minneapolis, Minn.
Butler, William	Janitor	" "
Carlson, Floyd L.	Signalman	St. Paul, Minn.
Carlson, John G.	Carman	Minneapolis, Minn.
Carlson, Theodore G.		" "
Airbrake Man		" "
Cohen, Louis I.	Checker	" "
Deml, Ludwig	Blacksmith Helper	" "
Doane, Edward J.	Laborer	" "
Halstad, Odell	Stower	" "
Hartley, James	Asst. Foreman	" "
Johnson, Anton	Carman	" "
Johnson, Carl E.	Cutter	" "
Jordan, James H.	Crossingman	" "
Jurdyga, John	Inspector	" "
Kirtz, Daniel B.	Ex. Gang Laborer	" "
Larson, Leonard O.		" "
Pipefitter Helper		" "
LeMaitre, Joseph R.		" "
M&B Foreman		" "
Osborn, Harry D.		" "
Ex. Gang Laborer		" "
Perillo, Julius		" "
Asst. Genl. Foreman		" "
Peterson, Fred A.		" "
Asst. Foreman		St. Paul, Minn.
Prescott, Clarence F.		
Instrumentman		Minneapolis, Minn.
Rogentine, Joseph C.		
Trucker-Mail		St. Paul, Minn.
Rundgren, Ivar E.	Carman	" "
Thornhill, Archie C.		" "
Truck Driver		Minneapolis, Minn.
Weber, Peter	Carman	" "
Wetterberg, Adolph E.		" "
Mach. Operator		" "

Ray Webb

RAY WEBB, who retired in 1944 as general adjuster with headquarters in Chicago, died in St. Petersburg, Fla., Mar. 28. In recent years he had been wintering in Florida and making his retirement home in McGregor, Ia.

Mr. Webb was born in McGregor on Aug. 10, 1874 and became interested in the law while working as a clerk in the courts of Clayton County. Upon graduating from the law school of the University of South Dakota in 1909 he joined a law firm in Aberdeen, S. D., but severed the connection in 1911 to become a claim adjuster for the Road with headquarters in Missoula, Mont. In 1924 he was appointed general adjuster for Lines West at Seattle, and in 1937 was promoted to general adjuster for the entire road in Chicago. An active Mason, he was honored in 1955 for 50 years of membership in the McGregor lodge.

Mr. Webb's funeral services were conducted in St. Petersburg, and graveside services were held in McGregor on May 10. He is survived by a sister, Gertrude Webb.



(Answers on page 42)

1. The oldest railroad brotherhood was originally known as the Brotherhood of the Footboard. What is its present name?
2. Is *Traffic World* a daily, a weekly or a monthly periodical?
3. What member of the train crew is responsible for seeing that a train starting on its run is equipped with proper tools and sufficient supplies—the conductor, the engineman or the brakeman?
4. Is it permissible for a railroad to transport dynamite or other high explosives in trains which carry passengers?
5. How much do the railroads pay out in a year in wages, on the average, based on 1957 statistics—\$2 billion, \$3 billion, \$4 billion or \$5 billion?
6. About how many miles of railway track are there in the United States—190,000, 290,000 or 390,000?
7. Did the Class I railroads as a group earn 3 per cent, 5 per cent or 7 per cent on their investment in 1957?

Agent Willard Peterson Wins Toastmasters Contest



W. K. Peterson

Willard K. Peterson, until recently agent at Aberdeen, S.D., recently won top honors in a speech contest sponsored by Toastmasters International and held at Huron, S.D. He competed against three contestants,

the four men having qualified for the competition through elimination rounds in their local areas which, together, embraced all of northeastern South Dakota. Mr. Peterson had won out in two such tourneys held by his own club in Aberdeen. The subject of his Huron talk, assigned only 12 hours before he took the platform, was "Education in the Atomic Age." He later won an honorable mention in the statewide competition with an address entitled "Slow Down and Live", which had been assigned only four hours in advance.

Mr. Peterson has since been appointed assistant agent in charge of machine accounting at Galewood station in Chicago, as announced in the appointment section of this issue.

He enjoys public speaking and has been a member of Toastmasters for about a year and a half. He was a train auditor for eight years before being assigned as agent at Mason City. After a short while there he was transferred to Aberdeen, where he had been since last September. He is the father of four boys.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Nearly a million and a half cold storage daffodils went into the floats for the 25th annual Puyallup Valley Daffodil Festival Apr. 12. Ideal weather brought out crowds estimated as high as 250,000 to view the floral parade. In addition to spectators who lined the streets in Tacoma thousands watched the colorful procession on television. This daffodil extravaganza is really a feast for the eyes.

We were saddened by the death of Wayne Reed Jr. in a plane crash at McChord Field Apr. 14. Mr. Reed, 37, was a dispatcher for the Road in Tacoma and a captain in the Air Force Reserve on a training assignment with Headquarters of the 25th Air Division.

He is survived by his wife, a daughter, and parents, in Hastings, Neb. He was a member of Affi Temple of the Shrine here and the Masonic lodge in Hastings.

G. S. Bell, former time reviser in Tacoma, underwent major surgery Apr. 11. At this writing he is recuperating at the home of his sister in Seattle.

George Jurich, who was in military service in Europe for two years, has returned to position 403 in the yard office.

Neil C. Grogan, chief dispatcher who retired Feb. 8, is still in the hospital at this writing.

Judith Hansen, daughter of Superintendent J. T. Hansen, became the bride of William H. Fritz of Cathlamet, Wash., on May 10 in a ceremony in the Immanuel Presbyterian Church, Tacoma. While still a university journalism student, Miss Hansen wrote a by-lined article for this Magazine in 1953 on the subject of Milwaukee Road operations in connection with Alaskan barge-line service. She is at present a society section reporter on the Tacoma News Tribune. Her husband is doing graduate work in geology at the University of Washington in Seattle, where the couple will later make their home.

IN APPRECIATION for supporting its membership drive, Aberdeen (S.D.) Chapter of the Women's Club recently entertained the railroad family at a buffet supper and card party. Mrs. John Seiler was social chairman. The card-playing foursome in the foreground below consists of, from left to right, Mr. and Mrs. Gus Rue-land and Mr. and Mrs. C. H. Platenberger. Also in the limelight is Christ Wahl, who, as the oldest man present, is pictured being presented with a prize by Mrs. Ray Ellsworth Jr., chapter president.



Off Line Offices

WASHINGTON, D. C.

Ray L. Ashe, traffic representative in Washington, has been appointed by the Washington Passenger Association to its health and welfare committee. The association, which has been in existence since 1913, originally included only railroad passenger people, but has since been expanded to include all who deal in passenger transportation, as well as government representatives and commercial organizations which handle passenger traffic. In addition to social functions, the association sponsors an annual Christmas party for underprivileged children. Mr. Ashe has been with the Road's Washington office since 1948.

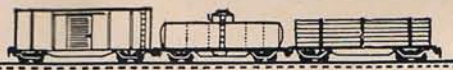
H & D Division

EAST END

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

Harold and Les Natzel of the Montevideo yard force have "graduated" from the welding course offered by the Montevideo High School. At the present they are kibitzing while their brother,





APRIL 1958 compared with APRIL 1957

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in April 1958 over April 1957	NUMBER OF CARLOADS			
		APRIL		INCREASE	
		1958	1957	1958 over 1957	% of increase
3.0%	Meat and Packing House Prod.	3,342	3,307	+ 35	+ 1.1%
1.7	Cement, Lime, Plaster and Stucco	2,306	1,977	+ 329	+16.6
.7	Livestock	1,282	1,261	+ 21	+ 1.7
5.4%		6,930	6,545	+385	+ 5.9%
	loading of these commodities DECREASED in April 1958 under April 1957	FEBRUARY			
				DECREASE	
		1958	1957	1958 under 1957	% of decrease
15.1	Grain and Soy Beans.....	7,506	8,568	-1,062	-12.4%
12.5	Forest Products (Excl. Logs & Pulpwood).....	7,953	9,466	-1,513	-16.0
7.6	Iron and Steel.....	3,340	7,058	-3,718	-52.7
5.2	Coal and Coke.....	6,526	8,905	-2,379	-26.7
3.2	Agri. Impl., Machinery, Parts	2,475	2,693	- 218	- 8.1
2.9	Automobiles and Parts.....	2,410	2,908	- 498	-17.1
2.8	Oil and Gasoline.....	3,122	3,794	- 672	-17.7
2.7	Forwarder Traffic.....	2,715	3,196	- 481	-15.1
2.6	Merchandise.....	6,021	6,888	- 867	-12.6
2.4	All Other Products of Mines	1,136	1,330	- 194	-14.6
2.3	Liquors, Malt.....	1,771	2,857	-1,086	-38.0
2.2	Gravel, Sand and Stone....	4,643	4,835	- 192	- 4.0
2.0	Grain Products.....	4,122	4,285	- 163	- 3.8
1.5	All Other Animals & Prod..	971	976	- 5	- .5
1.3	Fruits & Vegetables (Fresh)	1,965	1,980	- 15	- .8
1.3	All Other Prod. of Agri....	1,423	1,423	0	0
1.3	Logs and Pulpwood.....	4,145	4,895	- 750	-15.3
25.7	All Other Mfgs. & Miscel..	23,000	24,447	-1,447	- 5.9
94.6%		85,244	100,504	-15,260	-15.2%
100.0%	Total	92,174	107,049	-14,875	-13.9%

the Menominee River, Henry Shannon, A.D.G.C.F., called the local fire department rescue squad. His action received newspaper publicity.

Sidelights: Joe Kies, pigeon fancier, has been flying pigeons for the past 25 years and has received several awards. Joe Steele, E. Anderson and Bill Gallup are looking for a foursome in their rounds of golf. Gerry Goebel has signed up to play week end Class C baseball in central Wisconsin this summer. When he's not pitching, he's catching. Charles Pikalek attends night school for motor tuning. W. Donner is an auxiliary policeman in Watertown, Wis.

Erv Becker, warrant officer in the Army Reserve R.R. battalion, recently attended a reunion of buddies in his old Ordinance Division, in Chicago.

STORE DEPARTMENT

Herman G. Runge, a former storekeeper at the West Milwaukee shops who became a nationally known authority on Great Lakes shipping, died Mar. 15 at the Suburban Convalescent Home in West Allis. Never a seaman himself, Mr. Runge became fascinated with the Great Lakes ports as a young man. He was born in Cedarburg, Wis., in 1875 and started his maritime hobby in 1889, after moving to Milwaukee, where he joined the stores department in 1903. He retired in 1933 to devote full time to his hobby. In the two-story home which housed his collection he kept records of more than 85,000 ships and some 15,000 photographs of lake vessels. The bureau of navigation of the Department of Commerce frequently consulted him for shipping data. A bachelor, he is survived by one sister, Mrs. Hattie Nixon of Chicago.

Madison Division

SECOND DISTRICT

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

Bill Clerk George Cholke's mother passed away at her home Apr. 18. She was born Jan. 1, 1869 in Germany and came to Rockford from Chicago in 1908. Funeral services were held in St. James Cathedral. Surviving are four sons, two daughters, nine grandchildren and thirteen great-grandchildren.

Retired Conductor Chris F. Hoogland passed away Apr. 23. Chris was born Feb. 26, 1897 in Beloit, and had been a conductor on the Milwaukee for 38 years. He was a veteran of overseas duty with the 32nd Division in World War I and a member of the Beloit American Legion, Commandry 6, Beloit Council, Phoenix Chapter 215, OES, the Brotherhood of Railroad Trainmen, and the railroad Veterans organization. Funeral services were held in the Rosman-Uehling-Kinzer Chapel, with the

Roadmaster "Edsel" LeVere Natzel, is building a car for his youngest son, Bob. Week ends there is much activity in the Natzel garage.

Death has claimed four of our retired men, Engineer George Hilstad, who had been living in Clarksville, Ark., Engineers Ross Spaulding and John Snyder of Minneapolis, and Carman Adolph Tweder of Minneapolis.

It was a mighty friendly gesture on the part of the village of Hector, Minn., when on the night of Mar. 31 about 100 citizens turned out to stage a farewell party for train No. 5, which was making its last run that evening. During some speeches by the mayor and townspeople, everybody had a sandwich and a round of coffee, and when the mail, baggage and express had been loaded, the crew departed with their train and a nice warm feeling inside.

Gordon Bentson, who joined the railroad family as a brakeman in 1956, scored high in a recent Navy aptitude test and was chosen for officer training.

Back in Ottumwa, Ia., some years ago, two little boys lived across the street from each other. As often happens in railroad families, they were separated at the age of six when they moved to other towns. Recently District Master Mechanic Wheeler Gage of Minneapolis walked into the Montevideo yard office and there was introduced to Yardman Harold Stuber, and so the friends from Ottumwa were reunited after a long separation.

Milwaukee Shops

DAVIES YARD

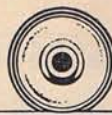
A. M. Russert, Correspondent

Sympathy was extended to Thomas Sobolik, whose father passed away Apr. 7.

Mill man in the new building at Davies Yard is A. Waldera.

At this writing, the men here had chalked up nearly 700 days without a reportable injury. Concerned for the safety of several youngsters playing in

here's how we're doing



L & R Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

	MARCH		THREE MONTHS	
	1958	1957	1958	1957
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$18,602,536	\$20,792,163	\$56,321,499	\$60,077,079
PAID OUT IN WAGES	9,435,819	9,913,780	28,958,634	29,975,256
PER DOLLAR RECEIVED (cents)	50.7	47.7	51.4	49.9
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	661,509	691,073	2,042,705	2,105,730
PER DOLLAR RECEIVED (cents)	3.6	3.3	3.6	3.5
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	9,113,022	9,456,299	27,160,836	27,861,925
PER DOLLAR RECEIVED (cents)	49.0	45.5	48.2	46.4
NET INCOME		\$731,011		\$134,168
NET LOSS	\$607,814		\$1,840,676	
CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	95,042	111,111	287,060	318,182
Decrease 1958 under 1957..	-16,069		-31,122	

At La Crosse, Erick Erickson, who was chief clerk in the superintendent's office before he retired, was elected supervisor of his home ward, the 20th, in a special election Apr. 1. He defeated his opponent 240 to 190. The two candidates topped a field of four in a Mar. 4 primary. Mr. Erickson will succeed the late Henry Molledahl on the county board.



Erick Erickson
(La Crosse Tribune photo)

Max Mitchell, retired locomotive engineer, 74, passed away Mar. 7 at Portage after a short illness. He was a veteran of 41 years' service. Surviving are his wife, and three brothers, Frank of Moorehead, Minn., Harry, Whitewater, and Joseph, Chicago. Burial was in St. Mary's Cemetery, Portage.

Frank Bolgrin, 84, passed away Mar. 25 at Portage after a short illness. He had been night baggageman at Portage before retiring when he was 65. Surviving are his wife, two daughters, one son, 11 grandchildren, 10 great-grandchildren, and one great-great-grandchild. Burial was in Oak Grove Cemetery, Portage.

Everybody was glad to see the geese come back. At this writing the river is lined with fishermen looking for the elusive walleyes. The sport show in Mil-

pastor of Our Saviour Lutheran church officiating. Burial was in Beloit. Surviving is his wife, a son, Yardmaster Russell of Rockford, two grandchildren, and a brother, Harry.

FIRST DISTRICT

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

Frank R. King, who recently retired from the engineering department at Madison, died Mar. 23. Mr. King was born Nov. 5, 1886 in Baltimore, and started his railroad career as an instrumentman for the Oregon short line of the U.P. in 1907. In 1917 he came to the Milwaukee Road engineering department and remained until he retired early this year, except for a short leave in 1929-1930 to serve as general manager of the J. C. King Milling Co. in Washington, D. C. He is survived by his widow, three children and several grandchildren.

Frank H. Holmes, agent at Milton, Wis., died Mar. 30 after a brief illness. Mr. Holmes had just celebrated his 50th anniversary with the Road in January. Active in community affairs, he was a director of the Bank of Milton for 22 years and was serving his second term as president. He was born in Poplar Grove, Ill., entered railroad work at 15

as a crew caller for the CRIP. Later he learned telegraphy and was with the NP for a short while before coming to the Milwaukee in 1908. He had been agent at Milton since 1918. Surviving are his wife, two children and several grandchildren.

"MEET MY HUSBAND — HE'S A BRAKEMAN ON A SPEEDY TIMKEN ROLLER FREIGHT!"

(Advertisement)

GOLD AND SILVER PASSES AWARDED

Gold - 50-Year - Passes

Blackman, M. K., agent..... Moravia, Ia.
 Byington, P. E., loco. engineer... Miles City, Mont.
 Carlin, E. J., loco. engineer..... Sioux City, Ia.
 Cook, Patrick, loco. engineer..... St. Paul, Minn.
 Fiebelkorn, W. C., chief clerk... Beaver Dam, Wis.
 Finnegan, S. A., agent..... Owatonna, Minn.
 Kohler, Joseph, boilermaker..... Milwaukee, Wis.
 Larson, Seth, loco. engineer..... Chicago, Ill.

Mulligan, H. J., conductor..... Milwaukee, Wis.
 Mulvanny, Frank, machine hand... Milwaukee, Wis.
 Quick, James, machinist..... Milwaukee, Wis.
 Rehms, A. T., loco. engineer..... Marquette, Ia.
 Stern, G. A., loco. engineer... Forest Lake, Minn.
 Tessman, F. C., switchman..... Portage, Wis.
 Wielecki, F. J., sec. foreman..... Hastings, Minn.

Silver - 45-Year - Passes

Belond, H., AAR inspector..... Milwaukee, Wis.
 Brasch, E. W., retired loco.
 engineer..... Three Forks, Mont.
 Breckenridge, W. E., switchman... Milwaukee, Wis.
 Faulkner, F. E., switchman..... Milwaukee, Wis.
 Foerster, F., steamfitter..... Milwaukee, Wis.
 Galvin, F. E., chief carpenter... Terre Haute, Ind.
 Goudge, H. H., train baggageman... Spokane, Wash.
 Hansen, L. A., loco. engineer... Green Bay, Wis.
 Hasler, I. L., foreman..... Sioux City, Ia.
 Hayes, J. E., traveling TF&PA... Pittsburgh, Pa.
 Henderson, W. W., master mechanic... Savannah, Ill.
 Howard, J. P., retired switchman... Milwaukee, Wis.
 Huben, J. W., agent..... Milbank, S. D.
 Huberty, A. H., conductor..... Minneapolis, Minn.
 Jarzembowicz, H., air brakeman... Milwaukee, Wis.
 Jenkins, H. H., conductor..... Three Forks, Mont.
 Jiran, F. J., signal maintainer... Groton, S. D.
 Jorgenson, D. C., agent..... Chester, Ia.
 Korlicki, J., carman..... Milwaukee, Wis.
 Leveque, L. J., loco. engineer... Lewistown, Mont.
 Liegeois, F., conductor..... Tacoma, Wash.
 Linderman, G. C., retired engineer... Bensenville, Ill.
 Littleton, E. M., machinist..... Milwaukee, Wis.
 Mackreth, C. F., bookkeeper..... Chicago, Ill.
 Martinson, E., conductor..... Ortonville, Minn.

Matusiak, S., welder..... Milwaukee, Wis.
 McKenzie, W. L., counterman... West Allis, Wis.
 Moeller, O., material man..... Milwaukee, Wis.
 Mueller, H. G., review clerk... Glenview, Ill.
 Mulvanny, G. T., machinist... West Allis, Wis.
 Nelson, O., conductor..... Dubuque, Ia.
 Newhouse, R. K., brakeman... Minneapolis, Minn.
 Peterman, A. A., train
 baggageman..... West St. Paul, Minn.
 Potter, R., stenographer..... Mason City, Ia.
 Pronold, E. B., conductor..... Geneseo, Wis.
 Raffel, W. E., conductor..... Milwaukee, Wis.
 Raisch, J. F., loco. engineer... Rock Island, Ill.
 Rosenka, W. M., bureau head... Chicago, Ill.
 Sanders, M. G., car inspector... Aberdeen, S. D.
 Schiffman, A. G., loco.
 engineer..... Minneapolis, Minn.
 Sommers, C. W., loco. engineer... Green Bay, Wis.
 Stephens, G. G., chief substation
 operator..... St. Regis, Mont.
 Stern, W. J., review clerk... Chicago, Ill.
 Webster, E., boilermaker..... Chicago, Ill.
 Widney, C. F., loco engineer... Oak Park, Ill.
 Wilson, G., conductor..... Milwaukee, Wis.
 Winding, L. E., material
 inspector..... Milwaukee, Wis.

waukee showed a lot of new gimmicks for fishing, but I'll stick to the old angle-worm as the best all around bait. Portage and Horicon are noted for their geese concentration in the spring and fall. It is a beautiful sight to see a flock of a thousand or more feeding on a sandbar and taking off when some fisherman scares them.

THIRD DISTRICT

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

Furloughed Brakeman John Akey, now in the Navy, visited recently with his parents, Conductor and Mrs. C. J. Akey, in Wausau. Upon completing his leave he was assigned to New London, Conn., to train for submarine service.

Engineer J. H. O'Brien has received word that his son, James T., a junior at Ohio Wesleyan university, has been named an undergraduate fellow in the department of economics and business. Starting next September, he will serve as an instructor. He has also been elected president of Phi Gam fraternity and delegate to its national convention in Boston in September.

Operator A. E. Berg, 46, who had been serving as relief agent at Wisconsin Rapids, became ill Apr. 29 and returned home where he died an hour later. Mr. Berg had worked as extra operator at various times since 1930. He also served as a city police officer at Wisconsin Rapids and as sheriff of Wood County for two terms. He returned to railroad service in February, 1957.

Virgil B. Dvorak, chief clerk to assistant superintendent at Wausau, transferred to the claim department in Milwaukee May 1.

Rocky Mountain Division

SPOKANE

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

Spokane Chapter of the Women's Club has adopted for its year's slogan, "Build Club Friendliness and Cooperation," and is carrying it out under the guidance of officers Mrs. Cecil Cantrel, president; Mrs. W. T. O'Reilly, first vice president; Mrs. G. H. Hill, second vice president; Mrs. Hal Lanning, recording secretary; Mrs. A. L. Titus, historian; Mrs. Ruth White, treasurer; and Mrs. N. B. Jones, musician. At the St. Patrick's Day meeting and luncheon, table decorations representing the terminals on this division were designed

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The Milwaukee Road Magazine

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for only \$1.00 per month

if you are under 39 inc. If older, the rate is \$1.50 a month

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**Your dependent
WIFE**

insured for \$1,000.00
at \$2.00 a month,
if under 39 inc.
40 to 60 inc. the rate is
\$2.50 a month
(over 60 see application)

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**Each dependent
CHILD**

insured for \$500.00
at 50c a month

★
**2 options on
retirement**

(after policy is in force three years)
(1) Continue paying premiums
and policy is continued at full
face value, or
(2) Authorize our Association
to continue in force and deduct
premium from face of policy on
death and pay balance to bene-
ficiary without interest or car-
rying charge.

- (a) On payroll deduction plan
- (b) No medical examination
- (c) No membership fees.—
Age on application determines rate
- (d) Policy can be continued
regardless of occupation change

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Please have the C.M.St.P.&P.R.R.Co. make the following premium deductions
each month: Please print.

Deduct \$.....per month for \$1000.00 policy.

Employee's Name.....
First Name Initial Last Name

Date of Birth.....

Soc. Sec. No..... Occupation.....

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

Home Address.....

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

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

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

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

★ ★ ★ ★ ★

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

First Name Age Date of Birth

.....

.....

.....

(If additional children add attachment)

Signature

Date

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SKOKIE, ILL.

by Mrs. Leonard Lore. Miniature engines of the "K" class and cars were used in the replicas. The annual picnic at Manito Park in Spokane will be held July 20. Other chapters are invited to attend.

B&B Foreman Louie Knight of Othello is the father of a boy, "Danny Joe," born in March.

On Apr. 10, at a retirement party held at the Phil Club in Post Falls, Ida., Conductor Phil J. Westling was presented with a brake club which had been sanded and varnished and inscribed with the names of his last crew. Phil will always cherish this memento.

Robert A. Dods, Union Station ticket agent, passed away Apr. 9, a victim of heart failure. He had been employed by the station since May 28, 1941. Surviving are his wife and two sons.

Retired Lineman Samuel J. Sybrant passed away Apr. 13 at St. Maries. Cremation followed services at Fairfield, Wash. Sam started with the Road on Feb. 9, 1909 and retired at Lewistown in March, 1949. He is survived by his wife Margaret in Plummer, Ida., and a brother.

EAST END

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

The third trick operator's job held by Robert Short has been abolished and he is working a swing job. Second trick hours were changed from 4 P.M. to 7 P.M. Operator Wiseman is holding the relief job at this writing.

The wife of brakeman Albert Peccia and daughter Sondra have returned from Seattle where Sondra underwent surgery.

Trouble Shooter Foreman Thomas E. Fairhurst has announced his candidacy on the Democratic ticket for the four-year unexpired term on the Railroad and Public Service Commission.

Engineer E. W. Brasch wound up his railroad service recently after 46 years with the Road. Mr. Brasch started as a machinist helper in the roundhouse at Deer Lodge on May 12, 1912, and hired as a locomotive fireman on Feb. 11, 1913. He was promoted to engineer on July 4, 1943.

I M & D Division

SANBORN-RAPID CITY

Florence Paullin, Correspondent
Roundhouse Clerk, Mitchell

Engineer E. Schimke passed away at Mitchell Hospital Mar. 31 after a long illness. Burial was in Graceland Cemetery, Mitchell.

Nellie McGrath, retired car department clerk at Mitchell, passed away in the Mitchell Hospital Mar. 19. Burial was in Calvary Cemetery, Mitchell.

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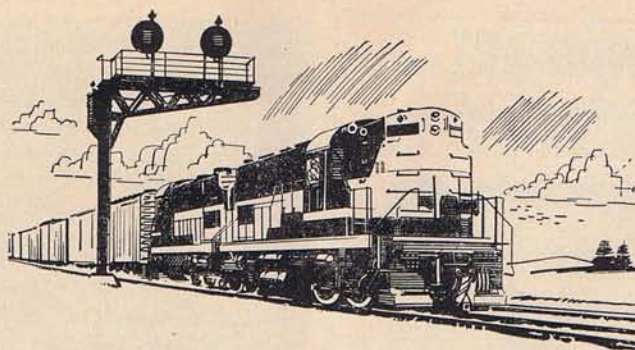
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FOR 47 YEARS, ONLY THE POTTERS.

Ruby Potter, ending her long employment with the Road at Mason City on Mar. 31, is pictured being presented with a wrist watch from fellow employes by Engineer Louis Walter, and a Silver Pass by Traveling Engineer R. R. Replogle. Her retirement brought to an end an unusual family record of 47 years as chief clerk to master mechanic—the first seven by her sister, Mrs. E. J. Sullivan, and by Miss Potter since 1918. She started her service at Minneapolis in 1913 and assumed the Mason City post when her sister left the Road to marry. (Mason City Globe-Gazette photo)



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Margaret Zard is relieving at Assistant Superintendent Dimmitt's office. Mrs. Ramona Fridel is on a leave.

A son, Brian Daniel, was born to Ramona and Leonard Fridel Mar. 6.

Word has been received at Mitchell of the death of Paul Hasslinger in Los Angeles Mar. 7. Paul was well known here, having worked for many years as yard clerk. He was the brother-in-law of Henry Schirmer, retired switch foreman.

Mrs. Asmus Peterson, wife of machinist helper at Mitchell, passed away at home on Mar. 7, after a long illness.

Retired Engineer J. W. Bukmeier passed away in a Sioux City hospital Mar. 17, of a heart attack. He was a veteran of World War I.

Darrell Tollefson and Dean Goetsch of the Mitchell roundhouse force left Apr. 29 for Milwaukee, where they will complete their machinist apprenticeships.

Joe Goetze, former yard clerk at Mitchell, has taken a position at Sheldon, Ia., and is moving his family there.

A picture of the dismantling of the Mitchell roundhouse, which appeared in the Mitchell Daily Republic on Apr. 3, showed DeWayne Weiland dismantling stalls 13 to 17.

MASON CITY AREA

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

Bill Woodhouse, who worked on the section at Mason City for Foreman J. A. Woonas during summer vacations and who is now a track star in his third year at Abilene Christian College in Abilene,

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MONTREAL

Tex., equalled two world marks in a track meet held there Apr. 12. The events he won were the 100-yard dash, in which he beat teammate Bobby Morrow, the Olympic champion, and the 220-yard dash. It was the third race he had won from Morrow this year. Bill belongs to a family of "railroaders." His father, Chester G. Woodhouse, is a switchman at Mason City for the C&NW; his grandfather, W. H. Woodhouse, is a retired Milwaukee Road station baggage-man at Mason City; an uncle, Donald W., is chief clerk to Superintendent Garelick in Milwaukee; and another uncle, William P., is in the city ticket office in Minneapolis. While on the track team of Mason City High School, Bill was given the nickname of "Rabbit Foot."

Sympathy was extended to K. S. Lambert, agent at Vernon, S. D., on the death of his mother Mar. 22, and of his father (as the result of a stroke) on Mar. 30. The couple had been married more than 61 years. The elder Mr. Lambert was a veteran I&D Division agent who started railroading in 1895. He had served as operator at Castalia, Monona and Postville, Ia., before going to Luana, Ia., where he retired in 1955, and where he had continued to make his home. In his 60 years of service he had never lost a day on account of illness. He is survived by a daughter, two sons and six grandchildren.

By the time this Magazine reaches the press we hope that Chris Serakos, perishable freight inspector, will be back on the job after two weeks in the hospital.

The mother of J. P. O'Neill, former chief clerk to DF&PA in Mason City and now city freight and passenger agent in Omaha, passed away recently.

James G. Love, retired conductor, and Mrs. Love returned recently to Mason City from McAllen, Tex., and immediately entered Park Hospital. Satisfactory progress is reported at this writing.

Harold Roark, father of Mason City

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Beloit, Wisconsin



HARMONIOUS. Vocal entertainment by "The D-Rails" is one reason for the good attendance at many meetings of Minneapolis Chapter of The Milwaukee Road Women's Club. The group, which is composed of employes whose wives are active in the club, includes from left: Al Neese, Bill Klar, Bloise Nelson, Dick Allard (rear), Wilmont Ray, Emil Baeyen, Earl Sandell, Tal Hughes, Jim Taylor, Henry Anderson and Norris Groth. Mr. Taylor, stationmaster at Minneapolis, is the director.

Operator Charles R. Roark and of M. W. Roark, general adjuster in Chicago, died suddenly at his home in Clear Lake Mar. 13. He was a member of the telegraphers union, having been with the Milwaukee for a number of years and also with the CGW. Surviving him are his wife, three sons, including Lt. James E. Roark of the Marine Corps at Camp Pendleton, and three grandsons.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

Funeral services for Switchman Edward D. Dawson were held in Minneapolis Mar. 10. Switchman Lester H. Evers, who worked on the same crew with him for a number of years and who is a member of the Apollo Club of Minneapolis, sang for the service.

The wisp of a beard which Mel Carter, St. Paul Union Depot red cap, culti-

vates just under his lower lip, has a purpose; "It's supposed to give you extra lip strength," says Mel, who is reputed to be the hottest trumpet in the Twin Cities. He plays with Ira Pettiford's band at the Minneapolis Key Club, but is booking his own band under the name of the "Mello Men." Mel developed his melodic lip while playing with the Mym Carter Children's Band, which his father led through many St. Paul Winter Carnival parades in years gone by.

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

Newest member of the St. Paul staff is Rodney Gust, who came from Minneapolis to replace Clerk Don Schaper who returned to Minneapolis after spending 17 months here.

Frank Hovey, ticket agent at the St. Paul Union Depot, was feted at a retirement dinner in the American Legion

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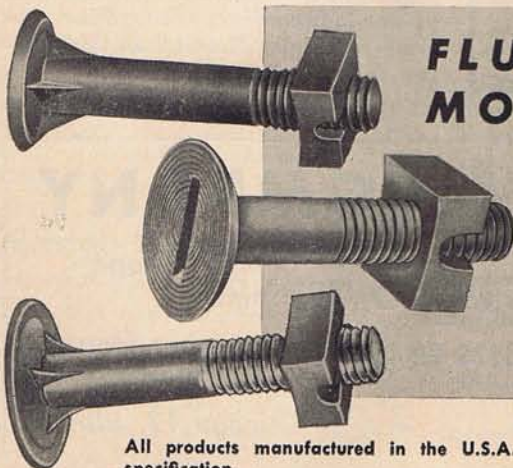


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Railway Division Depew, N. Y.

Hall May 5. Hilmer Larson, A.G.P.A. in Minneapolis, was toastmaster.

J. E. Griller, general passenger agent, St. Paul, reported that the excursion train which left St. Paul in April carried two cars of Y.W.C.A. members, who spent an interesting weekend sightseeing in Chicago.

On Apr. 19 the Minnesota Centennial train carrying Minnesota senators and representatives and historical data about the state, started on a trip to Winona. The train, which will tour Minnesota towns during the rest of the year, carried about 200 persons. They were met at the station by citizens wearing pioneer costumes, symbolical of the early pioneers who settled the city which was named for the Dakota Indian, We-nah.

J. E. Griller, general agent, passenger department, was elected vice president of the St. Paul Passenger Club at the annual election.

The L. D. (roundhouse) Andersons report the arrival of a daughter. Mr. Anderson is an electrician's helper.

TWIN CITIES CAR DEPARTMENT AND COACH YARD

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

Clarence Maybee of the store department, who vacationed through the western states for a month, transferred to the St. Paul store department upon his return.

Cathy Munson (nee Bolin) of the Minneapolis store department, who was furloughed, worked as relief stenographer for several weeks.

Larry Hubert was on Naval Reserve training duty for two weeks, starting May 3.

Several furloughed carmen of Minneapolis Shops have retired: Einar Nelson of Light Repair on Apr. 1; Gustaf A. Johnson, car inspector at Bass Lake Yard, on Apr. 1, following 40 years' service; and Helper Harry Asplin of light repair yard, also with more than 40 years' service, Apr. 1.

Retired Lead Carman John Jurdyga, of the Minneapolis coach yard is recovering in Asbury Hospital at this writing, following transfusions.



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AROUND THE WORLD travels were in the offing as Dorothy Siegel of the auditor of expenditure's office in Chicago was congratulated on her retirement Mar. 12 by U. F. Budzien, assistant auditor of expenditure (left), and Michael Schlee, bureau head. Four days later, boarding the U.S.S. Monroe, she began a leisurely world tour that included a stop in Israel to attend the dedication of the David Siegel Building, an education center named for her late brother.

Assistant Foreman Anton J. Demmers of the St. Paul repair track, who recently underwent surgery, is recuperating at home.

The Minneapolis air brake shops and forces were transferred to the St. Paul repair track Apr. 14.

Henry Gerken of the Minneapolis store department is now working at Milwaukee Shops, Wis.

Adolph Tweder, retired car shop and wrecking foreman, passed away Mar. 12 at age 79, at his Minneapolis home. Burial was in Montevideo, Minn.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

The commercial office reports receiving a card from Paul Gehrig, retired general agent, Duluth, now on a tour of Europe.

Milt Kutz and George Keenan both report additions to their families—Mary Beth Kutz and Terrance Patrick Keenan.

Sympathy was extended to Elizabeth Hessburg on the death of her mother, and to John Olson on the death of his father.

Chicago General Offices

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Sympathy was extended to Helen Klackecki, of the supervisor of machine accounting office, on the death of her father, to Traveling Accountant Charles J. Kleeman on the death of his father, and

to Stephen Krumpack, of the bill and voucher bureau, on the death of his brother Joseph.

The office was saddened by the news of the death of Ruth Rundle, formerly of the train and engine timekeeping bureau. She retired in 1953 and had been living in Great Falls, Mont.

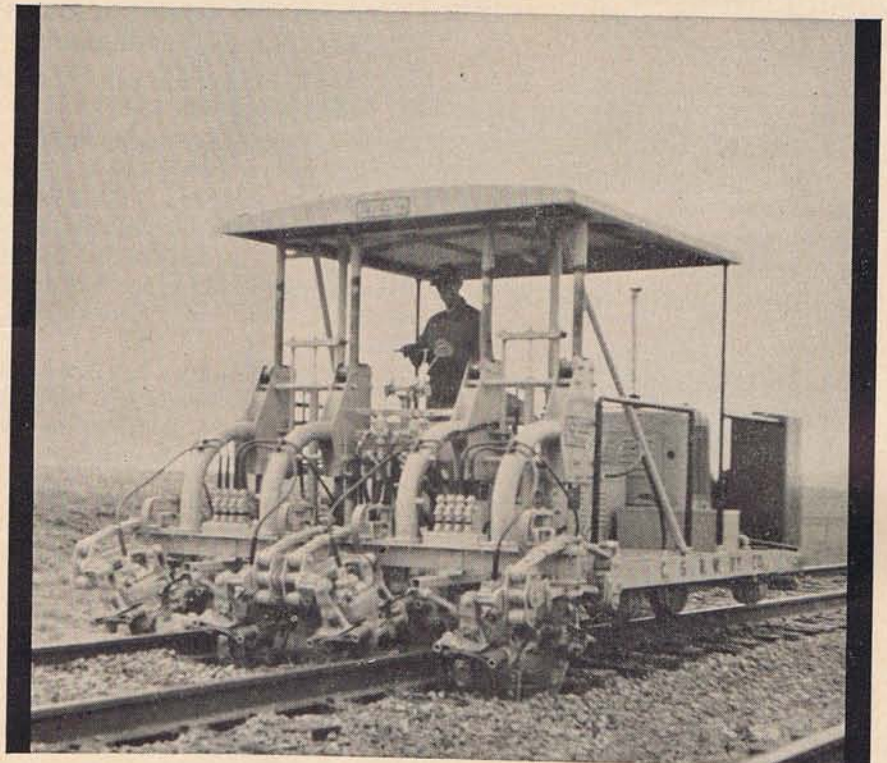
became Mrs. Wayne Parker Apr. 12 at Ingleside Methodist Church. The Parkers are now "at home" in Glenview.

Victor H. Olson of the shop timekeeping bureau is on military leave, serving with the Army.

Jill Zimmer of the train and engine timekeeping bureau received an engage-

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L U D I N G T O N , M I C H I G A N

Traveling Time Inspector S. J. Farley's daughter Rosemary presented him with his eighth grandchild, Susan Loreta, on Mar. 29; the score, five boys and three girls.

Kenneth Welch, of the bookkeeping bureau, and Michael Paull, of the A.F.E. bureau, are celebrating the arrival of their new sons, Allan Gene Welch and Michael Kevin Paull.

Gayle Gross, of the computing bureau,

ment ring on St. Patrick's Day. She is planning an October wedding.

Grace Grall, returning from a Las Vegas vacation reported that television star Desi Arnaz was on the train and that he made the trip fun for all the passengers.

On Apr. 30 Traveling Accountant Hilmer O. Johnson retired, after 47 years of service. Hilmer began in 1911 as a fuel clerk in the auditor of material ac-



counts' office, and in 1916 became bureau head of the rail and tie department, where he served until May, 1918 when he entered the Army. In August, 1919 he returned to the railroad in the auditor of expenditure's office, in which he has served as head of the payroll, bookkeeping, and bill & voucher bureaus, special accountant and traveling accountant. He and his brother Stanley, recently appointed a member of the Committee on Methods and Research, have a combined total of 79 years of service with the Road.

AUDITOR OF EQUIPMENT ACCOUNTS

Martha Courtwright, Correspondent

Chuck Krawczyk announced the birth of Robert Charles on Mar. 23.

Joan Stark of Keypunch left Mar. 28 to await a blessed event.

Deloria Wanat, also of the Keypunch room, became Mrs. Leo Schaffer Apr. 5.

Sympathy was extended to Veronica Wray on the death of her brother, and to Grace Rosier on the death of her sister.

With deep regret we report the death of Laura Wojciehowski, who suffered a heart attack Apr. 1. She was employed in the foreign car record bureau as mileage clerk.



FOR STARS AND STRIPES. A picture for the home folks shows Pfc. Ronald W. Eales, son of George Eales of the auditor of expenditure's force, Chicago, serving with the Eighth Army at Camp Kaiser in Korea. Private Eales is a correspondent for the 7th Infantry Division's "Bayonet", and also writes for "Stars and Stripes".

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

The Milwaukee Road softball team, under the leadership of Norbert F. Bondi, president, and John J. Jennings, treasurer, both of this office, and comprised of 16 other young men in the Fullerton Avenue building, has registered with the Industrial League, Hamlin Park District, for 1958. The team won the third place trophy in 1957, and expects to top that record this year. Support of Milwaukee Road employes is solicited in attending the games. The first game was scheduled for May 13 and each Tuesday thereafter at Hamlin park, Wellington and Damen Avenues; starting time, 5:30 P.M.

Charles L. Schiffer, traveling auditor, has been appointed chief traveling auditor, versus Francis H. Joynt who was recently promoted.

Frank F. Glasbrenner, Frank Seiser Jr. and Ronald E. Zillner have returned to work after six months of military service.

Carolyn Mackreth reports an enjoyable vacation on a West Indies cruise.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Dennis Syverson and Elmer Dancy became bridegrooms in April.

Hattie Kozen has been hospitalized, due to an auto accident. Bessie Waldman, Rheinhardt Kopplin and Jim Reznor are also hospitalized at this writing.

Jim Dietz announced the birth of a daughter, Pamela, on Apr. 15.

New to our department are Barton Brown and Gerald Emmons.

Americo Cristiani left us recently to join his father in business; Tom Kelly for duty in the Marine Corps.

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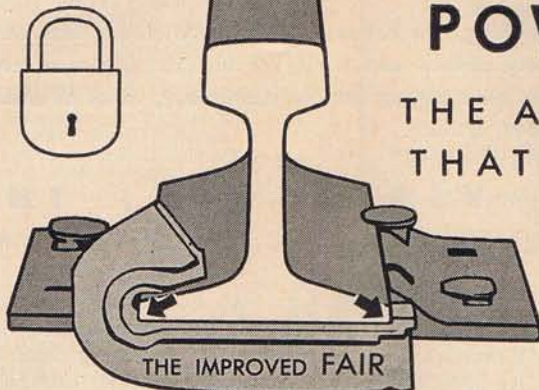
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George Gage Smith

NAVY COMMANDER GEORGE G. SMITH, 38, was killed May 4 in the takeoff crash of a light military plane near Albuquerque, N.M. He was the only son of Granger Smith of Elgin, Ill., recently retired superintendent of transportation-passenger.

Commander Smith was a student at Coe College when he enlisted in the Navy during World War II. As the pilot of a dive bomber, he fought throughout the war in the Pacific Theater, for which he was awarded the Distinguished Flying Cross, several Gold Stars and other major citations. While in the Pacific, he acted in the official Navy film, "The Fighting Lady", and more recently in flight scenes for the leading male role in the motion picture, "The Bridges at Toko-Ri". At the time of his death he was stationed at Sandia Air Base.

Funeral services were held at the base chapel in Albuquerque and burial was in San Francisco in Golden Gate Bridge National Cemetery. In addition to his father and mother, he is survived by his wife, Elizabeth Juhan Smith, and his young son, Jeffrey.

OFFICE OF FREIGHT AUDITOR

Norman R. Hendrickson, Correspondent

Bob Hance of the accounting machine bureau will be on an indefinite leave of absence while recovering from an operation.

Geri Budnick of Key punch and Coding and Frank Krupa were wed May 2, and honeymooned for two weeks in New York. Dolores Niebow left work in April to await the arrival of her first child. In the same bureau, three couples became proud parents. Maureen Rotondo and her husband Frank welcomed a girl, "Linda Jean." Helen Barth and her husband Ray were blessed with a boy whom they named "Richard Raymond." Beverly Paull and her husband Michael now have their first son, "Michael Kevin."

Theresa Bulter of Waybill Filing and Ambrose Kelly were married Apr. 19 in St. Ita's Church.

Wilma Todd, an employe for more than seven years, passed away in April.

Frank Corcoran terminated more than 40 years of railroad service with his retirement May 2.

Harry Falknor Jr. left the company in April for Army basic training at Fort Leonard Wood, Mo.

Walter Fendt of the switching bureau became a grandfather for the third time with the birth of a boy to his daughter Carol Ann; baby's name, "Michael Allen Nixon."

Charley C. Tarkowski, who had re-

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tired from our review bureau, passed away Apr. 13. He entered the service of the company in 1919 and had served continuously until November, 1954.

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

The engineering department stork is a busy bird again. This time he winged in with a precious bundle for Patricia and Harry Spaulding; baby's name "Michael Irwin," date of birth, Mar. 27. Patricia was formerly a steno-clerk in the office of B. J. Ornburn.

Also a happy mother is Mary Ellen McKenna, who gave birth to a daughter on Apr. 5; baby's name, "Kathleen Mary." Mary Ellen was formerly secretary to B. J. Worley, assistant chief engineer, signals and communications.

On Apr. 3 we were all pleased to see Marge Coyle, former steno-clerk in Mr. Powrie's office, in her new role of happy matron, Mrs. F. A. Radtke. She and her husband have a new home in Rogers, Ark. Marge was here to visit her son and grandchildren.

**OFFICE OF AUDITOR OF PASSENGER
 ACCOUNTS**

Bill Tidd, Correspondent

Elaine Gibson, typist in the central typing bureau, and Dorothy Wilhelm, clerk in the general office, both became engaged recently, Elaine to Jim Me-

Govern and Dorothy to James Griffith.

Elmear Martell, assistant bureau head, Helen Eiffert, comptometer operator, and Josephine Bird, statistical typist, have returned to work after extended illnesses.

Margaret Hopp, stenographer in the central typing bureau, passed away Mar. 12. She had 38 years of service. Two sisters survive.

Ardell Westerberg, of the central typing bureau, enjoyed a vacation in the marvelous Bahamas.

Lois Turnholt, of the computing bureau, left Apr. 30 to await a visit from the stork.

Lloyd C. "Luke" Lindley, 71, retired head of the central mailing bureau, died Apr. 12 in Edgewater Hospital. He had been with the Road 45 years. Funeral services were held at St. Gertrude's Church. Survivors include his widow, Alice; two daughters, Mrs. Catherine Noonan and Betty Jane; two sons, Richard and George; and seven grandchildren.

GENERAL

A son was born to Mr. and Mrs. Hans Klemmer of Roselle, Ill., on May 3 at St. Anne's Hospital in Chicago. Mr. Klemmer is stock transfer clerk in the treasurer's office, and Mrs. Klemmer was employed until recently in the office of assistant to vice president-personnel.

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"THIS IS THE WAY TO GO", remarked Frank Corcoran of the freight auditor's force in Chicago when he found himself surrounded by a bevy of feminine well wishers his last day on the job. Mr. Corcoran had been with the Road since 1943, before which he was employed by the Central Freight Association and the Chicago Great Western. He plans to spend his retirement at his home in suburban Evanston, Ill.

He is their first, and, having arrived on his grandfather's birthday, was named for him—Hans Herbert.

Frank C. Lowry, Gold Pass employe of the president's office, was married on Apr. 20 to Thelma Wade Brown, in a private ceremony witnessed by both families. The bride, a teacher of voice who has sung in opera and on the concert stage, is a member of the faculty of Roosevelt University in Chicago. Mr. Lowry, who has devoted 35 years to the ministry, is active in the African Methodist Episcopal Church and the writer of a weekly syndicated column for the Associated Negro Press. During his long service in the president's office he has served under six presidents.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Mrs. Barbara McPhee, carload bill clerk, took a month's leave to undergo surgery at Misericordia Hospital.

The Lowell Wait family has a landscape project going which is literally "for the birds." The state conservation department supplied the trees, shrubs and flowers to create a bird sanctuary, and even the children have a hand in it. The bird houses to be used are mementoes of the late Mr. Wait Sr., who built them as a hobby. Underwater adventure, however, is Lowell's main hobby. He has been skin diving for about three years, most in quarries where the water is clear and quiet. He says that Lake Michigan and other bodies of water in this vicinity are too roiled up and cloudy to provide much interest. Lowell is em-

ployed in the outbound rate department.

Donald Clabots, who had been performing general clerical duties during the past year, was recently transferred to Galewood as a carload bill clerk.

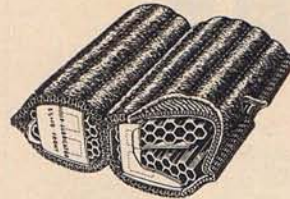
Milton Straka, assistant cashier, was assigned to the position of cashier when F. J. Coerper retired recently after 46 years of service.

Gerald Straka, orator and amateur actor son of Milton P. Straka, has been awarded his second Fulbright Scholarship to the University of London. Ten days after receiving the first one in 1954 he was drafted into the Army. He is a graduate of Wisconsin State College, Milwaukee, and took his master's degree in history from the University of Virginia on a Woodrow Wilson Fellowship. After serving in Army Information and Education branch, he returned to the U. of Wis., where he has been working toward a doctor's degree in philosophy.

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MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
 Office of General Superintendent

UNION STATION



W. H. Block

William H. "Bill" Block, captain of police in Milwaukee since 1924, retired May 1. He had been with the police department since 1912 and had held the positions of captain and supervising officer. He and Mrs. Block plan to do some leisurely traveling. They have three sons, William Jr., Milwaukee Road lieutenant of police in Kansas City; Thomas, who is in a submarine service attached to an atomic energy commission, and Charles, a Marine fighter pilot currently based at Okinawa. Captain Block served with the Army in France during World War I. He has seven grandchildren.

MUSKEGO YARD

The Frank Bieniewski family welcomed twins, Frank and Francine, on Mar. 2. The Pat Durkins have a baby boy, red haired Pat Jr. Mr. and Mrs. D. T. Grzegorzczak (C&M brakeman) have a baby girl born Feb. 12, "Robin Lynn". The Dennis Long family a baby boy, "Dana," born Mar. 20. The Ray Doyle family is celebrating the arrival of its fourth little girl, "Linda," born Apr. 13.

Sympathy was extended to Stationmaster Frank Kelnhofer whose father passed away Mar. 1.

Switchman Ernie Rutherford passed away Apr. 17 after a short confinement in the hospital.

Sympathy was extended to the Ray Danielson family on the death of Mr. Danielson Apr. 1.

Caller Bruce MacDonald and wife lost their little son Mar. 9.

At this writing, "Duteh" Wifler is home from the hospital, recuperating; also Hugo Blanck and John Petrie.

Chicago Terminals

SENSENVILLE

Dorothy Lee Camp Correspondent

John Melvin, retired trainmaster, and wife Lillian have been back here to visit friends and to sell their home in Elmhurst. They now make their home in Lancaster, Calif.

Carman Tom Poulos is in Augustana Hospital in Chicago (room 327) at this writing, and it looks as though he might be laid up for some time. He has more than 47 years of service. Night Chief Clerk Herb Duga is also hospitalized, having undergone surgery. Florence

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Coltrin, IBM night operator, is reported to be doing nicely after undergoing surgery three times in the past few months.

Switchtender Bill Standard and wife are a bit different from the rest of us in that they both celebrate their birthday on May 6. Rather unusual for husband and wife to have birthdays on the same day.

GALEWOOD

Norma Gunderson, Correspondent

Conductor Edward Harding of the Bloomingdale line passed away suddenly Mar. 26.

Al Boeck, former auto mail clerk, passed away Apr. 20 at Valier, Mont.

Ed Carter, formerly cashier at Healy station, passed away Apr. 1 at Greenbelt, Md., after a long illness.

Rose Dyba Szopinski, general clerk, and her husband moved into their new home in Medinah, Ill., Apr. 29.

UNION STREET

Carolyn DiCicco, Correspondent

Paul Nelson, general clerk at Deering station, was married recently to Lesbia Pino in Havana, Cuba.

General Foreman H. P. Gallagher announced the arrival of a son, "Robin John," on Mar. 31. The Gallaghers now have four boys and a girl.

Peter Torenko, forklift operator in house 2, has returned to work after a six-month illness.

At this writing John Gill, yard clerk, is expected to be released from Wesley Memorial Hospital. Rudolph Gonzales, stower in house 2 who has been hospitalized in Mexico City since an automobile accident several months ago, will remain there a while longer.

Webster Wilkins, retired stower of house 1, and James Galvin, stower in house 2, both passed away recently.

Union Street co-workers of Robert Hance before his transfer to the freight auditor's office at Fullerton Avenue were glad to hear that he is at home and doing well after surgery at Billings Hospital.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

New arrivals in March: a son born to Iowa Division Engineer and Mrs. James Kelly, Savanna; a daughter to Engineer and Mrs. William Brossard of Savanna; and a new grandson in the family of Machinist William Doherty of Savanna, "William Arthur," born to his son Bill and wife in Davenport.

Conductor and Mrs. George Savage, Savanna, recently celebrated their golden wedding anniversary. The Savages have made their home in Savanna since



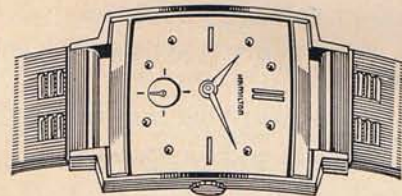
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1913 when Mr. Savage began his service as a brakeman. Currently he is a conductor on one of the "City" trains. They have two sons, Merrill of San Diego, Calif., and Walter of Washington, D. C., and a granddaughter.

C. E. Reiter, father of Mrs. Herman Georges of the engineering department in Savanna, passed away in the University Hospital in Iowa City March 5, after a long illness. Funeral services were held in Marion, Ia.

Mrs. John Jewell, mother of Mrs. William H. Stevens of the signals and communications department, Savanna, passed away suddenly Mar. 6 in the home of her son-in-law at Savanna, where she had made her home for the past three years. Funeral services and burial were in Excelsior Springs, Mo. Surviving are a son, two daughters and six grandchildren.

Mrs. A. C. Winkey, mother of Irvin Winkey of the personnel department in Chicago, passed away recently in the Savanna City Hospital, following a brief illness. Funeral services were held in St. Peters' Lutheran Church with burial in the Savanna cemetery. She was the widow of Retired Switchtender G. A. Winkey of Savanna, and is survived by two sons, a sister and two grandchildren.

R. H. Arries, Madison Division retired conductor, passed away recently in the City Hospital in Savanna, following a brief illness. Funeral services and burial were in Beloit, Wis. Surviving are his widow and a sister in Beloit.

The habit of making passing inspections, as practiced by Engineer L. V. Johnson of Savanna, recently had far-reaching results. Passing through Bensenville the morning of Mar. 19, at the throttle of train 91, he reported by radio phone that he had noticed what appeared to be a prowler inside the station. The call brought immediate action. A company officer, arriving on the scene a few minutes later, apprehended the intruder while he was still in the act of burglarizing the depot.

SECOND DISTRICT

Siegel H. Avery, 77, passed away in

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HISTORIC RUN. Pictured at Kansas City the night of Apr. 26 is the crew of No. 26, the Southwest Limited, ready to take the famous overnight train to Chicago and Milwaukee on its last passenger run. From left: Superintendent R. H. Love, Conductor J. C. Welch, Baggage man W. M. McCartney, Fireman Lee, Engineer Johnson, and Traveling Engineer F. P. Corr.



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For your second chance at happiness in family, social, business life, write today for valuable book sent in plain wrapper. Dept. 4-605 Beltone Hearing Laboratory, 2900 W. 36th St., Chicago 32.

St. Xavier Hospital, Dubuque, Mar. 24. He was employed at Dubuque Shops more than 50 years. Surviving are his widow, a daughter and two sons. Funeral services were held in the Lutheran Church with burial in Dubuque.

Retired Conductor L. A. Swartwood, 68, passed away in Finley Hospital, Dubuque, Mar. 20. Services were held at the Egelhof Funeral Home with burial in Linwood Cemetery. Surviving are his widow, a daughter and a son. Mr. Swartwood started railroading in July, 1909 as a brakeman and was promoted to a conductor in March, 1915.

Richard (Dick) J. McAndrews, retired conductor, 89, passed away at the family home in Dubuque Mar. 3. Surviving are a daughter, two sisters and three brothers. Funeral services were held in St. Patrick's Church with burial in Mt. Calvary Cemetery.

I learned recently of the death of another oldtimer, Jacob Kleeman, who, I understand, was employed in the store department at Dubuque. He was the father of C. J. Kleeman of the accounting bureau at Fullerton Avenue in Chicago.

THIRD DISTRICT

The Women's Club at Ottumwa recently reported the death of two charter members: Mrs. William Wilson, widow of Engineer Wilson and mother of William, Jr., retired roundhouse foreman, Ottumwa; and Mrs. H. L. Cogswell, widow of Engineer Cogswell, who passed away in the Ottumwa Hospital.

A. M. Jackson, retired brakeman, 78, passed away recently. He is survived by his wife.

Charles Thompson, employed in the clerical department for the past 17 years and clerk to the supervisor of telegraph

and communications at Savanna since 1946, has terminated his service and joined the Illinois Credit Union League as representative in this territory, with headquarters in Sycamore, Ill.

Trans-Missouri Division

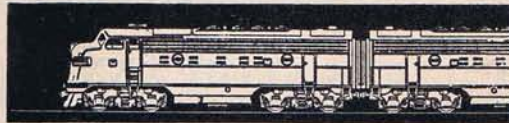
WEST

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

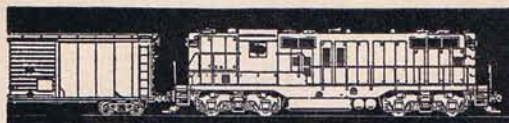
Running for Colorado University, Chuck Carlson, son of Mr. and Mrs. E. C. Carlson, won the Big Eight 440-yard championship at the conference meet in Kansas City in March. His time was 50:5 seconds. Previously he had set a new Colorado indoor record of 50:0 in a meet against Nebraska, and later, in an outdoor meet at Tucson with Arizona,



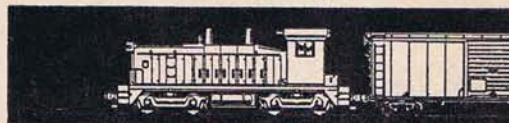
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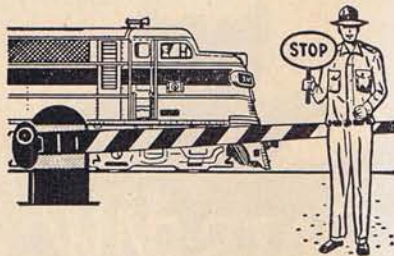
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he broke the stadium record in the fast time of 48:1.

Funeral services were held Mar. 17 at Sacred Heart Church in Miles City for Mrs. Ethel Mae Robinson, 48, who passed away in Tacoma Mar. 11. Burial was in Calvary Cemetery. She is survived by her husband, Frank, and two sisters.

Fireman Frank Tooke, 55, passed away Mar. 22 in a Miles City hospital after a long illness. He is survived by his wife, a daughter, twin sons and five brothers. Interment was in the cemetery at Ekalaka.

Mrs. Anna Eide, 65, widow of John Eide, passed away in a Miles City hospital Mar. 22 after a long illness. Funeral services were held in the Graves Funeral Home.

Rosalie Hashisaki, daughter of Cassio Hashisaki, will be the valedictorian of the 1958 graduating class at Custer County High School in Miles City.

Karen Renwick, daughter of Mrs. L. Renwick, is the Miles City nominee for the Consolidated Freightways Scholarship. She was awarded a \$50 Savings Bond for her local victory and a chance for the scholarship.

Miles City Chapter of the Women's Club, at its March-April meeting, selected Mrs. D. Roberts as treasurer and Mrs. Art Haelsing as corresponding secretary to fill vacancies. Mrs. Gladys Brundage was elected to represent the chapter at the biennial luncheon in Chicago in June.

The Miles City Milwaukee Service Club elected the following officers at its

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OBSERVER OF THE AMERICAN WAY.

Kap Nyung Lee, of the Ministry of Transportation, Republic of Korea, pictured thanking Conductor S. E. Buckley of the City of Denver for an enjoyable trip as he arrived in Perry, Ia., Mar. 12 to make a study of the Road's centralized traffic control board there. Ready to meet him is Superintendent J. T. Hayes. The Korean rail official, who on home territory is subsection chief in charge of employe relations and education, was on a four-month tour of American railroad operations sponsored by the International Co-operation Administration. (Perry Chief photo)

general meeting Apr. 26 in the Eagles Hall: chairman, D. P. Brady; vice chairman, G. Meier; secretary, D. B. Campbell; treasurer, H. W. Smeed. Two-year board members elected were J. F. Schell, V. Pickart, A. B. Running, Al Kelm and Roman Lala. The club voted \$300 to continue its sponsorship of the Service Club team in the Babe Ruth Baseball League.

Iowa Division

MIDDLE AND WEST

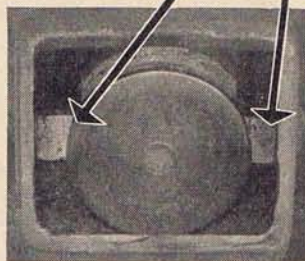
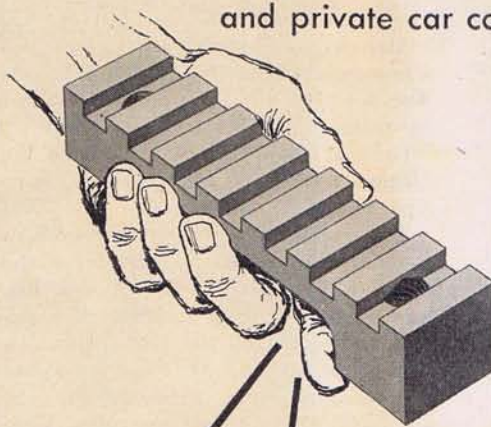
Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Retired Conductor and Mrs. Carl Wightman observed their 55th wedding anniversary Mar. 18. A family dinner was served by their son, Switchman W. I. Wightman, and his wife, at their home, with the children, grandchildren and brothers and sisters of the honored couple present.

Retired Conductor Joseph B. Bryant, who was employed on the Iowa Division from 1912 until his retirement in 1950, died at his home in Perry Mar. 9, following a long illness. He is survived by two sons.

Mrs. A. W. Callahan, wife of an engineer, won the "speakoff honors" in a recent contest sponsored by the area Toastmistress Clubs. As the material for her speech, Mrs. Callahan used the experiences she and Walter had when they made a trip to the Chicago World's Fair on five dollars earned by shelling, sacking, and selling popcorn while Walter was off the list during the depression years.

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

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Harvey Kilmer, night baggageman at Perry, and Mrs. Kilmer have sold their ice cream plant and restaurant. They have bought a modern trailer to use as a home, as they rented their apartment to the new owners of the business.

Tina Zoe Stoner was capped at Broadlawn Polk County School of Nursing in April, following in the footsteps of her mother, a graduate nurse, who is a daughter of Retired Switchman George Franks. Tina Zoe's other grandfather, her great-grandfather and several uncles were all Milwaukee Road engineers.

Night Chief Dispatcher John Galilher

was elected president of the Junior Baseball Association in Perry, and his brother Everett, a train dispatcher, was elected director of one of the junior groups. Both were active in that work last year, John's team winning the championship.

New members of the Milwaukee family include a daughter born to Mrs. James Flinn, daughter of the late Conductor A. W. Gates; a boy born to brakeman and Mrs. Daryl Keenan on Apr. 15; and a daughter born to Mrs. James Mace of Perry (a granddaughter for Engineer Herbert Christisen). The

second child of Operator and Mrs. Paul Karr of Manilla, born in March, was a 10-pound girl. Retired Engineer Halsey Wasson has a new granddaughter, born Mar. 13 to Mr. and Mrs. John Wasson in Venice, Calif. Another California-born baby was the daughter welcomed Mar. 25 by Mr. and Mrs. Wayne Geisler. Cecil Gibbons of the Perry roundhouse force is the grandfather. And the daughter born Apr. 15 to Superintendent of Motive Power Frank Upton and Mrs. Upton makes another granddaughter for Retired Machinist D. F. Sullivan of Perry.

Mrs. John Barth, whose husband was a boilermaker in Perry for many years, recently broke a wrist in a fall on the street. Another accident victim was Retired Engineer O. V. Robinson, who was hospitalized when he was struck by a car while crossing the street.

Other employes and veterans hospitalized recently were Herbert Langdon, clerk at Perry roundhouse, and Retired Conductor J. M. Reel, who were both in Des Moines for surgery; and Retired Roundhouse Foreman A. J. Kressen, hospitalized in Milwaukee for surgery while visiting relatives; Brakeman R. W. Jensen, hospitalized in Des Moines for several weeks' treatment; and Mrs. E. C. Hullerman, wife of retired engineer, hospitalized in Des Moines for treatment following surgery.

Mrs. Earl Bolender, widow of the former Perry freight house foreman, died recently after a long illness. Mrs. John Rolleston, widow of Engineer Rolleston, passed away in a Mason City nursing home where she had been living for several weeks. The widow of Engineer Oscar Woods and mother of Engineer Harlie Woods passed away in the Perry hospital. Mrs. Margaret Reed, mother of Harry Reed of the B&B department, passed away at her home in Chariton. Mrs. H. A. Boisen, wife of a retired conductor, died suddenly at her home in Perry Mar. 17. She had been in good health and active in church work. Mrs. N. J. Edwards, wife of retired Toronto, Ia., agent, and mother of Train Dispatcher Earle Edwards of Perry, died at her home Apr. 5, following a long illness. Mr. Edwards was agent at Toronto for more than 50 years.

W. J. Peoples, father of Conductor Ray Peoples, passed away at the Perry Rod and Gun Club while getting ready for the opening of the fishing season.

Retired Engineer John Rain, who lived in Council Bluffs for many years, died there in April. He retired in 1953.

James W. Tiernan Sr., 83, retired section foreman, passed away recently at his home in Van Horne. He worked 22 years at Parnell, and from 1918 until he retired in 1953, at Van Horne. Mrs. Tiernan and six children survive.

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Mrs. Agnes Edgar, transit clerk, has a new grandson, Nels Christopher, born Apr. 6 to Mr. and Mrs. W. T. Nelson of Inverness, Calif.

General Clerk David Perkins is the father of a girl, Lynice Doreen, born Apr. 21.

Telegrapher Benjamin P. Dvorak, a member of Cedar Rapids chapter of the Rainbow Division Veterans Association, was elected editor of the state newspaper, The Sniper, at the group's reunion in Des Moines Mar. 31. His wife Agnes was elected state president of the auxiliary, and his daughter, Mrs. Vivian Curtright, was elected chaplain.

Sympathy was extended to General Clerk David Perkins on the death of his father, Wayne Perkins, Mar. 6; also to Transit Clerk Agnes Edgar, whose father, William C. Womochil, passed away Apr. 29, following a long illness.

Norman Pempeyer, retired switchman, 65, passed away recently in the Veterans hospital in Iowa City. Surviving are a daughter, Gladys Pempeyer, and a brother, Walter Pempeyer, both of Cedar Rapids; a sister, Mrs. Ray Rivera of San Francisco; and a nephew. Services were held at Rock Island.

QUIZ answers

1. Brotherhood of Locomotive Engineers.
2. Daily and weekly.
3. The conductor.
4. No.
5. More than \$5 billion.
6. 390,000 miles.
7. About 3 per cent.

George Crabb, retired passenger agent, passed away Mar. 5 in Los Angeles, where he'd been wintering. Mr. Crabb was born at Hayesville and began work with the railroad as a telegraph operator. Two brothers survive, C. R. Crabb of Keokuk and K. C. Crabb of Cedar Rapids. Services and burial were in Cedar Rapids.

Wesley Joseph Baxa, 78, passed away Mar. 12 following a brief illness. He was a Cedar Rapids resident more than 55 years, and was employed by the railroad more than 40 years. Surviving are his wife, Mary M.; a daughter, Florence Malik of Davenport; a son, Leo of Chicago; and two stepsons, Leo Kansky of Cedar Rapids and George Kansky of Portland, Ore.

Frank W. Johnson, retired conductor, 79, passed away Apr. 20 at his home in Marion. He was born in Prairie du Chien, Wis., and came to Marion 18 years ago from Chicago. He retired Feb. 13, 1953. He was a member of St. Joseph's Church in Marion and the Order of Railway Conductors. Surviving are a daughter, Mrs. Peter R. Bedrosian, Chicago, and two sisters, Mrs. Robert C. Grelle and Mrs. Frank B. Carver, both of Madison, Wis. Services were in St. Joseph's Catholic Church; burial in Prairie du Chien.

Section Laborer Joseph Chavez suffered the loss of his wife, Lucia, on Apr. 25, after a brief illness. Surviving besides her husband are five sons, Joseph Jr. of Wyoming, Ariz., and Larry, Fred, Marcel and Jesse in Cedar Rapids; and two daughters, Lupe Chavez and Mrs. Riley (Mary) Mullin of Cedar Rapids.

Sympathy was also extended to Retired Conductor Fred Holsinger, whose wife, J. Maude, passed away Apr. 14, following a long illness. She was a member of the Marion Methodist church, Marion Chapter No. 183 O.E.S., Marion Linn Chapter, the D.A.R., Fidelis Circle of King's Daughters, the Milwaukee Road Women's Club and the Cary Club. Surviving in addition to her husband, are two daughters, Mrs. Earl Kiehl of Mechanicsville and Mrs. Robert E. Gunn of Kansas City, Mo., and three sisters.

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BIRTHDAY TREAT. Getting there was "more than half the fun" for this group of 3 to 7-year-olds pictured recently in a Hiawatha Super Dome car on the first leg of a trip from Minneapolis to St. Paul to attend the fifth birthday party of young Carol Jeanne Hayden. The birthday tot, seated in the rear next to the window, is the daughter of Eugene B. Hayden, associate secretary of the Midwest grain interests' Rust Prevention Association, Minneapolis. Hiawatha buttons and books on railroading made the trip complete.



ENCORE. In a follow-up of last year's prize winning performance, a Milwaukee Road entry in the annual Seattle Culinary Arts Exhibit again placed first in the light luncheon dishes classification. Exhibitors in the Mar. 14 show were some of the Northwest's leading hotels, clubs, and famous dining places. Shown here presiding at the display, which was prepared by Edward Novak, dining car inspector, Chicago, are B. W. Ganz, assistant superintendent of the sleeping and dining car department in Seattle, together with Luther Buxton of the office of vice president and western counsel (left) and Albert Chaney of the office of general manager Lines West, who assisted Mr. Novak.



TV TYCOON. Desi Arnaz, Cuban-born half of the famous "I Love Lucy" television team, pictured detraining recently from the City of Los Angeles in the Chicago Union Station. His companion is the erstwhile dancing star George Murphy, more recently vice president of the Academy of Motion Picture Arts and Sciences and of the Screen Actors Guild, and now publicity director for Desilu Productions, the Arnazes Hollywood television business in which many of the industry's top performers ply their trade.

TRAIN LOAD. Typical of the steadily expanding business of the new Ralston-Purina Co. plant on The Milwaukee Road at Sioux City is this movement of feed pictured being pulled by a Milwaukee Road crew for forwarding to points in Iowa and

South Dakota. The placard was removed before the train started moving. The plant, which opened late in 1956, is now in the planning stage for additional trackage and storage facilities.



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General Superintendent L. J. Palmquist, Minneapolis, signs the register at the joint staff meeting, as East and West coast representatives (W. D. Goss, general agent at Boston, facing camera and O. R. Anderson, general passenger agent, Seattle, extreme left) visit briefly. Between them is C. J. Peck, district passenger agent, Cedar Rapids.

The acrostic reproduced below was prominently displayed at the traffic department meeting and the joint traffic-operating session, May 19 and 20.

THE

- M** eet the right people
- I** nvestigate problems thoroughly
- L** eave a sincere impression
- W** atch for opportunities to be of service
- A** nswer questions correctly
- U** se skill and tact
- K** now your railroad better
- E** xpress yourself with confidence and intelligence
- E** xplain the advantages of using Milwaukee Road service

ROAD

