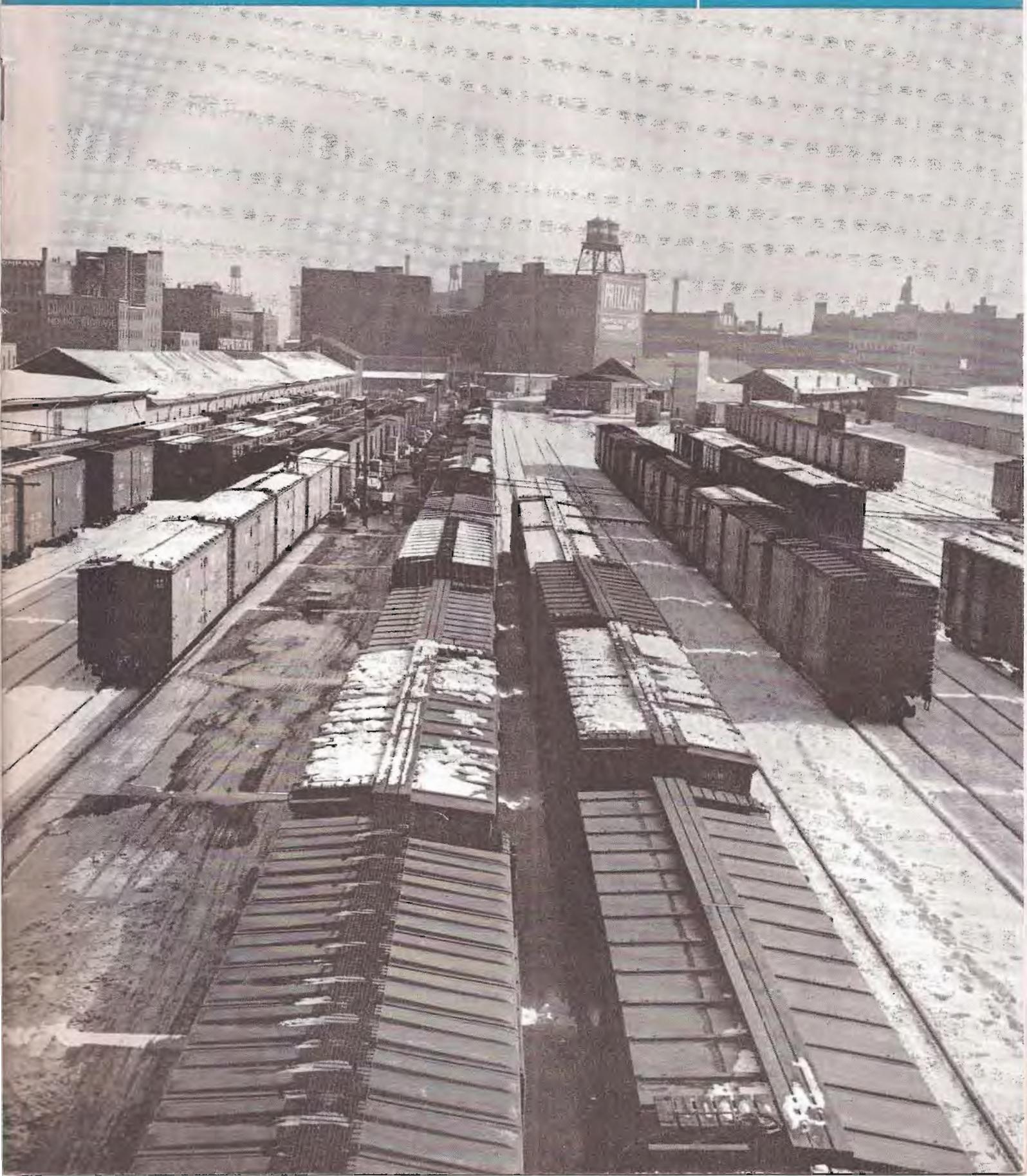


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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MARIE HOTTON

Managing Editor

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• Briefly Noted •

HIGH FIDELITY. In the St. Paul Union Depot a new public address system was installed recently which effectively combats the echoes normal in a structure of cathedral like proportions. The design uses cabinets equipped with eight small loudspeakers mounted vertically, from which columns of sound fan out at head-height with a minimum of reverberation on the marble floor and the ceiling of the concourse and in the lobby.

DATA PROCESSING DATA. Programming for the installation of our company's new electronic data processing system forged ahead in recent months with the establishment of four new regional data offices. In addition to those already functioning in Chicago, Milwaukee, Minneapolis and Madison, Wis., service centers for the new freight accounting system were opened in Sioux City (2nd and Pierce Streets), Aberdeen, S. D. (1 N. Main Street), Austin, Minn. (412 - 10th Street N.E.) and Seattle (95 Atlantic Street). As this magazine went to press plans were in work to open the ninth regional office at Cedar Rapids, Ia., in March.

MORE MONEY FOR MAIL. The Interstate Commerce Commission on Nov. 23 approved increased payments to the railroads for carrying the mail which it is estimated will provide mail-carrying lines with additional revenues of approximately \$35 million yearly. Eastern carriers received an 8 per cent increase, estimated to yield \$11,690,000 annually, and western and southern carriers, whose pay was on a lower basis, received a 13 per cent increase, giving western lines an additional \$18,070,000 and southern roads \$5,850,000 a year.

The Commission declared that the compensations were warranted by marked increases in the carriers' operating costs since 1956, attributable primarily to upward adjustments in wages, fringe benefits, and the payroll tax base and rates. The increases are retroactive to Sept 1, 1960.

'TAINT SO. A Christmas seal message delivered by Bing Crosby over FM radio wherein he remarked that the holiday mail load was being carried "by planes . . . and by trains and trucks, too" aroused the fighting spirit in editor Dave Morgan of "Trains" magazine. Says Mr. Morgan in "Trains" for February, "It happens that one of our local



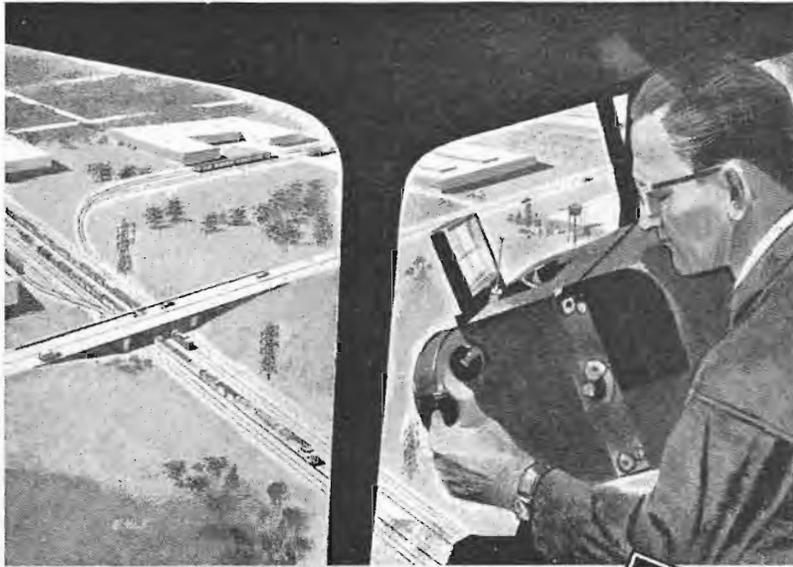
A "workhorse" approaching the St. Paul Union Depot.

workhorses in the mail trade, Milwaukee Road No. 58, passed us a few nights before Christmas. Old 58 is usually O.T. and consists of 7 or 8 cars, but this night it was running late, and the two FP7's were trailing 22 cars, all but one express or mail. How many DC-7 mail compartments did it equal? Trains don't just move Christmas mail *too*. They make Christmas cards and package delivery *possible*."

The Cover

WHAT keeps a railroad strong? This picture goes right to the heart of the industry—to the ruggedness, the reliability, the indomitable spirit of railroading in winter. Quietly compelling, it conveys the assurance that when everyone talks about the weather, the railroads *do* something about it: that regardless of cold, sleet, snow, ice, they are organized to meet winter's challenge; that when all other trails are closed, the trainloads go rolling along! The scene? Oh yes, the Fowler Street freight yard in Milwaukee, in the heart of the downtown warehouse district, the Milwaukee Road's main marshalling area for all LCL freight moving in and out of the city. You are looking east, with freight house No. 7 at the left. The picture is from the files of the industrial and real estate development department (see the "Creative Crews" advertisement on page 3).

Shop 13 states in one visit
at our plant-site idea-center!



Our 13-state aerial survey puts hundreds of sites in focus for you.

A UNIQUE SERVICE DEVELOPED BY OUR
CREATIVE CREWS



America's resourceful railroad

BIRD'S-EYE VIEW. The current "Creative Crews" advertisement, the ninth in the series featuring the resourcefulness of our company's employes, salutes the industrial and real estate development department. Its inspiration was the aerial surveys of Milwaukee Road and other property and facilities suitable for industrial use which the department conducts continuously to provide complete location data to industries seeking desirable plant sites. This service, the advertisement points out, offering interested industries the opportunity to study with one department the general character of choice property in 13 states, saves miles and hours of travel. In a letter to employes, President William J. Quinn cites the idea which inspired this effort as a Creative Crews concept in the truest sense.

Olympian Hiawatha Service Continued Pending Interstate Commerce Ruling

By order of the Interstate Commerce Commission dated Dec. 23, 1960, Olympian Hiawatha trains 15 and 16 will continue to operate between Minneapolis and Seattle-Tacoma pending the outcome of hearings relating to the railroad's proposal to end the service Jan. 8 (see the November-December 1960 issue of this magazine). As specified by the Commission, the operation will be continued for not more than four months beyond Jan. 8, 1961 unless the railroad is otherwise ordered.

Hearings on the proposed action will be held in Minneapolis (Feb. 13), Aber-

deen, S. D. (Feb. 15), Butte (Feb. 17), Spokane (Feb. 20) and Seattle (Feb. 21). Testimony bearing on the railroad's heavy losses from the operation will be entered by C. E. Crippen, assistant to President William J. Quinn, and R. N. Edman, chief statistician. R. K. Merrill, commerce counsel, will handle the presentation of the case for the railroad company.

As stated in the discontinuance notice filed with the ICC last Dec. 6, in the 10-month period ending Aug. 31, 1960 the loss on these trains resulting from declining patronage was, for each one way

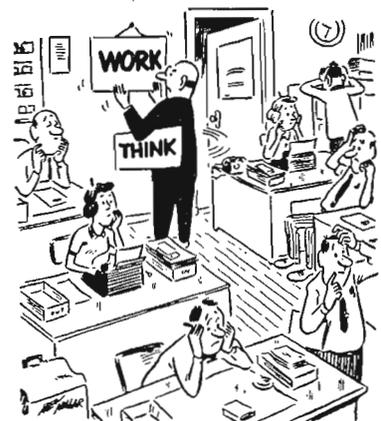
trip west of Minneapolis, \$3,538. Reasons cited for the poor patronage were increased ownership of private automobiles, the expansion of public highway systems, and the great increase in commercial airline service in the larger cities along the route. President Quinn has pointed to these factors as indicating that public convenience and necessity no longer require the operation of the trains. All of the communities which would be affected by their discontinuance have rail, bus or airplane service directly available, or available in the general vicinity.

● It Happened On The Milwaukee ●

From Le Roy Adler, Check Clerk House 7, Milwaukee: Years ago a fireman on a railroad which stressed the importance of being frugal in the use of company materials and supplies was called up for the book of rules exam to be promoted to engineer. One of the questions asked him was, "If you were an engineer on a train going west on a single track main line and unexpectedly you saw another train coming east, what would be the first thing for you to do?" "Well," he replied, "the first thing I would do would be to grab the tallow pot and the waste. Then I'd jump over the side."

From D. O. Burke, Superintendent Central Freight Service Department, Chicago: A while back it came to my attention that Code 1 reports sent to us by J. V. "Cody" Bell, our agent at Harlowton, Mont., were showing livestock as cattle in some cases, and in others as steers. I wired him that an old cowboy knows steers are cattle, and that he

(Continued on page 18)





Speeding the Mail on Its Way . . .



World's First Electronic Sortation System Steers the Course



The operation of one of the electronic control units, the "brains" of the new conveyor system, is explained to an inspection group by Alfred Grolla, electrician for the St. Paul Union Depot. Pictured are, from left: Leo LaFontaine, manager of the Milwaukee Road's mail, baggage and express department; Everett M. Klotz, superintendent of mail, baggage and express for the Union Depot; Electrician Mel Nelson; B. N. Howery, vice president and general manager of the St. Paul Union Depot Company; Gordon T. Foster, distribution and traffic manager of the Post Office Department, Minneapolis Region; W. P. Radke, agent for the Milwaukee Road in St. Paul; J. W. Podgorski, Milwaukee Road mail and baggage agent, Minneapolis; and D. F. Zabel, field service officer for the U. S. postal service, Fargo, N.D.

IN the St. Paul Union Depot, through which passes, coming or going, most of the parcel post for a five state area, an unusual feature of last December's Christmas mailing rush was the absence of the usual traffic jam of mail sacks and parcels. In only a matter of minutes after the mail hit the station, it had been sorted for geographic destination and was speeding on its way.

Back of this prompt and orderly expediting was the slogan "Keep the Mail on Wheels", a circumstance which became possible last year through the installation of a one million dollar conveyor layout in the basement mailing area. At the flick of a switch, the new facility, the world's first electronic mail sack sortation system, is geared to sort up to 75,000 mail sacks a day.

As one of eight railroad owners of the depot and the heaviest mail carrying line in and out of it, The Milwaukee Road was a prime mover in progressing the modernization plan. The basic system was adopted under the leadership of F. G. McGinn, vice president-operation, who was president of the depot company in 1959, and the committee which researched it was headed by Donald L. Wylie, the Milwaukee's com-

munications engineer. In coping successfully with the heaviest mail traffic of the year, the system provided a forceful example of what the railroads are presently accomplishing in their efforts to boost efficiency and service.

The function of the Union Depot in relation to mail service in St. Paul is to sort and handle incoming and outgoing sacks and parcels moving between trains and trucks and the main post office adjoining. Most of it moves by rail. The St. Paul Post Office, the central working point for a large percentage of parcel post which originates and terminates in Wisconsin, Iowa, Minnesota and the Dakotas, assisted the planners by coordinating its handling methods with those of the new operation.

Under the "old way", mail sacks were placed on conveyor belts from which they were chuted to a platform below. There the sorting was done by reading the destination tags and then carrying or dragging each piece to a truck or cart alongside the platform for hauling to specific cars of specific trains.

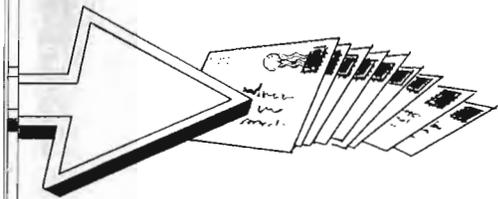
About 120 sortations are made, with the daily volume varying from 20,000 to 35,000 sacks. At a peak period it may soar close to 70,000. Rapid han-

dling is of the utmost importance, for a train missed as the result of an accumulation can delay a parcel's delivery by as much as 24 hours.

The facility replacing this method is a Stewart-Warner design involving two conveyor belts each 325 feet long, designated as the "A" and "B" lines, on which sacked mail is sorted and delivered to specific outlets. Control of the operation rests with three transistorized electronic "brains". One is a standby, to replace either of the other two in the event of a failure. The Standard Conveyor Company of St. Paul produced and installed the elaborate belt system.

With the new system, automation starts after a manual sort, in which the sacks for points east and south of the Twin Cities are conveyed to a feed belt associated with the "A" line, and west-bound sacks are fed similarly to line "B". A sack moving along either of the feed belts is removed at any one of six manned reading stations. There the operator notes the destination, transfers the sack to a storage belt alongside, and enters a code number corresponding to the destination on a keyboard.

Each keyboard entry is fed to the memory of the electronic console or



"brain", a unit the size of a 20-cubic foot deep freeze. The function of the brain is to relate the coded entry to the speed of the "A" and "B" assorting belts and see that the sack is discharged at the point where a mail truck or cart is being loaded for that particular destination.

In the process of remembering the destination, the brain directs the storage belt when to release the sack to the assorting belt. This information is transmitted to the main memory, and as the sack passes each assorting location a decoder examines the memory to see if it should be removed. Upon reaching the proper destination, an electro-mechanical transfer mechanism, or "kicker", pushes the sack onto a slide leading to a mail truck, which serves as a storage bin until the train is ready to be loaded. Should a slide become full, a safety



Mail sacks and pouches being unloaded onto a conveyor belt which carries them from the train platform to the sorting floor in the basement of the St. Paul Union Depot. St. Paul is the central working point for a large percentage of mail originating and terminating in Wisconsin, Iowa, Minnesota and North and South Dakota. Most of it moves by rail.

Closeup of an operator reading the destination tag on a specially marked bag and entering a corresponding code on the keyboard station. The sack then advances to the forward position on the storage belt. The chart is used to translate addresses which are not memorized.

A view along the feed belt as operators at the reading stations remove mail sacks to place them on storage belts from which they are transferred to the main assorting belt. Sacks remaining on the feed belt continue around until they are removed.





The specially marked bag traveling on the assorting belt under two-way transfer "arms" as the decoding circuits check the memory of the electronic brain to determine if it should be removed. A total of 64 two-way transfer mechanisms on the two assorting belts allows for 128 separations.



control holds up transfers until it is cleared.

Odd sized and fragile parcels move on a separate conveyor belt and are treated similarly, except for manual handling at transfer points. The easy ride they receive has been described by a Post Office Department official as "the gentlest handling any parcel will get in any depot in the United States".

Designed for flexible operation, the system is easily adjustable to changing mail patterns over periods of time. The fact that each of the assorting lines has an ultimate capacity of 3,600 bags per hour provides for handling exceptionally heavy seasonal volume, such as that before Christmas, as well as future growth in parcel post traffic.

Henry W. Leal

HENRY WAY LEAL, who retired as the Road's auditor of capital expenditures in 1948, died last Nov. 20 in a hospital at Watsonville, Calif., after having been in poor health for several months. He was 80 years of age.

Mr. Leal, a native of Elizabeth, N. J., was the son of John Leal, the founder of the Leal School for Boys in Plainfield, N. J. He attended Yale University and started his railroad career in the engineering department of the Union Pacific in 1901, working on the construction of lines in Wyoming and Colorado. He was also employed by the Chicago and North Western before transferring to the Milwaukee in 1912.

Starting as a resident engineer, he served, in turn, as an assistant engineer on valuation, pilot engineer during the federal valuation of railroads from 1916 to 1918, and as assistant valuation engineer. He was appointed budget engineer in 1930, from which position he was promoted to auditor of capital expenditures in 1945. He retired on Dec. 31, 1948, since when he had made his home in Santa Cruz, Calif.

Surviving are his widow, Marie B. of Santa Cruz, a sister, Dorothy Leal of Plainfield, a niece and two nephews. Funeral services were conducted at a chapel in Santa Cruz, with interment there in Holy Cross Cemetery.

The Milwaukee Road Magazine

A mail sack destined for The Milwaukee Road which has just been pushed from the assorting belt to a kick-off slide is the subject of a discussion between Mail Distributor D. D. Anderson and Agent W. P. Radke. Below are Leo LaFontaine, the Road's manager of mail, baggage and express (left), with Everett M. Klotz, superintendent of mail, baggage and express for the depot.

Mail carts marked for various destinations parked below the output slides serve as storage bins until trains are ready to be loaded.





The special President's Commission posed at the historic labor-management meeting in the White House Dec. 22. Seated, from left: J. E. Wolfe, vice president-personnel, Burlington Lines; James P. Mitchell, Secretary of Labor in the Republican administration; outgoing President Dwight D. Eisenhower; S. C. Phillips, assistant president of the Brotherhood of Locomotive Firemen and Enginemen; and James W. Fallon, vice president of the Switchmen's Union of North America. Standing, from left: T. A. Jerrow, vice president-operations, Great Northern Railway; H. F. Sites, vice president of the Brotherhood of Railroad Trainmen; B. B. Bryant, assistant vice president-labor relations, Ches-

apeake & Ohio Railway; Daniel P. Loomis, president of the Association of American Railroads; Francis J. Robertson, attorney and arbitrator; Russell A. Smith, associate dean of the University of Michigan Law School, and arbitrator; Charles A. Myers, professor of industrial relations, Massachusetts Institute of Technology; A. F. Zimmerman, assistant grand chief, Brotherhood of Locomotive Engineers; S. W. Holliday, vice president, Order of Railway Conductors and Brakemen; and Guy W. Knight, director of labor relations, the Pennsylvania Railroad. Not present was public member John T. Dunlop, professor of economics, Harvard University.

President's Commission Starts Work-Rules Study

ACTING on the agreement of Oct. 18 between the railroads and the five operating brotherhoods to submit their differences over work rules and practices to a Presidential study commission (see the November-December 1960 issue of *The Milwaukee Road Magazine*), outgoing President Dwight D. Eisenhower named the members of the 15-man commission on Dec. 22. James P. Mitchell, Secretary of Labor in Mr. Eisenhower's cabinet, who assisted in negotiating the agreement, was appointed chairman.

In announcing the appointees, Mr. Eisenhower said that they were embarking on an effort that will have far-reaching and lasting consequences for the railroad industry. "The appointment of this commission represents a major and constructive innovation that will prove to be a significant achievement in the progress of labor management relations toward greater maturity and stability", he stated. "In resolving this problem in a manner fair to the men, helpful to the industry, and in the best interest of our country, the members will provide

service of incalculable value.

"Representatives of the railroads and railway labor organizations concerned have, in a letter to me, jointly recommended that Secretary of Labor James P. Mitchell serve as chairman. I am particularly pleased that he has agreed to provide this additional and significant service to our nation in the cause of industrial peace".

Mr. Mitchell was also appointed a public member of the commission, which is composed of five management representatives, five representatives of the brotherhoods, and five men selected by Mr. Eisenhower to represent the public in the controversy. The White House announcement also endorsed the men previously nominated by the carriers and the brotherhoods, and named these additional public members:

John T. Dunlop of Belmont, Mass., professor of economics at Harvard University; Charles A. Myers of Weston, Mass., a member of the staff of the Massachusetts Institute of Technology; Francis J. Robertson, attorney and arbi-

trator, Washington, D.C.; and Russell A. Smith, arbitrator, Ann Arbor, Mich.

Upon accepting the chairmanship, Mr. Mitchell observed that the Presidential Commission had established precedent as the first to be set up as a result of a voluntary labor-management agreement, and proceeded to announce that the first meeting would be held in Washington, D.C. During the course of the year meetings will be held in various parts of the country to observe working conditions and operations and hear witnesses. A report of the commission's findings is scheduled to be handed to President Kennedy on Dec. 1, 1961, but a 90-day extension can be provided by mutual agreement. Its recommendations will be advisory only, but are expected to carry weight in settling the disputed issues.

Publicity attached to the establishment of the commission included the following statement from the Department of Defense: "This department has long recognized the vital role the railroad industry has played and will con-

(Continued on page 16)

President Quinn's Year-End Review

How We Made Out in 1960

IN his annual "state of the company" review, President William J. Quinn saw 1961 as a year in which the long-range outlook is favorable. He cited the economic forecast of the upturn in business which is expected to materialize at mid-year as warranting this conclusion. Traditionally, he said, the railroads can anticipate sharing any change for the better in the national economy.

Among encouraging facts in the general picture he pointed to increases in government and consumer spending which should soon have an impact on industrial output and residential construction. The expectation is that with these forces at work, the total production of goods and services in 1961 will exceed last year's by 10 billion dollars.

Specific to the Milwaukee as a grain-hauling line, he singled out the historical increase in grain shipments coming near mid-year. Present conditions indicate, he said, that with good weather and growing conditions, crop production in the territory served by the Milwaukee should be about the same as in 1960. Last year's volume exceeded that of a year earlier.

Analyzing the facts responsible for a downturn in Milwaukee Road traffic volume during 1960, President Quinn cited the failure of the steel industry to rally from its long strike, and the consequent decline in business generally as the year progressed. With the steel slump affecting building construction

severely, lumber carloadings, an important source of revenue to the railroad, were substantially reduced. Coupled with adverse effects on shipments in related categories, the steel recession contributed to a large extent in holding the Milwaukee's carloadings $7\frac{1}{2}$ per cent below the 1959 level.

The resulting loss of income was most apparent in the first months of 1960. As the grain harvests picked up momentum, however, the earnings situation improved, and continued to do so until the end of the year. Altogether, revenues amounted to \$230,337,888 as compared to \$242,041,925 in 1959. On the other hand, reflecting the need to trim sails was a reduction in operating expenses to \$187,913,286 from the previous year's \$198,851,581. Offsetting the latter were wage rate increases totaling \$2,350,000 and a rise of \$940,000 in payroll taxes. One of the bright spots in the picture, in addition to the increase in grain loadings, was a substantial gain in volume carloadings of automobiles.

As President Quinn pointed out, however, even in a difficult year the railroad managed to improve its efficiency with new tools that will enable it to take advantage of a rising economy. To meet the demand for longer and larger capacity rolling stock, \$9,700,000 was spent on new freight cars. A total of 750 new cars were added to the freight car fleet, of which 500 were plug door cars with a load capacity of 70 tons, thus increas-



President William J. Quinn accepts from David B. Watson, publishing director of "Modern Railroads", a plaque symbolizing that magazine's recognition of the Milwaukee Road's "Creative Crews" advertising program as the "most effective job of promoting freight traffic" in 1960.

ing the fleet of this type to 1,500.

In 1960 the railroad also added to its Flexi-Van fleet 25 new Flexi-Van 85-foot flatcars (the first of that length put into service in the industry), 75 new vans, 40 new bogies and 25 mechanically refrigerated vans. In this connection President Quinn called to attention that since the trailer-on-flatcar service was inaugurated about two years ago the fleet has been expanded four times. Flexi-Van service for bulk mail, launched last year by the Milwaukee, was the first west of Chicago, and in a spectacular development, the sealed vans were adapted to sea-going traffic.

To widen piggyback service, the railroad joined the equipment pools of the North American Car Corporation and Trailer Train. Further additions were made to the fleet by converting 121 flat cars to this type of operation.

Another expansion remarked by President Quinn was in the services provided by Carscope above those originally planned. In addition to keeping track of the movement of all carloads on the railroad, its function was enlarged to reporting the movement of every Milwaukee Road specially equipped car on other lines. This information flashed to all on-line and off-line traffic offices enabled the railroad to utilize this expensive equipment to the best advantage. The Milwaukee, he called to attention, was the first railroad in the country to keep up-to-the-minute tab on its specially equipped freight cars.

The most important improvement undertaking of 1960 was the construction of the "one-spot" car repair system at Bensenville Yard. This view shows the incoming service tracks and a closeup of the puller which advances the cars into the shop building.



Reporting a high level of activity in industrial development, President Quinn cited 93 new industries located on Milwaukee trackage, and the expansion of 41 existing industries during the first 10 months of the year. Some of the larger projects were a 4 million dollar glass container manufacturing plant near Rosemount, Minn., 21 new plants announced for the 740-acre Centex Industrial Park at Elk Grove, Ill., the 80,000 square foot plant of the St. Regis Paper Company at Dubuque, Ia., and a 90,000 square foot paper manufacturing and warehouse unit at Appleton, Wis. A flaked potato facility planned for construction at Othello, Wash., will provide the railroad with its first traffic of that type in the Columbia basin.

In the plan involving the installation of the Road's electronic data processing system, an important step was the opening of six regional data processing centers to expedite rating and billing procedures. President Quinn observed that the new computing system, which is expected to start functioning late this year, will give the railroad one of the most modern data handling methods in the country.

As an outstanding expansion of traffic promotion, he cited the development of a sales kit, the only service tool of its kind in the industry, to supplement the efforts of traffic representatives with visual aids such as pictures, maps and diagrams describing the railroad's equipment and facilities. In line with the department's bid for more business, new sales and service offices were opened in Birmingham, Ala., and Memphis, Tenn.

Started, too, was a full modernization plan for the railroad's suburban service with an order for 40 new double-deck passenger cars at a cost of approximately 7 million dollars. The cost of replacing all present suburban cars as earnings

Interior of a double-deck passenger car similar to the 40 ordered for suburban service last June, on which the railroad expects delivery to start this spring.



January-February, 1961

A "world's first shipment" for The Milwaukee Road! Branching out into Plan V piggyback, a fleet of Chrysler cars moving from Detroit to the Pacific Northwest on Jan. 5, 1960 is loaded on 90-foot flat-car units at the North Harvey, Ill., Yard.



Above: An outstanding advance in traffic promotion was the development of a sales kit to display the railroad's facilities and services. Holding a kit open to the leaflet describing Carscope is Joyce Ieron, secretary in the office of vice president-traffic.



Above, right: Illustrating a versatile use of Flexi-Van equipment, a sea-going van shipped from Minneapolis is unloaded in Rotterdam, Holland.

permit, planned over a period of about 3 years, will be about \$13,125,000.

Topping progress for the year was the opening of the Road's new million dollar "one-spot" car repair system at Bensenville Yard, one of the largest in the country and the first on a railroad serving the Northwest. With this facility cars are now being repaired around the clock seven days a week and bad order cars can be back in service in a matter of hours, thus reducing per diem costs. By the end of 1960, as the result of the extensive journal lubricator program started in 1956, an estimated 35,683 company owned freight cars had been equipped with various types of lubricators. According to President Quinn, this program contributed importantly to the hot box record for the year, which was one of the best in the

railroad's history.

Having in mind the expected upsurge in traffic, the railroad has allocated approximately 25 million dollars for further improvements in 1961, he announced. This budget provides for purchasing 750 new 40-foot 50-ton box cars at a cost of \$7,500,000. Another major expenditure will be \$3,240,000 to improve freight and passenger equipment, and \$6,515,600 to improve fixed properties. One of the most important projects scheduled for completion this year is the expansion of communications facilities in connection with the installation of the electronic data processing system this year.

All of these advances, President Quinn stated, will place the railroad on a better footing to serve its patrons and meet the challenge of the future.

SIGNS of the TIMES in RAILROAD STAMPS...

Keeping Up With the Joneses

by Tom Burrier

TODAY, as in the past century, railroads not only carry the great bulk of world mail, but railroad themes continue to furnish design inspiration for postage stamp issues around the globe.

All classes of rolling stock, be they moved by steam, diesel or electric power, have been postally pictured by some nation since Great Britain issued the first postage stamp in 1840. Engines, particularly, are favorite engraving subjects. The ardent railroad stamp collector—called a “topical” collector—through his studies, can often swap rail facts with the accredited operating man.

Railroad issues are often printed as national symbols of progress and achievement; a sort of international “We’re keeping up with the Joneses” boast. Take Argentina, for example. When Juan Peron’s Five Year Plan was completed in 1951, the event was commemorated with a special stamp issue. The design was a coal-burning iron horse coupled with Pegasus, the mythical winged horse; the two forming a symbol of progress under the Plan. Argentina has issued numerous railroad stamps recalling anniversaries of main lines and industry notables.

The 1850’s were years of heroic locating and development in South American railroading. As the centennials of these founding efforts came due, about every other South American government issued commemorative postage stamps. Chile recalled the first steam locomotive on the continent with a 1951 adhesive picturing the original engine. Brazil issued a 1958 series on the centenary of its first rail line which showed an ancient steam puffer outlined against a modern rail terminal building. A 1958 Ecuador stamp noted the 50th anniversary of rail service between Guayaquil and the capital city of Quito.

Cuba had a bad railroading year in 1950, suffering several accidents costly in lives and property. A special Cuban stamp of that year pictures a wreck. By order of the government, the proceeds from its sale were earmarked for the postal and railway employees retirement funds.

This stamp was similar to the “semi-postal” stamps used as fundraisers by some European nations. A “semi-postal” shows two

1. ARGENTINA—issued in 1951 to publicize the completion of the first Five Year Plan under Juan Peron.

2. BELGIUM—blue stamp issued in 1956 commemorating the electrification of the Brussels-to-Luxemburg railway.

3. BULGARIA—early locomotive, still in use in the Balkans, showing Stalin’s portrait inset on a Red Star; a 1950-51 issue.

4. CUBA—a 1950 issue depicting a train wreck such as plagued the country that year.

10



UNITED STATES—the “violet brown” Casey Jones issued in 1950 to honor the railroad locomotive engineers of America and featuring the immortalized hero of the Cannonball wreck.



The Milwaukee Road Magazine

amounts, one valid for postage and the other going to a designated fund. A letter writer isn't obliged to buy this type of stamp, but by doing so can contribute to a cause of which he approves. The Red Cross, winter relief, national sport shows and railroad retirement pensions are among the programs which benefit from these issues.

Belgium issues more railroad stamps than any other country in the world. Among the more interesting is a special stamp for parcel post that is considerably larger than a first class mail adhesive. The extra space gives engravers a fine opportunity to picture the activities of freight handlers, engineers, brakemen, and a host of other operations, all of which they do with great skill. A 1956 issue noted the establishment of electric train service between Belgium and Luxemburg.

The Iron Curtain countries use postage stamps as propaganda mediums, as well as postage. Bulgaria, for instance, has released numerous stamps coupled with portraits of Lenin, Stalin and other Soviet heroes. A 1950 issue pictures a mountain locomotive on which a huge Red Star bearing a bust portrait of Stalin decorates the boiler. Another official issue depicts the 30th anniversary of a worker's strike.

East Germany, Poland and Rumania are other prolific producers of Communist line rail-connected adhesives. In general, they show workers in various stages of locomotive, track and trestle repair. Hungary pictures signalmen and many varieties of signal systems on more than a score of

5. CZECHOSLOVAKIA—brown stamp commemorating the European timetable conference at Prague in 1956, and a blue stamp of a series illustrating "men at work" in the "new" Czech nation.
6. ECUADOR—commemorating the opening of rail service between Quito and Guayaquil in 1908; issued on the 50th anniversary.
7. EAST GERMANY—one of a series showing "men at work" in the EGR.
8. HUNGARY—brown stamp of a series publicizing the nation's growth in transportation facilities.
9. INDIA—trains carry the mail; a standard issue shortly after the death of George V.
10. INDONESIA—progress in the Pacific Islands; a diesel traveling over new roadbed passes a native village.
11. JAPAN—70th anniversary of railroading in Nippon, illustrated with an early locomotive.
12. MONACO—postage-due stamps, both valid. This country turns out very fine engravings of locomotives.
13. NORWAY—commemorating the centenary of rail transportation and illustrating the benefits of railroads to the north countries.



railroad "specials".

Czechoslovakia has released some of the most interesting stamps in this field. Several recent issues picture the early engines used in Bohemia and Moravia, with such authentic details as a top hatted engineer on a slow-moving locomotive. Other Czech issues follow the Red ideology. Russia itself, oddly enough, prints few railroad stamps.

Indonesia pictures a steam locomotive puffing by a group of thatched huts on a special delivery stamp, and has displayed other local train types philatelically during its 10-year national history. In 1942, Japan celebrated its 70th year of railroading with a splendid C-59 locomotive portrait. The Scandinavian countries and some of the new African nations also

have projected national pride through railroad postage stamps.

Our own country used railroad subjects as stamp themes as early as the 1860's. A 1944 "special" commemorated the centenary of the first transcontinental rail line, and a 1950 one honored the legendary Casey Jones. One hundred twenty million copies of a "special" is a normal U. S. printing.

The value of railroad stamps depends on such factors as oddities, errors in printing, and supply and demand, but most are inexpensive and can be purchased from dealers in any city. Those illustrating this article averaged 15 cents. According to authorities, they are collected by approximately one million North American "topical" philatelists.

THE AUTHOR

Tom Burrier, the author of this article, has been a free lance writer of magazine and newspaper articles for the past 16 years. His work, mostly about conservation and outdoor life—hunting, fishing and camping — and occasionally about stamps, has appeared in *Field & Stream*, *Outdoors*, *Sports Afield*, *Ford Times*, *Motor News*, *National Motorist* and *American Forest*, among others. He lives in Oak Harbor, Wash., and presently is a correspondent for *United Press International* in that north-west Washington area.



THE TALK OF THE TOWN

AN inquisitive and somewhat skeptical friend of ours who extended his vacation, on Cape Cod, well past Labor Day tells us that in spite of his suspicions, the Chicago, Milwaukee, St. Paul & Pacific Railroad knows exactly what it's up to. Departing from West Barnstable in September, our friend observed (as all of us have done at out-of-the-way railroad stations at one time or another) that a cluster of empty freight cars was standing on a siding there, each a long way from home, and he went to the trouble of making a note of the identity of one car and taking steps to see that it got back where it belonged. He noted that this car was No. 25612 of the Chicago, Milwaukee, St. Paul & Pacific Railroad. When he reached his office, here in town, he first wrote a letter to the railroad company telling them where the car was. But then he had another thought. He had always wondered if the railroad companies knew where their freight cars were, so he threw that letter away and wrote a second one, telling the Chicago office of the railroad that *he* knew where No. 25612 was and would tell them if they would admit that *they* didn't know where it was. "The latest record we have of Freight Car

25612", an official of the railroad quietly replied, "covers its movement over our railroad last month. Loaded with lumber at Everett, Washington, the car was delivered to our railroad by the Northern Pacific at Minnesota Transfer on August 13th. We moved it to Delmar, Illinois, and delivered it to the New York Central at that point on August 17th. The lumber was destined for West Barnstable, Massachusetts, on the New Haven, and I assume Car 25612 is now waiting to be returned to us." Our man acknowledged the letter, telling the railroad that his confidence in it and in everything else in this country had been restored, and then told himself severely to stop fooling around and get to work.—*THE NEW YORKER*, Dec. 10, 1960

Codicil

And that ended the story for *The New Yorker*, but not for the Milwaukee Road official who had quietly replied. Mornings, riding the 7:35 to work, and again at night on the 5:13, he too found himself observing and thinking about freight cars a long way from home. And then one morning he had another thought. So when he reached his office in town he

wrote a letter telling *The New Yorker* where 25612 went after moving from West Barnstable. "It was delivered to the Boston & Albany by the New Haven", he wrote quietly, "thence in turn to the Milwaukee Road at Spokane, Washington. In its latest movement the car was loaded with shingles at Port Angeles, Washington, destined to Houston, Texas. It was delivered to the Kansas City Southern at Kansas City on November 27 and is still off our railroad". And for good measure he added, "When you translate all this to records of some 2 million freight cars owned by all the railroads and private car lines, it takes some doing to keep a record of their movements each day. In a year's time this adds up to 730 million car records, and laid end to end, this many cars would reach—well, farther than the people of West Barnstable, or anywhere else for that matter, would imagine." Then *he* stopped fooling around and got to work.

Land Sales Make News

Two sales of Milwaukee Road property announced recently by the industrial and real estate development department stirred interest. The major sale involved the acquisition by the Great Lakes Coal & Doek Co. of a 15-acre site in the Menominee River valley in Milwaukee. The property lies west of North 20th Street and north of West Canal Street and has approximately 1,760 linear feet of improved steel sheet dock on the Menominee River.

In announcing the sale Jan. 11, S. J.

The Milwaukee Road Magazine

Cooley, director of industrial and real estate development, said that Great Lakes Coal & Dock has occupied the site for the past 40 years and recently negotiated for its purchase.

Considerable interest was also aroused by an announcement issuing from McLaughlin, S. D., that the railroad had sold about five acres of its property there to the Standing Rock Sioux Tribal Council. The tribe will construct on it a \$250,000 plant which will be leased by the Harn Corporation of Cleveland, Ohio. The plant will turn out quilts, comforters and baby nursery pads, for domestic and institutional use. The lease was signed with the representatives of the tribal council participating in a full dress tribal ceremony, recorded by radio and TV.

Construction of the building is scheduled for completion this spring. Under terms of the contract, the tribe will lease the plant to the company for 25 years with an option for renewal. The plant will employ only reservation Indians.

E. J. Notske Heads Northwest Tax Group

At their annual meeting in Seattle last December, members of the Northwest Association of Tax Representatives elected E. J. Notske, assistant tax commissioner with headquarters in that city, president for the current year. Mr. Notske, who helped to organize the association in 1957, had served a two-year term as secretary-treasurer and was vice president in 1960.



E. J. Notske

Mr. Notske has been with the railroad in Seattle since 1936, starting in the traffic department. He transferred to the tax department in the capacity of assistant tax agent upon being discharged from Navy duty in 1946, and was advanced to tax agent in 1949. He has been assistant tax commissioner since September, 1951.

Undertakings in which the Northwest tax group is active include seeking to equalize assessment ratios on property at the state and county levels, and developing uniformity between railroad-public utility property tax burdens and those of general property.

Sleep is something that always assumes much more importance the morning after than it did the night before.

January-February, 1961

SAVINGS BONDS

Now's the Time to Buy

THE United States Treasury Department, marking the 20th anniversary of the Series E Savings Bond, has launched a system-wide "Buy A Share in America" campaign among the employes of Chicago based railroads and other members of the Association of Western Railways. Its goal: to explain the mission of the Savings Bond program to railroad people and stimulate interest in purchasing E Bonds through the regular monthly Payroll Deduction Plan.

The Milwaukee Road is one of 14 companies participating in the drive, which was kicked off Feb. 1. Clair M. Roddewig, president of the Association of Western Railways, is serving as chairman of the all-railroad drive.

The attention of our company's employes was directed to the fresh bond-buying opportunity by President William J. Quinn in a letter which outlined its purpose and offered for their consideration the desirability of saving in this way. Starting in 1961, employes may subscribe for E Bonds by authorizing a monthly deduction of \$2.00 or more from their pay.

As a convenient way to accumulate savings, Milwaukee Road employes have been purchasing bonds through payroll deductions since the plan was started by the Treasury Department in 1941. At present approximately 22 per cent are regular subscribers.

Some 8,000,000 of the nation's wage earners now participate in the program. Their investment and that of other individuals in E and H Bonds—the latter introduced in 1952—has a cash value of



43 billion dollars. In addition to this sizeable nest egg, over the years some 75 billion dollars of redeemed bonds have served as the purchasing power for such things as educations, homes, retirements and so on.

In urging railroad employes to sign up for the program, the Treasury Department is emphasizing that—

- * The bonds are redeemable for the full amount of cash paid—never less—regardless of market changes.
- * The interest is guaranteed, involving no risk.
- * If they are lost, stolen or destroyed, the Treasury Department replaces them.
- * Interest rates on E and H Bonds, both old and new, have been raised since June, 1959. It pays to hold them.
- * Bonds now on sale earn 3¾ per cent when held to maturity. The maturity period of Series E has been shortened to 7 years and 9 months. Series H pays interest twice yearly for 10 years.
- * A new benefit: Series E Bonds now have an automatic extension of 10 years. By accepting the interest instead of having it added to the cash value of the bond, you can exchange E's for the 10-year income-paying Series H and thus defer paying income tax on the E Bond interest until the H Bond is cashed.
- * Due to the automatic extension feature, E Bonds purchased now, if held for 17 years and 9 months, will return \$1.93 for each dollar put into them.

Bond purchasing is also cited by the U. S. Treasury Department as a patriotic service in that it helps to combat inflation and provides a strong bulwark against national future needs and emergencies—a safe investment for the buyer and a source of strength for American security.

How E Bond Dollars Grow

SAVE EACH MONTH	AND YOU WILL HAVE		
	In 3 Years	In 5 Years	In 7 Years & 9 Months
\$ 6.25	\$ 233	\$ 403	\$ 661
7.50	280	484	794
12.50	466	807	1,323
18.75	701	1,214	1,991
25.00	934	1,617	2,652
37.50	1,402	2,428	3,981
75.00	2,805	4,856	7,963

W. A. Keller, Reservations Head, Retires

A RETIREMENT luncheon held in Chicago Dec. 28 provided a large group of Milwaukee Road members of the transportation fraternity and others with an opportunity to pay tribute to "a great fellow and loyal friend"; in their regard, "the most accommodating person in the travel business."

The subject of their acclaim was Walter A. Keller, known throughout traffic circles for his long and successful management of the Road's reservation bureau in the Chicago Union Station. Upon retiring at the age of 65 after more than 50 years of service, Mr. Keller's management of the bureau for 35 years—since it was opened in 1925—set a record which will probably stand on this railroad forever.

Mr. Keller started his record-challenging service in Chicago, his home, on June 1, 1910 as a messenger for the general agent passenger department, and was promptly advanced through the city ticket office as ticket seller, cashier and accountant. This phase of his career was interrupted by World War I, during which he wore the insignia of the 117th Field Artillery. Returning after the war to the traffic department, he was again employed in the ticket office, then briefly as city passenger agent in Detroit, and in 1923 was promoted to assistant city ticket agent in Chicago. When the res-

ervation bureau was opened two years later, courtesy, sincerity and the ability to see a job through were recognized with his appointment as its manager-in-charge.

Unfailingly congenial, Mr. Keller's supervision of the reservation staff was marked by a spirit of cooperation which, carrying over to the traveling public, resulted in making many friends for The Milwaukee Road. That he had



Walter A. Keller (right) and his successor, A. M. Schirp, at Mr. Keller's retirement luncheon Dec. 28 in the new Fred Harvey restaurant in the Chicago Union Station.

Trains Protect The United States

As the railroad industry winds up its fifth successive year of disappointing earnings, we have a reminder of the enormous importance of trains to the national defense. A few days ago 50 of the country's top railroad executives were shown a full-scale mock-up of a missile-carrying train that will be one of America's strike-back weapons in case of nuclear attack. The railroads of America can furnish the nation with a system that would defy spies seeking to knock out defense bases; the train which carries a 6,000-mile Minuteman is a movable base that could change location every night.

Americans are using railroads less. This cuts earnings and hurts capability of staying in business. . . . The railroads are far more vulnerable to business recessions than other carriers of freight.

Yet, railroads are important for defense. If the missile-carrying train gives railroads a share of the defense dollar, the moving missile site will be accomplishing two things: It will help railroads financially and strengthen the defense of the country.

Eventually 150 Minuteman missiles will be installed in trains. (Another 450 will be stored in deep silos in the Northwest.) Every night the missile trains will be switched from place to place. The Minuteman can be jostled around for years, but be ready to fire in less than a minute.

Such defenses are expensive but they would be far more costly if the nation had to start from scratch and did not have private enterprise's rail system at its disposal.—*The Chicago Sun-Times*

incidentally succeeded in making quite a number for himself was evident by the attendance at the farewell luncheon. In an autographed book presented to him the names of representatives of railroad and travel companies formed a long list. As the dean emeritus of Chicago reservation personnel, he was also presented with an honorary life membership in the Chicago Passenger Club.

The witnesses to this tribute included Mrs. Keller and their sons, Douglas A., the Milwaukee's assistant manager of rail-highway sales, with his wife, and Walter A. Jr. Mr. Keller's retirement plans, after making spring preparations for his flower garden, call for travel reservations for himself and Mrs. Keller, having in view a trip to the west coast.

• Comments From Our Customers •

EVERY COURTESY POSSIBLE

"This is the first letter of this kind I have ever written, but I felt compelled to compliment the Milwaukee Road on the outstanding services of one of its parlor car conductors, Frank Schafer.

"During the past two years my wife and I have commuted weekly between Chicago and Watertown, Wis., and have ridden with Mr. Schafer nearly half of the time. . . . He always welcomes each passenger who steps aboard his car, and during the trip extends every possible courtesy. I cannot remember a time that he did not thank us for riding the Milwaukee Road as we left the train.

"We have watched him point out to passengers a beautiful sunset, some point of interest, or some unusual occurrence along the right of way. He is particularly attentive to old people and women with children.

"Considering the attitude of some employes toward their jobs. . . . Mr. Schafer's loyalty to the Milwaukee Road presents a sharp contrast."

Robey Parks
Chicago, Ill. *Publishing Consultant*

GOOD WILL BUILDER

"Recently I left a valuable package on the train which was going to Milwaukee and on north thereafter. I telephoned to the Milwaukee Road offices in Milwaukee and was connected with a Mr. Heil [gate-man] at extension 249. Mr. Heil arranged for locating the package in question during the stopover in Milwaukee, secured the same and returned it to me, as well as had me notified by telephone that he had secured it.

"... Mr. Heil could not have rendered more efficient or more appreciated service and... he has certainly built a great deal of good will for the Milwaukee Road in the mind of one passenger."

John G. Poust
Chicago, Ill.

appointments



A. H. Ducret



A. E. Johnson



A. M. Schirp



H. G. Sterba

Law Department

Effective Jan. 1, 1961:

J. H. Andrews, general freight claim agent, will relinquish the duties of that position and will remain with the company in the capacity of consultant.

A. H. Ducret, freight claim agent, is appointed general freight claim agent. Mr. Ducret is a native of Chicago whose entire service has been in the freight claim department. Starting as a clerk in 1917, he was promoted to investigator in 1921, advanced to traveling freight claim agent in 1945, to head of the grain and livestock department in 1949, and to chief clerk in 1950. He was promoted to assistant freight claim agent in 1952 and appointed freight claim agent in April, 1959.

H. W. Kirch, assistant general freight claim agent, has been assigned additional duties.

H. R. Whatmore, western freight claim agent, is appointed freight claim agent with headquarters at Seattle.

W. A. Stewart, assistant freight claim agent, is appointed freight claim agent with headquarters at Chicago.

R. M. Levey, chief clerk, is appointed assistant freight claim agent with headquarters at Chicago.

Purchases and Stores Department

Effective Feb. 1, 1961:

A. E. Johnson is appointed purchasing agent.

C. B. Hanover, at his own request, is assuming the title of assistant to chief purchasing officer formerly held by Mr. Johnson.

Mr. Johnson, a native of Tacoma, started his service in the Road's store department there in 1918 as the secretary to assistant general storekeeper. In 1924 he became storekeeper at Othello, Wash., and the following year transferred to the purchasing division in Chicago. He became fuel agent in 1931, assumed jurisdiction over tie and timber purchases in 1935, and had been assistant to chief purchasing officer since April, 1943.

Operating Department

Effective Jan. 1, 1961:

L. J. Fettig is appointed assistant agent at Seattle, following the transfer of R. P. Heinan. Mr. Fettig has been employed by the Road in Seattle since 1952, starting as a yard clerk and advancing through various clerical offices

to chief clerk to agent, his former position, on Dec. 1, 1959.

Traffic Department

Effective Dec. 1, 1960:

H. G. Sterba is appointed commercial agent, Terre Haute, Ind. A native of Omaha, Mr. Sterba started with the Road there in 1929. He was advanced to city freight agent in Minneapolis in 1945, and to the same position in Milwaukee in 1948. Since 1949 he has been traveling freight and passenger agent with headquarters in Indianapolis.

Effective Jan. 1, 1961:

A. M. Schirp is appointed manager, reservation bureau, Chicago, Ill. Mr. Schirp, a native Chicagoan, entered the Road's service there in 1925, starting as a reservation clerk. He continued in that department until 1942 when he went to Cleveland, Ohio, as city passenger agent. He returned to Chicago in the latter capacity in 1945, and had been assistant manager of the reservation bureau since 1950.

J. H. Andrews Leaves Freight Claim Post; To Serve the Railroad as Consultant



At the office get-together in his honor, J. H. Andrews (left) greets E. O. Schiewe, the Road's general solicitor.

JOHN H. ANDREWS, whose name has been identified with freight claim work on The Milwaukee Road for almost 40 years, relinquished his duties as general freight claim agent on Jan. 1, to remain with the company as a consultant. His staff in the Chicago-Fullerton headquarters honored him and Mrs. Andrews at an office get-together.

Mr. Andrews' career, all in freight claim matters, has been notable for the leadership which has traditionally distinguished this railroad's freight claim officers. He is a native of Cincinnati

who entered railroad service in 1913, starting in the freight claim department of the Great Northern. Following active Navy duty in World War I, he came to the Milwaukee in 1920 as an investigator of freight claims in the Seattle office, and in 1922 was promoted to chief clerk. In October, 1949 he was advanced to assistant freight claim agent in Seattle, and in August, 1950 transferred in the same capacity to Chicago. There he was appointed freight claim agent on Oct. 1, 1950 and became general freight claim agent on Mar. 19, 1952.

At the national level, Mr. Andrews has been an influential figure in the Freight Claim Division of the Association of American Railroads. In addition to working with the General Committee, he has served as chairman of one of its six arbitration groups, of the Appeal Committee, and of the Northwestern and Chicago Claim Conferences. His promotion of its interests was climaxed in 1959 with his election to chairman of the Division, an honor which has been worn by his three immediate predecessors as the Road's top freight claim officer.

While continuing to serve the railroad as a consultant, Mr. Andrews will live for the most part in the West. He and Mrs. Andrews have built a new waterfront home at Kingston, Wash., where they will be near their son, an engineer with the Boeing Company in Seattle. They also have a daughter located at Kalamazoo, Mich.

Measure of a Mayor: "Sound As a Rock"



Mayor William J. McNerney wields the shears for a ribbon cutting ceremony at the formal opening of the Centrella Grocers Cooperative plant adjacent to the Milwaukee Road's Bensenville Yard at Franklin Park, Ill., in 1958. Assisting are S. J. Cooley, director of industrial and real estate development for the railroad (left), and William A. Cassin, president and general manager of Central Grocers.

COME the local elections this spring, at Franklin Park, Ill., the name of William J. McNerney will not be on the ballot. Now rounding out his third four-year term as mayor, he thinks it's about time that someone else should take a crack at the job. Of his own stewardship, the facts speak for him. As the ledger balance stands, Franklin Park is rated a suburban "financial Rock of Gibraltar."

Mr. McNerney's relinquishment of the office emphasizes an outstanding civic career of a Milwaukee Road employe. He has lived in Franklin Park about 43

years—only 3 years less than he worked for the railroad—and was a leverman at the company's Soo Line crossing there for 35 years before he retired in 1957.

Franklin Park, founded in 1893, is currently in the throes of an industrial growth which since World War II has expanded its population from 8,900 to the 17,900 mark. Of the industries which have located there in recent years, a large number are concentrated in the Milwaukee Road's new industrial development. As a result of the boom, the assessed valuation of the village has

zoomed from \$20,804,000 to \$83,000,000. Sharply reversing the ratio of 10 years ago, industry now pays about 60 per cent of the property taxes.

When Mr. McNerney was elected mayor in 1949 the village was in the red. Under his supervision, however, the tax rate dropped 25 per cent, and in the years intervening all improvements were made without a special assessment. As of last Apr. 30, the end of the 1959-60 fiscal year, the village could boast of:

(A) A cash bank balance of \$259,232; (B) A tax rate of 44.8 cents per \$100 of assessed property valuation, the lowest in village history and a drop of 5.2 cents from the previous year; (C) Bonded indebtedness of \$1,978,979, of which the village stood ready to retire \$1,750,000; (D) A \$150,000 village hall paid for in cash, and a \$475,000 reservoir being paid for from water revenues, with no increase in rates.

The secret of this municipal prosperity, says Mr. McNerney, is hard work plus economy. "Our employes put in a full day, and we only spend money when something has to be done." Subscribing to a pay-as-you-go policy, the village is able to take advantage of discounts on its bills and at the same time earn interest on funds invested until they are needed. Moreover, while holding spending down, the village last year found it possible to increase the salaries of 39 full-time employes an average of \$300 to \$500.

This is the account of his stewardship which Mr. McNerney can render as he steps out of the mayoralty race, a service which has earned the respect and gratitude of an entire community.

"President's Commission . . ."

(Continued from page 7)

tinue to play in the maintenance of national security. It has recognized also the serious problems confronting labor and management within the industry due to the significant technological progress in railroad operations, particularly since World War II. These complex problems must not be permitted to interfere with the maintenance of a sound and efficient railroad system, including a highly skilled and competent working force. The Department of Defense therefore views with satisfaction the establishment . . . of the new railroad fact finding committee."

The public members of the rail study commission are all men of outstanding repute in the industrial relations field. Following is a brief outline of their

backgrounds:

James P. Mitchell:—former director of the industrial personnel division, Headquarters Army Service Forces; assistant secretary of the Army, manpower and reserve forces; member of the Joint Army-Navy personnel board; chairman of the National Retail Dry Goods Association industrial relations committee; appointed Secretary of Labor in 1953.

John T. Dunlop:—professor of economics at Harvard University since 1950; was vice chairman of the Boston Regional War Labor Board; chairman of the joint national board for settlement of disputes in the building and construction industry; consultant to Office of Economic Stabilization and the Atomic Energy Labor-Management Panel; member of the Wage Stabilization Board.

Charles A. Myers:—economist, was special consultant to the War Production

Board; industrial relations specialist for Department of Defense exchange program with Sweden; member of the federal advisory council on employment security; professor of industrial relations, Massachusetts Institute of Technology since 1949.

Francis J. Robertson:—member of the Presidential Emergency Board in airline and railroad disputes; referee for the National Railroad Adjustment Board; chief counsel labor relations section of the RFC; member of the National Academy of Arbitrators.

Russell A. Smith:—director University of Michigan Institute of Labor Relations; on National War Labor Board and Atomic Energy Labor-Management Panel; advisor to Senate labor subcommittee on proposed revision of the Taft-Hartley law; member of Federal Mediation and Conciliation Service.

retirements

during November - December, 1960



General Office and System Employs

Broberg, W. E. Aud. of Cap. Expend. . . Chicago, Ill.
 Cully, M. H. Clerk . . . " "
 Franz, J. P. Bookkeeper . . . " "
 Hansen, L. F. Head Comp. Opr. . . " "
 Havelka, M. Z. Presser . . . " "
 Keller, W. A. Mgr. Resv. Bur. . . " "
 McDonald, F. J. Spec. Asst. to Gen. Mgr. . . " "
 McSweeney, R. T. Foreign Frt. Trf. Mgr. . . " "
 Palmquist, L. W. Spec. Rep. V.P. . . " "
 Pruett, J. A. Waiter . . . " "
 Zientko, M. K. Janitress . . . " "
 Zopf, F. J. Trav. Time Insp. . . " "

Aberdeen Division

Anderson, E. E. B&B Carpenter . . Aberdeen, S. D.
 Arnell, A. W. B&B Carpenter . . Moberge,
 Brundage, A. E. Engineer . . Minneapolis, Minn.
 Crowl, E. A. Brakeman . . Milbank, S. D.
 Hourigan, L. A. Yard Clerk . . Moberge, "
 McDonald, B. C. Train Baggage . . Minneapolis, Minn.
 Miller, A. F. Pass. Brakeman . . "
 Myers, F. W. Engineer . . Aberdeen, S. D.
 Nelson, V. L. Laborer . . " "
 Rangeloff, P. Sec. Laborer . . Walker, "
 Shier, P. V. Agent . . Fargo, N. D.

Chicago Terminals

Cocciolo, J. Laborer . . Chicago, Ill.
 Cuchna, A. J. Asst. Foreman . . " "
 Day, C. J. Switchman . . " "
 Duscher, J. Electrician Helper . . " "
 Hanson, O. V. Frt. Handler . . " "
 Harris, J. G. Snow Shoveler . . " "
 Henri, J. M. Engineer . . " "
 Kamovitz, J. J. Sec. Laborer . . Bensenville, "
 Kocol, J. Car Repairer . . Chicago, "
 Marschall, G. Helper . . Bensenville, "
 Milazzo, N. Sec. Laborer . . " "
 Polanski, S. Carpenter . . " "
 Richie, B. Coach Cleaner . . Chicago, "
 Schufft, W. H. Carman . . Bensenville, "
 Schultz, M. J. Carman . . Chicago, "
 Szpak, J. Carman . . Bensenville, "
 Terracina, R. Rhse. Laborer . . Chicago, "

Coast Division

Bullock, L. L. Machinist Helper . . Tacoma, Wash.
 Burnett, W. C. Switchman . . Seattle, "
 Cuff, F. J. Sec. Foreman . . Moses Lake, "
 Dolle, T. J. Claim Clerk . . Tacoma, "
 Fosberg, H. B. Yard Clerk . . Seattle, "
 Gartin, F. K. Carman . . Port Angeles, "
 Guy, M. J. Carman . . Tacoma, "
 Heen, G. G. Machinist . . Othello, "
 Hervin, A. W. Asst. Supt. . . Seattle, "
 Kammerer, F. B&B Carpenter . . Tacoma, "
 Mittelstadt, E. G. Engineer . . Malden, "
 Peterson, R. E. Rhse. Foreman . . St. Maries, Ida.
 Smith, J. H. Sec. Laborer . . Seattle, Wash.
 Wheeler, O. L. Agent . . Sumner, "

Dubuque & Illinois Division

Ames, J. H. O.S.&D. Clerk . . Dubuque, Ia.
 Carnahan, C. L. Switch Foreman . . Ottumwa,
 Cox, A. H. Freight Conductor . . Kansas City, Mo.
 Crisci, C. Labr. Water Treat. Plant. . Savanna, Ill.
 Elkins, L. Rhse. Laborer . . Ottumwa, Ia.
 Feese, J. E. Carman Helper . . Savanna, Ill.
 Fink, F. J. Engineer . . Cedar Rapids, Ia.
 Gartz, A. H. Engineer . . Chicago, Ill.
 Hadaway, H. T. Engineer . . Davenport, Ia.
 Keiller, J. W. Engineer . . Savanna, Ill.
 Kelsey, N. F. Roadmaster . . " "
 Lewis, K. Teleg. Operator . . Kansas City, Mo.
 McGuffey, J. W. Engineer . . Ottumwa, Ia.
 Rogers, W. S. Rip Rock Laborer . . Savanna, Ill.
 Southard, C. W. Pass. Brakeman . . Elgin, "

Geike, A. H. Conductor . . Austin, Minn.
 Gregory, H. H. Laborer and Pumper . . Mason City, Ia.
 Harnoss, A. W. Agent-Operator . . Farmington, Minn.
 Janssen, C. Sec. Laborer . . Avon, S. D.
 Johnson, A. K. Sec. Laborer . . Freeborn, Minn.
 Lane, F. R. Iceman . . Mason City, Ia.
 Pelehos, G. Sec. Laborer . . " "
 Perske, W. F. Chief Clerk . . Mankato, Minn.
 Poeschel, W. E. Cashier . . Albert Lea, "
 Zickrick, C. W. Engineer . . Rapid City S. D.

La Crosse Division

Burnett, M. L. Sec. Laborer . . Wabasha, Minn.
 Dowd, R. T. Rate Clerk . . Janesville, Wis.
 Green, H. F. Fireman . . Merrill, "
 Knight, C. H. Conductor . . Milwaukee, "
 Kuhnke, E. G. Crossing Watchman . . Wisconsin Rapids "
 Lennon, G. E. Conductor . . Sparta, "
 Smith, R. J. Machinist . . Tomah, "
 Wilcox, H. L. Asst. Sec. Foreman . . Westby, "

Milwaukee Division

Huntley, M. M. Gen. Clerk . . Green Bay, Wis.
 Keefe, A. F. Engineer . . Milwaukee, "



"The Milwaukee Road Bell Sports Trophy"

IN league with a recent civic-minded effort, The Milwaukee Road donated a locomotive bell mounted as a sports trophy to the Lake Park and Fenton (Ill.) High Schools. Pictured during the presentation ceremony at Lake Park's homecoming football game are, from left: Carl M. Forrester, superintendent of the school; J. A. Jakubec, Milwaukee Road assistant to vice president-operation; Jack Thomas, president of the Lake Park student council; and Dr. Martin Zuckerman, principal of Fenton High.

The schools serve the educational needs of five suburban communities, Lake Park the towns of Roselle, Medinah and Itasca, and Fenton the towns of Wooddale and Bensenville. All are neighbors on the Road's line west of Chicago. In an effort aimed at stimulating interschool athletic competition, a locomotive bell, the traditional symbol of this common link, was sought from the railroad as a means of arousing interest in the sports-minded public as well as the student bodies.

The trophy, bearing a plaque which identifies it as a gift from President William J. Quinn, will be awarded annually to the school which garners the most points in athletic events. Lake Park, which took possession for supremacy during 1959-60, will retain it through 1961.

Pausig Sr., H. W. Crossing Watchman. Oshkosh, Wis.
 Williams, V. G. Engineer. Milwaukee, "



TIPS FROM THE INCOME TAX EXPERTS

Milwaukee Terminals & Shops

Andrewski, R. J. Carman. Milwaukee, Wis.
 Bohren, J. Cooper. " "
 Burr, E. C. Crossing Watchman. " "
 Cobb, W. Laborer. " "
 Davey, B. E. Machinist. " "
 Dickinson, K. M. Coach Cleaner. " "
 Duncan, J. E. Engineer. " "
 Egan, H. T. Chief Clerk. " "
 Herbert, H. E. Chief Clerk. " "
 Jensen, O. P. Engineer. " "
 Komes, J. Car Inspector. " "
 Landeck, H. Sec. Foreman. " "
 Lipinski, W. S. Carpenter. " "
 Maconochie, E. A. Engineer. " "
 Mellette, F. E. Switchman. " "
 Moss, R. H. Car Insp. " "
 Rebman, J. E. Machinist. " "
 Ruehl, A. C. Red Cap. " "

Rocky Mountain Division

Engen, O. Sec. Laborer. Lennep, Mont.
 Gallardo, J. S. Sec. Laborer. Great Falls, "
 Herd, B. Track Laborer. St. Regis, "
 Martin, E. R. Conductor. Miles City, "
 McDonald, A. D. Conductor. Three Forks, "
 Smith, C. C. Perishable Frt. Insp. Deer Lodge, "
 Spurlock, P. L. Engineer. Butte, "
 Weir, J. H. Mach. Helper. Harlowton, "

Terre Haute Division

Armstrong, D. Engineer. Bedford, Ind.
 Barnes, H. E. Engineer. Terre Haute, "
 Jeffers, H. F. Carman Helper. " "
 Rasmusel, J. H. Asst. Track Foreman. " "
 Simpson, O. Conductor. " "

Twin City Terminals

Beyer, R. D. Machinist. Minneapolis, Minn.
 Clark, D. V. Frt. Handler. " "
 Hansen, A. H. Car Cleaner. " "
 Lundberg, J. Carman. " "
 Petrasek, A. S. Boilermaker Hlpr. St. Paul, "
 Pupeza, P. Coach Cleaner. Minneapolis, "
 Simpson, A. V. Towerman. " "
 Swing, C. G. Sec. Laborer. " "
 Tolmie, H. W. Car Inspector. " "
 Unruh, G. H. Foreman. St. Paul, "

THE Internal Revenue Service is saying these days that the American taxpayer is becoming increasingly adept at filing his income tax return; that each year brings a decrease in the number of errors discovered by the agency. But there remains one major trouble spot—his handwriting.

It's the 3's that resemble 5's and the 7's that could be 9's, to say nothing of the William Joneses that can be interpreted variously as "Lillian Bones, Cohns or Soames" that give tax people a headache and result in those letters starting "You are requested to report". Legible writing or printing can't be stressed too strongly, says the IRS, if you want your return to be processed properly. Moreover, if you are entitled to a refund, it will bring it to you faster.

Because Apr. 15 falls on a Saturday this year, the filing deadline, Apr. 17, allows taxpayers two days' grace. However, people who are due for a refund would do well to file as soon as possible, advises the IRS. Here are some other reminders it is emphasizing:

If you received a punch-card Form 1040A in the mail, use it unless your income has changed to a degree to which it does not apply. And don't fold, staple or mutilate it. Those punches in it carry

specific data relating to your previous year's tax record.

Should you seek professional assistance in preparing your return, consult only qualified people, cautions the IRS. Be sure the advisor has a permanent place of business where he can be reached in case the data are questioned later. Beware of those who claim they can get a large refund for you, or who want a percentage of your refund as a fee, or



"Madame, this is not a social call. I represent the United States Government . . . Bureau of Internal Revenue!"

who suggest that a refund be mailed to them. Always bear in mind that you are the person responsible for the statement, even if is prepared with the help of an Internal Revenue Service agent.

If you held more than one job last year, or if you file a husband-and-working wife return, bear in mind to attach all of your W-2 withholding forms. The failure to do so will mean the return of your statement with the possibility of consequent late filing and interest or other charges being added.

Another thing, don't send cash in the mail—use a check or money order for your protection, in the event of loss or misdelivery. And should you move, particularly during or near the filing period, see that your postmaster gets your forwarding address, especially if you expect a refund.

Allow time to recheck your statement. Put it aside for several days and then take a fresh look. It may hold an error which didn't show on the first check.

That's the word from the Internal Revenue Service up to Apr. 17. It bears repetition, say the experts, because mistakes still pop up in the darndest places.

It Happened On The Milwaukee

(Continued from page 3)

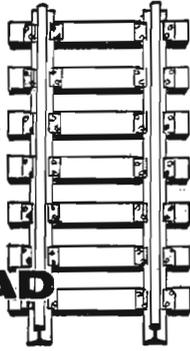
should list all livestock as such, except of course sheep, which he wouldn't know anything about. My wire was acknowledged the same day as follows:

"Have ridden the range for many years,
 And sorry Code 1 indicates steers.
 But this machine age is quite a battle.
 Should not have punched steers instead of cattle.
 Have lined up operators to punch out sheep,
 And to do the job so it is neat.
 Here's hoping that in the future years
 We can punch out cattle instead of steers."

(Do you know a humorous anecdote about something that happened on the railroad? Share your experience with your fellow employes. Contributions should not exceed 250 words. Address "Interesting Happenings" Editor, 824 Union Station, Chicago 6, Ill.

HAUNTING REFRAIN. En route by train recently to an engagement in Kalamazoo, Mich., concert pianist Mme. Agi Jambor opened her portable practice keyboard in her sleeping car berth and proceeded to clack away on it to keep her fingers limber. The next day the train arrived in Kalamazoo two hours late. When Madame Jambor asked the conductor why, he explained that the train had been stopped for two hours during the night while the crew made a fruitless search for the source of a dangerous clacking noise in one of the sleeping cars.

ABOUT PEOPLE OF THE RAILROAD



Rocky Mountain Division

EAST END

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

The Milwaukee Women's Club of Miles City held its annual veterans' party in the clubhouse Nov. 7 and a large number of members and guests were present. Mesdames Gladys Brundage, Art Haelsig and Merton McDonald were in charge of the potluck supper and Mrs. F. W. Spear emceed the program and bingo session which followed.

Martin E. (Mickey) Hanrahan, 70, passed away at his home in Miles City, Nov. 5. He had recovered from one heart attack but apparently suffered another in his sleep. Mr. Hanrahan was born in Darlington, Wis., and came to Miles City in 1910. After 48 years' service he retired as passenger conductor in 1959. He is survived by his widow, the former Marie Risbridger, a son, a daughter, a brother, a sister, and 11 grandchildren. Requiem Mass was celebrated in Sacred Heart Church, and interment was in the family plot in Calvary Cemetery.

Mrs. Rose Asbury Whipple of Seattle was a visitor in the home of Mr. and Mrs. Knute Peterson, Miles City, during October.

John Higgins, 78, retired section foreman, died Nov. 19 in his home in Miles City. A long time resident, he was born in Vernon County, Wis. Survivors include seven sons, four daughters, a sister and a brother; also 34 grandchildren and 25 great grandchildren. Funeral services were held in the Chapel of Graves Funeral Home with Rev. John B. Fitz of the First Presbyterian Church officiating. Burial was in the family plot in Custer County Cemetery.

Mrs. Frank Spear and husband, retired conductor, were honored guests at the Montana-Dakota Utilities Co. party held in Miles City Nov. 1 on the eve of her retirement after a clerical career of more than 33 years with the company. Fifty employes were present for the dinner and program. Mrs. Spear was the first employe to retire under the MDU modern retirement plan.

Mrs. Gladys Brundage, Clerk of Court for Custer County, is convalescing in a Miles City hospital after having been struck by an automobile on a Main Street crossing Nov. 26. She will require hospitalization for some time.

Ruby Marie Timberman, daughter of

Mr. and Mrs. Melvin Timberman, and Ronald Christiansen were married in the First Methodist Church in Miles City in December.

Sally Jane Certain, daughter of Mr. and Mrs. James Certain, and Bill W. Childs were married in a candlelight service in the First Methodist Church in Miles City just before Christmas.

Milwaukee Women's Club officers for 1961 are Mesdames Art Haelsig, president; F. W. Spear, first vice president; Ray Zuelke, second vice president; Lou Hinricks, secretary; Dwight Roberts, treasurer, and A. Wickersham, historian.

Mrs. Anna Haughawout was one of two members of the Royal Neighbors of America recently presented with 50 year pins. Mrs. Haughawout, who was 89 on Christmas Day, has been a member of the local lodge for the entire 50 years covered by the award.

James G. Noctor, 81, retired machinist, passed away Dec. 26 after a long illness. He was born in Marquette, Mich., and moved to Pocatello, Ida., in 1902. Miles City later became the family home. Mr. Noctor retired in 1952. He is survived by his wife, the former Agnes Purdie of Pocatello, two sons, a sister, six grandchildren and five great grandchildren. Requiem Mass was celebrated in Sacred Heart Church, and burial was in the family plot in Calvary Cemetery.

Joan Sweeney, a member of President-Elect Kennedy's staff for nearly two years, spent the holidays in Miles City with her parents, Mr. and Mrs. Howard Sweeney.

WEST END

Word was received recently of the death of J. A. Drake, retired Rocky Mountain engineer.

Allen Tovey, formerly night foreman at Avery, has taken the day job. Dean Hanson has moved from Othello to take the night shift.



Mike Makich

After 48 years of faithful service Mike Makich has retired as foreman. Mike started as a laborer on Sept. 19, 1913, and was promoted to foreman on Sept. 27, 1915. He has worked at Danvers, Coffee Creek and Square Butte. During his

long service he never had an accident, either to himself or any of his employes. He has a "Superior Service Award" for 45 years of service without injuries. He and Mrs. Makich own their own home at Square Butte, Mont., and will continue to live there. They have one son, Max, who has a pharmacy at Glasgow, Mont., a daughter, Mrs. Jim Kneeder, who lives at Geraldine, Mont., and one grandchild.

Committee members for the Christmas party of Avery Chapter of the Women's Club were Mmes. E. E. Francisco, Chet Rupp and Ernest P. Dunlap. The chapter has again pledged its support to the March of Dimes with Mrs. G. F. Murrey

ON HIS TOES!

A Safety Shoe Policy Pays A "Golden" Dividend



HERE'S the third Milwaukee Road man to be enrolled in the Golden Shoe Club—Joseph H. Stoga, storehelper at the Western Avenue stores department in Chicago. Pictured presenting him with the golden shop badge which is the insignia of his membership is Assistant District Storekeeper H. R. Marxen (transferred since in the same capacity to Milwaukee), in the presence of District Safety Engineer M. E. Stewart (left) and District Storekeeper F. Wood. The story?

Several months back Mr. Stoga was helping the delivery man of a glass company unload a crate of glass from a truck when the driver, in attempting to clear the tail gate of the truck, gave the crate a push. The result was that it

overbalanced. To prevent the crate from hitting the ground, Mr. Stoga braced it against his right leg and allowed it to slide down and come to rest on his right foot. His leg was bruised, but his foot was none the worse for the quick descent. Again the steel toe cap of a safety shoe had done the work for which it was designed.

The facts in the case, substantiated by evidence, were reported by the safety department to the awards committee of the Golden Shoe Club, which recognizes and commends in a tangible form industrial workers who have the foresight to wear safety shoes. In addition to the badge and certificate pictured here, Mr. Stoga received a golden lapel pin to wear off the job.

AN ADVENTURE IN FRIENDSHIP



Jean Ann and "Uncle Earl" in the garden of the Filler home in Rutledge, Pa.

A CASE of mistaken identity is the odd circumstance which created a new circle of friendship for Engineer Earl B. Netteburg of St. Paul.

It all began on a vacation trip through the East in 1959. Earl and a friend were in a restaurant in Atlantic City when they noticed a little girl wearing a heavy leg brace whose cheerfulness belied the fact that at times she was in pain. Earl, a widower whose children are grown, was so impressed by her demeanor that he introduced himself to the child and her mother. He mentioned that he was a Shriner from St. Paul, and thus he learned that the child was entering a Shrine hospital the following January

for a series of operations. She asked him to write, but he forgot to get her name and address.

Back home, Earl enlisted the help of the Masonic organization in locating the child, and after several tries was informed that one had been found in the Philadelphia hospital who fitted his description. When they exchanged letters, though, he learned that she had never been in Atlantic City. "But I am glad you want to be my friend", wrote the child, whose name is Jean Ann Filler. "Please come to see me, I have three or four operations to go through."

Letters flourished between the two, and in April Earl took time off from work to call on her parents in Rutledge, Pa., and Jean Ann in the hospital. The Fillers met him at the North Philadelphia station and invited him to stay at their home. To Earl it was a pilgrimage of sorts, and his reward, he says, was the look in Jean Ann's eyes, "big as dollars, and gleaming with excitement". When he left, she asked him to return.

He did, on his vacation in September. In the meantime Jean Ann had been permitted to go home, and his second visit was an occasion for inviting the aunts and uncles to meet "Uncle Earl". Three weeks later, when the time came to say good-bye, the adopted uncle was again urged to come back, and again Earl promised to do just that. "You are one of the family now", said Jean Ann's mother.

A. (Larry) Hourigan, Mobridge yard clerk, ended his last day of active duty. Plans call for a trip to California and Arizona, but the Hourigans will keep their home in Mobridge. The veteran rail-roader signed on with the Milwaukee at Mobridge Jan. 26, 1920, and worked as a trucker, checker, baggageman, and brakeman before he became yard clerk. Music was his main avocation and for nearly 25 years he led Hourigan's Derby Orchestra which disbanded in the late 1940s. Mr. Hourigan played the violin and drums.

EAST END

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

Norman Olesen, section foreman at Lakeville for several years, has been promoted to roadmaster on the D&I Division. Al Paron is now the Lakeville foreman.

Retired Section Foreman Coldevin Anderson writes from Santa Ana that he underwent a cataract operation and now knows that the "natural processes of aging have not been halted" since he once more can see clearly the faces of his friends.

Retired Baggage Clerk Harry Cadwell died in Hastings, Minn., Nov. 27. Retired Brakeman A. W. (Fred) Vanderlick also passed away in November. Jim Henry, formerly with the signal department, died in Tampa, Fla., where he had been living since retirement.

Tom Kirk, who lives in Los Angeles now, spent the summer visiting old haunts and friends here and there. He spent a day with Montevideo friends before heading south again.

Retired Engineer Clarence Schmitz (Cad) was struck by a car while vacationing in Boulder, Colo., last fall. He was hospitalized there for a time but recovered sufficiently to be flown back to his home in Oakland in time for the holidays.

The ladies of the GIA (auxiliary of the B. of L.E.), Montevideo, give their husbands a Christmas party each year. This time it was held in the large, comfortable home of the Olof Tweters, and was extra nice. The kitchen forces did a wonderful job and the dinner was delicious. There was an exchange of gifts and this columnist showed slides of her October trip. Every one was especially interested in the views taken at St. "Pete" showing retired Aberdeen Division folks there. It was nice, too, to have Retired Engineer George Nicolai present, looking very well after recent surgery in Rochester.

Engineer Frank Warner has resigned as local chairman of the BLE after many years of faithful service. His co-workers staged a surprise party recently and presented him with a fine set of luggage. The Warners gave the gift a workout by setting off for Washington, D.C., to attend the inauguration and the inaugural ball, to which they had been invited.

Another of our Aberdeen Division men who has been rubbing elbows with important people in the nation's capital is Brakeman David Strommer, who was recently promoted to sergeant. David has

again serving as chairman. A food and apron sale was held.

New officers of the chapter elected Jan. 13 were: president, Mrs. E. E. Francisco; first vice president, Mrs. G. F. Murrey; second vice president, Mrs. B. Werner; secretary, Mrs. R. Dowling; historian, Mrs. E. P. Dunlap; treasurer, Mrs. J. Ranny.

John Destito, son of Mr. and Mrs. Toni Destito, has received his degree in business administration from the University of Missoula.

John P. Mentsels retired as section foreman at Drummond Jan. 1 after 47 years with the company, 42 years having been in Drummond. He left a record of never having had an injury report. During his 42 years as a resident of Drummond, John has been active in town and country projects and last year received a 20-year certificate for his service with the Red Cross. He will continue to make his home in Drummond, and has said that any time he can assist shippers or buyers he is ready to accommodate them. During the period 1935 to 1960, John's contacts with stock buyers resulted in the Milwaukee receiving revenues totaling more than a million and half dollars.

Aberdeen Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Former Switchman Sam Davis was looking well when he was around recently visiting his son Conductor Walter Davis and family and other friends here.

Former Operator Duane Hansen, who is now living in California, recently reported the arrival of a second daughter.

Chief Dispatcher R. D. Mathis was no match for the blizzard he encountered on his way to work some time ago. After several weeks hospitalization he is recovering at home at this writing. Jap Wik is relieving for him.

Ticket Agent Louis Mack is confined to his home with a broken leg, but it doesn't keep him from playing cribbage and drinking coffee. Bill Unker is relieving Louis.

Willie Mitzel, former ticket clerk, was appointed chief clerk in the division freight and passenger office several months ago. The new PBX operator at Aberdeen is Bob Tisdall.

A 41-year career in railroading came to a close in December when Laurence



LAST RUN FOR VAUGHN "SMOKE" WILLIAMS shows him in the cab of the Olympian Hiawatha leaving Chicago Dec. 9. Retiring after 51 years of service, Engineer Williams was honored by many Milwaukee Road friends at a luncheon held at his home in Milwaukee immediately after the trip. He started as a machinist helper at Galewood Yard in 1909, became a fireman the following year, and was promoted to engineer in 1919. With his wife and daughter, he plans to move to Gulfport, Fla., where the attractions are hunting, fishing, and collecting snakes, the latter being his hobby for many years. Engineer Williams has been chief engineer of Division 66 of the B. of L.E.



OUR FREIGHT CLAIM STAFF at Chicago headquarters, pictured with J. H. Andrews (seated), who relinquished the position of general freight claim agent Jan. 1, and is remaining with the company as a consultant. Standing, from left: A. H. Ducret, who was appointed general freight claim agent; H. W. Kirch, assistant general freight claim agent; and W. A. Stewart and R. M. Levey Jr., who were advanced to assistant freight claim agent positions. For the details, see "Appointments" on page 15.



CALIFORNIA COLONY. How many of your retired fellow employees do you recognize in this picture taken at the annual picnic of the National Association of Retired and Veteran Railway Employees of Southern California in Pomona last fall? Marvin A. Tripp, who retired as agent at Mormarth, N. D., in 1950, after 40 years of service at that station, is holding the sign that identified the Milwaukee Road colony. Some 700 attended, representing almost every railroad in the country. (Granger photo)

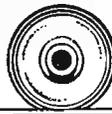
GREEN BAY TRAFFIC LEADERS enjoy a discussion with Dr. Murray Banks of New York City (left), psychologist and author of best-selling books on mental hygiene, who gave the principal address at the annual banquet of the Green Bay Traffic Club Dec. 8. The group includes, from left: G. F. Meintzer, Milwaukee Road traveling freight agent with headquarters in Green Bay and president of the club for 1960; Guy Knutson, general freight agent of the Escanaba and Lake Shore Railroad (standing); Victor Paque, traffic manager of the Bay West Paper Company who was elected president of the club for 1961; and John Thiele, an executive of the Leicht Transfer & Storage Company. Among the more than 600 present were Milwaukee Road officers from Milwaukee and Chicago. (Green Bay Press-Gazette photo)



SMILING FINISH. Milwaukee Terminals Engineer Oscar P. Jensen wore this broad smile as he retired recently. He had 53 years of service in road and terminal work.



"MUSSELHELL" VETERAN RETIRES. Leo Thiel, who started as an operator at Ismay, Mont., in 1912, pictured recently on his last day of work at the Tacoma relay office. His 48 years of service includes 30 years on the old Musselshell Division before going to Seattle, where he was advanced to chief operator in 1956. He had been at Tacoma since the Seattle operation was transferred there last spring. A reader of this magazine since its first issue, he recalls being solicited for a subscription by a fellow employee: "But he found out the same day that it was to be free, so he returned my dollar."



	DECEMBER		TWELVE MONTHS	
	1960	1959	1960	1959
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$18,407,762	\$20,721,355	\$233,950,939	\$246,089,186
PAID OUT IN WAGES	9,122,088	9,410,492	113,466,187	120,990,276
PER DOLLAR RECEIVED (cents)	49.6	45.4	48.5	49.2
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	781,843	845,233	9,969,699	9,894,538
PER DOLLAR RECEIVED (cents)	4.2	4.1	4.3	4.0
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest ...	8,477,152	8,880,948	109,191,990	109,329,196
PER DOLLAR RECEIVED (cents)	46.1	42.9	46.7	44.4
NET INCOME	\$26,679	\$1,584,682	\$1,323,063	\$5,875,176
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	82,512	94,636	1,136,712	1,229,438
Decrease 1960 under 1959 ..	-12,124		-92,726	

been a member of the security forces and for a while was stationed at the White House. He has been privileged to attend several functions given by the President and his wife and has received copies of three paintings from President Ike, the latest being the "Chapel in Bavaria", which was the Christmas gift to staff members this year.

Jake Hammer, retired conductor, has moved to Whittier, Cal., for the winter. His address is 2118 West Howard Street. Mr. and Mrs. Martin Forster (retired engineer) have moved to St. Petersburg for the winter and have leased a trailer for the "duration", probably to the end of April.

Fred Paul, former master mechanic, informs us that he and his wife have sold their hotel in Montezuma, Ia., and now live in Sun City, Ariz., at 12233 Cherry Hills Drive. This is a town about a year old, and already it has a population of 3,000, mostly retired folks.

Russell Tangvold is now section foreman at Hopkins, Minn.

After being confined in St. Mary's Hospital, Rochester, for some time and undergoing surgery, Conductor Joe Harding is now home in Montevideo, feeling much better.

Agent Bill Witte and his wife, Milbank, had a house full of family for the holidays. Coming the farthest was their daughter Jean, who is secretary to the manager of a group of hotels in Hono-

lulu.

Christ Wick and his wife received a lifetime pass to attend the dances at the Fiesta Ball room in Montevideo as their Christmas gift from Manager Clarence Burns. Christ is 81 and he and his wife are regular patrons of the ballroom. During the summer, Christ is janitor and watchman for Shipley's extra gang.

Mr. and Mrs. Jack Felber celebrated their golden wedding anniversary Jan. 8 at an open house in the VFW hall, St. Louis Park, Minn., where their children were hosts. In June Mr. Felber will be celebrating his 54th anniversary with the Road. He is now agent at St. Louis Park.

Milwaukee Division

SECOND DISTRICT

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

Engineer and Mrs. James Wisner made their TV debut dancing on the Dolysch Brothers program Nov. 20.

A baby girl was born to Mr. and Mrs. Joe Crudelle of Chicago in November. Mrs. Crudelle is Agent R. E. Chalifoux' daughter. The baby was named Jeanne.

Assistant Superintendent W. M. Freund and family moved into their new tri-level home Dec. 1 and are enjoying the "new living" very much.

On Dec. 17 Assistant Superintendent W. M. Freund, Agent R. E. Chalifoux,

Roadmaster George Hawkins, Traveling Engineer Ward Hisman, Chief Dispatcher Peter Maierle, Car Foreman Jim Palmer and Ken Kulk, former storekeeper, and their wives went from house to house singing Christmas carols. A good time was had by all and it was decided that this outing would be an annual event.

Engineer Charles Hornibrook and Harold Reinow, car department man, passed away recently. Mrs. Peter Lorang, wife of retired engineer, and Mrs. Frank Hayden, wife of retired conductor, also died recently. Sympathy was extended to their families.

Sheboygan County's first baby of 1961 arrived in Plymouth Hospital, Plymouth, for the Francis (Jack) Duquette family. Her daddy is a section foreman for the Milwaukee. At this writing the baby's five sisters and one brother are undecided on a name for her.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Engineer Hank Wyland of the suburban service passed away Nov. 19, followed by Conductor D. M. Jaeckel, who succumbed to an attack of bronchial pneumonia Nov. 26. Dudley Jaeckel had been secretary and treasurer of BRT Lodge 128 for a number of years. Sympathy was expressed to their relatives and also to Chief Clerk Don Woodhouse whose mother died Dec. 25.

Joan Kelly, who was formerly a clerk in the engineer's office in Milwaukee, is now on the job as secretary to Superintendent Schwartz.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Dr. Roger Grummel recently completed his residency in a Staten Island, N. Y., hospital and is now assistant chief surgeon in the Marine Hospital, Seattle. He is the son of Mike Grummel and during college vacations he worked for the Road in Tacoma.

Mrs. Hazel Gottlieb retired Jan. 9 after returning from a month's vacation in California with her sister. At this writing, plans are under way for a party in her honor.

Thomas J. Dolle retired Nov. 8 after serving many years as chief claim clerk. The retirement party planned for him had to be postponed because of his illness.

Lysle Smith, who has been on the sick list for the past year, is back in Doctor's Hospital at this writing.

Sympathy was extended to Mrs. Manda Schrock whose mother, Mrs. Ole Martin, passed away Nov. 19 at the age of 82. Mrs. Martin had been living with her daughter and family the past few years.

Christmas greetings came from Mesa, Ariz., from Retired Chief Yard Clerk O. H. Guttormson and wife, and from California from Retired Agent O. R.



UNIQUE APPOINTMENT. Joseph B. Dede Jr., son of the Road's traveling auditor with headquarters in Spokane, has a courtesy appointment to the faculty of Washington State University on a research project being conducted for the Quaker Oats Company, by whom he is employed as a resins and glue specialist. Here he is conducting a test in the wood products division of the university's industrial research laboratory. The study, which involves the preparation of plywood glue, is the first at WSU in which a company has assigned its own researcher to direct the work. Mr. Dede is a graduate of Gonzaga University with a B.S. degree in chemistry. (Spokane Spokesman-Review photo)

Powels and wife. The Powels then set off to Florida to spend the winter.

It has been brought to attention that Mrs. Harry Micklethwait of Tacoma, wife of retired locomotive engineer and a well known member of the railroad family in this area, passed away Sept. 11 last. Funeral services were held in Tacoma.

Coral Frost Micklethwait was born in Brockway, Pa., in 1878 and came to Washington in 1892. She attended Ellensburg Normal and for a while taught school. She and Mr. Micklethwait were married in Cortland, Ohio, the home of her parents, in 1902. For almost half a century she was active in Tacoma organization and musical circles, including the Eastern Star, the Ladies Musical Club, the St. Cecelia Club, and the Daughters of the Nile, of which she was Past Supreme Queen of the Nile and Supreme Organizer for the United States; also as the director of the Sixth Avenue Baptist Choir, the Eastern Star Choir, and as organizer of the Zora Temple Nile Choir which she directed for 20 years. In recent years she had directed a "hillbilly" choral group which performed for the annual Brooklake Fair and for charity causes. In addition to her husband, she is survived by two nieces and a nephew.

Nothing changes the direction of a man's thinking quicker than spading up fishing worms while digging in the garden.

January-February, 1961

EAST END

Melvin F. Bell, Correspondent
c/o Assistant Superintendent, Spokane

Retired Engineer Sam. B. Wynn, formerly of the Coast and Rocky Mountain Divisions, now living in Spokane, completed 50 years of continuous membership in the B.&L.E. and was honored appropriately.

Starting the New Year with a bang was F. W. Fuller, relief section foreman at McGuires, Ida., when he bowled a 299 in league play. We know it was disappointing not to make that one extra point and collect a cool \$750, but Wes did receive many nice awards from the bowling lanes at Coeur d'Alene, Ida.

Conductor and Mrs. Roy C. Krebs of Malden are parents of a five months old boy who is the delight of their other four children. Roy was made local chairman of the O.R.C. Jan. 1.

Mrs. Darlene Moreland, operator, was hospitalized during December and expects to be off work for some time.

Several deaths saddened the Milwaukee family group late in the year. Re-

tired Engineer C. L. Lane passed away in a Spokane hospital Nov. 5 after a long illness. His wife, Henrietta, survives.

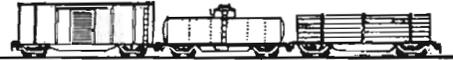
Retired Agent-Operator E. M. Hartman died Nov. 11 following a sudden illness at home. He was rushed to the hospital but nothing could be done for him. His widow and three married daughters survive. Mr. Hartman came to Spokane about 1945 from Milwaukee where he had been working for the Road.

Mrs. W. C. Rentel, wife of retired sectionman of St. Maries, Ida., and mother of Wayne and Beryl of Spokane, passed away Dec. 6. She had been ill for several months following a stroke and only recently had been moved to Spokane.

Mrs. O. L. Kinder, wife of roundhouse foreman of Othello, passed away in a Spokane hospital Dec. 21 following surgery for a fractured hip.

M. F. Bell, relay operator at Spokane, was installed as Worshipful Master of Oriental Lodge, F.&A.M., Jan. 2 in an impressive service. A reception for about 200 members and friends followed. An appropriately engraved gavel and sterling cuff links were presented to Mr.

Carloadings



JANUARY 1961 compared with same period in 1960

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		INCREASED in 1961 over 1960		DECREASED in 1961 under 1960	
		JANUARY		JANUARY	
		1961	1960	1961 over 1960	% of increase
8.7%	Grain and Soya Beans	7,228	5,997	+1,231	+20.5%
7.2	Coal and Coke	10,562	10,550	+ 12	+ .1
1.8	Gravel, Sand and Stone	2,723	2,556	+ 167	+ 6.5
1.4	All Other Products of Agriculture	1,472	1,378	+ 94	+ 6.8
1.0	Live Stock	1,159	1,129	+ 30	+ 2.7
.6	Cement, Lime, Plaster and Stucco	885	715	+ 170	+23.8
20.7%		24,029	22,325	+ 1,704	+ 7.6%
13.1%	Forest Prod. (Excl. Logs and Pulpwood)	5,587	6,999	-1,412	-20.2%
7.7	Iron and Steel	3,238	6,120	-2,882	-47.1
7.3	Automobiles and Parts	2,848	4,570	-1,722	-37.7
4.0	Oil and Gasoline	4,563	4,885	- 322	- 6.6
3.9	Meat and Packing House Products	3,141	3,678	- 537	-14.6
2.9	Agri. Impl. Machinery and Parts	1,380	1,558	- 178	-11.4
2.8	Grain Products	4,625	4,689	- 64	- 1.4
2.5	Forwarder Traffic	2,099	2,401	- 302	-12.6
1.9	All Other Products of Mines	440	848	- 408	-48.1
1.6	All Other Animals and Products	871	928	- 57	- 6.1
1.6	Logs and Pulpwood	3,220	4,194	- 974	-23.2
1.5	Fruits and Vegetables (Fresh)	1,700	1,758	- 58	- 3.3
1.3	Merchandise	3,461	4,085	- 624	-15.3
1.1	Liquors, Malt	1,101	1,115	- 14	- 1.3
26.1	All Other Mfgs. and Miscellaneous	22,530	23,029	- 499	- 2.2
79.3%		60,804	70,857	-10,053	-14.2%
100.0%		84,833	93,182	- 8,349	- 9.0%

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Milwaukee 1, Wisconsin, U. S. A.

Bell by his family.

(The foregoing news was reported by Mrs. Ruth White, who formerly conducted this column. Mr. Bell will be back in harness for the next issue of the Magazine.—Editor)

Terre Haute Division

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

On Nov. 19 DF&PA H. A. Sauter, who was transferred to Chicago, was honored with a farewell Stag held at Bohannan's Restaurant, at which time he was presented with a transistor radio.

Retired Engineer Fred Lake passed away at his home in San Benito, Tex., Dec. 13. He retired in 1949 after 39 years of service. He is survived by his widow and a son.

Brakeman Marion Sipes died suddenly at his home in Shoals, Ind., Dec. 17. He had 41 years' service. He is survived by his widow, four daughters and two sons. We extended our sympathy to the Bodle family in the death of Mrs. Louise Bodle, wife of Conductor Cyrus Bodle.

The annual Christmas party of the Women's Club was held in the "Eateria" at Terre Haute Dec. 16. A dinner was served, followed by entertainment by Linda Collins and Jackie Van Wienen from Indiana State Teachers' College. The new officers for 1961 were introduced: Mesdames Oscar Bond, president; T. W. Mulvihill, vice president; H. McCown, recording secretary; William Hartley, corresponding secretary; P. Bailey, treasurer, and George Lentz, historian.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

On April 4 Stanley Boyle will be running for the office of Justice of the Peace for Leyden Township. He, his wife Evelyn, and your correspondent were graduated from Leyden Community High School together. The Boyles have lived in River Grove for 39 years and are proud parents of a son in college and a daughter in 7th grade. Stanley has been 26 years with the Road.

Agent Ed McLean is very happy that his daughter Maureen has decided to



A RED LETTER OCCASION at Tacoma was the presentation of a Silver Pass to M. R. Grummel, leadman, who here is being congratulated by J. D. O'Neill, district general car foreman (left), and Car Foreman C. M. McMullin. Mr. Grummel started his "silver service" at Tacoma during the early construction period, working as a messenger boy and later as a mill laborer, machinist helper, baggageman and yard clerk before transferring to the car department, in which he has a 1918 service date.

enter a convent. At present she is permitted to write only to her family, but she may receive mail. Mac is the agent at Glenview.

Rich Wehle, former air conditioning man, enjoyed a Christmas visit from son Robert, a Marine, his wife and little daughter Ginger, 6 months old, Rich's first grandchild.

Marge Scholl, wife of Clerk Leon, and son are both doing nicely after the auto accident they were in shortly before the holidays. Marge is still under the doctor's care, but improving.

Roy and Ruth Vannella of the Milwaukee family called to report a grand Christmas with all of their grandchildren, and to say there had been another one added since last Christmas.

Bensenville folks extended best wishes to Margaret Goodman, formerly of this office and then secretary to Assistant Superintendent Bob Graves of Galewood, on her marriage Christmas Day to Julius Parth, yardmaster.

Retired Conductor Frank Hanes passed away Nov. 29 after a long illness at home in Waupaca, Wis. Sympathy was ex-

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MONTREAL

The Milwaukee Road Magazine



STILL RAILROADING. Since Walter Gehrke, former "back up" man at the Western Avenue coach yard, retired in 1955 after 50 years of service in his native Chicago, one of his hobbies has been timing the Milwaukee Road trains that pass only 200 feet away from his home. Here he is having his watch adjusted in the Union Station establishment of Chas. H. Bern Inc., official railroad watch inspector, by that firm's Walter Olsen. Mr. Gehrke and his wife Gertrude were married 50 years on Nov. 30 last and celebrated in the company of some 70 relatives and friends at a reception at the "Gay Spot." A highlight was a re-enactment of the wedding ceremony at the point of a shotgun. They have two daughters, Gladys and Mrs. Claude Crandall, a son, Hilbert, a son-in-law and three grandchildren. (Chicago Tribune photo)

tended to his widow Hazel.

Retired Operator Robert Helton, Sturtevant, Wis., is still young at heart, but not feeling too well at this writing. He wished to be remembered to all his old friends and would like to hear from some of the fellows he hasn't seen in a long time.

Bill Kerby of Division Street is in Wesley Memorial Hospital at this writing, and we're all hoping for a speedy recovery for him.

WESTERN AVENUE STORES & LOCOMOTIVE DEPARTMENTS

LaVergne Misiak, Correspondent

Frank Corleto, who began his career with the Road in June, 1944, retired Oct. 31 as clerk in the local storekeeper's office.

Assistant Coach Yard Foreman Al Cuchna received many presents and good wishes at his retirement party held in Old Point Banquet Hall. Mr. Cuchna, who started as an electrician helper in 1911, retired Oct. 31.

Counterman Ernie Hedges returned to Hines Hospital after suffering a relapse. Charles Guidry, chauffeur, is also recuperating in Hines Hospital at the time of this writing. Best wishes for a speedy recovery to them, and also to Art Divisme, third shift machinist helper who is off sick.

Al Swenson, retired car foreman and past commander of Pioneer Post of the American Legion, is in the Northwest

Hospital at this writing, recovering from a heart attack.

Sympathy was extended to Boiler Foreman Tony Lagowski on the death of his wife, Mae, who passed away suddenly Dec. 24.

Christmas greetings were received from Pipefitter Lawrence Misiak who is stationed with the Army in Germany.

Pipefitter Apprentice Donald Centenail, who has been stationed at Fort Ord, Calif., spent the holidays with his family in Chicago before receiving his new assignment for overseas duty.

GALEWOOD

Ray Bishop, Correspondent

Stanley Boyle, car record clerk and a veteran of 26 years with the Road, will run in April for the office of Justice of Peace in Leyden Township. Stan has been active in politics in his community for 14 years, and is a conscientious and competent public servant. He has been a member of the River Grove board of trustees, chairman of the finance committee and of the police committee. He has also been precinct captain and a tireless and able worker in his party. He served many of you through your labor organization when he was steward for five years.

Marge Goodman, stenographer to Assistant Superintendent R. W. Graves, is taking a 90 day leave of absence to embark on a new business venture. She is opening a gift and card shop. Her work is being taken over by Pattie Nunley, wife of the assistant agent.

Kim Novak spent the holidays here with Papa Joe and Mrs. Novak, and also visited with her sister and family in Joliet.

We'd like to keep our co-workers posted on events in our various offices and in the lives of our friends, so please address news items of general interest to Ray Bishop, car record department, Galewood Station.

Women's Club members and ladies in this office worked together to make our Christmas party a great success. The food was both attractive and delicious and was appreciated by every one. Hostesses were the Mesdames V. Peterson, V. Gunderson, E. Young and G. Tedder.

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UNION STREET

Carolyn DiCicco, Correspondent

The following employees retired at the first of the year: Salvatore Scognamiglio, checker House 5, who topped the seniority roster with 47 years of service; Edward Lehman, checker House 5, with 26 years of service, and Oscar Hanson, stower House 2, with 15 years of service. We wish them health and happiness in their "golden years".

At this writing John Miller, chief clerk Kinzie Street, is still on the sick list. Switchmen William Kerby and Louis Korabik were released from the hospital after undergoing surgery, and Switchman Vincent Jankowski entered the hospital for treatment. Chester Zbiegien, stower House 5, suffered a heart attack in December.

Mathilde Nauheimer, demurrage clerk Division Street, was installed for the second term as an officer in Fullerton Avenue Chapter of the Women's Club in charge of constitution and bylaws.

Harold W. Baer, former Division Street yard clerk, passed away Jan. 10 in Illinois Masonic Hospital.

Sympathy was extended to Frank Kurtzer, checker House 5, whose mother passed away Nov. 23.

Chicago General Offices

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

It is with deep regret that we announce the death of Russell E. Paulson Dec. 2.

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Republic Creosoting Co.
Minneapolis



FOR REMEMBRANCE. Oscar Hanson, stower in House 2 at the Union Street freight station in Chicago, shown (center) receiving a gift from his co-workers as he retired in December. Presenting it with a big smile is Agent Bert Smith as Ted Deron, checker, looks on.

Born in Chicago Apr. 25, 1897, he lived in Itasca the greater part of his life, serving two terms as mayor during which he fought to maintain the high standards of the town he loved. Mr. Paulson started his railroad career in 1916 as rodman for the C.B.&Q., leaving in May 1917 to serve about a year overseas in World War I. On his return he completed his education and in 1924 began his engineering career in earnest, starting with Leonard Construction Company as designer of steel and concrete structures and working for five other construction and engineering firms before joining the engineering department of the Milwaukee in October, 1935. Since then Mr. Paulson had been structural designer, chief draftsman and assistant engineer and trouble-shooter on draw bridges and various mechanical and electrical installations on the Road. He will be long remembered for his ingenuity and mechanical know-how.

Interment was in Bloomingdale Cemetery. Survivors are his widow, Hannah; daughter, Alice Mae Hanrahan, Des Moines, Ia., who is the mother of three; and son Kenneth of Redondo Beach, Calif.

OPERATING DEPARTMENT

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

Michael Jarmotz, father of John Jarmotz, secretary to President Quinn, was the victim of a hit and run driver Dec. 30. He was taken to St. James Hospital, Chicago Heights, and passed away five hours later. Funeral services were held in Harvey, Ill. In addition to John, he leaves another son, Paul, and a daughter, Mrs. Ann Less.

C. E. Herman, retired telegraph operator in the Union Station, suffered a heart seizure during the holidays and at this writing is in the Highland Park Hospital. His condition is much improved and all his friends wish him a speedy recovery.

The Milwaukee Road Magazine

"THANK YOU" is the most sincere expression we know to convey our appreciation of your friendliness and assistance the past thirty-five years.

Here's Our Anniversary Special for

EMPLOYEES of the MILWAUKEE ROAD

With Monthly Premium deducted from paycheck—(at no extra charge)—

Our continued growth and increasing surplus has made it possible for us to deposit with the State Insurance Commissioner over \$400,000.00 for the protection of all members and issue this special anniversary **NON-CANCELLABLE—NON-ASSESSABLE—GUARANTEED PREMIUM**—coverage of \$3000.00 the principal sum payable in case of death from any cause, to named beneficiary as a

MONTHLY INCOME OF \$300.00

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

Monthly premium for	Group 2 Employee In Active Service \$3,000.00	Group 3 Dependent Wife (maximum) \$1,000.00 Dependents of insured member	Group 4 Each dependent child under 18 (maximum) \$500.00
Ages under 39 Inc.	\$3.75	\$1.75	.50
Ages 40-59 Inc.	\$6.75	\$2.25	
Ages 60-64 Inc.	\$9.75	\$4.25	
Ages 65-69 Inc.	\$13.75	\$6.25	

(to determine age, subtract year of birth from this the present year)

AGE OF APPLICANT DETERMINES RATE—NO MEMBERSHIP FEE—NO MEDICAL EXAMINATIONS

SPECIAL OPTIONS

- On leaving active service, retirement or other reasons, Insurance may be continued without change and at same premium—mailing premium direct to Home Office either monthly, quarterly or in any manner you find convenient.
- Dependent wife surviving the insured, may continue her coverage for an additional monthly premium of twenty-five cents.
- When dependent child is no longer a dependent, the coverage may be continued for an additional monthly premium of twenty-five cents and the right to apply for additional insurance under age group.

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MAIL THIS APPLICATION NOW TO:

EMPLOYEES MUTUAL BENEFIT ASSOCIATION, 1457 GRAND AVENUE, ST. PAUL 5, MINNESOTA

I hereby apply for insurance coverage as follows: (please print)

My first name is.....(Initial).....(Last Name).....

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

Date of birth.....Age.....Height.....Weight.....Sex.....

Occupation.....Social Security No.Payroll No.Work No.

THIS APPLICATION IS FOR A \$3,000.00 LIFE INSURANCE POLICY ON MY LIFE. Amount of monthly premium \$.....

The beneficiary is to be Relationship Amount of monthly premium \$.....

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

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

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

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant



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HOLIDAY HOSPITALITY extended to the railroad family included the traditional open house of Chicago-Union Station Chapter of the Women's Club. Almost 500 employees were entertained at a buffet luncheon held in the American Legion Room on Dec. 19. Those pictured here are, in the larger group, left to right: Valerie Sloma and Marcella Manning of the freight traffic secretarial staff; H. A. Sauter, foreign freight agent, Chicago; R. T. McSweeney, retired foreign freight traffic manager; W. S. McKee, general foreign freight agent; and F. W. Burke of the freight traffic department. In the smaller group, from left: W. C. Klomp, retired assistant to general passenger agent; O. R. Anderson, assistant to general passenger traffic manager; and G. W. Hyett, general agent passenger department.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

John Andrews, who relinquished the duties of general freight claim agent Jan. 1 (see article elsewhere in the Magazine), was honored at an office get-together and luncheon at which he was presented with a cash gift and a miniature outboard motor to represent the full-scale model which was delivered to the new home he has built in Kingston, Wash. Retired members of our force who attended the luncheon included John Hamm, Anna Nasheim, Bill Norten, Andy Anderson and Gerry Heffron.

A. H. Ducret was appointed general freight claim agent; W. A. Stewart, freight claim agent, and R. M. Levey, assistant freight claim agent. Kenneth French was named chief clerk (see "Appointments").

Edward Ewald, 56, of the revising bureau, died Nov. 8 following an accident at home. He started with the Road Dec. 5, 1917. Ed is survived by his widow, Ethel, and two daughters. Interment was in St. Joseph's Cemetery.

Julius Frey, who retired May 1, 1959, died Nov. 9. He started work with the Road June 8, 1910, and was promoted to head of sales bureau, his last position, August, 1937. Julius is survived by his widow, Freda, and a son, Gordon. Interment was in Mount Emblem Cemetery.

Bill Ausland and wife Joy announced the birth of son Russell Dec. 21.

El Kuehn's son Donald was married Oct. 8 in Rockford, Ill.

Eunice Maxim has a new grandchild. Sympathy was extended to Bessie Waldman on the death of her father.

PURCHASING DEPARTMENT

Jim Maloney, Correspondent

Miss Ida E. Tucker, secretary to chief purchasing officer, was recently initiated in The National Secretaries Association (International), Lake Shore Chapter. The association numbers over 22,000 secretaries throughout the United States, Puerto Rico, Hawaii and Canada. Lake Shore, with a membership of some 450 from the Chicagoland area, is the largest chapter. Miss Tucker, who started her service in the office of the car accountant, was secretary to purchasing agent before being promoted to her present position in 1951.

**OFFICE OF AUDITOR OF PASSENGER
ACCOUNTS**

Bill Tidd, Correspondent

We were all saddened by the sudden death of Josephine Baker.

Agnes McGrath and Kitty McCants are back in the office after furloughs due to illness.

At this writing June Mathisen is recuperating at home after an operation and H. F. Koretke is also convalescing at home.

Geraldine Walsh recently became engaged to John Doherty.

Jim and Dianne Wurst are the proud parents of a daughter, Jeannine Marie, born Dec. 28.

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Frank J. Zopf, traveling time inspector (right), and his wife Teresa, secretary to paymaster, who recently left railroad service, pictured with Paymaster E. H. Sowle at a farewell gathering of their Chicago-Fullerton accounting department associates. For the story, see the auditor of expenditure's news.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

On Nov. 29, Traveling Time Inspector Frank J. Zopf retired after more than 49 years of service. Frank started his railroad career as a clerk in the superintendent's office in Chicago in 1911. He transferred to the freight agent's office in Galewood in 1912 and in 1915 became a timekeeper and roadmaster's clerk in the Chicago Terminal track department. In 1940 he was appointed to the position of traveling time inspector in the accounting department. Frank's retirement brought about the resignation of his wife Teresa, secretary to the paymaster, who has over 35 years of service to her credit. Teresa started as a stenographer in 1925 and was promoted to the position of personal stenographer to the supervisor of payroll taxes. When that office was consolidated with the paymaster's office, Teresa became secretary to the paymaster. She is looking forward to her newest "promotion" to the position of full time housewife.

Recently married Patricia Kaczynski of the accounts receivable bureau and her husband Leroy are now settled in their new home in Niles, Ill.

Congratulations were extended to Bernard Gregg of the bill and voucher bureau and recently of the dining car accountant's office, when he received an appointment in the assistant comptroller's office.

Sympathy was extended to the following in their bereavement: Claire Hansen whose father passed away; Eugene Knaga, Mae Marek and Wayne Rentel on the death of their respective mothers; Irene Hughes who lost her brother, and Marie Condella, formerly of the keypunch section, on the death of her husband. Also to Retired Clerk Roy Stahl of Chicago, and Retired Assistant Bureau Head Bill Faus of North Ridge, Calif. whose wives died recently.

George S. Peterson, retired dining car accountant, passed away in Florida.

Our best wishes went with Michael Monaghan when he left the bill and voucher bureau to seek his fortune in the insurance line.

Gertrude Restis, formerly of the typing bureau, gave birth to a baby girl, Mary Judith. This makes a boy and a girl for the Restis household.

Albert Elwart of the bill and voucher bureau proudly did the honors with cigars and candy when his wife Rose, formerly of the same bureau, presented him with their first child, a son Paul.

Irving Bretl of the supervisor of machine accounting office took Mary Jane Cassidy as his bride in a civil ceremony Dec. 3. The groom is the son of Marguerite Bretl of the shop timekeeping bureau.

Although she will not be able to accept, Kathleen Walsh is the proud possessor of an official invitation to the in-

FINEST IN THE WEST...

In Gasoline:

New Royal 76, the West's most powerful premium.

In Motor Oil:

Royal Triton, the amazing purple motor oil.

In Lubricants:

Famous Unoba grease, the overwhelming favorite.



UNION OIL COMPANY
OF CALIFORNIA

Two new series of General Motors Locomotives

A new breed of locomotive is now available from Electro-Motive Division. It is more powerful, for faster scheduling or heavier tonnage hauls. Yet, operating and maintenance costs are down. A new 567D engine actually takes less fuel to produce more power. And more than thirty maintenance-saving items provide a reduction of sixty-percent in scheduled maintenance.

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1800 hp General Purpose **GP-18**



1800 hp Special Duty **SD-18**



2000 hp Turbo-charged **GP-20**



2400 hp Turbo-charged **SD-24**



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 - tougher flange and tread
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augural festivities in Washington, D.C.

Milda Swanson of the bill and voucher bureau left to await the arrival of her first child.

Joanne Schafer, daughter of Anna Schafer of the typing bureau, was recently initiated into Delta Psi Kappa, honorary physical education fraternity for women, at Northern Illinois University, De Kalb. Joanne was a member of the car accountant's office force before entering college and is looking forward to teaching in one of Chicago's northwest suburban schools upon graduation.

Gail Johnson of the accounts receivable bureau was appointed to the position of secretary to the paymaster.

AUDITOR OF EQUIPMENT ACCOUNTS

Judy Deering, Correspondent

J. P. Franz retired Dec. 15 after many years of faithful service. He was presented with \$100 cash, neatly arranged on a little Christmas tree. Also leaving our office was Tom Sansone who is now a driver for Coca-Cola.

Kathy Madden was given a baby shower when she left in November to await the stork.

Danny Chabowski is with us again having completed his two years military service.

Sympathy was expressed to Helen Ewald and Helen Degner, each of whom lost a brother, and to Shirley Berganski, whose father passed away.

Rhennetta Korabick has a sparkle in her eye as well as on her finger. On Dec. 16 she and Jerry Bork became officially engaged. No wedding date has been set.

TRAFFIC DEPARTMENT

Glen Heath, Correspondent

Arlene Phillips, secretary to assistant general freight traffic manager, rates and divisions, left in mid-January to await the birth of her first baby. She and hus-

band Wayne are very excited.

Al F. Anderson, chief rate analyst in the general freight office, retired Jan. 31, following 50 years of service. A farewell party was held for him Jan. 12 at the Atlas Brewery, where his many friends presented him with a gift.

Following on the engagement announcement in the May-June Magazine, your correspondent was married Nov. 19, and the former Rita Witkowski of general freight lost her surname. We honeymooned in Florida and Nassau, but regret there are no prize-winning fish pictures.

Sue Riplinger, secretary to director of traffic research, happily announced her engagement at Christmas to William Clarke. Sue's father is Joe Riplinger, assistant freight auditor at Fullerton Avenue.

Doris Healey, after a leave of absence, has returned to the passenger traffic department, and Jake Warner, formerly depot passenger agent, has been appointed assistant manager in the reservation bureau.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Hugh Kehoe, yard switchman in Savanna Yard, put in his last day on the job Oct. 24. He retired with 51 years of service, 40 of which were spent in Savanna Yard. He and Mrs. Kehoe will continue to make their home in Savanna.



Hugh Kehoe

Chuck Miller, car department employe at Savanna, stunned the entire Clinton-Savanna kegling area with a booming 752 shot at the new Palisades Bowl, Savanna. This score not only broke the city high mark, but also set a new season's high for the Clinton-Savanna area. Miller is a real bowling enthusiast who competes in six leagues, four in Savanna and one each in Mount Carroll and Clinton, Ia.

W. H. Stevens, supervisor of signals and communications, Savanna, joined the "grandfathers club" with the arrival of Michael Jay in the home of his son Jay, Dec. 7.

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Taking life easy after 54 years of rail-roading, Charles Crisci, retired operator of the water treating plant at Savanna, Ill., visits with his son-in-law, D&I Division Fireman Harry Notz, Clinton, Ia. For the story of this Milwaukee Road family, see the D&I Division news.

Charles Crisci, operator of the Savanna water treating plant, retired before the end of 1960. He had been with the railroad in Savanna since 1906, starting as a roundhouse laborer and progressing through various positions to head of the water treating plant in 1928.

Still boasting a springy step at 78, Mr. Crisci is one of Savanna's most successful gardeners, his knowledge in that line having been handed down from his father who was a truck gardener in Italy. Following the old world tradition, he and Mrs. Crisci, both of whom were born in Naples, raise a great variety of vegetables and flowers, and in season reap a fruitful harvest from their vineyard and orchard.

The family is "railroad," start to finish. The couple's five living children include Mrs. Emil Banaro of Bellwood, an employe of the Pullman Company; Mrs. Robert Rice, Savanna, whose late husband worked for the Santa Fe; Mrs. Harry Notz of Clinton, Ia., wife of a D&I Division fireman; James, yardmaster at Savanna, and Sam, a caller at the Savanna roundhouse. A son, the late Joseph, earned his way through electrical school as an engine wiper on the Milwaukee. There is also a total of 23 grandchildren and great-grandchildren.

R. W. Schultz, chief clerk in the Davenport freight house, passed away Dec. 5 following a brief illness. Ray entered service Oct. 8, 1918 as a yard clerk in the Tri-City area and held various positions in the Davenport freight house until Sep. 1, 1942 when he became chief clerk to agent there. His widow survives.

John H. Wolfe, retired D&I Division First District brakeman, died in Elm-

hurst Hospital Jan. 3. Mr. Wolfe began his career in April, 1918 and became a brakeman Feb. 26, 1923, working in freight service for a number of years, then in passenger until his illness in January 1960. He retired Oct. 6. Surviving is his widow.

Ernest T. Ray, retired D&I First Dis-

Division engineer and former resident of Savanna, passed away in Long Beach, Calif., Dec. 26. Funeral services and burial were in that city. Survivors include his widow and one daughter, Mrs. Helenmae S. Binger.

On Nov. 16 last death came to Olaf H. Berg who retired Dec. 31, 1947 after 59

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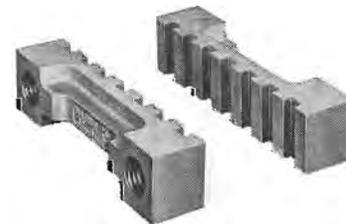
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trict conductor, passed away in Loretto Hospital, Chicago, Sept. 18, 1960. His widow survives. Mr. Ray entered service as a brakeman Jan. 18, 1903 and was promoted to conductor Dec. 18, 1906. He continued in freight train service until his retirement.

Frank (Bert) Stafford, retired Iowa

years of service. Mr. Berg started as a station helper in Rushford, Minn., June 7, 1888 and worked as telegrapher and relief agent at 38 stations in southern Minnesota before becoming regular agent at Rushford and then Houston. He served as a division telegrapher, chief dispatcher, station auditor, and during World War I

was a member of T. W. Proctor's committee to conserve railroad cars. From 1922 to 1938 he was legal inspector in Minneapolis and then chief clerk in the law department. Mr. Berg is survived by a daughter, Mrs. Mildred H. Galliard of Dubuque, with whom he lived.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Happy retirement to Ralph A. Kanies, chief yard clerk at the fruit house. He

began as a messenger in the telegraph department in 1916 and stayed through 44 years of yard clerking in the Terminal, clerical work at Muskego Yard and his final position. He went to the fruit house in 1924. Ralph enjoys hunting and fishing and expects to do a little of both. The Kanies have their own home and Ralph says he likes to putter around, which keeps him busy enough.

Barbara Larson, key punch operator, regional office, was married Nov. 26 to Marvin Haugen in their home town of Black River Falls, Wis. They will

continue to reside in Milwaukee, where Marvin is also employed.

The "DO-GOODERS" at Holloway Cafeteria celebrated the holidays with a party sponsored by the management there. Mrs. Robbins, wife of L.C.L. Billing Supervisor Fred Robbins, was one of the originators of the idea that has blossomed into a fine charity organization, dedicated to helping the poor and needy at Christmas time. The Robbins both attended the Dec. 19 party.

On Dec. 18 Fowler Street employes, their husbands, wives and sweethearts numbering about 70 gathered at the Steak House, South 76th and Forest Home Ave., for a Christmas party. A hot buffet was served in the supper club following a cocktail mixer. Later on the folks enjoyed dancing in the Rathskeller. Santa Claus Maciolek appeared in costume to greet every one individually and to present a small gift. Lowell Wait, Lois Scott and yours truly were in charge of arrangements.

The RBWA, Milwaukee Chapter, held a Christmas party and dinner at the Ambassador Hotel Dec. 15. Members contributed to a Christmas fund in lieu of exchanging gifts, and the proceeds were presented to Southern Colony for retarded children.

The MMTC drivers out of Milwaukee held their Christmas party Dec. 3 at Majors, 15800 W. National Ave., 11 couples attending. Refreshments and music provided the evening's entertainment.

Tony Kihringer of MMTC went deer hunting without success, but on a fox hunt had better luck, bagging one.

Cashier Max Woelfl severed a finger while he was at work with a saw in his home during the holidays. He will be off for some time to allow for proper healing.

On Nov. 26 Loretta A. Nowicki, daughter of Barney C. Nowicki, switching clerk, was united in marriage to Herman A. Hinz Jr. at St. Jude's Catholic Church. A buffet supper was served in the Bay View Legion Post and a reception followed.

Henry Koehler, a driver for the Milwaukee Motor Transportation Company, received an honorable mention in his community's outdoor Christmas decorating contest during the holidays. His display was a Nativity scene in which the figures were almost life size, arranged with an illuminated background and wired for recorded Christmas music.

MUSKEGO YARD & UNION STATION

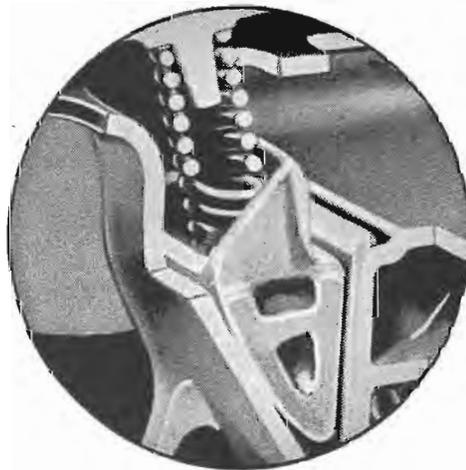
Grace M. Johnson, Correspondent
Office of General Superintendent

Congratulations to those parents whose babies arrived in time to make a Merry Christmas merrier yet! David James was born Nov. 13 to James Lake (clerk, Harvester District) and wife. Switchman Ralph Gilmore's baby son arrived Nov. 15, while Mr. and Mrs. Dennis Justus announced the arrival of Dennis James Nov. 28, and Lori Ann was welcomed by the Matt Krimpelbeins Nov. 8. A third girl arrived for the Jerry Schwartz family, and Electrician William Hetzel an-

The Milwaukee Road Magazine

balanced

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- METALLURGY

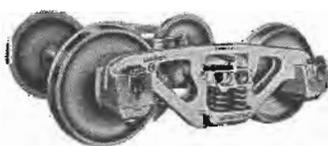


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A "ROMPER ROOM" STAR on station WISN-TV, Milwaukee, Nov. 7-18 was little Raymond Wuerl, son of Jos. A. J. Wuerl, assistant chief clerk at Muskego Yard. In this picture, taken by Dad, he is showing a model URT refrigerator car from his "Ho" gauge train set to Mrs. Barbara Groesser, who conducts the televised kindergarten program. Raymond, who was five at Christmastime, is entering Ulysses S. Grant School in February.

nounced the birth of Michael William Dec. 9.

November was a sad month for some of our families. Retired Switchman Herb (Pumpy) Towl passed away Nov. 4. "Pumpy" was well known for his kind work and many calls paid on the sick, also for his work with the Masonic Lodge. Retired Southwestern Conductor John Weber died at Wood Nov. 19, and Engineers Art Duncan and Henry Wyland also passed away Nov. 19. Retired Conductor F. Hanes died in Waupaca Nov. 29. Northern Division Conductor D. O'Halloran's wife passed away in November, and Retired C&M Brakeman Ben Moore died in California Nov. 25. The mother of Timothy and John Cavey passed away Dec. 13.

Frank Mellette, switchman, retired Nov. 1 and Engineers Ed Maconochie and James Duncan retired Dec. 1.

Our deer hunters tell their story with all modesty and, like good fishermen,

keep the location of the hunt to themselves, but results are what count says Engineer Max Preuss who came home with an eight point buck. Don Christian, husband of Caller Virginia, brought back a six point one. Yardmaster Pat Rooney claims the honors for "camp meat"—one doe—while Brother Jerry (of baseball fame) got a spike buck, as did W. J. McKeown and Louis Mane. Bob Radtke got a buck. Norvin Wolf isn't talking.

Our strong man Ronny Feyrer is back in the news, winning first place in the national light heavyweight division contest sponsored by the Milwaukee Weight Lifting Club. This contest at the South Side Armory Hall Nov. 26 was the first national invitational odd lift championship which has been held. Ronny took the following honors: 390 pounds in the squat lift, 300 in prone press, and 525 in the dead lift contest.

An outstanding personality is suddenly missing from our ranks at North Avenue Station. Herman Herbert has retired, his service date having been made Mar. 1, 1914. He worked in the OS&D department at Fowler Street and was head of it for some years, moving from there to be chief clerk at North Avenue Station, where his cheery smile and good natured ways made many friends for the Road. He will be missed by people in industry as well as by our own employes.

Esther Ruth, wife of Train Clerk Lloyd Gillard, passed away Dec. 27 after a long illness. Other survivors are daughters Mrs. Jay Belle Mueller of Palatine, Ill., Mrs. Faythe Williamson, and Naomi; son Dale; four sisters and a brother.

Anne Prehn, depot messenger on leave, announced the birth of a daughter, Monica Inge, Dec. 31.

Linda Bohl, daughter of Mr. and Mrs. George Bohl, Colfax, and Chester Lapinski, assistant engineer in B. E. Daniels' office, were recently married in St. John the Baptist Catholic Church, Cook's Valley. Rev. Clyde Zarski of Rice Lake, a cousin of the groom, officiated. The bride was attended by Dr. Elsie Lapinski, the groom's sister. A reception was held in the Veterans Memorial Clubhouse, Bloomer, after which the couple left on a short trip. They will live in Milwaukee. The bride is a graduate of Wisconsin State College, and the groom of the Missouri School of Mines and Metallurgy.

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RETIRING AT MANKATO, MINN., W. F. Perske, chief clerk-cashier, is pictured (seated) with a group of his associates who were among the many employes in that area who honored him at a get-together at the Saulpaugh Hotel. Left to right are William Robb and C. P. Manning of the Mankato clerical force, Agent J. C. Hanson and Warehouse Foreman R. F. Johnson. Mr. Perske started his service at Minneapolis in 1918, and had been stationed at Mankato the past 30 years.



I M & D Division

MASON CITY AREA

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

Temam Edwin Johnson, retired section foreman, Lanesboro, Minn., passed away in Rochester, Minn., Nov. 14. Sympathy was extended to his widow.

The Women's Club had a Christmas party in the Mason City Y.W.C.A. Dec. 3. Scenic slides of the United States and Canada were shown by Mr. and Mrs. H. J. Blewett, and Mrs. Earl George gave a reading. On the kitchen committee were Maxine Moore and the Mesdames Otto Werner, M. J. Kelly and Dick Postma. LaVerna Larson was in charge of the program, and responsible for the table decorations were June Veit, Ollie Goltz and Mrs. Herb Jacobs.

Graveside services were held Dec. 20 in Mason City for Merton F. Boyden, retired conductor of Mitchell, S. D., who died Dec. 17. He is survived by a son, Dr. Carl Boyden of Mitchell.

Congratulations to Trainmaster F. A. and Mrs. Deutsch on the birth of a daughter, Catherine Marie, Dec. 6 at Austin.

Mrs. W. H. Woodhouse, widow of baggageman, passed away Dec. 26 in Mason City. She is survived by sons Donald, chief clerk in the superintendent's office,

Milwaukee; William, city ticket agent, Minneapolis; Chester and Clay of Mason City; three daughters, 30 grandchildren, and 25 great grandchildren.

Peter J. Anderson, 84, who retired as conductor in 1951 with 43 years' service, died suddenly in Austin Dec. 14. He is survived by his wife, a son and two daughters.

James Dawson, 72, retired employe, passed away in St. Olaf's Hospital, Austin, following a short illness.

Sympathy was extended to Al Parker, retired roundhouse foreman, Sanborn, upon the death of his mother Nov. 10 in Chicago.

Onyx Lodge, No. 419 AF&AM, Sanborn, held a special meeting Nov. 25 to honor Retired Passenger Conductor N. S. Pippenger. He was presented with a 50 year certificate and a Life Membership card.

La Crosse Division

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

George J. Poeschl, operator at Wabasha, Minn., retired Jan. 1, and hopes the fishing continues to be good at Wabasha. He started with the Road June 16, 1911.

Operator J. J. Joswiak Jr. and wife Rosemary proudly announced the arrival of son David at La Crosse Nov. 24, 1960.

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FOR THE LAST TIME, Arthur H. Geike steps down from the caboose on his farewell run between Faribault, Minn., and the Twin Cities Dec. 1. Starting in 1909, he had almost 39 years of service on the IM&D Division. His immediate plans called for a two-month stay in California, to soak up some sunshine. (Faribault Daily News photo)

EAST END

Natalie R. Brunt, Correspondent
Assistant Superintendent's Office, Portage

A survey disclosed that none of our Portage employe hunters brought home a deer. The usual overgrown specimens got away. Even "Poker" Baek, who crawled into a bear den, found it empty. However, Relief Clerk D. O. Valinski had the misfortune to collide with a deer while driving to his home a few miles from Portage. His wife was thrown from the car by the impact and sustained a bruised back but has now recovered from the injury.

Switchman and Mrs. M. E. Beyers, Portage, are the parents of an adopted baby boy, Michael Elmer, and the father passed out "It's a boy" cigars Dec. 14. Switchman "Mike" Bublitz is the proud grandfather.

Yard Clerk R. A. Jorns is convalescing at his home following surgery at Divine Savior Hospital, Portage, on Dec. 6. After calling at Portage for about 40 years, Ralph is missed, and everyone wishes him a speedy recovery.

E. C. Kannenberg, who had been ill for several years, passed away in November. He formerly worked as baggageman at Portage.

Mrs. A. D. Finnegan, Wisconsin Dells, passed away in November and Mrs. W. J. Hayes, Portage, passed away Dec. 5. Both husbands were agents and preceded their wives in death.

Retired Agent O. G. Buerkle, who will be 88 years old Feb. 22, walks to the station sometimes to keep in touch with the railroad. Mr. Buerkle retired as agent at Butte, Mont., and returned to make his home in Portage. He started working on the Milwaukee-Northern Railroad and was a transfer clerk in 1897.

Train Baggageman H. J. Young, service date Mar. 21, 1915, retired Dec. 28. Early in 1961, Engineer O. A. Pfeil, service date Mar. 8, 1910, Brakeman F. J. Whipple, service date March, 1917, and Train Baggageman F. Behnke, service date July 12, 1912, will retire. Mr. Whipple is moving to Florida. Mr. Pfeil lives in Portage and Mr. Behnke lives in Milwaukee.

WISCONSIN VALLEY

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

Harold Green, after more than 50 years in service as engineer-fireman, has retired. He has the congratulations and best wishes of his many friends.

The Women's Club of Wausau recently sponsored a number of parties. Retired employes of the Road were entertained at a steak dinner in the American Legion Clubhouse. The table decor included a railroad dining car atmosphere and miniature trains. Retired members told their former occupations and years of service—795 for the 17 retired men present. Fred Lehrbas, the oldest, is 91. He displayed train orders issued to him dated 1898. Arthur Schultz, agent at Wausau, delighted the group with stories of railroad incidents.

Another party given by the Women's Club honored the widows of employes, and children of all employes were entertained at a Christmas party.

Officers elected by the Women's Club for 1961 are: Mesdames R. E. Chamberlain, president; Norman Krueger, first vice president; Hattie Hahn, second vice president; Felix Slomske, secretary, and Lewis Wilcox, treasurer.

Retired Chief Train Dispatcher Leo Fredrick submitted the following clipping from the February 1918 Milwaukee Road Magazine: "Several new clerks have been added to the clerical force of the accounting department—Mildred Conklin, stenographer and filing clerk —"

MADISON AREA

Florence Mahaffey, Correspondent
c/o Agent, Madison, Wis.

Ira Neese passed away Jan. 6 as the result of an automobile accident. His wife, Mayme, is recovering in the Waukesha Memorial Hospital at this writing.



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ally to industrial workers by the U. S.
Department of Labor, Bureau of Appren-
ticeship and Training, was Richard A.
Brown, electrician apprentice at Milwau-
kee Shops, pictured here with (from left)
Henry Claypatch, general chairman of the
International Brotherhood of Electrical
Workers, F. A. Upton, superintendent of
motive power, and J. W. Mulhollon, shop
engineer of the locomotive department
machine shop. Mr. Brown supplemented
his on-the-job training with studies at the
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SOUTH END

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

Hosea P. Carey, who retired as con-
ductor three years ago with 46 years'
service, passed away recently in Mercy
Hospital, Janesville, after a brief illness.

Forrest E. Holcomb, conductor on the
Mineral Point and old Madison Division
for many years, died suddenly. He
spent 40 years with the Road, most of
that time working out of Janesville. Long
prominent in Odd Fellows circles, and a
past noble grand of the Janesville Lodge,
he had lately been appointed chaplain
of the Grand Lodge of Wisconsin.

At this writing, Charles Howard Jr.,
day yard clerk, Janesville, is still con-
fined to the hospital. We all wish him

The Milwaukee Road Magazine



STOP, LOOK AND LISTEN. New automatic grade crossing signals continue to smarten up the scenery along The Milwaukee Road. Pictured completing a recent installation at



North Humboldt Ave. and East Locust St. in Milwaukee is the crew of R. C. Larsen (top of pole), John Gilbert (right) and Babe Lilla. Above is one of three new signals installed recently at the Five Points crossing in Janesville, Wis., in a joint program with the Chicago and North Western. The old signal tower it replaces was a familiar point on the Janesville skyline for about 100 years. (Milwaukee Journal and Stephen A. Rothman photos)

a speedy recovery and a return to the ranks.

Tri-level cars of General Motors compact Corvairs began moving into Janesville recently for distribution from their local plant. Loaded five to a deck for a total of 15 autos to each 85 foot car, the extreme height requires special routing from Willow Run, Mich.

The Women's Club had a fine turnout for their Christmas party and the committees deserve the thanks of all for a job well done.

Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER AND TEST DEPARTMENT

H. J. Montgomery, Correspondent

"Bill John" Hetzel announced the birth of Michael William Dec. 9. Grandpa "Bill Fred" Hetzel is an electrician in the car department and Dad is an electrician in charge of the hump.

Arthur Schultz, draftsman in the mechanical engineer's office, and wife celebrated their 35th wedding anniversary in Evansville, Wis., Nov. 14. The day also marked the first wedding anniversary of their son Dick, a former Milwau-

kee fireman. On Nov. 19 Dick and his wife announced the birth of their first child, David.

The Russell Harringtons announced the arrival of their first granddaughter, Mara Therese, born Nov. 10 to Mr. and Mrs. James Harrington. Russell is engineer of train lighting.

The arrival of Steven Weitkunat, son of Karl Weitkunat who is a stepson of Sylvan Lester, makes a baker's dozen of grandchildren for the Lesters.

The H. J. Montgomerys met their newest granddaughter, Mari Shannon Koller, at Mt. Sinai Hospital Nov. 29. Mari brings the total to four grandchildren for the Montgomerys.

Season's greetings in the form of a small purse went to Nathaniel (Pete) Biggs, superintendent of sanitation, and to Henry Egan, former Davies Yard chief clerk, who has been seriously ill. Cards and visits would be appreciated by Henry who lives at 3441 North 55th Street.

Bill Kutter of the store department of office recently underwent eye surgery and at this writing is convalescing at home.

Two drafting room trainees recently completed their stint there. Carl Lindblom, a personal friend and countryman of Ingomar Johansson, went back to the



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electrical department while Dennis Os-
manski is in the diesel house for addi-
tional schooling.

The retirement party held Dec. 1 at
Old Heidelberg in honor of Jack Bu-
chanan, blacksmith foreman, Ernie
Reichow, assistant blacksmith foreman,
Harold T. Odegaard, shop engineer, and
Leland Grant, engineer of tests, was at-
tended by about 80 railroaders, young

Odegaard is holding a part-time job
teaching "strength of materials" in the
School of Engineering.

CAR DEPARTMENT

Erwin C. Weber, Correspondent

John P. Ostermick, a machinist in the
passenger electrical department, passed
away Nov. 10 at age 68. He started to

Rienow had worked only two years in
Milwaukee but his service date was made
at Green Bay as a carman in 1946.

George F. Hegedus, a welder in the
freight car shops, passed away suddenly
in his home Dec. 4 at the age of 43. Mr.
Hegedus started with the Road December,
1936 as a helper.

Ernest A. Borgh, a locksmith in the
passenger department who was laid off
in September, 1959, retired Oct. 18, 1960.
Mr. Borgh had completed more than 49
years of service. Arthur A. Rommel,
trucksmith in the passenger shop, who
was laid off in September, 1959, retired
Oct. 5, 1960. He had 46 years of service.

Joseph E. Rebmann, machinist in the
wheel shop, retired Oct. 31. Mr. Rebmann
started with the Road in July, 1919.

A retirement party was held for Jack
Buchanan, general foreman forge shop,
Ernie Reichow, assistant blacksmith shop
foreman, Harold T. Odegaard, locomotive
shop engineer, and Lee E. Grant, engineer
of tests, by 80 of their co-workers Dec. 1
at Old Heidelberg Restaurant where a
family style dinner was served. F. W.
Bunce was master of ceremonies and he
called on George L. Wood, Jake Hansen,
F. A. Upton and Howard Melzer to speak
briefly on the retirees' employment re-
lationship with the company, and each
was presented with a \$100 bill.

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

Thad Janiga, electrician apprentice, re-
cently completed his tour of duty with
the Wisconsin Air National Guard in
San Antonio, Tex.

Ben Davey, machinist, retired in No-
vember after 50 years service. He was
honored at a party given by roundhouse
#2 Safety Club.

Retired Steamfitter Foreman Nels Niel-
sen and wife are spending a winter va-
cation in Florida.

Sincere sympathy was expressed to
Tony Wellner, machinist in the truck
shop, when his 17 year old daughter,
Korinne, lost her life in an accident on
Little Muskego Lake. She was riding
in a car which broke through the ice
and two of her companions were also
drowned.

Twin City Terminals

TWIN CITIES CAR DEPARTMENT AND COACH YARD

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

Steamfitter Harold Preston, Minneap-
olis coach yard, and wife enjoyed Christ-
mas vacation traveling to Seattle, Port-
land, Los Angeles; Nogales and Mazat-
lan, Mexico; and Phoenix, Ariz. Clerk
Leroy Samuelson vacationed in Miami
and Washington, D.C. While in Florida
he visited Cape Canaveral. Lief Trang,
store department, and family spent their
vacation on the West Coast.

Retired Car Cleaner John Hnida passed
away in Minneapolis Dec. 11.

District Storekeeper A. M. Lemay un-
derwent surgery in Veteran's Hospital
and at this writing is convalescing well.

The Milwaukee Road Magazine



4 SOUND REASONS WHY YOU CAN CONFIDENTLY SPECIFY THE JACKSON TRACK MAINTAINER

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- 4 THE JACKSON SERVICE ORGANIZATION INSURES proper installation, operation, care and most efficient use of the machine by working closely and whole-heartedly with all personnel concerned.

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dently specify the JACKSON TRACK MAINTAINER as the best machine
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We offer attractive acquirement plans.*

JACKSON VIBRATORS, INC. LUDINGTON MICHIGAN

R1-1

and old. Howard H. Melzer, chief en-
gineer of tests, was the spokesman for
the tribute to our department's honored
guest. A fine time was had by all. Re-
tired supervisors who "came back" to
see the four join their ranks included
Everett Peters, Ed TeBrake, Armin
Guschl, Al Hoppe, Harry Miller, Lew
Howell, Al Tellefsen, Harry Grothe, Hen-
ry Brushaber and Pete Mitchell. Harold

work in the locomotive department ma-
chine shop December, 1912 and retired
Feb. 23, 1960.

Frank J. Machtell, 60, steamfitter in
the passenger shop, passed away Nov
19. Mr. Machtell started with the Road
as a pipe helper in 1937 and had been
on disability pension since June, 1959.

Harold A. Rienow, 35, carman in the
freight car shop, passed away Dec. 4. Mr.

A Host to the Birds



THE saying that "Necessity is the mother of invention" is supported by Charles Sinclair of Perry, Ia., an Iowa Division engineer who retired in 1942.

Mr. Sinclair, an active 83, is a bird watcher, and one of his great pleasures is feeding the feathered warblers. In the years when he maintained a large garden he raised corn, sunflowers and other feed specifically for this purpose. Now, however, he buys feed, usually corn and soy beans.

The problem of grinding it was solved by the ingenious device pictured here—a grist mill he has rigged from an old coffee grinder and an electric motor. His reward is the diversion furnished by the many varieties of birds—and an occasional squirrel—which flock to his protected feeding stations throughout the long Iowa winter. (Perry Daily Chief photo)

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Ralph C. Seager, retired trainman, passed away Nov. 8 in a Cedar Rapids hospital after a brief illness. Born Jan. 14, 1891 in Clinton County, Ia., he came

to Marion with his parents when a year old. He served with the Army Engineer Corps in France in World War I. After 47 years' service he retired in October, 1959. He was a member of the Marion Methodist Church and of the B. of R.T. Surviving are his widow, Ethel, and a sister, Mrs. Leonard A. Swisher of Chipewewa Falls, Wis. Burial was in Cedar Memorial Cemetery.

Frank M. Barnoske, 86, retired Kansas City Division roadmaster, passed away in a Council Bluffs hospital Nov. 21. Funeral services were held in Logan, Ia., and burial was in St. Louis, Mo. Joseph, retired, is the last survivor of four brothers, all of whom were Milwaukee roadmasters. William died last summer and George passed away in Marion a few years ago.

Lucille Marie Burke, wife of former switchman, passed away Dec. 26. Surviving are her husband; a daughter, Mrs. Karl Nabb of Ely; two stepsons, LaVerne Burke of Chicago and Howard Burke of North Highland, Calif.; and a step-daughter, Betty Kaline of Denver. Services were held in Immaculate Conception Church and burial was in Mount Calvary.

Charles W. Rollins, 88, retired freight conductor, passed away Nov. 29 in a Cedar Rapids hospital. He had retired in 1937 after 45 years of service. Born at Earlville in 1872 he spent most of his life in Marion. Mr. Rollins was married twice, but both wives preceded him in death. An only son, Celan H. of Marion, and a sister, Mrs. A. S. Mayhew of Adrian, Mich., survive. Burial was in Delaware Cemetery.

Walter N. Foster, 76, retired master mechanic, died Jan. 2 in a Cedar Rapids hospital. He was a charter member and grand vice-president of the National Association of Retired Veteran Railway Employees, and secretary-treasurer of local unit 29. He was a 50-year member of Marion Lodge No. 6 AF&AM. Surviving in addition to his wife, Lydia, are a daughter, Mrs. Clarence Hass of Berkeley, Calif., a granddaughter, three great grandchildren, and a sister, Mrs. John Schultz of Fort Madison. Burial was in Cedar Memorial Cemetery.

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MIDDLE AND WEST

G. A. Guinn, Correspondent
c/o Agent, Perry

Owen Fox, retired engineer, was a patient in Lutheran Hospital, Des Moines, during October. At this writing he is recovering satisfactorily following surgery.

Arlyss, wife of General Clerk Don Dollarhide, became the new owner of Mode O'Day women's clothing store in Perry in October.

Larry Fister was married Oct. 29 to Barbara Jean Ellis in St. Patrick's Church, Bayard, Ia. A wedding trip to New Mexico followed, and now they are living in Perry where Larry is an operator in the relay office.

Chief Clerk and Mrs. W. E. Failor have another grandson. A boy was born to Mrs. William Failor in Marion, Nov. 2. William is in train service.

Conductor and Mrs. Ray Reel became

proud grandparents when a baby girl was born to Mr. and Mrs. James Reel Nov. 2 in Columbus, Ohio. The baby was named Donna Paula.

Retired Engineer Ralph Shaw of Burbank, Calif., attended the funeral of his brother Dale, who passed away in Des Moines Nov. 4, and later visited friends in the Perry area.

M. H. Michener, 69, Des Moines Division conductor, passed away Nov. 8 while en route from Rockwell City to a Fort Dodge hospital. Burial was in Des Moines. He had been an employe of the Road since 1918.

Vernon V. Hohanshelt, 61, Railway Express agent at Perry, passed away Nov. 12 in the University Hospital, Iowa City. Burial was in Violet Hill Cemetery, Perry.

Section Laborer and Mrs. George Hougham are proud parents of a boy born Nov. 18 in Dallas County Hospital, Perry.

Frank Johnson, retired conductor, celebrated his 85th birthday Nov. 18 with his wife and many close friends attending a dinner in his honor at the Arcade Cafe, Perry.

Des Moines Division Engineer Fred Marvin returned to the Iowa Methodist Hospital in Des Moines in November for treatment for a back injury from which he has been suffering for some time.



W. D. Chase retired Nov. 24 after completing his regular run. With the exception of one trip, all service during 52 years had been on the same division. His seniority date as fireman was Dec. 16, 1909 and as engineer Mar. 9, 1914. He had no accidents or personal injuries to mar his record. (Des Moines Tribune photo)

Mrs. Ray Morse passed away recently after a long illness. Burial was in Rockwell City. Engineer Morse was on the Rockwell City to Storm Lake way freight run for many years prior to retirement.

Clyde Anderson, 70, Des Moines Division engineer, died Nov. 10 in his home in New Port Richey, Fla. He retired about three years ago. Burial was in New Port Richey.

Thomas Devlin, 19, son of General Manager Frank Devlin of the Des Moines Union Railroad, passed away Nov. 28, the result of an automobile accident Nov. 21. He was a student in Iowa State University, Ames. Funeral services were in St. Paul's Episcopal Church, Des Moines.

Frank Millard, retired engineer now living in Sun City, Ariz., announced the arrival of a granddaughter born Nov. 11 to Mr. and Mrs. Tom Archer of Phoenix. She was named Kelly Joan.

Lt. Charles Snyder, son of Yardmaster Jack Snyder, is taking his Army training

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The Milwaukee Road Magazine

Wins Rhodes Scholarship

ACCORDING to a recent announcement, a young Iowan who stems from Milwaukee Road forebears, has been awarded a Rhodes Scholarship. Duane Krohnke, son of Mr. and Mrs.



Ward Krohnke of Perry and a grandson of the late A. J. Krohnke, a train dispatcher at that point for many years, was one of 12 candidates in a six-state Midwest area selected for the 1960 honors.

Duane, a graduate of the Perry High School, is currently president of the student body at Grinnell College, which he is attending on a George F. Baker Scholarship. He is majoring in history, and plans to become an attorney. During part of his junior year he attended the American University in Washington, D. C., as an honor student in political science.

On the maternal side of the family, Duane is a great-grandson of James A. Brown who started to work for the Road at Lime Springs, Ia., in 1867. Two of his great-uncles also worked at Lime Springs. The three transferred to the New York Central, on which railroad his great-grandfather later became a general agent and one of his great-uncles, W. C. Brown, became a first vice president.

The scholarship entitles Duane to two years of study at Oxford University in England.

at Fort Benning, Ga. He is a graduate of the University of Iowa and formerly was in television work in Sioux Falls, S. D.

Through the cooperation of the Women's Club and numerous interested employes, greeting signs and decorated Christmas trees were placed around the Perry depot during the holiday season and brought many compliments from travelers passing through the city. Chief Clerk W. E. Failor and Engineers Robert Harrison and Louis Honomichl were on the Chamber of Commerce committees handling the work. Engineer Harrison is a Perry councilman.

J. A. Henry, who was supervisor of pole lines at the time of his retirement, passed away in November while on vacation in Florida. Funeral services were held in Strawberry Point, Ia.

Oscar Woolson, 73, died late in November in Council Bluffs after a long illness. He had 50 years of service with the track department and as a trainman when he retired in 1952. Last rites were held in Council Bluffs and interment was in the Garner Township Cemetery.

Mrs. Mary Mittler, who worked in the roadmaster's office in Perry for some time, has moved with her family to Des

Plaines, Ill., where they will make their home. Several farewell parties were held in her honor.

A daughter was born to the Robert Schappaugs of Burlington, Ia. Nov. 11. Yardmaster and Mrs. Charles Prowse are the proud grandparents.

Engineer Oliver Jensen retired in December after 50 years of service on the Iowa Division. He and Mrs. Jensen went to Houston, Tex., to spend Christmas with their daughter, after which they toured the South, spending some time in Florida before returning to their home in Perry. Oliver's hobby is fishing, and he is looking forward to that pastime.

Retired Roadmaster Raymond Becker is spending the winter months in Corpus Christi, Tex. His address is 1507-7th Street.

Conductor John Cross suffered a heart attack Dec. 15, after being off duty for several days because of sickness. At the time of this writing, he is improving in Dallas County Hospital in Perry.

Retired Machinist Orin Lutze, who worked in the Bensenville shops, came to Perry in November to make his home with his mother, Mrs. Charles Lutze, who was 91 Nov. 28. His father worked many years in the car department at Perry.

Mrs. Benton Stitzel, widow of an Iowa Division engineer, was hospitalized in November with a broken hip, the result of a fall in her home.

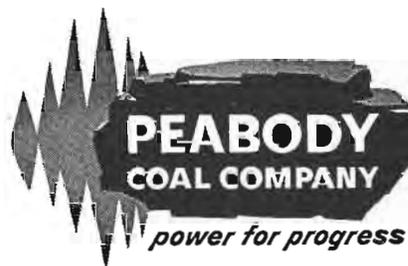
A daughter was born Dec. 1 to Operator and Mrs. Harry Harvey. She is the first granddaughter for Agent Fred Harvey of Bayard, Ia.

Retired Yard Clerk Nels Nihlen and wife visited their daughter, Mrs. Jack Haveman, and family in Philadelphia in November. The Havemans plan to move to Cedar Rapids shortly.

Richard Anfinson serving with the Navy at Bremerton, Wash., spent his December leave with his parents, Retired Engineer Peter Anfinson and wife, Dawson, Ia.

Retired Police Lieutenant Albert Nicholson and wife, now employed as superintendent and matron of the Rowley Memorial Masonic Home in Perry, entertained the employes and residents at a Christmas party. An oyster supper was served.

C. H. Calhoun, regular agent at Lytton,



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Bitter Root Unit of N.A.R.V.R.E. Formed

UNIT 94 of the National Association of Retired and Veteran Railway Employees was organized at Hamilton, Mont., Dec. 2 with 41 charter members. Included are retired employes of the Milwaukee Road, Northern Pacific, Soo Line, Pacific Electric, North Western, Union Pacific and Great Northern. H. P. Oldham, grand director of the national organization, which has headquarters in Reading, Pa., installed the officers.

All retired railroad people in the Bitter Root Valley, including wives and widows of railroad employes, are invited to join. Meetings are held the first Friday of each month at 2 P.M. in the V.F.W. Hall at Hamilton.



CALIFORNIA HERE I GO. Completing a transcontinental trip in a box car, a genuine San Francisco cable car is pictured being unloaded at the Road's North Jefferson Street freight siding in Chicago Jan. 14. On hand to oversee its handling are Agent B. M. Smith (seated in the car) and R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service. The car, owned by the Roos Atkins department store which uses it for displays and company activities, was consigned to Carson Pirie Scott & Company for highlighting that store's "Salute to California" program Jan. 16-28. Equipped with a motor, rubber tires and a new paint job, it is pictured arriving later at the Union Station with a troupe of models for a showing of Carson Pirie "California sunshine" fashions.



Ia., suffered a stroke in December while taking charge of the Sac City agency. His wife was taking care of the Lytton accounts for him at the time of his illness.

John Hines, 72, passed away Dec. 22 in a Cedar Rapids hospital after a long illness. He started working as a fireman for the Milwaukee in 1899, then for many years worked on the Rocky Mountain Division as an engineer. Later, he returned to Marion to work for the Railway Express Company until his retirement. Last rites were held in St. Joseph's Church and burial was in Mount Calvary Cemetery.

Mrs. Hugh Jones, chief dispatcher's clerk, was hospitalized with pneumonia in December. Ralph Jackovitch took over the position until she was able to return to work. Winnie Kelly was called upon to substitute for Ralph as switchboard operator.

Master Sergeant Royce Airhart, son of former Freight House Foreman Art and Mrs. Airhart, spent the Christmas holidays at home before leaving in January for a tour of duty in Korea. He will soon be eligible for retirement from the Army

with 20 years of service.

Mrs. Ellen Hardenbrook, 83, widow of former employe, died in a Marion nursing home Dec. 23. Her husband had been in passenger service for many years.

Mary Jane, daughter of Train Dispatcher Elmer C. Wall, Perry, was se-

lected to be one of the singers in the fifth annual Christmas Festival of Music at Ames. She is a freshman at ISU.

Captain Paul E. Mullen, whose grandfather was an engineer on the Iowa Division for many years, is making a name for himself in the Air Force. Captain Mullen, who was graduated from Creighton University, Omaha, with a B.S. degree in commerce, is now a resident hospital administrative officer at Lakeland AFB in San Antonio. The Air Force Institute of Technology sent him to the University of Minnesota for a special course, and he was awarded \$150 in government bonds for having attained the highest grade point average in public health courses.

Charles Hollis, an attorney in Washington, D.C., recently received a nice promotion and has assumed his new duties in the Bureau of Public Roads in the Department of Commerce. He is chief of the Opinions Section. Formerly he was with the Lands Division of the Justice Department. Charles is a nephew of Retired Conductor Adolph Schole and a grandson of the late Fred Schloe, also a long time Milwaukee employe.

GOLD AND SILVER PASSES AWARDED

Gold-50-Year-Passes

Clausen, A. H., agent-----Atkins, Ia.
Crotty, George R., agent-----Caledonia, Minn.
Eberle, L. W., agent-----Stoughton, Wis.
Hopkins, H. W., conductor-----Mitchell, S.D.
Krause, Walter J., loco. engr.-----Malden, Wash.
Libert, Elmer, machinist-----Milwaukee, Wis.

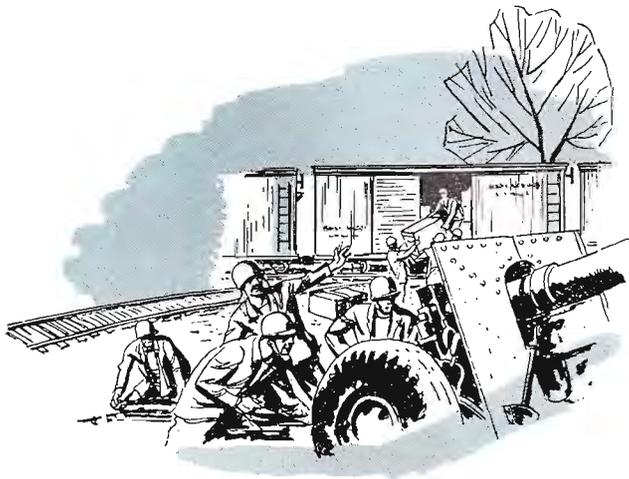
Mohr, H. E.,
bureau head-aud. frt. accts.--Chicago, Ill.
Martinson, Ed, conductor-----Ortonville, Minn.
Schweighart, Emil, loco. engr.-----Tacoma, Wash.
Sheedy, Leo, switchman-----Savanna, Ill.
Swedish, John, pass. conductor----Milwaukee, Wis.
Wagner, D. R., loco. engr.-----Perry, Ia.

Silver-45-Year-Passes

Erickson, E. F., loco. engr.----Minneapolis, Minn.
Grummel, Michael R.,
leadman, car dept.--Tacoma, Wash.
Hauger, Harry, carman-----Minneapolis, Minn.
Jackson, W. B., conductor-----Aberdeen, S.D.

Miller, W. C., conductor-----Alberton, Mont.
Mills, Chris T., loco. engr.-----Zimmerman, Minn.
Murray, J., sec. foreman-----Cannon Falls, Minn.
Remnes, Carl, loco. engr.-----Sioux City, Ia.

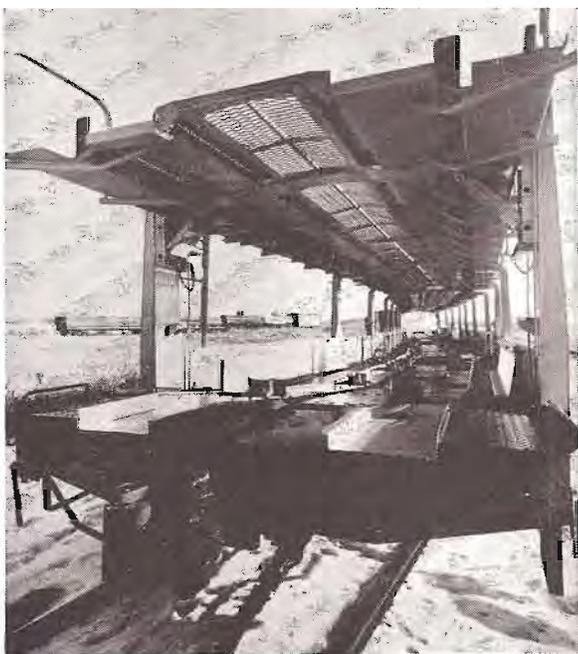
CLASSY CHASSIS. Inspection car 95, a Pierce Arrow, no less, was the cat's pajamas of its day. The story goes that it originated on the Chicago, Milwaukee & Gary, and upon the Milwaukee's acquisition of that line in 1922 it was assigned to what was then the Illinois Division. Among its many unique features were a Cole 8 motor (later Buick) and pony truck wheels of paper composition from an old locomotive. The picture, taken at Joliet probably in the summer of 1923, is a memory test for faces. (Answer, left to right: Harry Miller, dispatcher, and Ed W. Cook, chief dispatcher, Joliet; William Schmitz, trainmaster; J. T. Hansen, then chief clerk at Savanna and now superintendent of the IM&D Division; P. L. Mullen, district master mechanic; Superintendent E. W. Lollis, later general superintendent; R. D. Heck, division engineer; Gus Swanson, roadmaster; and Agent W. D. Moore, Joliet.)



During the Battle of the Bulge in December, 1944 artillery ammunition for our forces was delivered by railroad right to the guns.



MOBILE MINUTEMAN MOCK-UP. A full scale model of a Minuteman intercontinental ballistic missile system which was unveiled recently by the Air Force at the Boeing Aero-Space Division, Seattle, for engineering inspection by top railroad executives. A fleet of fast-moving trains to serve as bases for the new solid-propellant missile, which can be instantly alerted to rove the country's vast rail network, is the latest concept of national defense in the event of nuclear attack. The 56-foot long missiles, carried flat before being roised for firing, are shown in their protective covers which in operation open like clam shells. In the background are models of missile transfer buildings to be located at unit support bases. The program will require more than 100 of these 13 to 15-car trains.



DOUBLE CURVATURE. Interior view of the Auto-Parter manufactured by the Joseph Graaff Co. of Elze, West Germany, as it was displayed recently in Chicago by the North American Car Corporation. The car is 119 feet 2 inches long and articulated in two places, allowing it to bend on curves. Designed without a center sill, side frames with box shaped sills carry the weight. Coupled cars, connected by bridge plates, can be loaded from the end car in a continuous flow. It is capable of carrying 16 compact automobiles. As exhibited, the car included American draft gears and couplers and certain safety appliance modifications which were necessary for hauling it in this country. Other modifications would also be required before it could be placed in service on American railroads.

A powerful battery of high intensity lamps illuminates night operations at the Port of Longview, Wash., served by The Milwaukee Road.

