

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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"Station Warming" at Glenview . . . see page 4

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Managing Editor

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The J. T. Gillick Scholarship Winners

At a meeting of the J. T. Gillick Scholarship Committee in Chicago May 25, the children of employes selected to receive the two top awards named for the Road's former operating vice president were John D. Verron, son of John H. Verron, manager of the Milwaukee Motor Transportation Company in Seattle, and Erwin R. Berglund, son of Justus N. Berglund, general machinist at the St. Paul roundhouse. Both were awarded a full tuition or \$600 annual scholarship for four years. John R. Johannes, the son of Jerome F. Johannes, assistant district storekeeper, was awarded a \$600 annual four-year scholarship.



Dave Verron



Erwin Berglund



John Johannes

“Dave” Verron, 17, graduated in May from Seattle Preparatory School, ranking fourth in a class of 100 and rated “superior” in all characteristics for which provision was made. He was feature editor and sports editor of the school paper, a member of the school honor society, of the track team, Letterman’s Club and the Student Council, and a class officer. His honors included a National Merit Scholarship commendation and a 1959 Certificate of Educational Development. Outside of school he was an officer of the Catholic Youth Organization, played on the C.Y.O. basketball team, and worked at a variety of jobs. He intends to prepare for a career in journalism . . . Erwin Berglund is 18 and a June graduate of South High School in Minneapolis. He was president of the senior class, a member of the National Honor Society, co-captain of the football team, Boys State representative, president of the Swedish Club and the Science Club, Student Council representative, a member of the chemistry club and the school band, and of the track, swimming and tennis teams. His vocational plans include graduate work after college in whatever field he then chooses . . . John Johannes, 17, graduated in June from Marquette University High School in Milwaukee, 8th in a class of 229. He had won first honors for academic achievement in all four years of high school, was both a National Merit and a State Math contest finalist, belonged to the Latin Honor Society, served on the school paper, the social committee and the basketball team, and the senior class project. As extra curricular activities, he coached grade school basketball, played with C.Y.O. basketball and softball teams, and worked as a shipping room

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The Cover

OBVIOUSLY, something big is cooking here, for as everyone knows, the rules of railroad commuting do not encourage early morning fraternization. Not that Joe Commuter is surly and aloof by nature, it's just that from the time he's stabbed into consciousness by his alarm clock until he hangs his topcoat in the office, he doesn't feel like talking. He's parked his car, and now his one concern is boarding the 7:33, finding his regular seat, and reading the morning paper. Undisturbed! He doesn't want to discuss the water tax, crab grass, or the Little League, and he saw the late, late show himself (Why, oh why?). But this morning is an occasion, and what's cooking is a big urn-full of hot coffee in the passenger shelter just where his regular car is going to stop. And that second cup, shared with a neighbor, sure hits the spot (see page 4).

clerk. "One of our top students," said his counselor. "He has far excelled other boys in the work assigned him. John aims at becoming a corporation lawyer or a teaching career.

The Milwaukee Road Women's Club \$600 annual four-year scholarship was awarded to Richard L. Cole, 17, son of Joseph H. Cole, signal maintainer at Tacoma, and a June graduate of the Renton (Wash.) High School.



Richard Cole

Richard's qualifications included membership in the Torch Scholastic Honorary Society, the school's Latin, electronics and chess clubs, and serving as physics lab assistant, fire patrol chief, and on the Youth Leadership committee. He received a Drama Club Honor Award in 1960, and was Rotary Youth-of-the-Month in February of this year. He hopes to enter the field of electrical engineering.

• **It Happened**
On The Milwaukee •

From Charles O. Sinclair, retired engineer, Perry, Ia. When steam power and local passenger trains were in service between Marion and Perry, Ia., Ben Giles was the engineer on No. 3, the daylight local. Ben was a real horseman; knew good breeds of high lived horses—that was his hobby.

The regular train was five cars, but on this day I am telling about two extra coaches had been added. When we got to Perry we were about 20 minutes late, and Ben, who was in a hurry to attend some kind of a horse show, asked me to make out the 78 and 602 reports. When the train dispatcher got the 78 report

he called Ben on the phone and asked him when he had started writing poetry. Bulletins had been posted saying that reports should be to the point and short as possible, so I had written:

*"Our steam was low;
Seven cars in a row.
The coal was poor
And froze in piles.
That's why we're late.
Ben Henry Giles"*

From Robert J. Scanlon, the Miles City Daily Star, Miles City, Mont.: When George Flynn, a native of this city, was transferred here in January, 1960 as your division freight and passenger agent, he decided to purchase a home for his family. A real estate agent took him on a tour of available houses, and told him there was one in particu-

lar that he was sure Flynn would like — and the house was only about 25 or 30 years old.

Upon reaching said house Flynn let out an exclamation. "My gosh," he said, "I was born in that house."

Flynn, with daughters in college, admits to being quite a bit more than 25 or 30 years old.

From S. J. Alexander, retired agent, Manhattan, Mont. This was on the Gallatin Valley line, now a branch of the railroad out of Three Forks, Mont. About 1906, when good hard gold was specie, the line was "trolley" operated only between Bozeman and Salesville (now Gallatin Gateway); a real-life Toonerville Trolley.

On one trip en route to Salesville, a
(Continued on page 7)



Dining Car Service Rated Grade "A"

THE Milwaukee Road's contribution to the health of the traveling public, as evidenced by the sanitation of its dining car service, has been recognized by the United States Department of Health, Education and Welfare with a special citation. Pictured at the presentation of a Grade A sanitation certificate to the railroad in Chicago Apr. 12 are, from left: W. R. Jones, assistant superintendent of the dining car department; W. E. Gilbertson, chief of the division of engineering services, Public Health Service, Washington, D. C.; Vice President-Operation F. G. McGinn; and M. P. Ayars, superintendent of the dining car department. Also present were Chief Dining Car Inspector T. T. Triggs and Inspectors Edward Novak and John Galloway who are immediately in charge of the food preparation and service aspects of the Road's dining and buffet cars.

The citation is awarded annually to public transportation companies on the basis of federal inspection of food service, equipment and general sanitation. Awards are made on a point rating system, with a minimum rating of 95 per cent being required to qualify for recognition. During the calendar year 1960 the Road's 43 dining and buffet cars underwent a total of 105 inspections under normal working conditions. In addition, dining car personnel were required to pass an oral examination regarding the proper sterilization of all utensils and dinnerware used in the preparation and serving of food. The Milwaukee's rating averaged 97 per cent.





A panoramic view of the new depot installation, which shows at left the new parking facilities on the site of the old building, and at right the two new passenger shelters. A company police detail provided crossing protection for the open house guests.

"STATION WARMING" at Glenview

"THE Glenview station staff of The Milwaukee Road invites you to an open house 'kaffee klatsch' dedicating the new Glenview station Friday, May 5th. We hope you find its facilities both pleasant and convenient."

A landmark gone, but in its place one of the most modern and attractive railroad stations in the Chicago suburban area! The foregoing invitation, extended on the occasion of its official opening, received a wholehearted acceptance, and what transpired was a gala social event

for the railroad and the community. As a milestone in village history, the "station warming" ran a close second to the national prominence achieved by the former station when its picture appeared on the cover of *Coronet* magazine.

Built in 1876 and remodeled in 1899, the old Glenview station was invested with sentiment and widely known for its nostalgic architecture. In recent years, however, the strain on its facilities resulting from the growth of the community and neighboring suburbs called for

a larger structure. In addition to handling a large volume of freight, the station serves about 28,500 daily commuters and other passengers a month.

The open house was the railroad's way of expressing its appreciation for this patronage, and the latch string was out for everyone who passed by. Agent E. D. "Ed" McLean was the host, assisted by Second Trick Operator Pete Trudeau, and by Marge Lossman, depot clerk, wearing an orchid.

Refectory tables had been set up in the waiting room and one of the outside shelters, and the atmosphere was hospitable with background music and flowers. For the accommodation of the earliest commuters, coffee and doughnuts, or sweet rolls for non-dunkers, were waiting to be served at 5:30 A.M.

As others arrived, the station gradually became a bustling center of socializing. Village officials were the guests of the railroad at breakfast, and in the presence of a crowd waiting for the 7:33, F. G. McGinn, vice president-operation, presented Village President Joseph W. Hibben with the traditional station "key."



Scene at the open house as F. G. McGinn, vice president-operation (right), presented the "key to the station" to Joseph W. Hibben, Glenview village president. In the center is Agent E. D. McLean.

Throughout the morning and into the afternoon, other villagers dropped by to congratulate Agent McLean and enjoy a visit with their neighbors. At 3 P.M., when the party ended, the sampling of hospitality was, in round figures, 777 doughnuts plus about 1,000 cups of coffee—a kaffee klatsch in the truest sense.

The new station, which is about 230 feet north of the old structure, was opened for business on Apr. 2, immediately following its completion. The dedication, however, was timed to follow the razing of the old depot and the completion of other work, such as grading, surfacing driveways, and the installation of lighting fixtures in the station area.

It is a Colonial Williamsburg design, with exterior walls of smooth-faced red brick and interior surfaces of concrete block and glazed tile. The building measures 24 by 76 feet, and has more than twice the waiting room space of the old depot. The removal of the old structure and the shifting of a spur track increased the space available for automobile parking to a total of 150 cars. Other improvements include two new aluminum shelter buildings on the west side of the main tracks, extended passenger platforms, and improved lighting.

Conveying assurance that the commu-

(Continued on page 6)

In the hospitality shelter at the west track, William Wallace, general passenger traffic manager (left), and Jack Mabley, immediate past president of the village and well known newspaper columnist and radio commentator, enjoy a cup of coffee served by Business Car Chef Theopolis Green.



1876—The old Glenview depot, built in 1876 and remodeled in 1899, as it looked before being razed. It was widely known for its nostalgic architectural features.

1961—The new station is of Williamsburg colonial design with exterior walls of smooth-faced red brick. Measuring 24 by 76 feet, it has more than double the waiting room space of the old structure.

Agent E. D. McLean (right) and G. P. Slagle, chief carpenter of the Milwaukee Division, carry the station sign from the old station to the new. Mrs. Marge Lossman, depot clerk, is helping move supplies.



May-June, 1961



Commuters Harold S. Reames (left) and O. Horton Kaufman of Glenview having "one for the road." Dashing commuters took their coffee and doughnuts onto the train to enjoy them en route to the city.



Scene at the refectory table as the open house guests helped themselves to doughnuts and rolls. Business Car Attendant Lex B. Robinson is presiding at the coffee urn.

A view of the station interior shortly after it was opened for business Apr. 2.



nity "finds its facilities both pleasant and convenient" was a commendation issued by the village board that praised the railroad for furnishing the village with an outstanding asset. It was acknowledged at the dedication ceremony by Vice President McGinn who termed the gilt station "key" "a token of the Milwaukee Road's interest in the people of this community and of our desire to provide them with the best railroad service of which we are capable."

Olympian Hiawathas Discontinued; Trains Now for Minneapolis-Deer Lodge Service

THE Interstate Commerce Commission, in an order released May 19, found that the operation of trains Nos. 15 and 16, the Olympian Hiawathas, between Butte, Mont., and Tacoma, Wash., is not required by public convenience and necessity, and that their continued operation will unduly burden interstate commerce. The commission found, however, that the continued operation of those trains for the present between Minneapolis and Butte is required by public convenience, and that such continued operation will

not unduly burden interstate commerce.

Accordingly, the last through operation of No. 15 westbound from Minneapolis to Tacoma departed from Minneapolis May 22, and of No. 16 eastbound from Tacoma to Minneapolis on the same day.

Although the order named Butte as the terminal of the operation, the railroad elected to extend the passenger service to Deer Lodge, Mont., the headquarters of the Rocky Mountain Division 40 miles west. In lieu of the Olympian

Hiawathas, trains designated as No. 15 westbound and No. 16 eastbound went into operation between that point and Minneapolis on Mar. 23.

The consist of the trains includes head end cars, reclining seat and leg-rest coaches, a Touralux Pullman sleeping car, and a dining car. The schedules of the Minneapolis-Deer Lodge trains are approximately those of Nos. 15 and 16 shown in the Road's current timetable.

The best way to avoid being struck by lightning, apparently, is to be born a girl. Of the 300 persons killed in the nation last year by lightning, 80 per cent were males.

The Milwaukee Road Magazine

Vice President R. S. Stephenson Retires; C. E. Crippen Elected to Financial Office

A CAREER in railroad accounting which has enhanced the prestige of The Milwaukee Road over a period of many years was concluded with the retirement on May 31 of Ralph S. Stephenson, vice president-finance and accounting. He had served as chief financial officer since 1956. Curtiss E. Crippen, assistant to president, was elected to succeed him in that capacity.

Mr. Stephenson's devotion to the interests of the Milwaukee and his ability in charting its financial course has com-

A graduate of a small town high school, Mr. Stephenson prepared for a railroad career with four years of intensive evening school study at Northwestern University. The fact that a number of younger members of his staff have been inspired to do likewise is a measure of the fellow feeling which has characterized his entire service with the Milwaukee.

Mr. Stephenson's leave-taking on May 31 was observed at a luncheon in the Chicago Club given by Leo T. Crowley,

master before leaving the railroad in 1944 to serve with the Railway Transportation Corps with the rank of lieutenant colonel.

Upon returning to the railroad he was



C. E. Crippen



At the retirement luncheon in honor of R. S. Stephenson and M. P. Ayars in the Chicago Club May 31, hosts Leo T. Crowley, chairman of the board of directors (center), and President William J. Quinn (left) exchange pleasantries with Mr. Stephenson. The social gathering was attended by approximately 90 active and retired officers of the railroad and the honored guests' department associates.

manded wide recognition in the railroad industry. He is a native of Oelwein, Ia., who entered railroad service there with the Chicago Great Western in 1912. Starting as a stenographer, he was chief shop accountant when he left for Army service in World War I. During the war he saw front line duty for almost two years with the 13th Engineers.

Upon returning from military service he became chief statistician of the Chicago Great Western before entering the employ of the Milwaukee in 1935. Over a period of seven years he served as special accountant and statistician, then returned to the Chicago Great Western, and in 1945 resumed his association with the Milwaukee as assistant comptroller. He was appointed comptroller in 1949 and on Jan. 1, 1956 was elected vice president and comptroller, which title was changed on Jan. 1, 1960 to vice president-finance and accounting. On behalf of the Accounting Division of the Association of American Railroads, he had served most recently as a member of the Contact Committee.

chairman of the board of directors, and President William J. Quinn, at which he and M. P. Ayars, superintendent of the sleeping and dining car department, whose retirement coincided, were honored by about 90 of their associates. (A report of Mr. Ayars' retirement will appear in the next issue of the Magazine.) In the future he and Mrs. Stephenson will continue to live in Chicago but spend a good part of the time at their home in Fox Lake, Ill., where they will be joined during the summers by their daughter, Marilyn, who teaches school in Skokie, Ill.

Mr. Crippen, who succeeds Mr. Stephenson as vice president-finance and accounting, entered the Road's service in 1930, soon after graduating from the University of Minnesota with a Bachelor of Science degree in civil engineering. His first position was that of instrumentman in the engineering department. Later he served as division engineer, system assistant engineer, and as train-

appointed superintendent of the Twin City Terminals in August, 1947, advancing in November, 1948 to the position of general superintendent at Milwaukee. He was transferred to Chicago as general superintendent of the Chicago Terminals in August, 1950. On May 1, 1953 he was appointed general manager of the Road's western lines with headquarters in Seattle, and on July 16, 1955 returned to Chicago as assistant to vice president-operation. His appointment as assistant to president came on May 16, 1958.

Mr. and Mrs. Crippen have a son and a daughter and make their home in Glenview, Ill.

It Happened On The Milwaukee

(Continued from page 3)

rancher-passenger powered with Bozeman "fire water" accidentally poked his elbow through a window and was promptly collared by the conductor, who demanded payment for the broken glass.

The rancher fumbled through his pockets and finally handed the conductor a \$5 gold piece. "Is that enough?" he asked. "It sure is," replied the conductor with a grin, "that ought to pay for a couple of them." "O.K.," said the drunk—and promptly put his fist through another window!

(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.)

Regional Freight Accounting Program

NINE DATA OFFICES NOW OPERATIONAL



A general view of the Minneapolis regional data office. The first office to be opened (June 1, 1960), it served as a proving ground for the changeover to the new system.

FOR the better part of a year, a move which has attracted considerable attention on our railroad has been the establishment of the new accounting system whereby routine bookkeeping performed at local freight stations has gradually been concentrated in regional data offices. Fanning out over the railroad, nine offices are now in operation, the last and final one of the series having been opened in Cedar Rapids, Ia., Mar. 13

The completion of the program, which involved the integration of day-to-day paper work for more than 850 stations, constituted a major step in the Road's over-all programming for the electronic data processing system which will go into use later this year in Chicago. By bringing together many dispersed accounting tasks, it simplifies rating and billing procedures while enabling the railroad to provide its patrons

with an improved service.

Historically, the introduction of the freight accounting system continues a series of modernization steps started in 1915 when the Road installed the first of its punch card machines. Following up references in this magazine to the initial installation in Minneapolis last June, and developments since that time, here is an account of its current pattern—of how the system functions and its merits and advantages—together with an introduction to some of the people who make it work.

Stated briefly, each regional office acts as the bookkeeping center for some 50 to 100 or more local agencies, depending on the volume of business in the area it embraces. Supervision rests with a regional data manager, aided in the larger regions by an assistant manager. G. A. Kellow, data processing manager, Chicago, who was in charge of developing the system, now directs the operation.

The obvious advantage of the new system over the old is the greater accuracy possible when accounts are handled at one location by a staff of skilled personnel, and with modern accounting equipment, rather than at hundreds of



Clerks Gloria Czerepak and Basil "Boots" Ruddy get out the mail. All bills and remittances are now handled by the regional data offices, rather than by local agents. Gloria is using a "Savasort" mailing expeditor.

Completed

local points. Its basis is the IBM punch card, on which is captured, on a one-time basis, all information required for freight revenue, traffic, statistics, and station accounting. The work includes revising waybills, preparing and issuing freight bills, handling collections, and paying local utility bills. In addition, the offices furnish general rate information and assist satellite stations with their problems.

Another benefit is that much of the revising which was formerly a post audit operation is now done before freight bills are issued, thus averting confusion and delay. Furthermore, relief from bookkeeping chores leaves local agents free to devote more time to services helpful to shippers.

An important factor in implementing the program was the ability of our company's employes to adapt to new routines and learn new skills where necessary. The smooth operation of the regional center in Minneapolis, to cite an example, is a typical reflection of this aptitude.

Every Employe a Specialist

The Minneapolis office, staffed with 25 employes, handles accounting for approximately 67 stations, including Minneapolis, St. Paul, Minnesota Transfer and Duluth. Under the old system, this undertaking would have entailed tons of paper work. With the new, every transaction becomes a coded entry on a punch card.

"It works right up to the mark," says Regional Manager A. W. "Al" Wareham; "as well or better than we expected. For one thing, machine records are more accurate than manual paper work, so errors are only minor. Then, too, our force excels in experience and training. Every employe is a specialist on his assignment."

Mr. Wareham's own qualifications as a specialist had their beginnings in 1918, working in the Minneapolis local freight office. He was supervising agent at Crane, Ind., while the Navy was operational there during World War II, and served as chief clerk in the Minneapolis freight office before being appointed to head the regional data office.

His assistant, Lowell J. Fossum, has been with the Road 10 years, starting as a relief agent in southern Minnesota.

May-June, 1961

From that experience he advanced to traveling auditor before assuming his present position.

Then there's Jennie Goss, Mr. Wareham's secretary, who started at Mason City, Ia., transferred to the Minneapolis freight office, and served there on various clerical and stenographic positions. And Martin Thori, chief rate clerk, with a service date of 1907, in St. Paul. He was one of the first employes to work at the Twin City Transfer when it was established in 1911, and for many years was a mainstay of the Minneapolis freight rate force. His desk mate, Lester Nyberg, has been with the railroad since 1917, and was chief revising clerk in the Minneapolis freight office when he transferred to the regional office.

Harold Beringer, the cashier, is another veteran—service date, 1918. Before electing to transfer to the regional data office he was the cashier for the



Lola Kane prefers her present position as expense clerk in the regional data office to her former work in the Minneapolis local freight office. She came to the Road from the St. Paul Union Depot Company.

Martin F. Thori (seated), who supervises the rate department, has been with the Road since 1907, and Lester J. Nyberg, senior reviser, since 1917. The tariffs are used almost entirely for reference, the department having developed a card index for specific commodities and stations. The office is staffed with five rate specialists.



Harold J. Beringer (front), a Milwaukee Roader since 1918, was the cashier in the Minneapolis local freight office before he transferred to the same position in the regional data office. Assistant Cashier Clayton L. Severson (standing) was formerly cashier and ticket clerk in Montevideo, Minn., and Assistant Cashier Joe Kulisheck formerly held the same position in St. Paul.





Head Operator John H. Murray holds a machine room conference with Operators Jack J. Weflen, Dale Stuber, Paul J. Ryan and Bernard W. Erickson (left to right), who transferred to the regional data office from yard clerk positions. The group shares hobby interests, John and Paul in photography (John is also a radio "ham"), and Jack and Bernard in music. Jack plays the drums and has an orchestra, and Bernard is a trumpeter.



A start-of-the-day conference between Regional Manager A. W. Wareham (center) and Assistant Manager L. J. Fossum is noted by Secretary Jennie Goss.

local freight office. Assistant Cashier Joe Kulisheck, who formerly held the same position in St. Paul, has 41 years of service, and Assistant Cashier Clayton Severson, who came from Montevideo, Minn., where he was a cashier and ticket clerk, has almost 20 years on record.

The supervisor of the machine room, John Murray, began at Hastings, Minn., in 1942 and is an alumnus of IBM school. Lola Kane, whose nimble typing turns out faultless freight bills and who is a "sort of pioneer" of the system, worked for the St. Paul Union Depot Company before going to the Minneapolis freight office, from which she transferred. And there are many others equally capable.

"Practically all of our group was in

on the project from the beginning," says Mr. Wareham, "and know what it is to work and plan together. We've tried for perfection, and although that's a big word, I think you can say we've come reasonably close."

In this regard, Mr. Wareham remarked about a phone call he received recently from a local traffic manager. Remembering other calls from the same person about some shipments which had given the office trouble during the changeover to the new system, he crossed his fingers.

"I phoned you when we had problems," said the caller, "and that's why I'm phoning now." It wasn't as bad as it sounded, however. "I just wanted to let you know that everything's fine now, just fine."

REGIONAL DATA OFFICE ROSTER

- MINNEAPOLIS, MINNESOTA—
201 - 3rd Avenue South
- MILWAUKEE, WISCONSIN—
201 W. Fowler Street
- CHICAGO, ILLINOIS—
1900 N. Central Avenue
- MADISON, WISCONSIN—
40 N. Frances Street
- SIOUX CITY, IOWA—
2nd and Pierce Streets
- ABERDEEN, SOUTH DAKOTA—
1 N. Main Street
- SEATTLE, WASHINGTON—
95 Atlantic Street
- AUSTIN, MINNESOTA—
412 - 10th Street N. E.
- CEDAR RAPIDS, IOWA—
501 First Street S. E.

G. M. Ryan Retires; Honored by General Freight Traffic Force

G. M. RYAN, general freight traffic manager, rates and divisions, at Chicago traffic headquarters, concluded his service to the railroad May 15, having elected to enjoy the benefits of retirement at the age of 60. A large group of fellow officers honored him at a testimonial dinner, in addition to which he was feted at a gathering of some 100 members of the general freight department force. The send-offs highlighted the fact that during a business career of 45 years with the Milwaukee he has acquired a legion of friends.

Fresh from high school in his native Chicago, Jerry Ryan entered the freight traffic department in 1915, starting in a clerical capacity. Following an apprenticeship on various positions, he was appointed assistant general freight agent in Chicago in 1938 and advanced to general freight agent in 1949. He was pro-



Highlighting the retirement dinner in his honor, G. M. Ryan (center) is presented with his 45-year "Silver Service" pass by President William J. Quinn, as W. W. Kremer, vice president-traffic, stands ready to add his congratulations.

moted to assistant freight traffic manager in 1951 and three years later to the position of freight traffic manager. His appointment as general freight traffic manager, rates and divisions, followed on Jan. 1, 1956.

Unstinting in his efforts, Jerry ranked

as a "specialist" in general freight rate matters. Over the years he served on practically all of the committees of the Central Territory Railroads group. Prior to retiring he was an alternate member of the executive committee of the Western Traffic Association, as well as an alternate member of the Transcontinental Executive Committee.

The Ryans are residents of Oak Park, Ill., and plan to remain in that community. Their son, Jerry Jr., lives at Deerfield, Ill., on the Road's suburban line north of Chicago.

THE MILWAUKEE ROAD ACTS TO STRENGTHEN RAIL COMPETITION

Seeks Conditions to Proposed Great Northern Pacific & Burlington Merger

THROUGHOUT the Pacific Northwest and the northern states extending east to the Great Lakes, the proposed merger of the Great Northern, Northern Pacific, Burlington, and the Spokane, Portland and Seattle railroads has raised questions as to how railroad competition, and the public as a whole, might fare should it become a reality.

To the Milwaukee Road, thus projected into the role of the principal railroad competitor of a network that would comprise 26,802 miles, the questions are: Could rail competition in this vast area be continued in effective balance? What would the merger mean to shippers who look to the Milwaukee for service? If it takes place, should existing rail competition be strengthened so that the public will benefit?

In a move which recognizes the parallel between the public interest and its own, the Milwaukee on Apr. 28 filed a petition with the Interstate Commerce Commission for leave to intervene in the proposed merger. The petition states that the Milwaukee is opposed to the consolidation unless the commission imposes adequate safeguards for the future of rail competition. In the event the merger is approved, it emphasizes, balanced competition can be guaranteed only if the Milwaukee is allowed to realize its full service potential.

The Milwaukee, while advocating the merger principle as one solution to the problems of the railroad industry, points out that a collective Great Northern Pacific & Burlington railroad would dif-

A detailed explanation of the Milwaukee Road's position with regard to the proposed Great Northern Pacific & Burlington Lines merger and the six conditions stated here are contained in a brochure, "A Question of Public Interest". Copies can be obtained upon request to the Milwaukee Road Magazine.

fer from other mergers in many respects directly affecting the public interest. The differences cited as most evident are such practices as restrictive routing through existing gateways, limited access to key terminals, and a system of dual switching charges, all of which are unique to the Pacific Northwest and the contemplated merger. In stating its position, the Milwaukee said that the Great Northern Pacific & Burlington merger will be against public interest unless the ICC imposes the following safeguards:

1. Grant shippers a choice of routes via western junctions such as Seattle, Spokane, Missoula, Butte, Miles City and Great Falls.

At present, for example, shipments routed via the Milwaukee Road from points east of the Twin Cities, destined to a Great Northern or Northern Pacific point in the Pacific Northwest, must be turned over by the Milwaukee to the Great Northern or Northern Pacific at St. Paul, even through the Milwaukee

could provide competitive service as far as Spokane or Seattle for interchange there. In other parts of the country a shipper may route his traffic over one or a combination of rail carriers to realize whatever competitive advantages may be important to him.

**2. Grant the Milwaukee track-
age rights between Longview,
Wash., and Portland, Ore.**

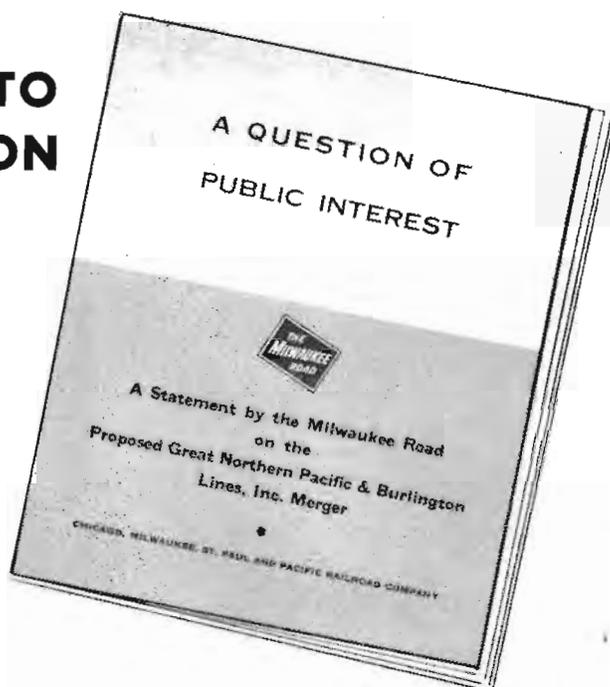
The Milwaukee now terminates at Longview, only 46 miles from Portland. If permitted access to Portland over trackage of the present Northern Pacific, the Milwaukee would provide competition to the merged railroad.

3. Grant the Milwaukee operating rights for a service route between the Seattle area and Sumas, Wash.

At present the Milwaukee connects with two Canadian railroads at Sumas on its Bellingham-Maple Falls line, to reach which it has a contract (terminable upon a year's notice) with the Great Northern to handle the Milwaukee's cars between Everett and Bellingham. The condition would permit the Milwaukee to operate trains over trackage of the merged railroad, thereby providing a competitive service to connections with Canadian railroads.

4. For rate-making and traffic handling purposes, consider Billings, Mont., as a station on the Milwaukee Road.

A high percentage of part-unload traffic destined for the Pacific Northwest includes Billings as one of several stops, and a substantial volume of such traffic makes en route stops at other western cities to which the Milwaukee and con-



Although the Milwaukee recognizes the principle that mergers are one of the solutions to the complex problems confronting the railroad industry, and respects the desires of the merging railroads to increase their efficiency and economy of operation, the unique characteristics of the Great Northern Pacific & Burlington Lines merger demand very careful and unusual consideration in the interests of the preservation of rail competition . . . The Milwaukee Road believes that its partisan interest in maintaining its competitive position coincides with the public interest. The immediate advantages of merger, such as savings to the merging companies, cannot be permitted to outweigh the long range disadvantages to national transportation.—President William J. Quinn

nections could provide competitive service. Without this condition, Billings, which is now served by the Great Northern, the Northern Pacific and the Burlington, would have no competitive rail service following a merger of those lines.

5. Abolish the present system of dual switching rates in the Pacific Northwest.

This system deprives shippers of free choice in the location of plants on competing railroads. The Milwaukee proposes replacing dual rates with a system of reciprocal switching charges which would not be paid by shippers but would be absorbed by the railroad providing the line haul rail service. The latter system is used in other areas of the country.

6. Install the so-called single line scale of rates in place of the joint line scale now applying on certain traffic moving over more than one railroad.

The higher joint line scale would otherwise continue to apply on much traffic moving over both the Milwaukee and the railroads proposing merger, whereas the latter, upon becoming a single railroad, would be able to apply single line rates on much of its traffic.

The issues which the merger entails were discussed by President William J. Quinn before traffic and civic groups in the Pacific Northwest May 22, 23 and 24. While making it clear that the Milwaukee is not anti-merger, nor unconditionally opposed to the merging of the four railroads, he said the problems it imposes must be recognized and met intelligently. In summarizing them he stated, "Shippers, the public and the public's representatives must, in the interest of the general welfare and national defense, demand the imposition of far-reaching conditions to the proposed merger."



B. J. Ornburn, assistant chief engineer-structures, planting the Bechtel Crab tree assisted by Section Foreman Dan Intranuovo. At Mr. Ornburn's left are Norris W. Stilphen, village manager, and Agent Richard P. Hipsley of Deerfield.

Deerfield "Spreads the Green"

A civic beautifying project hand in glove with the Milwaukee Road's plans to modernize and improve its suburban service was launched in a unique ceremony at Deerfield, Ill., Apr. 29. Marking Arbor Day, the residents of the village planted 12 flowering crabs, the official Deerfield tree, in the park-like area adjacent to the Road's station.

The ceremony kicked off a "Plant a Flowering Crab" program in which more than 100 of the trees were placed in civic locations and home gardens during the Arbor Day week end. B. J. Ornburn, assistant chief engineer-structures, who headed a group representing the railroad, had the honor of planting a pink double-flowered Bechtel Crab in the landscaped Station Circle.

Deerfield, served by the Road's suburban line north of Chicago, was established as a township between 1849 and 1850 and named for Deerfield, Conn., the birthplace of a pioneer settler who suggested the name because of the large number of deer in the vicinity. The Milwaukee has been identified with the community for 89 years, having bought the right of way through the township in 1870 and laid track in 1872.

The first station was in a box car, and was replaced in 1872 by a building at the corner of Hall Avenue, which is

now a freight house. As the center of population shifted, a third station was built in 1900 on the present location near the Deerfield Road crossing. On Nov. 10, 1918, the false Armistice Day, a fire broke out in this station, the end result of which was a larger and better building of the same architecture.

In the decade just past, the village has expanded from a 2,300 to 11,700 population count. Civic pride dictated the community beautification now underway, which was made possible by a \$500 grant from Sears Roebuck. The idea for the "Spread the Green" spring planting was the outgrowth of a contest conducted by the Community Conservation Council in which the flowering crab was adopted as the village tree.

For the Arbor Day observance, 100 nursery trees were offered to residents at special prices, with the first being planted at the station. As a partner to the program, the railroad undertook to give the building a thorough cleaning and ready it for painting. Arrangements were also made for a fresh application of gravel to the adjacent driveway and parking lots, and to refurbish the interior.

The planting ceremony was attended by village officials, business people, representatives of the conservation council,

The Milwaukee Road Magazine

Safety Trophy Awarded to Milwaukee Terminals

THE employes of the Milwaukee Terminals Division, having posted the best safety record on the railroad in 1960, took possession of the President's Safety Trophy at a gathering in Milwaukee Apr. 19. The occasion was marked by congratulations for a try-try again effort which was acclaimed as one of the most spirited in the history of the annual safety classic.

It was the first time the terminals employes, including Milwaukee Shops forces, had turned in the winning performance since the contest was started among the Road's operating divisions in 1941. The feat was noteworthy for the fact that heretofore only one other terminal, the Twin Cities, has carried off top honors.

The prestige cup was presented to the assembled employes by L. V. Anderson, general manager system, and accepted for them by J. J. Dombrowski, terminals superintendent. Among division representatives and others on hand for the ceremony were J. D. Shea, general superintendent, Milwaukee, who served as master of ceremonies; F. W. Bunce, chief mechanical officer; G. L. Wood, superintendent of the car department; F. A. Upton, superintendent of motive power; G. V. Ireland, general storekeeper; A. W. Shea, superintendent of safety; G. M. Dempsey, assistant superintendent of safety; and F. J. Ladwig, district safety engineer. The latter shared

with Superintendent Dombrowski congratulations for developing their first winning team.

As announced by the safety department this spring, a tally of the contest figures for 1960 showed that the Milwaukee Terminals had 15 reportable injuries and 1 fatality during 5,380,490

son as warranting a commendation from the entire railroad. In making the presentation he said, "It was apparent to me that *something* was happening safety-wise here in Milwaukee. There seemed to be a new determination—a new awareness—of the importance of this thing we all talk about, but which people



The President's Safety Trophy comes to rest on the Milwaukee Terminals Division. Taking part in the presentation ceremony are, from left: J. D. Shea, general superintendent, Milwaukee; L. V. Anderson, general manager system; A. W. Shea, superintendent of safety; J. J. Dombrowski, superintendent of the Milwaukee Terminals; F. J. Ladwig, district safety engineer; and G. M. Dempsey, assistant superintendent of safety.

man hours worked throughout the year. The employe casualty rate of 2.97 thus established made it the safest operating area on the railroad. Second honors went to the Rocky Mountain Division, which had a rate of 3.23, with the Iowa Division's rate of 3.83 ranking third.

Twice hand running, in 1958 and in 1959, the Milwaukee Terminals Division has finished just short of winning the golden cup. The resolve to be on top in 1960 was lauded by Mr. Ander-

sometimes do a great deal less about than they should. Here safety was being worked at. And, as nearly always proves to be the case, extra effort paid off."

Speaking for the safety department, Superintendent Shea thanked the employes for their excellent support of the Road's safety program. Mr. Bunce also expressed his pride in the record achieved at Milwaukee Shops, and gave credit to the employes who made it possible.

park district, garden club, and various civic groups. Scout troops assisted with planting and delivering the trees, and a hospitality committee dispensed refreshments in the station waiting room.

Mr. Ornburn, who was one of the speakers, gave a talk on the significance of Arbor Day and the history of The Milwaukee Road in Deerfield. Remarking that the railroad was pleased to cooperate with the community's goals for beautification, he cited an overall tie-in with the Milwaukee's program to modernize its suburban passenger service this year upon the delivery of 40 double deck stainless steel coaches of the latest design. "What you are doing here will serve as a pattern for other suburban communities", he said, "and you are to be congratulated on the step you have taken. We hope it marks the beginning of many more."

Attention—Members of the Veteran Employes' Association

THE board of officers of the Veteran Employes' Association extend their appreciation for the many expressions of sympathy upon the death of our esteemed president, Larry J. Benson, on Mar. 29. His great enthusiasm and untiring efforts in behalf of the Veterans will long be remembered.

At a special meeting of the board on May 13, Werner C. Lummer, vice president of the Association, was appointed acting president until the next regular meeting and reunion of the members in 1962.

Florence M. Walsh, Secretary and Treasurer

Anyone for Art? It's Booming

DURING recent years a revolution has upset the art world. Look in on any art supply house at noon, and who are the lunch hour browsers? Brokers, salesmen, accountants, bus drivers—dealers report that the movement is spreading to every business and industry. And how does art mix with railroading? The answer is, it's fascinating homework; first rate fun. Take the word, for one, of J. E. Marshall, traffic manager of the Road's New York office.

Before Joe Marshall was transferred last year to New York City, his familiarity with a paint brush had been confined to the maintenance of a suburban home. Upon becoming an apartment dweller, however, at Hartsdale, N.Y., he found himself with some spare hours and a circle of new friends who are interested in art. One traffic executive of his acquaintance, he discovered, is a gifted portrait painter.

Mrs. Marshall succumbed first and joined an art class, which is how it happened that one evening, while looking over her shoulder, Joe ventured a helpful suggestion. She responded with another, which added up to, "If you can do better, why don't you try?"

That was about nine months ago, since when Joe has been trying diligently. Then this spring, just for kicks, he entered a canvas in the fine arts and hobby show of the Traffic Club of New York. The result? "Citadel Mountain," a Glacier Park scene painted from memory was judged "first" in the mountain scenery category! Joe wears the distinction modestly. Says he, "Next year the show is open to members' wives."

Then there's W. E. Sunter, general freight traffic manager-sales and service

at Chicago, who has in common with Joe the fun of winning a "first" in the same show. But that story goes back to Bill's knickerbockered years at Samuel F. B. Morse grade school. "Our class had to make a World War I bond poster," he relates, "and the teacher was so pleased with mine—she said I had 'talent'—that while the other kids escaped for recess, I was kept indoors to reproduce it for a contest. When it won a regional award, between her and my mother, I was signed up for Saturday classes at the Chicago Art Institute."

Continuing at Lane Technical High School, Bill studied mechanical drawing and later enrolled at the Chicago Academy of Fine Arts, having in mind eventually to be a commercial artist. For a while he felt that the course lacked something vital; that there was little sense in attending life classes just to learn how to draw tractors, fountain pens and automobiles.

About the time that things began to get really interesting, however, so did Bill's job with the railroad. His job also provided an outlet for his art training. Aside from Bill's regular work, through the years he has designed for the Road dozens of travel folders, brochures, show cards, lettered signs and the like, and other publicity material which carried his signature.

These days Bill has a studio set-up at home where he does serious painting on week ends. He favors marine subjects. Occasionally he will surprise a friend with a portrait sketch, and he remembers birthdays with personalized greeting cards. The painting he entered in the New York Traffic Club show—he was the only out-of-town exhibitor—was entitled



"Morning In Main Street", a study of small town America, and the artist, General Attorney J. E. Goggin.

"Mallards." It is a faithful depiction of ducks in flight, as he remembers them from boyhood days on his uncle's farm. But if he hadn't signed on with the railroad, who knows? One of his art school classmates, Walt Disney, has done rather well.

J. E. Goggin, general attorney in Chicago, paints so knowingly that his work could easily be mistaken for that of a professional. Actually, it is. Ed is probably the only railroad attorney who has ever been awarded one of the coveted Logan art prizes. "I was attending law school at the time," he recalls, "so the \$250 came in handy. When the painting sold later for \$500, I realized I had stumbled onto something good."

Chicago-born Ed Goggin was all of



J. E. Marshall, traffic manager in New York City (left), shows his prize winning canvas, "Citadel Mountain", to General Agent S. E. Pilson.



W. E. Sunter, general freight traffic manager-sales and service, with "Mallards", his prize winning entry in the Traffic Club of New York fine arts and hobby show.

appointments

Traffic Department

Effective May 16, 1961:

R. E. Hibbard is appointed general freight traffic manager, rates and divisions, with office at Chicago, following the retirement of G. M. Ryan. Mr. Hibbard started with the Road in 1918 as a ticket agent in Dubuque and transferred in 1922 to Chicago, where he has served in turn as assistant general freight agent, general freight agent, and assistant freight traffic manager, rates and divisions. He was appointed freight traffic manager in 1956, and advanced to his most recent position—assistant general freight traffic manager, rates and divisions—on Jan. 1, 1959.

H. J. McKenna is appointed assistant general freight traffic manager, rates and divisions, with office at Chicago. Mr. McKenna began his railroad career with the Soo Line in 1922 and was freight

seven years old before being exposed to "only child" cultural advantages. "I had lessons in painting, sculpture, music, elocution—the works. Art was the only thing that stayed with me, though. I studied even after I didn't have to, and took the full Art Institute course."

Ed has been painting happily ever since, dividing his time between the studio in his suburban Evanston home and field trips. He likes to try new techniques, and generally has several canvases going at the same time. All express his own taste. "There's no inspiration in painting to order," he says. However, interested buyers may choose from the finished canvases that he doesn't give to his art-loving friends.

Three of them contributed to the general aura of quality that stamped the sixth annual art exhibition of the Chicago Bar Association May 1-19, and earned the commendation of a committee of top-rank art jurists. "Morning In Main Street," a gay composite of a hundred or so small town sketch notes, was tagged with a blue ribbon "first" in its class. Other favorites of gallery viewers, "The Gladiators" and "The Old Order," merited yellow "Honorable Mention" ribbons. The first is a vivid canvas of action and violence, caught in a melee of color. More subtle in mood, "The Old Order" records the razing of a once proud Prairie Avenue mansion in somber blues and grays.

During the fortnight the show was on Ed had several offers for his first prize painting. However, Mrs. Goggin derives considerable pleasure from it, so naturally, it's not for sale.

May-June, 1961

traffic manager, rates and divisions, of that road prior to his appointment to the same position with the Milwaukee in Chicago on Jan. 1, 1959. He has been assistant to vice president-traffic, special duties, since Sept. 1, 1960.

Effective Apr. 1, 1961:

G. V. Valley is appointed general agent, Salt Lake City, Utah, following the retirement of J. G. MacDonald. Entering the traffic department in 1941, Mr. Valley has served in Seattle and Spokane, as district passenger agent and assistant general agent in Portland, Ore., and since Feb. 1, 1960 as district freight and passenger agent in Salt Lake City.

A. J. Dittmar is appointed traveling freight and passenger agent, Dallas, Tex. Mr. Dittmar, who was employed by the L&N before starting with the Milwaukee, was formerly chief clerk to general agent in New Orleans, and since Apr. 1, 1959 has been city freight and passenger agent there.

D. C. Workman is appointed district representative, rail-highway sales, Minneapolis. Mr. Workman, who started in the Minneapolis traffic department in 1947, has served as city freight agent at that point, traveling freight and passenger agent, Des Moines, and chief clerk to freight traffic manager, Chicago. Since Sept. 1, 1960 he has been district supervisor, rail-highway sales, in Chicago.

L. W. Schroeder is appointed district representative, rail-highway sales, Omaha. Since starting in the Omaha traffic office in 1950, Mr. Schroeder has served there as city freight agent and city freight and passenger agent. His most recent position, since May, 1960, was district supervisor, rail-highway sales, Chicago.

W. A. Zimmerman is appointed district representative, rail-highway sales, New York City. Mr. Schroeder, an employe of the Reading Railroad before joining the Milwaukee's traffic department in 1949, served as city freight agent in Milwaukee from Jan. 1, 1954 until Nov. 1, 1960, since when he had been district supervisor rail-highway sales, Chicago.

Effective Apr. 16, 1961:

J. L. Flowers is appointed city freight and passenger agent, New Orleans. Mr. Flowers is a native of Atlanta, Ga., who started railroading with the Southern Railway in 1948 and joined the Milwaukee in 1954 as chief clerk in the Atlanta office. He had been city freight and passenger agent in Davenport since Apr. 1, 1960.



R. E. Hibbard



H. J. McKenna



F. R. Meehan



J. L. Flowers



M. J. Schwede



J. G. Waldman

Effective May 1, 1961:

J. P. O'Neill is appointed traveling freight and passenger agent, Omaha. Mr. O'Neill, a native of Mitchell, S. D., started with the operating department there in 1940. He transferred to the traffic department as chief clerk in Mason City in 1955, was appointed city freight and passenger agent at Omaha in 1957, and has been traveling freight and passenger agent in Tulsa since March, 1959.

Milwaukee Motor Transportation Company

Effective May 1, 1961:

F. R. Meehan is appointed director of operations and maintenance, with headquarters in Chicago. He will supervise motor operations in connection with Flexi-Van, piggyback and all other motor services. Mr. Meehan was formerly with the Northern Pacific Transport Company and Buckingham Transportation, Inc., as vice president in charge of operations of the latter company. Since March, 1957 he has been director of fleet maintenance for the New York Central Transport Company.

Purchases and Stores Department

Effective June 1, 1961:

J. F. Johannes is appointed inspector of stores at Milwaukee Shops, following the retirement of H. A. Rieff. Mr. Johannes has been with the stores division

since 1936, as a clerk and assistant stockman at Milwaukee Shops, traveling diesel storekeeper, assistant district storekeeper at Western Avenue, and since Feb. 16, 1959 serving on the last named position in Milwaukee.

Effective May 1, 1961:

J. G. Waldman is appointed assistant district storekeeper, Milwaukee. Mr. Waldman has been with the division since 1927, working on various positions prior to being made general foreman at Bensenville in 1952. Since 1956 he has been storekeeper at Bensenville.

M. J. Schwede is appointed storekeeper at Bensenville. Starting in the Chicago Terminal in 1927, Mr. Schwede has served on a number of stores positions, including general foreman and local storekeeper at Bensenville. He has been assistant district storekeeper at Western Avenue since 1956.

E. J. Bahr is appointed assistant district storekeeper at Western Avenue. Mr. Bahr has been with the Road since 1931 and a member of the stores division since 1936. He has served as storekeeper at Sioux City, district storekeeper at Tacoma, and since Jan. 1, 1960 as division storekeeper at Miles City.

E. V. Gull is appointed division storekeeper at Miles City. He started with the stores division at Sioux City in 1942, and has worked there and in Milwaukee in various capacities. Since June 1, 1958, he has been storekeeper in Sioux City.

D. L. Casey is appointed storekeeper at Sioux City. Starting in the stores division at Sioux City in 1934, he has served as storehelper, chauffeur and electric crane operator, since December, 1958 as chauffeur at Savanna, Ill.

Engineering Department

Effective June 1, 1961:

H. H. Kruse is appointed assistant supervisor bridge maintenance with headquarters at Chicago, following the retirement of R. R. Cheney. Mr. Kruse started as a B&B department employe in 1925 and later served as scale inspector. He has been chief carpenter of the Twin City Terminals since 1953.

Mechanical Department

Effective Apr. 1, 1961:

J. H. Kervin, master mechanic with headquarters at Deer Lodge, will in addition to his present duties have jurisdiction over all car department activities in his territory Mobridge, S. D., to Avery, Ida., both inclusive.

Operating Department

Effective Apr. 1, 1961:

The central freight service department will be under the jurisdiction of the general superintendent of transportation. The position of superintendent central freight service department is abolished.

retirements

during March-April, 1961



General Office & System Employees

Andrews, J. H. General Freight Claim Agent... Chicago, Ill.
 Berg, S. M. Asst. City Ticket Agt. ... " "
 Callahan, S. D. Comptometer Operator... " "
 Jones, R. C. Buffet Attendant... " "
 Samp, M. R. Accountant... " "
 Wilkins Jr., C. H. First Cook... " "

Chicago Terminals

Anderson, J. Supply Man... Bensenville, Ill.
 Blando, V. Motor Car Operator... Chicago, "
 Bogut, S. Car Inspector... Bensenville, "
 Litz, P. P. Caller... Galewood, "
 Masterson, P. Freight Handler... Chicago, "
 Matz, E. R. Switchman... Bensenville, "
 McMullen, G. B. Machinist... Chicago, "
 Mears, J. H. Machinist... Bensenville, "
 Piovesan, A. Check Clerk... Galewood, "
 Wall, P. Floorman... Chicago, "
 Wamsley, P. F. Clerk... " "
 Wasielewski, J. I. Stower... " "
 Wilson, D. F. Caller... " "

Aberdeen Division

Kegley, W. R. Engineer... Aberdeen, S. D.
 Palmer, L. P. Clerk... " "
 Redel, F. M. Engineer... Montevideo, Minn.
 Schneck, T. Section Laborer... Ellendale, N. D.
 Warner, F. T. Engineer... Minneapolis, Minn.

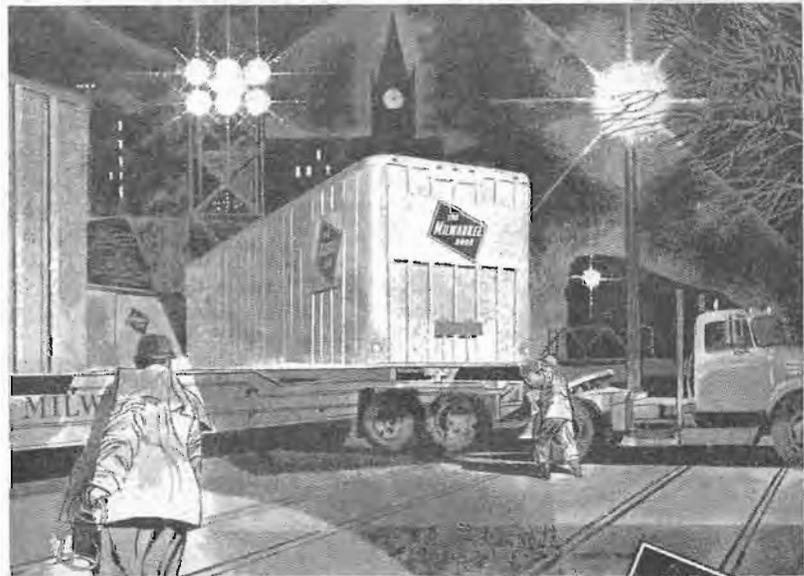
Coast Division

Evans, P. Section Laborer... Beverly, Wash.
 Garrison, R. Section Laborer... Chehalis, "
 Johnson, C. W. Engineer... Port Angeles, "
 Payne, R. F. Fireman... Malden, "
 Sipos, J. Asst. Section Foreman... Tacoma, "
 Veal, W. B. Conductor... " "
 Williams, C. R. Track Foreman... " "
 Yokoyama, U. Section Laborer... Seattle, "

Dubuque & Illinois Division

Bolton, D. C. Perishable Frt. Inspector... Savanna, Ill.
 Brandt, J. Counterman... " "
 Corr, F. P. Traveling Engineer... Ottumwa, Ia.
 Haseltine, Q. M. Car Clerk... " "

Sensational speed-up in mail delivery through new "big-package" concept!



ANOTHER WORKING IDEA FROM OUR

CREATIVE CREWS



THE MAIL MOVES BY NIGHT. Our company's unique use of Flexi-Vans to speed mail from Chicago to Wisconsin and Minnesota points by night is illustrated dramatically in the current "creative crews" advertisement. The text explains how the four huge vans, upon arriving at the La Crosse, Wis., transfer, are slid onto bogeys and **only 12 minutes later** are being sped over highways to Post Office centers by the Milwaukee Motor Transportation Company: "Just one more example of the way our Creative Crews work to improve the basic services which the railroads perform for America!"

Hoback, O. Section Laborer. . . Cone, Ia.
 Humiston, W. W. Conductor. . . Joliet, Ill.
 Kuehnle, L. H. Flagman. . . Dubuque, Ia.
 Link, G. B. Conductor. . . " "
 Summy, A. H. Asst. Section Foreman. . . Ottumwa, "
 Williams, E. D. Roundhouse Laborer. . . Savanna, Ill.

Iowa Division

Locke, W. W. Agent Operator. . . Sac City, Ia.
 Nekola, G. E. Section Foreman. . . Elberon, "
 Snipe, J. Engineer. . . Perry, "
 Tucker, L. O. Brakeman. . . Marion, "

Iowa, Minnesota & Dakota Division

Bertilson, A. B. Engineer. . . Austin, Minn.
 Iliff, L. C. Clerk. . . Mitchell, S. D.
 McCormick, J. Section Laborer. . . Spencer, Ia.
 Placek, G. J. Conductor. . . Austin, Minn.
 Shugart, C. L. Engineer. . . Sioux City, Ia.
 Vessel, P. J. Engineer. . . Mitchell, S. D.
 Vogel, K. B&B Foreman. . . Austin, Minn.

La Crosse Division

Baures, P. J. Crossing Watchman. . . Madison, Wis.
 Bawden, J. P. Engineer. . . " "
 Dahling, J. E. Section Laborer. . . Lake City, Minn.
 Dreyer, C. J. Conductor. . . Portage, Wis.
 Gasper, L. M. Machinist. . . Tomah, "
 Gill, E. W. Passenger Conductor. . . Milwaukee, "
 Jorns, R. A. Yard Clerk. . . Portage, "
 Langsdorf, G. M. Section Laborer. . . Columbus, "
 Rath, C. J. Crossing Watchman. . . Janesville, "
 Rohde, F. T. Engineer. . . Portage, "
 Rommelfanger, J. P. Yard Clerk. . . Madison, "
 Ruder, W. F. Warehouse Foreman. . . Merrill, "
 Ryder, E. T. Conductor. . . La Crosse, "
 Schmeling, W. H. Section Laborer. . . Watertown, "
 Welsh, F. J. Pontoon Helper. . . Prairie du Chien, "
 Wilde, L. Laborer. . . Tomah, "
 Wiperman, W. H. Engineer. . . Portage, "
 Zusan, W. W. Fireman. . . Hastings, Minn.

Milwaukee Division

Brunk, A. O. Conductor. . . Green Bay, Wis.
 Degman, C. J. Engineer. . . Milwaukee, "
 Kobs, F. Conductor. . . " "
 Nelson, C. E. Carman Helper. . . Green Bay, "
 Raschke, A. G. Engineer. . . Milwaukee, "
 Volkel, W. Track Laborer. . . Mendota, Ill.

Milwaukee Terminals & Shops

Dishon, L. J. Storehelper. . . Milwaukee, Wis.
 Driscoll, W. F. Electrician. . . " "
 Droznikiewicz, C. L. " "
 Pipefitter Helper. . . " "
 Fajardo, G. Car Helper. . . " "
 McGrath, R. J. Ticket Sorter. . . " "
 Ostrowski, J. M. Switchtender. . . " "
 Pukac, A. Car Repairer. . . " "
 Rimmel, M. P. Crossing Watchman. . . " "
 Schiefelbein, A. A. Painter. . . " "
 Smith, G. A. Fireman. . . " "
 Zawistowski, A. Carman. . . " "

Off Line

MacDonald, J. G. General Agent. . . Salt Lake City, Utah

Rocky Mountain Division

Bidlingmeyer, E. R. Roundhouse Laborer. . . Deer Lodge, Mont.
 Dahl, S. O. Conductor. . . Mobridge, S. D.
 Drogitis, S. Section Laborer. . . Two Dot, Mont.
 Hahm, E. D. Conductor. . . Harlowton, "
 Heide, W. F. Machinist Inspector. . . " "
 Parker, O. R. Brakeman. . . Miles City, "
 Periman, L. J. Carman. . . Deer Lodge, "

Terre Haute Division

Aird, G. C. Signal Maintainer. . . Walz, Ill.
 Dickey, R. H. Track Laborer. . . Jasonville, Ind.
 Drees, Fred Crossing Watchman. . . Terre Haute, "
 Kennedy, J. Carman. . . " "

Twin City Terminals

Chapman, H. A. Night Foreman. . . St. Paul, Minn.
 Hill, L. I. Carman. . . Minneapolis, "
 Matzoll, C. L. Flour & Grain Agent. . . " "
 Shand, R. J. Carman. . . " "

May-June, 1961

How I Was Bitten By the Collecting Bug

By R. E. Melzer

Assistant to Manager, Claim Prevention, Chicago

BACK in 1941, through an ad in our Morton Grove (Ill.) paper, I learned that a fellow had a 1935 Hiawatha model train for sale. Not having owned a train as a boy had nothing to do with the fact that since we had just had an addition to our family, a daughter, it seemed to be a good opportunity for buying her a train.

And then there were two, Jeanora and Sally. Upon acquiring a second daughter, the now and then hobbyist really blossomed forth as a full fledged collector of electric trains and railroadiana.

Although many people are train collectors at one time or other, most of them do not let the bug bite them as hard as it got me. At one time I was providing house room for 12 different name brands and 8 different sizes of trains. Now, though, the collection is composed of Lionel "O" gauge, and standard gauge of three makes or manufacturers. This is by order of the general manager, who by the way is wife Gertrude. Altogether, it consists of 135 engines and 160 cars covering the period 1925 through 1941. Most of the head end power is steam, about 7 per cent being diesel or electric types.

At the beginning I was faced with questions such as "What on earth are you going to do with that junk?" Talk about taking off one's shoes on coming home late at night, that's a snap compared to coming home loaded—with old trains. Moreover, there's a space problem. Where do you keep a collection of 135 engines and 160 cars? In the basement, of course—most space in a basement goes to waste anyway, so why not fill it up with old trains? The general manager insists, however, that a path must be kept open to the furnace, water meter and wash tubs.

The favorite train is a Lionel Hiawatha and three passenger cars built in 1935. Second to this is a Lionel No. 381 patterned after our company's bipolars in the West as No. 10250. The operating system is an L shape layout measuring 8 x 16 x 30 feet. All of the rail and switches are Lionel, made in 1937—solid T rail and 17 electric switches. This type of a model railroad is now almost impossible to find.

In the railroadiana department, there is an old Milwaukee Road kerosene station light, now in the rarity class; also the last headlight used on Milwaukee 10 wheeler No. 1011, and with it the whistle, gauge light and bell hanger. There is also a collection of Milwaukee Road calendars dating back to 1941,



Where do you keep 135 model engines and 160 cars? In the basement of course. Ray Melzer's collection is displayed on shelves attached to pegboard paneling. The locomotive he is holding is a Lionel NYC Hudson, "the engine of all engines" valued by every collector. The picture at his right shows the prototype, and below it is the original headlight, the only "living" piece of the engine, which Ray bought from the New York Central.

and of The Milwaukee Road Magazine going back to 1950.

One of the pleasures of any collecting hobby is the collecting of friends that naturally follows as the years go by. Many become lasting friends. At present I belong to the Train Collectors Association, a national organization, and am about to join the Railway and Locomotive Historical Society, which has an international membership. It is always interesting to hear from fellow collectors, particularly about items they want to buy, sell or trade. My own project at present is trying to find an old link and pin coupler.

To the collector who has been bitten by the "bug," anyone who has never ridden behind a steam engine, who has never thought of it as a masterpiece of machinery, or who has not regretted the passing of these beauties, has missed much of the romance of railroading.

The major league baseball clubs use about 64,000 balls during a season.

Terre Haute Division

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

Retired Conductor H. Ford has returned home and is looking up old friends after spending the winter in Long Beach, Calif.

The Women's Club honored Assistant Superintendent J. R. Werner and Mrs. Werner at the May 18 meeting in the local YWCA with the men in charge. A buffet dinner was served, followed by an evening of entertainment by three Indiana State College students.

J. F. King has been appointed signal maintainer at Walz, Ill.

Richard Malecha from Milwaukee has been appointed lineman on this division, succeeding Paul Swayze who is in the Rockville, Ind., Sanatorium.

Retired Engineer Floyd O. Chenault passed away Mar. 13 at his home in Terre Haute. Mr. Chenault started working for The Milwaukee in 1917 and retired in 1959. He is survived by his widow, one son, Paul of Terre Haute, three daughters, Mrs. Irene Perdieu, Terre Haute, Mrs. Marie Benjamin of Indianapolis, and Elsie Houston of Gardner, Ill., eight grandchildren and two great-grandchildren.

Cecil R. Patton, retired general car foreman at Terre Haute, passed away there Apr. 6. He was a veteran of 44 years having started to work for the Road in 1905 and retired in 1948. Surviving are two sons, James and Paul of Terre Haute, and one grandson.

Retired Car Inspector O. J. Deverick of Clinton passed away Mar. 22. He is survived by his widow, a daughter, Mrs. Ruth Pebbles of Belleville, Ill., four sons, Charles and Kenneth of Terre Haute, John of Island Lake, Ill., and Olin of Bartlett, Ill.

Elected First Vice President Nat'l Railway Business Women

MRS. GRACE M. JOHNSON, secretary to general superintendent in Milwaukee, was elected first vice president of the National Association of Railway Business Women at the annual convention of that organization in Las Vegas, Nev., May 9-11. She had previously served the chapter in Milwaukee as program chairman, recording secretary and revisions chairman, and on the national level as recording secretary for the past two years. In her present capacity she will act as chairman of public affairs.



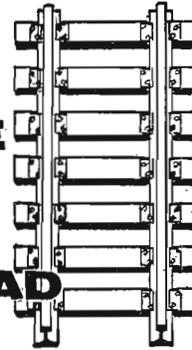
Grace M. Johnson

Grace started with the Road as a stenographer in the office of the assistant superintendent at Muskego Yard in 1942 and assumed her present position the following year. She has been a correspondent for this magazine since 1943.

Sympathy was extended to the families of these former employes, and also to the family of Mrs. J. A. Craig, wife of retired engineer, who died Mar. 24, to Clerk Charles Hammond of the Terre Haute freight house whose wife, Elsa, passed away Mar. 13, and to Fireman F. J. Allen on the death of his mother Mar. 13.

W. W. Humiston, conductor on the Joliet-Delmar run, retired recently after 46 years of railroading. Mr. Humiston, better known as "Hummy," started his

ABOUT PEOPLE OF THE RAILROAD



service in 1906 on the EJ&E, worked briefly for the Burlington, and transferred to the Chicago, Milwaukee & Gary, the Road's predecessor line in Indiana, on Feb. 8, 1915. When he retired, he and Brakeman A. E. Mitchell were the only trainmen still holding seniority on the old CM&G Division.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Sympathy was extended to William Spredeman, demurrage clerk, on the death of his mother, Augusta, at the age of 89. She was a lifelong resident of West Allis. Other children surviving are Mrs. Elsie Bruss, Mrs. Clara Rose, Mrs. Lillian McMoran, Frank, Walter and Alfred.

Ed J. Hardina, former chief yard clerk at Reed St., passed away Apr. 28. He had been ill most of the time since his retirement May 7, 1958. He began his railroad career in September 1907. Survivors are his wife, Florence, a married daughter, Dolores, married son, George, several grandchildren, and a brother, George, a Milwaukee dentist.

The wife of Retired Yard Clerk Hugo Zarlning passed away Apr. 3.

Word has been received of the death Mar. 8 of William C. Hopkins, 76, of Edmonds, Wash. Mr. Hopkins retired Oct. 31, 1953 after 31 years of service as perishable freight inspector at Fowler Street and Muskego Yard. Since moving to Edmonds he was custodian for the Baptist Church of which he was a member. Survivors are his wife Gladys, with whom he celebrated their 53rd wedding anniversary Nov. 5; a sister, Mrs. Hazel Gertz, Freeport, Ill., and three brothers, Charles R. and Robert M. of Freeport and Roy L. in Tennessee.

"Where the Boys Are", Fort Lauderdale, beckoned to Janis Mazurkiewitz, key punch operator, who drove there on vacation to find out for herself. She was accompanied by two girl friends.

Fred Robbins put in a few rounds on the golf course during a week's vacation and got an 82 for 18 holes. Not bad for a starter.

Mary, Bob and Timmie McCormick vacationed along the east coast of Florida, stopping to visit a former timekeeper, Mrs. Angeline Tillidetzke and family at Hollywood, Fla.

The Fred Bowersocks announced the arrival of a baby girl, Mary Bethann, Mar. 24. They have another daughter, Christy Lou Ann, 17 months old.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Switchman Al Lindberg and his wife Eleanor are quite famous in both state and national bridge circles. Eleanor won first place in the Women's Pairs contest of the Wisconsin-Upper Michigan bridge tournament in Milwaukee Mar. 3. This gave her a ranking honor of "National Bridge Master." Al won first place in the Midwest regional bridge tournament, and second place in the Irving Berkson Metal Company event in the National tournament in Chicago in 1959. Between them, the Lindbergs have a collection of 25 trophies. Al is president of the Milwaukee Duplicate Bridge Club and on the board of directors of Wisconsin-Upper Michigan Association.

Retired Terminal Engineer Herman Brandenburg appeared on the Art Linkletter TV House Party program Mar. 7. Art Sullivan saw the program and said Herman looked happy and healthy.

A baby girl, Tammie Kim, arrived at the home of Clem Calliari Mar. 22; another, Christen Jean, at the Ralph Durants Feb. 18, and C&M Division Brakeman Robert Larson and wife welcomed Mary Catherine Apr. 14. A son, Edmund Thomas, arrived for the Jerry Finnigans Mar. 12, and one for C&M Division Brakeman Fred Williams Mar. 20.

Sympathy was extended to J. Wilkinson on the recent death of his wife, and to Switchman George Stark whose father, Frank Stark, passed away Mar. 8.

Retired Engineer Bill Parry called the other day and reported that he and wife were both fine. He told us that Retired Engineer Charles Leyland and wife are living in the Margo Hospital, a convalescent home on North 1st Street and Wright, Milwaukee. Charles has had a stroke, but is recovering, and they would welcome visitors either afternoon or evening.

Mrs. John Bauer, wife of switchman, won "best of breed" with her bull mastiff in both the Milwaukee and Cedar Rapids, Ia., dog shows. Her dog, Princess See-Ka-Hi, is a two-year-old female, American Kennel Club registry.

Larry Heaton, retired yard conductor, and Marie Spozrakis, a neighbor of the Heaton's for many years, were married Apr. 8. Both Larry and "Mrs. Larry" have children and they claim at least 40



RETIRING WITH 51 YEARS OF SERVICE, Frank T. Rohde, engineer on the Portage (Wis.) yard engine, finishes his last day of work Mar. 31. He began as a section hand under his father, Gust, who was a foreman, entered engine service in 1912, and was formerly employed on the Madison wayfreight. He is the last of four railroaders in the Rohde family who compiled more than 200 years of service, his brothers Fred and Reinold, both deceased, having been a telegraph operator and engineer, respectively. (Portage Daily Register photo)



TOP SCHOLARS of the Portage (Wis.) High School chosen by a faculty vote for membership in the National Honor Society included these sons and daughters of Milwaukee Road families. From left: David and Christine Cowley, children of Yard Clerk K. C. Cowley, Ronald Jordan, son of Conductor R. J. Jordan, Sharon Gustafson, daughter of Yardmaster H. B. Gustafson, and Barbara Smith, daughter of Agent W. R. Smith. With a group of 23, they were presented with pins and certificates at a ceremony in the school gymnasium May 18. All are seniors except Christine Cowley, who is a junior. (Galley photos)

BRINLEE-KAMMES. A wedding of interest to employes in the Chicago Union Station was that of Bernadette Brinlee, stenographer in the signals department, and Michael Kammes, pictured here after the ceremony in St. Peter Damien Church, Bartlett, Ill., on Apr. 8. Charlotte Gerber and Patt Simmons, secretaries in the freight traffic department, were bridal attendants. Mr. and Mrs. Kammes now have a Roselle, Ill., address.



FOR ARMY RESERVE SUPPORT. J. D. Shea, general superintendent, Milwaukee, holds a plaque presented to the Road Apr. 14 by the NCO Advisory Council Milwaukee Sub-Sector Command of the Army Reserve Corps for its active support of the Army Reserve Program. Standing by are J. E. Feldhusen, carmon cutter at Milwaukee Shops (right), with L. N. Petersen and James Devitt (from left), all master sergeants in the 757th Railway Shop Battalion. Mr. Shea is attached to the 5000 GHQ Transportation Railway Service, as colonel in command of the Chicago detachment.

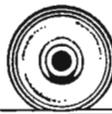


FRANK P. CORR HONORED. Retiring on Mar. 10, Frank P. Corr, traveling engineer for the D&M Third District, was honored at a party in the Knights of Pythias Hall, Ottumwa, Ia.; also, at a dinner in the Ottumwa Hotel attended by many associates from other headquarters of the Road, presided over by F. G. McGinn, vice president-operation, and F. W. Bunce, chief mechanical officer. Mr. Corr started as an engine watchman in his native Ontonagon, Mich., in 1912 and progressed from fireman to engineer in 1919. He had served as traveling engineer since 1942, on the Terre Haute Division before transferring to Ottumwa in 1944. (Ottumwa Courier photo)



GETTING ACQUAINTED with the Milwaukee Road's facilities, members of the Chicago Association of Reservation Managers are pictured ready to board the Afternoon Hiawatha Apr. 26 for a round trip between Chicago and Milwaukee. Milwaukee Road members of the party are: A. M. Schirp, manager of the Chicago reservation bureau, and E. C. Lange, assistant to general passenger traffic manager (first and second from left); Harold Williamson and Jake Werner, night manager and assistant manager, respectively, of the bureau (sixth and seventh from left); and William Wallace, general passenger traffic manager (far right). Periodically, the group takes short journeys on the lines of member railroads to keep abreast of factors relating to passenger sales work.

here's how we're doing



	APRIL		FOUR MONTHS	
	1961	1960	1961	1960
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$16,591,144	\$18,229,687	\$68,060,956	\$73,534,312
PAID OUT IN WAGES	8,409,051	9,032,977	34,452,907	36,981,622
PER DOLLAR RECEIVED (cents)	50.7	49.6	50.6	50.3
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	749,035	821,311	3,000,410	3,262,900
PER DOLLAR RECEIVED (cents)	4.5	4.5	4.4	4.4
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest...	8,695,077	8,935,018	34,104,843	35,699,859
PER DOLLAR RECEIVED (cents)	52.4	49.0	50.1	48.5
NET LOSS	\$1,262,019	\$559,619	\$3,497,204	\$2,410,069
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	80,714	90,996	332,143	374,348
Decrease 1961 under 1960...	-10,282		-42,205	

grandchildren.

John Ostrowski, switchtender, Milwaukee Terminals, retired Mar. 1.

Retired Engineer Ed Maconachie has been spending some time in Lodi, Calif.

Ed Petruszka's father passed away Apr. 15.

LaCrosse Division Brakeman Roland Clemmons bowled 636 in the singles event at the Milwaukee Road tournament in St. Paul Apr. 15. There were 48 teams participating. Roland is modest, but admits that he "is in the money." Another of our boys, Gordy Watts, did pretty well in the national railroad tournament at Galesburg. He is complaining of "not enough strikes," but we understand he also is "in on the money."

Train Clerk Joe A. J. Wuerl recently returned to work after suffering a broken wrist.

Fred Curd, yardmaster at east end of Air Line Yard, does a lot of fishing on the Rock River and recently landed a seven pound northern pike.

One of our most loyal employes, Grover Scheele, 74, passed away at his home in Wauwatosa after a brief illness. Grover was well known throughout the Milwaukee area and in Chicago. He had been secretary to many of our general officers when they were in Milwaukee. The son of a Milwaukee agent, Grover was born in living quarters above the station and

early in life began helping his dad around the depot. After high school he came to the Milwaukee Shops, then branched out into clerical duties and about 30 years ago came to the superintendent's office as secretary. He was known as a faithful, dependable employe, always willing to help others. A brother, Dr. Frank Scheele, one of our company physicians, died last summer and Grover was laid to rest beside him in the Pewaukee cemetery. One sister, Mrs. Ira Swetland of Pewaukee, survives.

Jerry F. Smigelski, formerly of the engineering department, has been assigned to clerical duties in the general superintendent's office.

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

Bonnie Stevens, Correspondent
Agent's Office

Carl L. Matzoll, special flour and grain agent at Minneapolis, retired Apr. 1. He began work with the Milwaukee as a station clerk Feb. 15, 1913 and transferred to the traffic department in 1921.

The bowling team from the local freight office, composed of Greg Williams, Del Keenan, Tom Haben, Denny Mack and George Keenan, won third place in the 18th annual Milwaukee Hiawatha bowl-

ing tournament held Apr. 15 and 16 in St. Paul.

Two new employes were welcomed recently: Margaret Pitts in the regional data office, and LeRoy Klain in the traffic department.

Rod Gust, former chief clerk in the traffic department, has been transferred to Los Angeles, and John Dybdahl has left the Road to work for the Ford Motor Company in St. Paul.

George Wilhelm, retired check clerk, and wife celebrated their 50th wedding anniversary Apr. 23 in St. Anne's Church, Minneapolis.

Art Lundberg, retired assistant cashier, and his wife have returned to spend the summer in Minnesota after wintering in St. Petersburg, Fla.

The stork was working overtime visiting Milwaukee Road families recently. Warren Stewart is the proud father of a boy born Mar. 2 and Del Keenan's son arrived Apr. 23. Earl Mastin welcomed a baby girl Mar. 17 and Allen Brodin's new daughter was born Mar. 18.

TWIN CITIES CAR DEPARTMENT AND COACH YARD

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

Veteran Carman and Write-up Man Robert Ingvaldsen of Minneapolis Light Repair resigned to accept radio electronic work with Hennepin County. Herb Kassin, formerly at Minneapolis train yard, transferred from St. Paul to replace him.

Peter A. Prymack retired Jan. 3 after 40 years and Lloyd I. Hill on Feb. 7 with more than 25 years' service. Best wishes to both these carmen.

Sympathy was extended to the families of the following: Peter A. Olson, 82, retired locomotive truckman, who died Mar. 27 leaving one daughter and two sons, Stanley of Minneapolis Coach Yard and Erwin of Minneapolis; John Sharp, 77, retired carman helper, who died Mar. 31 and is survived by a daughter, a son and a brother; Henry Tiglovecz, carman at Minneapolis depot, who had been ill since Dec. 12 and passed away Apr. 16, survived by his widow and sons; also to Norris Broth, assistant storekeeper, whose mother died Apr. 20 after a long illness. She was interred at St. Ansgar, Ia.

Aberdeen Division

EAST END

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

March, being transportation month for Boy Scouts, we were visited by some groups of enthusiastic little boys who want to know what makes a railroad tick, what a caboose looks like inside, and where an IBM machine gets the brains to do what it does. And of course they were given a bar of candy to create more energy, and a safety pencil.

Engineer W. S. Hasleau has received his 50-year button from the B. of L.E., and a fancy little gadget it is, with two rubies on each side of the "50".

Our former roundhouse foreman, Pete Kamla, 73, passed away May 1 at his home

The Milwaukee Road Magazine



JEWEL MEMBERS. Retired Conductors Charles Arnold (left) and C. C. Bingham recently shared the distinction of being presented by the I.O.O.F. lodge at Montevideo, Minn., with jeweled pins denoting the years they have belonged to the organization. They are pictured with the presiding officer, Odin Sorgard. Mr. Arnold, 87, has been a member for 50 years, and Mr. Bingham is a 65-year member. (Montevideo American photo)

after being in poor health for some years. Pete retired in 1953. Retired Engineer George Nicolai, 79, died Mar. 9 following an illness of several months. Clerk Elmer Bagaus, who worked at Ortonville for the past 32 years, died Mar. 28 following surgery at Rochester. Conductor Joe Harding died Apr. 11 after being ill since November. Mrs. Don Paul, wife of our agent at Renville, died early in April, and Retired Section Foreman Fred Boehlert died in Danube Apr. 7. Retired Engineer Ed Harmon died in his home at Federal Way, Wash., at the age of 90.

Cliff Birkholz bid in the agency at Brownton, Minn., following the closing of Fairmount, N.D., where he was formerly located.

Operator Tom Fasching spent a two weeks vacation at hard labor. He took laboratory work at DeVry Technical Institute in Chicago in connection with his electronics correspondence course. The outcome was that he now has his coveted second class radio-telephone operator's license.

After being staunch Anoka-ites for years, Engineer Roy Towner and his son, Fireman Phil, have moved to an apartment in Minneapolis.

Engineer Charlie Jung is recuperating at home following surgery in Rochester.

Montevideo Warehouse Foreman Odean Larson and wife recently celebrated their silver wedding anniversary with an open house at their niece's home.

C. M. Wolf is now agent at Plato, Minn. The new little boy at the home of Brakeman Bob Ryman has been named Todd.

Retired Engineer John Krum, who went to St. Petersburg for the winter only to spend most of the time in the hospital there, has flown home to Montevideo and at this writing is much better.

Al Boulais, who has been acting car foreman at Montevideo since September when Nels Bjorndahl became ill, has returned to the car department in Aberdeen. We're happy to know that Nels is

back on the job again.

Retired B&B employe Olaf Nyvold and wife are enjoying a trip to their old home in Norway at this writing. Mrs. George Norsving, widow of former Sisseton Line engineer, is also enjoying a tour of Europe.

Yard Clerk J. C. "Jack" Fuller, 56, passed away Apr. 25 in the Moberidge Community Hospital. Funeral services were held at the United Congregational Church of Moberidge, and interment was in Greenwood Cemetery. He is survived by his wife, Stella, a brother, Harold of Spokane, and his mother, Mrs. Olive Fuller of Moberidge.

A. A. Fisher, 77, died recently of a heart seizure at his home in Park Rapids, Minn. Funeral services were held in Trinity Lutheran Church, Moberidge, with interment there in Greenwood Cemetery. Mr. Fisher started with the Road at Marion, Ia., as a brakeman in 1899, later worked in the Dubuque Shops and in 1903 became a fireman on the former Kansas City Division. He was promoted to engineer in 1908, working between Moberidge and Avery, and to traveling engineer in 1917. He transferred to pas-

senger service as an engineer in 1937, and in that capacity was holding the Olympian Hiawatha run from Moberidge to Marmarth when he retired in 1951. He is survived by his wife, Lucy; three sons; Claude, LaBurn and Adna Jr., of whom the last two are a Milwaukee engineer and conductor, respectively; a daughter, Mrs. Keith Morteson; nine grandchildren and three great grandchildren.

I M & D Division

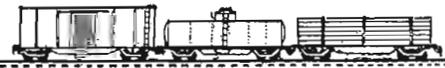
AUSTIN-MASON CITY AREA

Sophia P. McKillip, Correspondent
Office of Superintendent, Austin

George J. Placek, conductor, Austin, retired Mar. 30. He and his wife moved immediately to LaHabra, Calif., where they will live and be with their daughters.

Sympathy was extended to the families of Arthur H. Geike, retired conductor, who passed away Apr. 2, and J. L. (Mike) Delaney, Mason City, retired yard conductor, who died in a local hospital. Mike retired in 1951 with 43 years of service. Surviving are his wife, three daughters,

Carloadings



JANUARY-MAY 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		DECREASE in 1961 under 1960	
		FIVE MONTHS		FIVE MONTHS	
		1961	1960	1961 over 1960	% of increase
10.1%	Grain and Soya Beans.....	33,509	28,405	+ 5,104	+18.0%
2.4	Grain Products	22,824	22,722	+ 102	+ .4
2.0	Gravel, Sand and Stone.....	16,401	16,173	+ 228	+ 1.4
1.6	All Other Animals and Products	4,584	4,265	+ 319	+ 7.5
1.3	Liquors, Malt	7,106	7,069	+ 37	+ .5
1.3	Cement, Lime, Plaster and Stucco	7,100	6,584	+ 516	+ 7.8
1.2	All Other Products of Agriculture	7,192	6,791	+ 401	+ 5.9
19.9%		98,716	92,009	+6,707	+ 7.3%
13.3%	Forest Prod. (Excl. Logs and Pulpwood)	33,885	37,112	- 3,227	- 8.7%
7.4	Iron and Steel	18,261	30,057	-11,796	-39.2
6.2	Automobiles and Parts	14,661	20,937	- 6,276	-30.0
5.9	Coal and Coke	38,396	43,632	- 5,236	-12.0
3.5	Oil and Gasoline	17,220	20,450	- 3,230	-15.8
3.3	Meat and Packing House Products	15,392	16,650	- 1,258	- 7.6
2.9	Agri. Impl. Machinery and Parts	7,895	8,900	- 1,005	-11.3
2.6	Forwarder Traffic	12,061	12,863	- 802	- 6.2
2.3	All Other Products of Mines Merchandise	4,002	6,489	- 2,487	-38.3
1.7	Logs and Pulpwood	18,086	22,606	- 4,520	-20.0
1.6	Fruits and Vegetables (Fresh)	17,285	23,099	- 5,814	-25.2
1.4	Live Stock	8,981	9,263	- 282	- 3.0
.7	All Other Mfgs. and Miscellaneous	4,106	4,647	- 541	-11.6
27.3		115,390	119,047	- 3,657	- 3.1
80.1%		325,621	375,752	-50,131	-13.3%
100.0%		424,337	467,761	-43,424	- 9.3%



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a son, and 10 grandchildren.

Chriss Leemkuil, Sanborn, Ia., retired engineer, died Mar. 27 at Sheldon, Ia. He is survived by his wife.

William E. Poeschel, cashier, Albert Lea, Minn., passed away Apr. 13.

Reverend Clement Paul Sweeney, pastor of Sacred Heart Church in Fort Dodge, Ia., and a friend and spiritual adviser to many Milwaukee Road people, died Apr. 16 at the age of 73. He had been ailing since last August and was recently confined to Mercy Hospital.

Father Sweeney was a native of Sheldon, Ia., who early in his career worked briefly for a railroad and remained interested in railroading throughout his life. He received his education at Loras College, Dubuque, and Fribourg University, Switzerland, and was ordained in Fribourg on Apr. 1, 1911. Returning then to this country, he was assigned in turn to parishes in Sioux City, Emmetsburg, Spirit Lake, Churdan, Manson and Whittemore, and to Sacred Heart at Fort Dodge in 1930. On Apr. 5, more than 1,000 parishioners and clergymen conducted a golden sacerdotal jubilee observance in his honor, which he was unable to attend. Father Sweeney was a veteran of 26 years of Army service, on active duty and in the reserves. He served as a chaplain in both World Wars, rising during World War II to the rank of lieutenant colonel.

Clyde P. Kinser, retired Akron, Ia., agent, who was a veteran of 50 years of service on the former Sioux City and Dakota Division, died Mar. 17 in the Akron Hospital at the age of 80. He had been ailing since he suffered a stroke in 1954. Mr. Kinser, the son of a railroad agent, learned telegraphy in his father's office at Coon Rapids, Ia., and entered agency service at Harrisburg, S. D., when he was 21. Later he was employed at Baltic, Hudson and Meckling, S. D., before transferring to the Akron agency in 1927. He retired in 1953. Surviving are his widow, Ada, and two sisters, Mrs. Walter Dixon of Long Beach, Calif., and Mrs. Earle Nichols of Cedar Rapids. Funeral services were held at the First Baptist Church in Akron, with interment at Vermillion, S. D., under Masonic auspices.

Chicago General Offices

AUDITOR OF STATION ACCOUNTS
AND OVERCHARGE CLAIMS

Ted Pulsha, Correspondent

The paint is dry, the walls sparkle, and room 20 completely redecorated is now our new office.

Recently we welcomed two new men, Jerry Bray and Chuck McDonald.

Frank Seiser came up with a net full when he caught 800 smelts in Lake Michigan.

Ron Zabinski's dog, Erich von Wolfram, is recovering nicely after having had surgery to remove a needle he swallowed.

Ed Doyle, Stanley Stec, and Joe Contreras presented a judo exhibition at the Fraternal Order of Eagles Aerie No. 2395.

Emmett McCauley is continuing his education in night school. He recently sang in the spring festival presented by the students of Wright Junior College.

As in years past, George Weseman and Hank Kraebber attended the opening game at Wrigley Field.

Art LaRue, former suspense bureau head, visited the office recently, having made a trip from Garland, Tex., where he now lives.

Sympathy was extended to Willard Wilkinson, traveling demurrage inspector, on the death of his mother.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Ten year old Corinne, daughter of AFE Clerk Adelaide Schultz, won second prize in the Y.M.C.A. midget free style swimming meet. Corinne is the athletic member of her family, excelling in ice skating and swimming.

Carmen Slywka, formerly of the typing bureau, has presented her husband with a baby son, John Jr., and Milda Swanson, formerly of the bill and voucher bureau, kept population statistics even by giving birth to a baby girl.

Joseph Geraci passed out cigars celebrating the birth of his second daughter.

The long awaited arrival of adopted daughter Lori Lynn, 10 days old, was a much celebrated event in the household of Mr. and Mrs. Richard Ellison. Richard

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Thomas Jack Anne Jerry James

The Five Shannons Hew to the Line

WHEN James W. Shannon, the youngest son of J. E. "Jack" Shannon, general agent in Duluth, recently reported to the Army in Korea, he was following an example of family "togetherness" which is believed to be unique on our railroad. In addition to completing university educations, all of the Shannons' four sons have served as officers in the armed forces.

The older sons, Jack Jr., Thomas A. and Jerry S., are graduates of the University of Wisconsin. Jack, who was one of the first Navy men to land at Hiroshima and Nagasaki, has an L.L.B. degree and is now a practicing attorney and alderman at Stevens Point, Wis. He holds the rank of lieutenant in the Air Force Reserve.

Thomas, who has a bachelor's degree from Wisconsin and who will graduate in June from the University of Minnesota law school, saw five years of active Navy duty, for which he was awarded a decoration. While studying for his L.L.B., Tom has been an assistant professor of naval science at Minnesota. He still holds his lieutenant's rating in the Naval Reserve.

Number 3 son, Jerry, served as a lieutenant in the Air Force at many bases in this country, and as a special investigator for the O.S.I. He has a B.B.A. degree and presently is legal correspondent and supervisor of the capital stock department for Standard Oil in Chicago.

James, who graduated last year from John Carroll University in Cleveland, will be stationed in Korea for the current year as a second lieutenant with the 17th Transportation Battalion, 7th Infantry Division. At the university, James was class president in his junior year and in his senior year served as president of the John Carroll Union. All of the sons are married, and there are six grandchildren.

Coming up for graduation honors, also, is daughter Anne E., who attended the University of Wisconsin and Mundelein College before signing up to see the world as an air line stewardess. Currently Anne is secretary to the dean of engineering at Northwestern University while completing a B.A. course at the University of Illinois in Chicago to prepare for a career in government social service work.

is a clerk in the dining car accountant's office at Western Avenue.

Shop Timekeeper Louise Pomella has left the Road to make her home with her husband and children in the golden state of California.

Louise, daughter of Timekeeper Stella Schremba, will be graduated from Immaculata High School in June and will enter De Paul University in September.

The office was saddened by the death of Rudolph E. Thoren, former bureau head of the shop timekeeping bureau. When he retired in May, 1957 Rudy had over 42 years of service.

Sympathy was extended to Natalie Dodd on the death of her sister, Mrs. O. Coney, and to Louise Redmon on the loss of her mother; also to Assistant Data Processing Manager Stanley Johnson and Retired Traveling Accountant Hilmer Johnson on the death of their mother.

Sister Mary Justine of the Glenmary Sisters, the former Key punch Operator

Catherine Mulchrone of the supervisor of machine accounting office, visited the office May 2 while spending a week's vacation in Chicago. She is assigned to the motherhouse in Cincinnati.

A letter from Harriet Kennedy Pulse which brought us up to date on the activities of this former member of our force who now lives in Cincinnati revealed that her interest in the railroad remains as keen as ever. It related that, in line with the industry's protest of measures in the Bartlett and Yarborough bills (S. 1197 and S. 1089) recently introduced before Congress, she had written to her Congressman and Senators. In addition it disclosed that Mr. Pulse, an attorney and a well known authority on American history, is active in a movement to oppose changes in the World Court which will soon be coming up for debate in Washington. A speech which he recently made on the subject has had a wide circulation.

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OFFICE OF FREIGHT AUDITOR

Rose Cirrinclone, Correspondent

It's been some time since our office had a correspondent, and I thought it might be nice to bring you up-to-date on some changes that have occurred.

In November 1960 the station accounts and central station accounting bureaus, formerly with Mr. Vraney's office, were merged with our office and E. J. Linden was appointed assistant auditor of freight accounts.

Tom Boyd, Ken Ranzau, Gordon Bayless and Roger Miller were transferred to our regional office in Madison, Wis.; Helga Schank and Alice Imburgia were transferred to Galewood, and Ruby Hess to Sioux City.

Kathleen Boyd, Marilyn Manis, Geri Krupa, Etta Bake and Marilyn Krondon each had a baby boy. Bridget Kelly, Arlene La Brasca, Patricia Ropel, Charlene Beta, Joann Gerling and Charlotte Nick each had a baby girl. Jim Pitera, Bob Zeravich and Rich Hohne are the proud fathers of boys.

During the past year Tom Carras and Chuck Abbruzzi were inducted into the armed forces. Joe Cortese and Tim Nolan left the railroad's employ to join the Chicago police force.

Roger Oldfield, recently discharged from the Army, has returned to work in the interline bureau.

George Markell of the review bureau and Eleanor McDermott of Waybill Filing announced intentions to retire June 15.

Best wishes to Charlotte Wires of Waybill Filing on her engagement to Fred Sunderlage. A summer wedding is planned.

I am sure that Vernice Fay, who is convalescing at home, would appreciate receiving get-well cards from her friends at Fullerton Avenue.

Awaiting the stork are Sharon Jotzat and Adele Peter.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Dick Abrams passed away Mar. 16 at the home of his daughter, Mrs. Catherine Tasch, with whom he was living in Palmetto, Fla. Interment was in Palmetto. Dick started with the Road July 25, 1910 and was promoted to district freight claim agent in Milwaukee Apr. 1, 1941. He retired July 31, 1950. Survivors in addition to his daughter are two sisters.

Bill Ausland has resigned to take other employment.

Harry Capella recently returned from military service to resume duties as adjuster.

Cornelius Buckley is off to Ireland to visit his family.

Sympathy was expressed to Henry Starzec whose mother died recently.

Danny, son of Dictaphone Operator Lillian Snywolt, was married in Oak Park May 7.

FINANCE & ACCOUNTING DEPARTMENT

Mrs. Blanche Ross, wife of Assistant Comptroller William E. Ross, passed away at the family home in Riverside, Ill., Apr. 11 after a brief illness. Funeral services were held at St. Mary's Church in Riverside, and interment was in Queen of Heaven cemetery. Surviving, in addition to Mr. Ross, are two daughters, Joyce Ann and Mrs. Jacqueline Ponsonby.

The sympathy of many Milwaukee Road people was extended to Linnea Carlson Ringdell, bookkeeper in this office, on the sudden death of her husband, Roy H., Mar. 7. Mr. Ringdell sustained a heart attack while driving his car and was pronounced dead on arrival at MacNeal Memorial Hospital. Services were conducted at the Edgar Anderson Chapel in Chicago by the pastor of the North Park Covenant Church, and interment was in Ridgewood Cemetery. In addition to Linnea, he is survived by his mother, a sister, Mrs. Mildred Fattes, and two nephews.

LAW DEPARTMENT

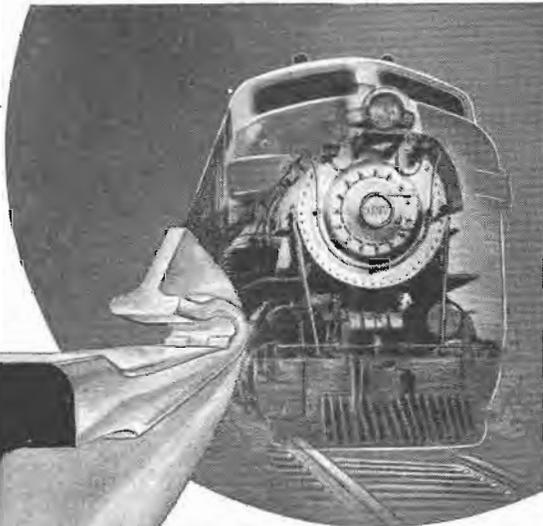
Maurice L. Bluhm, retired vice president and general counsel of the railroad, was reelected to his second four-year term as police justice of Winnetka, Ill., Apr. 4. In 1959 Mr. Bluhm's police court was cited by the American Bar Association for outstanding accomplishment in improving traffic court procedure. Winnetka was the only Illinois community to win such an award.

Raymond H. Keegan Jr., who has an L.L.B. degree from De Paul University College of Law, is ready to hang out his shingle, having recently passed the Illinois state bar examination. Ray has been with the Road since 1941, with time out for military service and to attend Loyola University before preparing for the law at evening school. He started in the stores department at Western Avenue, and was employed in the car department there and in the Chicago engineering office before transferring to his present position as adjuster in the claim department.

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50 GOLDEN YEARS of marriage were celebrated by Mr. and Mrs. William Colgan of La Crosse, Wis., with a Mass at St. James Catholic Church, where they were married on May 2, 1911, and an open house at the Knights of Pythias Hall. Mr. Colgan, a retired conductor, is a veteran of 50 years of service. The couple have four children, Arthur, a Milwaukee Road switchman, and Mrs. Charles Koch, both of La Crosse; Mrs. Robert Griepentrog, reloy office operator at Milwaukee; and William, West Allis.

OPERATING DEPARTMENT

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

Your correspondent received a letter from W. F. Ingraham, retired special representative to the general manager, in which he asked to be remembered to his friends on The Milwaukee. He and Mrs. Ingraham are living at 317 Sunrise Circle, Vista, Calif.

We were saddened by the death of Mrs. Sidney J. Graser, wife of chief clerk to general superintendent of transportation, Apr. 8 at St. Joseph's Hospital, Elgin. Services were held in Trinity Lutheran Church in Roselle, with burial in Union Ridge Cemetery, Chicago.

Mr. and Mrs. Robert Braubach are the proud parents of a son born Mar. 11. Mrs. Braubach is assistant reconsigning clerk in the central freight service department.

Blanche Polzin and Lydia Pagels of the central freight service department attended the convention of the National

Association of Railway Business Women in Las Vegas.

The "old-timers" in R. J. Kemp's office were happy to have Earl N. Bonovich, former employe, stop by for a chat. Earl is now in the insurance business.

Mildred H. Rabus, record clerk in R. J. Kemp's office, who became seriously ill while vacationing in Miami, Fla., is confined to Swedish Covenant Hospital in Chicago at this writing. She is grateful for the many get well and birthday cards from friends, as well as personal visits from fellow employes.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Ruby Dunaven and June Mathisen are back after furloughs due to ill health.

Virginia Kobac, Joyce Galas and Pat Gallagher are on maternity leave.

Agnes McGrath, Irene Barry, Gertrude Walsh, Stella Murphy and Juanita Chambers attended the R.B.W.A. convention in Las Vegas.

Bob Rinaldi, Larry Grudziecki, Al Gerke and Charles Becker attended the Milwaukee Road bowling tournament at St. Paul, Minn.

La Crosse Division

EAST END

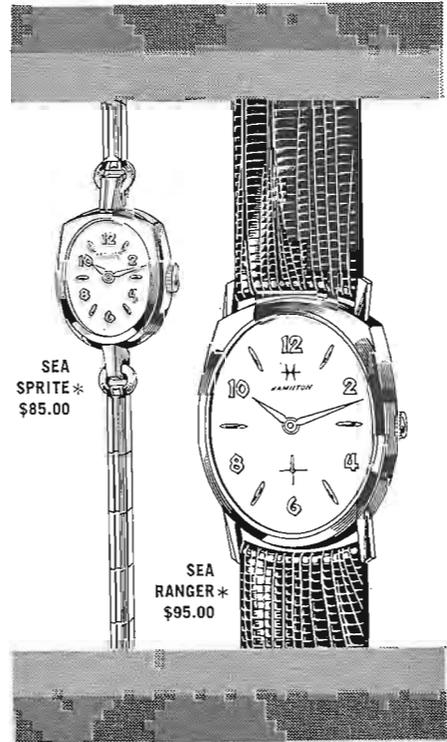
Natalie R. Brunt, Correspondent
Assistant Superintendent's Office, Portage

Portage Chapter of the Women's Club held its annual May luncheon at Brunt's Restaurant May 1. The tables were attractively decorated in a spring motif by Chairman Mrs. Everett Hubbs and Mesdames Max Bulgrin, Ed McMahon, Edna Short, Edmund Tessman, Vernon Atkinson, Clarence Dryer, Fred Tessman, Vernon Sharpe and Miss Elizabeth McMahon.

Conductor D. W. Clemmons came within a few pins of an honor count when he bowled a 694 three game series in major league competition at the Sport Bowl Alleys in Portage. All of the Portage railroad bowlers are getting some good series and we expect to be able to report the "700" honor count soon.

Footboard Yardmaster N. H. Raimier, Portage, has put up a marker to protect

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the two nests of killdeer in the cinders beside the rail in Portage Yard. This is the third year that these birds have returned to nest in the same place and the four eggs in the nest are very hard to see as they blend with the color of the ground. When the switch crew approaches this area the birds "fabricate" a broken wing or turn on their backs with feet up and play "possum" to dis-

Carolyn Seidner, daughter of Engineer Sidney Seidner, placed second in a clarinet solo, and Robert Hubbs, son of Traveling Engineer E. L. Hubbs, placed first in a bass clarinet solo in the district music tournament at Wisconsin Dells in April. Carolyn is a sophomore and Robert is in eighth grade at Portage schools. James Hubbs, who attends the University of Illinois, and Robert Seidner,

The closing of the depot at Rio, Wis., on Apr. 28 also marked the retirement of O. W. Maraska, agent at that point, after a 52-year working career which included 37 years of railroading. Agent Maraska was born near Markesan, Wis., and entered service at the age of 15, working briefly for the Southern Pacific before signing up with the Road's Northern Division in Milwaukee. Later he followed the "boomer" trail, working for the C&NW, the NP, the Soo Line and the OS&L, as well as a lumber firm, before returning to the Road, with which he had approximately 27 years of service when he retired. His plans for the future include a lot of fishing, gardening and golf, following the big league ball games, and taking a more active role in the affairs of the several Masonic lodges to which he belongs.

2 NEW JACKSON UTILITY TAMPERS



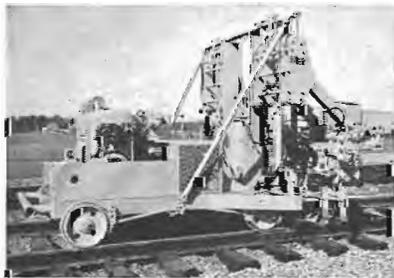
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difficult going . . . an ideal all-around tamper for yard and branch line spot tamping and surfacing work, tightening up behind the tie gang and emergency tamping. OK, too, for general use in small or soft ballasts. Excellent for new construction and high lift ballast insertions anywhere.

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JACKSON VIBRATORS, INC.
LUDINGTON MICHIGAN

tract attention from the nests.

Engineer William Dittberner has returned to work following surgery in a Madison hospital.

Warehouse Foreman Glen (Bud) Smith, 44, died in his sleep Apr. 10 at Portage. He had retired last January because of ill health. His many friends were deeply grieved by his sudden passing.

who attends the University of Wisconsin, spent the Easter vacation with their parents in Portage.

Retirees from this district are Engineers William Wipperman Mar. 4 with 54 years' service and Conductor E. W. Gill Apr. 1 with 45 years' service. Engineer Wipperman lives in Portage and Conductor Gill in Milwaukee.

MADISON AREA

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

Mrs. Alma Speckner, past president of the Milwaukee Road Women's Club of Madison, recently celebrated her 87th birthday. Mrs. Speckner attributes her happiness and longevity to keeping busy in club work. She is a member of the Eastern Star White Shrine, Mendota Rebekah Lodge, Zor Auxiliary, Daughters of the G.A.R. Her husband was ticket agent for the Road many years.

John J. Dunne, revising clerk, Madison regional office, was married to Virginia Wilkening in St. Bruno's Catholic Church, Dousman, Wis., Apr. 8. They are living in McFarland, Wis., Virginia was formerly a secretary in the law offices of Lowry and Hunter, Waukesha.

Mrs. Roy Miskimins, wife of assistant vice president of the Milwaukee Motor Transportation Company, formerly of Portage, now residing in Glenview, Ill., is at this writing recuperating in Madison General Hospital after eye surgery on Apr. 25. She is getting along splendidly and hopes to return home within a week.

Miss Mavis Love, daughter of Assistant Trainmaster Frank J. Love, Madison, was married to Adalbert F. Shaw in Madison Apr. 21. John C. Love, the bride's brother, was best man. The couple are living in Chicago, which has been home base for their positions with American Airlines, she as a stewardess and he as a pilot. Mavis attended the University of Wisconsin and her husband is a graduate of the University of Iowa.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

A son, Brian James, arrived at the home of Charles and Ann Kowalke Mar. 6. Brian joins two sisters so he is a very important addition to the family. Charlie is the B&B and track department clerk at La Crosse.

R. B. (Babe) Rieber and wife Gloria welcomed a baby girl, Theresa, in St. Ann's Hospital, La Crosse, Mar. 19. Another important event at the Rieber household—Babe was made an extra train dispatcher on the division recently.

The Milwaukee Road Magazine



ALL SAFE. Facsimile of a National Safety Council award presented recently to the Milwaukee-Kansas City Southern Joint Agency locomotive department for the operation of 1,055,833 man hours—from Jan. 22, 1952 to Dec. 31, 1960—without a disabling injury. The locomotive and car department forces were also awarded the Greater Kansas City Area Safety Council "Certificate of Achievement" in that organization's safety contest for 1960.

Retired Operator William Reusch, 85, passed away at his home Mar. 23. Mr. Reusch worked many years at Medary Tower, and retired in November, 1941. Burial was in Oak Grove Cemetery, La Crosse.

Mrs. Lloyd Knutson died Apr. 17. She is survived by her husband, two daughters and three sons, two of whom are Milwaukee employes, Robert, agent at Eau Claire, and Leonard, agent at Durand; also 25 grandchildren.

Mrs. William Schultz, wife of Roundhouse Laborer "Bid" Schultz of La Crosse, passed away in a local hospital Apr. 18 after a long illness. She is survived by her husband, one son and four daughters. Burial was in the Catholic cemetery at La Crosse.

E. T. Ryder, conductor on this division, retired Apr. 4. He started in train service Dec. 25, 1918. Mr. and Mrs. Ryder live in Minneapolis.

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WISCONSIN VALLEY

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

Henry A. Wagner, 88, retired yard foreman, passed away Apr. 26. He entered service as a brakeman in 1908 and retired in 1942. Funeral services were held in St. Mary's Catholic Church and burial was in Pine Grove Cemetery, Wausau. Immediate survivors are his two daughters, Lou Wagner and Mrs. Ceal Lashua.

Mrs. Cecil A. (Viola) Parkin, 63, died at home in Wausaukee, Wis., Mar. 23. She was the wife of Roadmaster Parkin, who retired in 1957. Survivors are the widower, a son, a daughter, and several grandchildren. Many friends from Wausau and other points on the Valley Division attended the funeral services in the Catholic church, and burial services in Wausaukee.

Mrs. C. F. Sydow, wife of clerk, and Mrs. H. F. Brostrom, wife of roadmaster, recently received certificates as members of the Gray Ladies organization. Among the many services rendered they devote one day a week to the occupational therapy program at Sunny Vale Manor, a home for older persons. The Gray Ladies assist with craft projects. A display of Easter decorations indicated considerable ability on the part of the residents of the home and the Gray Ladies have done much to increase the interest of others in these older people.

Born to Clerk and Mrs. Thomas O'Brien, a daughter.

Trudy Conklin, daughter of Engineer Kenneth Conklin, was a member of the cast of a melodrama which was awarded a prize in Newman High School's recent talent shows. The annual event was attended by over 1,000 persons.

Technical Sergeant Walter H. Osswald, son of Roundhouse Laborer Walter Osswald, has been upgraded to flight examiner engineer at Dover Air Base, Del., a position normally delegated to master sergeants. A letter from the commander of the base read in part, "To credit one individual with the outstanding results that were obtained is not practical, but it can be stated without reservation that Sergeant Osswald contributed more to the First Air Transport Squadron Flight Engineer upgrade training program than any other attached flight engineer."



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SOUTH END

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

Charles A. Howard Jr., day yard clerk at Janesville, passed away recently after a short illness. He had been a clerk for 23 years, having started for the Road at New Glarus and Darlington where his father, Charles Sr., was agent for many years until his recent retirement. He was a member of Cargill Methodist Church, New Glarus Masonic Lodge No. 310, and the Brotherhood of Railway Clerks. The New Glarus Masonic Lodge conducted the services.

George W. Haney, retired engineer, passed away suddenly in Milwaukee in April while visiting his son. Mr. Haney started with the Road in the roundhouse and later worked as a switchman before transferring to engine service. He had 48 years' service when he retired six years ago.

Michael Restivo, 92, who retired from the roundhouse many years ago, passed away recently after a long illness. Born in Caltanissetta, Sicily, he came to America as a young man and eventually settled in Janesville. Services were held in St. William's Church.

The yard office in Janesville is taking on a new look as the IBM equipment is being installed for eventual hook up with other terminals to provide prompt and accurate records of car and train movements. This is one more link in The Milwaukee's continued effort to provide its customers with fast, efficient service.

I noted in the last Magazine that The Milwaukee Road paid over one and one-half million dollars in taxes in Wisconsin in 1960. Then I wondered how much of these taxes went to pay for the new airport terminal building.

Milwaukee Division

SECOND DISTRICT

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

We are sorry to report the following deaths: Mrs. Tom Dalanty, wife of retired operator at Hilbert; Mrs. Cecil Parkins, wife of former roadmaster at Wausaukee; Mrs. Arthur Burke, wife of engineer, and Henry Bennett, retired tinsmith.

Scott Hazelberg, chief clerk to the agent

Picnic Notice—Retired And Veteran Railroaders

THE National Association of Retired and Veteran Railway Employees will hold its annual picnic in Ganesha Park, Pomona, Calif., Sept. 5. All retired and veteran railroaders and their wives or survivors are invited to attend. Bring your own picnic basket—hot coffee and California orange juice are on the house. For further information, write V. G. Derichs, secretary-treasurer unit 42, 266 Tate St., Pomona, Calif.

at Green Bay, spent two weeks of vacation traveling around Florida, climaxing his trip by catching a 12 pound Red Snapper off Cape Canaveral. Another highlight of his trip was visiting at the Indian Lake Estates near Lake Wales with his brother-in-law, "Red Grange".

Several of our Milwaukee Motor Transport men became grandfathers recently, Ernie Bushmaker for the first time when his daughter Mary became a proud mother. Earl McGregor boasts of becoming "grandpa" twice in one week, his daughter Judy having a baby boy, while his son Cal has a new daughter.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Engineer Al Raschke, who started at the age of 16 as a carman helper to an air brake man in the Milwaukee Shops, retired Mar. 29 after 58 years of service. In September, 1905 he began work as a fireman on the La Crosse Division and transferred to the Milwaukee Division Aug. 21, 1906. He was promoted to engineer Jan. 9, 1911.

March 22 marked the retirement of Conductor (also baggageman) Frank Kobs after 41 years' service. He plans to go west to take care of some interests he has in Arizona.

Retired Baggageman F. S. Williams passed away Mar. 20.

Brakeman J. D. McGeahy reported to Lackland Field, San Antonio, Tex., and signed up for four years with the Air Force.

Conductor Ed Bailey and wife left Jan. 25 on a five-week vacation-visiting trip. They stopped first at Detroit and Fort Wayne, then on to Florida by way of New Orleans where they saw Retired Engineer Al Melloy. In Miami they visited Retired Conductor J. J. Wilkey, and in Tampa they saw Conductor George Blakey and Engineer Earl Wirth. Ed and Earl went to Gulfport to see Retired Engineer V. Williams and J. J. Murphy. In Hollywood there was a wonderful visit with Retired Terminal Switchman Frank English.

Susan Pearl is the new daughter at the D. N. Shutter home.

Engineer Herb Nielsen announced the engagement of his daughter Apr. 15.

The Milwaukee Road Magazine

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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

1. 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.
2. Dependent wife surviving the insured, may continue her coverage for an additional monthly premium of twenty-five cents.
3. 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.

offered by **EMPLOYEES MUTUAL BENEFIT ASSOCIATION OF ST. PAUL, MINNESOTA** a legal reserve life insurance association insuring more than 15,000 Milwaukee Road employees and their families

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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.

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

Herb's son, who is in the Navy for 10 years, recently returned to his base at Coronado, Calif., to start another hitch at sea. He was stationed in Japan for the past three and a half years.

J. S. Lawbaugh, general agent at Rockford, has been named chairman of the Illinois Railroad Association's Senatorial and Representative Committee in Rockford. The purpose of the group is to lobby on legislation affecting the railroads, work in community relations, and explain the railroad's role in community events.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Judith Faye, daughter of Iowa Conductor F. McDonnell of Savanna, became the bride of Harry Lee Pearce of Galena in St. John's Catholic Church Apr. 15. A reception in Moose Hall followed the wedding. After a southern trip the new home will be made in Savanna where both are employed.

Fred Smith, retired mechanical depart-

ment carpenter, Savanna, passed away in his son Fred's home Mar. 31. Funeral services were in the Law Funeral Home and burial in Oak Hill Cemetery, Mt. Carroll. Two sons survive—Switchtender Fred and Conductor Phillip—both of Savanna.

Suzanne, daughter of Retired Car Foreman John H. Fisher of Camdenton, Mo., formerly of Savanna, was married to Dr. Steven D. Kaster of New York City in St. Mark's Church, Kenosha, Wis., Apr. 8. A reception followed in the home of the bride's brother-in-law and sister, Dr. and Mrs. Harold Bjork, Kenosha. Suzanne is a registered nurse on the staff of St. Francis Hospital, Evanston, and Doctor Kaster is attending Northwestern University School of Medicine, but will begin his internship at the Hospital for Joint Diseases in New York City July 1.

Donald, only son of Retired First District Engineer Harry Gregg of Savanna, passed away in Milwaukee Mar. 26. He was 52. Funeral services were held in Milwaukee. Surviving are his father, stepmother, widow, two daughters and a granddaughter.

Fred Meyers, Sabula, passed away in the home of his son Jerry Mar. 29. Funeral services were held in the Funeral Home in Sabula with burial in St. Peter's Cemetery. Fred had been employed as a welder for 40 years. He is survived by two sons, two daughters and three brothers, one of whom, Leonard, is yard clerk at Savanna and another, Dick, a car department employe at Sabula.

Retired Engineer L. W. Tett of Bensenville died in Memorial Hospital, Elmhurst, Ill., Nov. 15 following surgery. Mr. Tett began work as a fireman in February, 1906, was promoted to engineer Dec. 25, 1913 and retired in March, 1955. Burial was in Mount Emblem Cemetery, Elmhurst. He is survived by his widow, a daughter Mrs. Virginia Druz, and a son Walter.

Brakeman A. J. Drury passed away Mar. 24 and funeral services were held at the Giles Funeral Home. Mr. Drury started railroading in September, 1920 and retired June 20, 1947.

Retired Engineer E. W. Nagel of Davis Junction, formerly of Savanna, passed away Apr. 6 following a heart seizure. He started with the Road as a fireman in November, 1907 and was promoted to engineer May 1, 1913. For a number of years prior to retirement Sept. 1, 1954 he had been in yard service in Savanna.

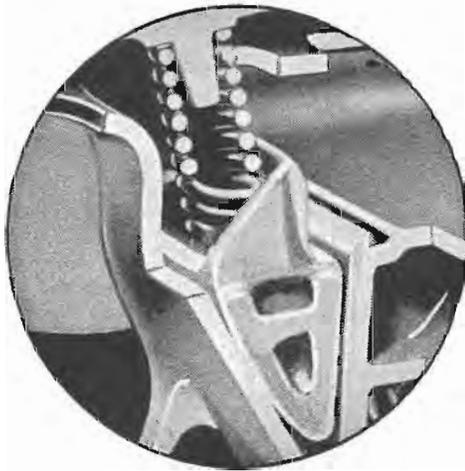
Clifford Wendell, assistant engineer at Savanna since 1950, accepted the position of city engineering superintendent at Rockford, Ill., and began his new duties Apr. 17. A farewell party with presentation of gift was held at Meekers Mar. 24 honoring the Wendells.

Roy Altensey, father of car department employe R. Altensey of Savanna, passed away in his home at Mt. Carroll Mar. 26 following a heart seizure. Funeral services were held in the Christian Funeral Home with burial in Oak Hill Cemetery. Surviving are four sons and one daughter.

In the Church of the Brethren at Lanark, Ill., Mar. 26, occurred the marriage of Sharon Flickinger and James S. Callaway. Lloyd Callaway Jr. of North Riverside

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RANKING SCOUTS. Milwaukee Road members of Savanna (Ill.) Boy Scout Troop 41 cited for achievements at the Mar. 30 Court of Honor by Scoutmaster William Weitzel were (from left) Jim Bridenstine, son of Assistant Superintendent Paul Bridenstine, Robert Myers, son of Engineer Robert Myers and grandson of Engineer Earl Hess, and Dave Arno, grandson of Retired Engineer William Arno. The first two were promoted to the rank of Life Scout and the latter to Star rank.

was his brother's best man. Following the wedding a reception was held in the church parlors. Jim is the son of Chief Dispatcher L. Callaway, Savanna, and is employed as operator on the First District. The couple will make their home in Lanark for the present.

Mr. and Mrs. Emil Groezinger, parents of Switchman Glenn Groezinger, Savanna, celebrated their 50th wedding anniversary in Fellowship Hall of St. Peter's Lutheran Church, Savanna, Apr. 16. They have one son and six daughters.

Patricia Eckel and Donald K. Wuehle of Savanna were wed in St. John's Catholic Church Apr. 8. Following the ceremony, a reception was held in the Moose Hall. The new home will be in Savanna where Don is operator-leverman at the tower.

Rocky Mountain Division

EAST END

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

Mr. and Mrs. Dan Goodfellow recently observed their 50th wedding anniversary at an open house in the home of friends in Seattle. They were married in Miles City where Dan was a machinist for 50 years prior to his retirement in 1952 when they moved to Seattle.

Funeral services were held in Miles City Mar. 3 for Mrs. Bess McElroy who passed away at Havre, Mont. She is survived by her son, Yardmaster John A. McElroy of Miles City, and a daughter in Havre with whom she had been making her home.

Montana's Fish and Game Commission recently announced that 15,000 antelope were bagged during the 1960 hunting season. More than 80 per cent of hunting permit holders were successful in getting their game. Many were out-of-state.

Requiem Mass was celebrated in Sacred Heart Church, Miles City, for Owen Wynne who passed away Mar. 18. A daughter, Mrs. Eddie Lynam of Deer Lodge, survives.

May-June, 1961

Funeral services were held Mar. 27 for Mrs. Alfred Dundas, 76, widow of engineer, who died at her home in Miles City. She is survived by two sons and two daughters, one daughter being Mrs. Gladys Almli of Miles City.

Funeral services were held recently in Roundup for Robert Field Sr., 57, who passed away in the Roundup Memorial Hospital after a long illness. He was born at Osakis, Minn., and came to Montana with his parents in 1916. He was employed by the Road in various clerical capacities at Melstone, Roundup and Miles City and retired in December 1959 due to ill health. He is survived by his wife, Abbie, and two sons. Interment was in the Melstone Cemetery.

Herb Lathrop Jr., son of Mr. and Mrs. Herb Lathrop of Miles City, and Therese Mary Janes were married Apr. 8 in St. Lawrence Catholic Church in Milwaukee.

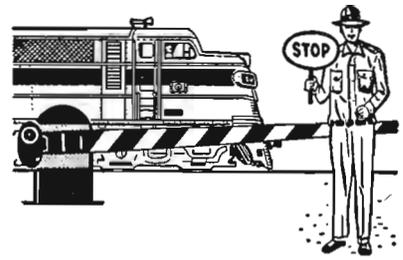
WEST END

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

Retired Postal Clerk Walter E. Monger died in a hospital in Butte Feb. 25. Mr. Monger worked for the Milwaukee for 32 years. He retired in August, 1949.

W. J. Greetan, clerk for over 40 years, passed away suddenly Apr. 16 at his home in Deer Lodge.

C. A. Olson, former dispatcher in Deer Lodge, passed away in Spokane, Wash., after a long illness.



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Railway Division

Depew, N. Y.

We are glad to report that Conductor C. Adams is home after having had an eye operation performed in Butte.

Retired Engineer and Mrs. Friend Eggleston are home for the summer after spending the winter in California.

Dick Collum, son of Conductor and Mrs. Stanley Collum, passed away in the Broadwater Hospital in Townsend Apr. 3, following a short illness. Besides his parents he is survived by a brother and sister-in-law Mr. and Mrs. Stanley E. Collum, two nieces and a nephew all of St. Paul, Minn.

Word has been received that W. Hull, retired electrician of Deer Lodge, died there recently. He had worked for the Road 28 years. Survivors are four daughters, Mrs. James Ranny of Avery, Mrs. Peter Marten and Mrs. P. A. Mason of Deer Lodge, and Mrs. Frank Geisser of Livingston; two sons, E. E. and J. H. Hull, both of Seattle; 14 grandchildren, and 18 great grandchildren.

Thanks to the good work of Mrs. G. F. Murray, chairman of the local polio drive, more than \$200 was collected here. The cancer drive, sponsored by the Milwaukee Women's Club, was started in April under the chairmanship of Mrs. E. P. Dunlap.

A baby girl arrived Mar. 28 to join two brothers and a sister in the home of Mr. and Mrs. Ralph Jones. Ralph is employed as an operator in Avery.

In February Lineman Don Dingman and wife welcomed a baby girl. The Dingmans were in Avery only a short



KEEPING IT IN THE FAMILY, Susan (left) and Sharon Ranney were the valedictorian and salutatorian, respectively, for graduation ceremonies at the Avery, Ida., grade school May 24. They are the twin daughters of James F. Ranney, cashier at that point.

time before they moved to Deer Lodge.

Mr. and Mrs. Joe A. Dunlap returned recently from their winter home in Mesa, Ariz., to Coeur d'Alene.

Funeral services for Dwight D. Spayde, retired Great Falls conductor, were held at the Croxford Mortuary in Great Falls Apr. 8. Mr. Spayde, 72, died in a local hospital after a two-month illness. He was a native of Humboldt, Ia., who settled in Montana in 1908 and worked at Miles City, Three Forks and Deer Lodge. In 1912 he went to Lewistown, and 18 years later moved to Great Falls. He retired in 1951 with 45 years of railroad service. Surviving are his widow, Lois, two daughters, Mrs. J. H. Sabol of Rock Island, Ill., and Mrs. D. A. Logan of Great Falls, a brother, two sisters and six grandchildren.

Chicago Terminals

GALEWOOD

Ray Bishop, Correspondent

Norma Gunderson, former correspondent, and her husband Victor, both now retired and wintering in Fort Lauderdale, Fla., write that fishing is good. They caught a five foot black tip shark off the pier at Norma's sister's home. When not fishing, they lie on the lawn

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Charley Schultheiss, retired clerk, and wife Martha are enjoying their retirement among orange laden trees at Corona, Calif., and extend a welcome to any who may pass by that way.

James J. Connolly, auto mail clerk, and wife are proud parents of a girl born Mar. 1. The grandfather, Jocko Connolly, is a rate clerk here.

Rose Szopinski, bill clerk in the regional office, and her husband Walter announced the birth of a boy to their daughter, Mary Ellen, Mar. 21. This is the first grandchild.

Pauline Wamsley, who has been ill for some time, has applied for retirement.

Anthony Piovesan, checker in the candy house, retired Apr. 1.

Marge Goodman Parth, former secretary to Assistant Superintendent Robert Graves, visited recently and said her venture in the gift shop business was working out just fine. The shop is at 4920 W. Chicago Avenue.

B. B. Zienty, who is on an extended sick leave, and W. McCune, retired, would both appreciate receiving mail.

Dan O'Herron, retired janitor and freight house man, passed away Apr. 4. Carl Williams, candy house check clerk, suffered a heart attack and died Mar. 29 just a week before his 55th birthday.

R. D. McQuinn, employed at Bensenville, and Dominick Zappia of the freight house both lost their mother recently.

Hattie Plaster, miscellaneous clerk, was the victim of a freak accident Apr. 24. Hearing a strange noise in her car, she stopped at her regular station to have it checked. The mechanic asked her to slide over so he could drive and check. In so doing, she stepped on the accelerator and catapulted the car into a post. Hattie suffered bruises and lacerations.

WESTERN AVENUE STORES & LOCOMOTIVE DEPARTMENTS

LaVergne Misiak, Correspondent

Belated best wishes to Storekeeper C. M. Morgan, who retired in February after 42 years of service. Mr. Morgan started his career with the Rock Island in 1918. On Apr. 5, 1919 he came to the Milwaukee, and in August of that year was promoted to storekeeper. Since then he had worked in Atkins, Council Bluffs, and Marion, Ia., Kansas City and Coburg, Mo., and Mitchell and Aberdeen, S. D. He came to Western Avenue as storekeeper in 1951, went to Cedar Rapids in 1956, and returned to Western Avenue in 1957, where he was storekeeper until his retirement. At the time of this writing he is in the hospital recovering from a heart attack. He plans to live with his daughter in Council Bluffs when he leaves the hospital.

M. J. Schwede, assistant district storekeeper, was transferred to Bensenville recently. E. J. Bahr, formerly of Miles City, is his replacement.

Sympathy was extended to Store Department Chauffeur Chester Marxen and brother Henry R., former assistant district storekeeper at Western Avenue, now in Milwaukee, on the death of their father Henry C. Marxen, 85, who passed away in

St. Joseph Hospital Apr. 23. Mr. Marxen operated a blacksmith shop in Bartlett for 50 years. For 10 years following the closing of the shop he was employed with the Road. He is survived by his widow Anna, four sons, and two daughters.

Morgan A. Bergquist, son of Assistant Coach Yard Foreman Albert Bergquist, was lauded as the Chicago Tribune's "Carrier of the Week" recently. An article in the Tribune stated "His good grades in school and fine record in serving his Chicago home delivery customers make him a top prospect to win a college scholarship." While attending grade school, Morgan earned several service awards. In Little League competition at Thillen's

Stadium in 1959, he was a member of "The Cubs" baseball team when it was awarded a trophy. He is now a freshman at Lane Technical High School.

In the stork department congratulations were extended to Machinist Joseph A. Fuentes whose wife gave birth to a daughter, Cathleen, Mar. 26, to Diesel Foreman Henry Azzi and wife who welcomed their second son Apr. 6, to Electrician Hartzell D. Smith and wife who announced the arrival of a daughter, Violet, Mar. 20, and to Machinist Grady McGraw and wife who became the proud parents of Deborah Lynn Apr. 26. D&I Division Fireman Max Horowitz became a grandfather Mar. 26, with the arrival of

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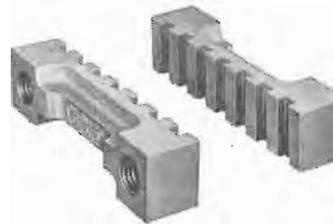
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Best wishes were extended to Mrs. Isabelle Marth, clerk in the master mechanic's office, who left the railroad after 16 years to become a lady of leisure. She started with the Road in Savanna, where she met her husband Bob, who is chief clerk in the assistant general manager's office. Isabelle has been of invaluable assistance in aiding this correspondent with the news from the mechanical department. Hereafter it would be greatly appreciated if items of general interest were sent to me at the store department.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Ila Imbler, wife of Retired Yard Conductor Jim, is on the mend at this writing after spending some time in the hospital.

A gay farewell party for Retiring Clerk Walter Kehoe was held at the Orchard Bungalow in Franklin Park. A lovely leather wallet with some of that green folding stuff was Walter's gift from his many friends.

Marge Scholl, wife of Clerk Leon, is having a rough recovery from her auto accident last winter.

Mrs. Miller, mother of Switchtender Frank, fell recently and broke her hip. Mrs. Miller is 90 years young and a few get well cards might help to pass the long days ahead more pleasantly.

March 15 was the 69th birthday of Yard Conductor John Cooney. John, a 1920 man, was presented with a birthday cake and many cards from the afternoon fellows at the West End of Galewood. Yardmaster Bill Stotz said a World War II saber was used to cut the cake, causing a chuckle from those wishing John a Happy Birthday.

Bill Jepson, diesel foreman, Bensenville roundhouse, is in Florida at this writing. He said he'd have a carload of fish spotted at Bensenville for all his fish loving friends. That would be mighty tall fishing even for Bill.

You'll be pleased to know that our fellow worker, Stanley Boyle, car records clerk, was elected Justice of the Peace in Leyden Township, and that Johnny Phillips, son of Clerk Frank Phillips, was elected Township Super-



NUPTIAL NEWS from Bensenville Yard was the beautiful wedding on Apr. 22 of Noreen Phillips, daughter of Yardmaster Glenn Phillips, and Dan La Valle, Lincoln, Ill., pictured after the ceremony at St. Gertrude's Church in Franklin Park, Ill. The Phillips' sons Glenn and John were altar boys at the nuptial mass, and daughter Johanna was a bridesmaid. A dinner and reception were held at the Sunset Arms hotel. Family members present included Grandmother Mrs. John Phillips, widow of a retired Chicago Terminals switchman.

visor at the same April election.

Clerk Ray Rubesco, his wife and three children were all hospitalized as the result of a recent auto accident. We hope by the time this appears in print they will be at home and "in the pink" once more.

Special Officer William Heylck of Bensenville Yard and wife Marjorie welcomed Cheryl Lynn, their first daughter, Apr. 12.

Switchman Harry Stanley and wife Bertha also welcomed a daughter, their fourth child, Apr. 22.

Man is that peculiar animal who gets a hearty laugh out of an old family album and then looks in the mirror without so much as a grin.

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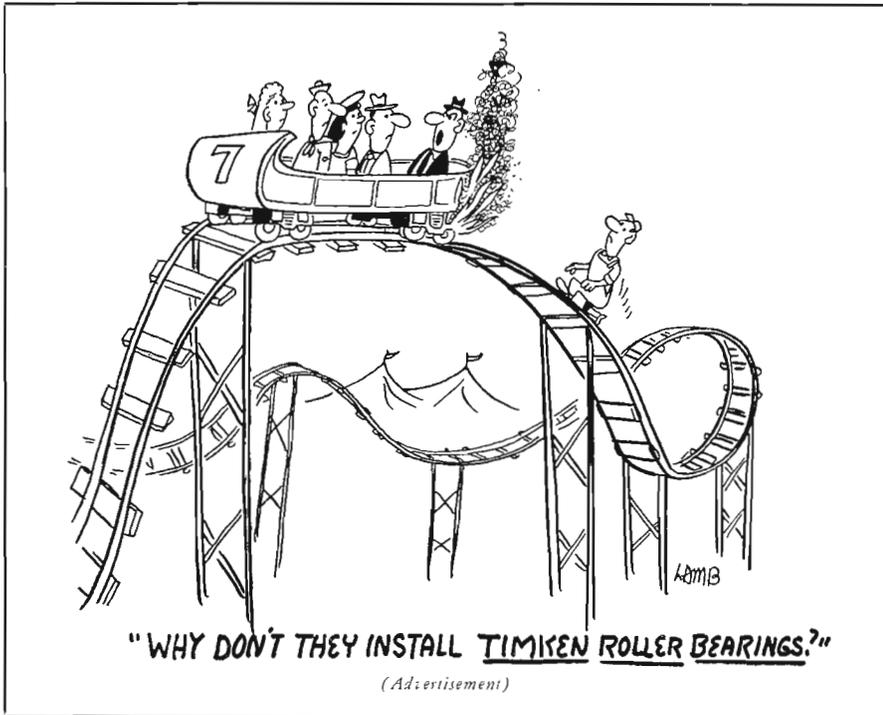
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The Milwaukee Road Magazine



Coast Division

EAST END

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

A retirement party given Mar. 10 to honor Stationmaster Morton F. Cogley was attended by about 50 officials and employes of the Union Station and the Milwaukee and Union Pacific railroads. Mr. Cogley began his career in the Union Station July 1, 1918 as a baggage checker and worked as assistant baggage agent, ticket clerk and working foreman before being appointed stationmaster in 1951. Mort plans to do considerable gardening, but at this writing he and Mrs. Cogley are fishing in Alaska.

Former Dispatcher Chris A. Olsen died Mar. 2. Funeral services were held in Ball and Dodd Funeral Home, Spokane. Cremation followed.

Retired Conductor Robert Leyde passed away Apr. 5. Interment was in the Rosalia, Wash., IOOF Cemetery.

From Former Agent A. L. Slatter of 5426 Boston Avenue, Mesa, Ariz., we hear that Riley Joiner and wife and Fred B. Beal are enjoying the desert sunshine. The men are retired chief dispatchers.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Most business came to a standstill in Tacoma during the 28th annual Daffodil Festival when waves of daffodils swept downtown in a salute to spring. The Saturday Evening Post gave national publicity to Tacoma, the Puyallup Valley and the festival in its "Face of America" series. Plans are already under way for 1962 when the theme will be "Salute to Century 21".

Titlow Beach, Tacoma, was the site of the 1961 world championship octopus

grapple Apr. 22. Approximately 150 men and women skin divers participated. No weapons were used and all the octopi captured were returned to the water unharmed. Puget Sound is a natural breeding ground for these mollusks and its waters hold some of the largest specimens in the world. The contest is sponsored annually by the Puget Sound Mudsharks.

More than 150 retired employes enjoyed a luncheon given by the Women's Club in April at the Polish Hall. Ex Chief Clerk Fay Clover reported that it was nice to meet Milwaukee employes who still have a special interest in railroad affairs.

Florence McMahon, Frank Bryan and Retired Engineer Arthur Moyles are all home from the hospital and recuperating nicely at this writing, also Lysle Smith who has had many blood transfusions.

Sympathy was extended to Harold Fuller, timekeeper in the superintendent's office, who went to Mobridge, S.D., to attend the funeral of his brother Jack, who had been yard clerk there for the past 35 years; also to Mrs. Esther Delaney who was called to Dubuque, Ia., for the funeral of her sister, Mrs. Rose Lyons.

The 1960-61 Tacoma-Milwaukee Bowling League season ended Apr. 21 with the stockroom team composed of Tom Rogers; Gene Swallow of the relay office; Ervin Loga, yard clerk; Arne Hale, store department, and Roger Lotto, assistant electronics equipment maintainer, winning both halves and automatically becoming league champions. This really was their season as Gene Swallow won the individual singles on the last night of play.

Mrs. W. J. Weatherall, former Tacoman now residing in Chicago, spent April visiting her daughter and celebrating the second birthday of her grandchild, Deborah Stafford.

Russell Wilson, former general car foreman, Seattle, and wife spent the past three months in Hawaii.

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IT'S A SILVER PASS for George Stephenson, Tacoma Shops, pictured receiving his 45-year service award from Car Foreman C. M. McMullin. Mr. Stephenson started with the Road in 1915, and was equipment maintainer at Elbe, Wash., before transferring to his present job as carman-painter in Tacoma.

Mrs. John (Barbarie Jeanne) Murphy, wife of a Tacoma employe who transferred to the regional data office in Seattle early this year, has been appointed area correspondent for the Des Moines-Federal Way Tribune. Since becoming a free lance writer recently, magazines in which she has had work published include the Railway Employees Journal and those of the Dell Publications in New York. The Murphys are planning to move to Seattle this fall.

Ivan N. Kern, retired lineman, 77, died recently at his home in Seattle after a year's illness. Mr. Kern had been with the Road 25 years when he retired in 1949, holding various lineman positions at Mobridge, Harlowton, Spokane, and other points in the western region. He is survived by his widow, Lorna, to whom he had been married 52 years, and a daughter, Mrs. E. Edwin Erickson of Seattle.

Roundhouse Foreman W. N. (Bill) Mitchell, Port Angeles, Wash., retired May 31. He is moving to Yacco Valley, Calif., where he plans to build a home and start a small machine shop. His door will be open to all visitors. Bill was born in Helena, Mont., in 1896, served his time as an apprentice on the Union Pacific at Las Vegas, and started working for the Milwaukee as a machinist in Tacoma in 1920. He transferred to Port Angeles as roundhouse foreman in 1950.

Off Line Offices

BUFFALO, N. Y.

L. L. "Larry" Hollenbeck, chief clerk in the Buffalo traffic office, was recently elected secretary-treasurer of the Buffalo Passenger Association. Mr. Hollenbeck, a native of Elmira, N. Y., was employed in the traffic department of the Erie railroad at Elmira and Buffalo before joining the Milwaukee staff in April, 1958.

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At a retirement party in his honor, M. F. Cogley, stationmaster at Spokane (center), is congratulated by R. C. Schwichtenberg, assistant superintendent of the Coast Division (left), and G. L. Jensen, trainmaster for the Union Pacific. The cake centerpiece was the handiwork of Mrs. M. F. Bell, wife of the Magazine's correspondent in Spokane. For details of the affair, read the Coast Division-East End news.

Milwaukee Shops

CAR DEPARTMENT

Erwin C. Weber, Correspondent

John Deglman Jr., carman in the freight car shop, has been ill since Apr. 1 and was in the hospital for a check-up. We all hope for his speedy recovery.

Great enthusiasm was shown by the Milwaukee Shops car department employes in writing to their Congressmen and Senators to discourage the passage of two bills favoring the trucking and water carrier interests.

Gabriel Fajardo, laborer in the freight car shop who has been on sick leave, retired Mar. 31 after 19 years of service.

Adam Zawistowski, a carman 80 years young who worked for the Road 56 years, has retired.

Arthur A. Schiefelbein, painter in the passenger shop, retired Apr. 1. He started as a painter in February, 1933 and held the position of paint mixer and assistant painter foreman.

Maurice H. Robison, machinist in the wheel shop, passed away Mar. 23 at the age of 50. Mr. Robison worked 20 years

for the Road. Burial was in Clinton, Wis.

Harry Dodge, carman helper in the freight car shop, who had been ill since December, 1960, passed away Mar. 31 at the age of 57.

Bernhard Mente, 80, retired carpenter, died Apr. 11. Mr. Mente was a 34 year employe and had been retired for 15 years.

Edward Wessner, 80, retired cabinet-maker helper, passed away Apr. 22. Mr. Wessner began work as a machine hand in 1917 and retired three years ago.

Charles R. Schmidt, tinsmith in the passenger car department for 12 years, passed away Apr. 21 at the age of 62.

Joseph H. Hansen, triple valveman in the passenger car department, died suddenly at the age of 55 Apr. 25. He had been with the Road 18 years.

STORES DIVISION

Virginia Tabbert, Correspondent

After completing a total of 160 years of faithful service, former Stockmen Alfred J. Kulk, Clarence J. Horlivy and Rudolph M. Freuler and Assistant Stockman Boleslaus Kaczmariski were honored guests at a retirement party Apr. 21 in the S.P.A. Hall in Milwaukee. More than 100 fellow employes and a host of friends attended and enjoyed a fine evening's entertainment which included a buffet lunch, dancing and refreshments. Each employe was presented with a gift of money by District Storekeeper W. C. Lummer, acting as master of ceremonies. Among those who extended well wishes were General Storekeeper G. V. Ireland, Assistant General Storekeepers R. K.

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Baker and L. V. Schwartz. The committee in charge of arrangements were Jerry Johannes, Gilbert Leack and John Lipinski.

At this writing William J. Kutter is still convalescing from eye surgery at his home, 3002 N. 57th Street, Milwaukee 10. Those who know Bill might want to drop him a note.

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

Bonnie, daughter of Shop Superintendent Wayne Bittner, spent the Easter vacation with her folks. She is a student at Valparaiso University.

Jim Robertson, machinist, locomotive machine shop, recently became the proud father of a third son.

Earl Moore, retired chief caller, Milwaukee roundhouse, died Mar. 6 in Houston, Tex. The funeral service was held in Cedarburg, Wis.

Walter Smith, machinist, locomotive machine shop, died suddenly Mar. 8.

Joseph Lofey, retired boiler foreman, Milwaukee roundhouse, passed away in Milwaukee Mar. 25.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Three daughters were recently born into Milwaukee families—Elaine Anita, Feb. 15, to the Stephen Daileys; Deborah Ann, Apr. 26, to the Burt Morgans, and Jacquelyn Fern, May 3, to the James Allers.

Michael McGrath, a Cedar Rapids resident for 27 years and a retired Milwaukee foreman, passed away Apr. 12. He was born in Prairie du Chien, Wis., Apr. 9, 1867. Surviving are his wife Augusta and a son, Lynwood, both of Cedar Rapids. Burial was in Cedar Memorial Cemetery.

Richard D. Keenan, 42, an interchange clerk at Cedar Rapids, died recently of a heart attack while driving his car. He is survived by his wife Myrtle, two daughters, Marilyn Kay and Peggy Jean, a son, Douglas Duane, and his mother, Mrs. Earl Keenan, all of Cedar Rapids. Chapel services were conducted in Cedar Rapids and Perry and interment was in Violet Hill Cemetery, Perry.

Cub Scout Month activities in the Marion-Cedar Rapids-Springville area during March included a railroad education program spearheaded by Assistant Superintendent J. W. Stuckey and Assistant Trainmaster N. J. Gorman. The highlights were an inspection of a mail and express car, a tour of communications facilities, and talks emphasizing safety at which the Scouts were presented with literature and "safety" souvenirs. Mr. Gorman also addressed several Scout groups at church gatherings in Marion and Cedar Rapids.

A thick file of letters attests to the Scouts' appreciation for the escorted tours and the various talks. The following, signed by members of Den 2 at Marion, is typical: "Thank you for the time and help you gave us so we could become better acquainted with railroading", it read. "We will be talking about this for many months to come. Maybe some day some of us will be trainmen and be able to show another group of Scouts what you showed us."

What the man who has everything needs is help with the payments.

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Fifty all welded flat cars, built by Thrall Car, will soon take their place among other modern, economically operated equipment recently purchased by the Milwaukee Road. Such new, more efficient rolling stock makes the Milwaukee Road more attractive to shippers and competitive with other forms of transportation.

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The Milwaukee Road Magazine



Veteran stockmen in the stores department at Milwaukee Shops honored by their fellow employees at a retirement party Apr. 21 were, from left, Boleslaus Kaczmariski, Rudolph M. Freuler, Alfred J. Kulk and Clarence J. Horlivy. For details, see the stores department news.

MIDDLE AND WEST

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

Fred Foster, retired agent at Maxwell, died Mar. 6 in the Story County Home after a long illness. Funeral services were held in Maxwell and burial was in Buckeye, Ia.

Mrs. Charles Book, widow of B&B department employe, passed away suddenly Feb. 26.

The marriage of Edine Sheehy to Fireman Donald Hoes took place May 11 in St. Patrick's Church, Bayard, Ia. Don's parents celebrated their 40th wedding anniversary the same day.

Joyce Larson and Wayne Lindell were married Apr. 23 in the Central Christian Church, Boone, Ia. Joyce was a first grade teacher in the Perry schools and Wayne is a fireman.

Everett Evans, who retired from the water service department several years ago, and his wife spent a vacation in Texas and Arizona recently. After spending the winter in McAllen, Tex., Retired Conductor Ralph Van Horne and wife have returned to Perry. Retired Conductor Homer Johnson has also returned to Perry after a 7,000 mile trip which took him to his daughter's home in San Pedro and to his son's in Long Beach, Calif. Stops on the homeward journey included Scotsdale, Sun City, and Phoenix, Ariz.

Mr. and Mrs. Harry Carhill spent the winter with their daughter, Mrs. W. W. Creighton, at Apache Junction, Ariz., but are now at home. Mr. Carhill is a retired hostler from the Perry roundhouse. Retired Conductor and Mrs. Harry Fuller recently spent several weeks with Mr. Fuller's sister in West Palm Beach, Fla.

John Loftus is on leave from the engineering department to take further study under the G.I. bill. He is attending the University of Oklahoma for special training in the Civil Air Association. Upon completion of the course he will be eligible for a position in the air traffic command as a dispatcher.

Mr. and Mrs. Hugh Jones vacationed in Florida during March and April, and had their first look at the property they purchased in LeHigh Acres. Mr. Jones is a retired clerk and Mrs. Jones is clerk to the chief dispatcher.

Richard Keenan, 42, died suddenly in Cedar Rapids Mar. 17 following a heart attack. His railroad career began in the perishable freight department in Perry in 1938. After service in World War II he joined the yard force in Cedar Rapids and for the past several years had been interchange clerk there. Funeral services were in Cedar Rapids and burial in Violet Hill Cemetery, Perry.

Julia Novak, daughter of Superintendent A. C. Novak and a seventh grade student in St. Patrick's School, Perry, received a superior rating in the National Federation of Musicians audition Apr. 3 at Drake University, Des Moines.

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microlite half and full **SOLES**

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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**

D. H. Phebus

DRURY H. PHEBUS, retired general storekeeper of the railroad, died Mar. 17 of a heart attack at his home in Ontario, Calif. Services were held at the Becker Funeral Home in Milwaukee, and interment was in Wisconsin Memorial Park.

Mr. Phebus was born in a sod hut in Beaver City, Neb., and after homesteading for several years, started railroading in the West with the Burlington. He came to The Milwaukee in 1920 to do special work at Milwaukee Shops. After serving as chief clerk to the division storekeeper at Miles City, Mont., division storekeeper at Mobridge, S. D., and chief clerk to general storekeeper at Milwaukee, he was appointed district storekeeper at Savanna, Ill., in 1936. Later he was assistant general storekeeper at Western Avenue-Chicago, and in 1943 was appointed to the same position with headquarters in Milwaukee. He became general storekeeper there on Apr. 1, 1950, and retired from that position on Nov. 30, 1951.

A devoted rail fan, Mr. Phebus was active in many railroad organizations, and at the time of his death was vice president of a national railroad service club. He is survived by his wife, Esther C., a daughter, Mrs. Fay White, a son, Malcolm, of Waukesha, Wis., and two brothers.



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Lyons, Ill.

Jesse Snipe, ranking engineer on the seniority list, filed his notice of retirement in April. He began railroading as a fireman on the old Kansas City Division in February, 1909 and moved to the Iowa Division in 1910. In 1915 he was promoted to engineer. Mr. and Mrs. Snipe will continue to live in Perry.

Engineer and Mrs. R. J. (Sonny) Hayes spent a recent vacation in the Los Angeles area, and on their return trip stopped in Sun City, Ariz., where they were entertained by Retired Conductor and Mrs. Frank Millard, former Perry residents.

Cletus J. Beard, 67, for many years an operator with the Des Moines Union in Des Moines, died Apr. 25. "Bud", as he was known to his friends, was born in Spirit Lake, Ia. Last rites were held at the Hamilton Funeral Home, and burial was in the Glendale Cemetery, Des Moines.

Alfred E. Fiala, 77, passed away Apr. 14 in Council Bluffs. He had been agent at Weston for many years until that station was closed, after which he worked as an operator at the Council Bluffs yard until his retirement. Burial was in Council Bluffs.

Private Loyal K. Pohl, who was stationed at the U.S. Naval Base in Subic Bay Republic of the Philippines, died suddenly Apr. 3 while participating in a routine jungle patrol. The body was sent to his home in Bouton, Ia., for burial. He was a grandson of Retired Agent Clark Lewis of Dawson, Ia.

William Mellette, retired freight handler at Perry, has not been well for some

time and has gone to Polk City, Ia., to enter a rest home.

George Williams, car foreman in Perry in the early 20's, visited old time friends during April. He is now 82 years old and lives in California.

Rev. Warren M. Hile, pastor of the First Christian Church in Colorado Springs, was guest speaker at the 90th anniversary of the First Christian Church in Perry May 7. Mrs. Hile is a daughter of Retired Train Dispatcher J. M. Losey.

Charles B. Hollis, who comes from a line of Milwaukee employes, was recently appointed attorney-advisor in the Legislation, Opinions, and Legal Services Division in the office of General Counsel in Washington, D.C. A grandson of late Fireman Fred Schloe, and nephew of Retired Conductor Adolph Schloe, he received his Juris Doctor degree from the State University of Iowa. During World War II he served as an intelligence officer with the 29th Infantry Regiment in Europe, and holds the rank of major in the Reserves.

The March theme for the Boy Scouts was railroads. Many youngsters in the Perry area had the privilege of visiting the facilities and getting first hand information about railroads from William Wasson, roundhouse foreman, and Sylvan Powell of the roundhouse force. Chief Clerk W. E. Failor escorted the boys on the tours of the roundhouse and office buildings.

Mrs. F. D. Chapman of Perry, widow of conductor, suffered a broken hip in a fall on the ice during March. She was hospitalized for several weeks, then removed to her home for further convalescence.

March 12 was the date Donna Rae, daughter of Agent D. E. Lee of Woodward, selected for her marriage to Wendell Stream in the First Methodist Church, Perry. The groom is with the Iowa Highway Patrol with headquarters at Perry.

When Lee Tucker, a passenger trainman retired in April, the name Tucker came off the Iowa Division payrolls for the first time in more than 70 years. At one time, Charles L. the father, and his three sons, Schuyler, Earl, and Lee were working together. Charles was a passenger conductor for years, and both Earl and Lee had their Silver Passes when they retired. Schuyler worked in train service and later transferred to the Union Pacific. A son-in-law of Charles Tucker, William Rogers, was the family repre-

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Gold-50-Year-Passes

Breckenridge, Benjamin, loco. engr.-----Milwaukee, Wis.
 Mackedon, Ray, loco. engr.-----Milwaukee, Wis.
 Rasmus, H. H., loco. engr.-----Ottumwa, Ia.
 Riley, Edward, conductor-----Milwaukee, Wis.

Silver-45-Year-Passes

Argentine, Nicholas, electrician-----Chicago, Ill.
 Bolton, D. C. perishable frt. inspector-----Savanna, Ill.
 Brown, E. N., agent-----Boscobel, Wis.
 Gill, E. W., conductor-----Milwaukee, Wis.
 Horn, Alfred, car inspector-----Milwaukee, Wis.
 Miller, A. W., sec. foreman-----Mapleton, Ia.
 Shipley, Willard, conductor-----Cross Plains, Ia.
 Singles, W. T., machinist helper-----Beloit, Wis.
 Tucker, L. O., trainman-----Marion, Ia.
 Washburn, R. H., yardmaster-----Ottumwa, Ia.
 Ziemke, Otto F., tinsmith, car dept.-----Milwaukee, Wis.
 Zirbel, Walter H., air brake man--Milwaukee, Wis.

representative in the locomotive department for many years.

Larry Lowe, whose father, Robert, is an assistant division engineer at Perry, is a rock collector. He has over 4000, including 120 different varieties. Larry is an honor student in Perry High School and plans a career in some field of science.

Retired Engineer P. L. Anfinson of Dawson, Ia., was in Corvallis, Mont., recently attending the funeral of his sister-in-law, Mrs. Anfin Anfinson. Anfin was an engineer on the Iowa Division for many years before retiring to live in Montana.

Steven Reimer, a grandson of Retired Engineer Arthur Cortner, plans to enter the State University of Iowa next fall. He has been named for honor status, a standing granted to about the top 10 students of the entering freshman class.

There have been several changes in agency personnel on the Second District recently. Ray Farran, agent at Adel, retired, and V. C. McGee took over. The vacancy left by him at Grimes was filled by Ray Dawson, agent at Yale. About that time Yale and Panora were placed under the management of George Foxhoven of Panora. When Webb and Gillette Grove were consolidated, Howard Lee of Webb was the senior man and remained in charge. C. H. Calhoun, agent at Lytton for many years, took over the dual agency of Lytton and Sac City. Ward Locke, agent at Sac City, applied for disability retirement as he had been in poor health for some time.

Edwin, son of Retired Dispatcher Arthur Olson, and a brother-in-law of Engineer Earl Green, left Apr. 14 for a two months' tour of Europe.

J. W. Leaming, retired maintenance of way employe from Woodward, who has been living in the Rowley Memorial Masonic Home in Perry, was transferred to the Masonic Sanitarium in Bettendorf in April. He will be 94 years old June 13.

Dennis Sullivan, retired machinist, was transferred from the Dallas County Hospital, Perry, to the Methodist Hospital in Des Moines in April. He underwent surgery there and at this writing he is improving.

Mrs. Frank Cleveland, widow of time revisor in the superintendent's office, died in April in California where she had been living with a daughter. Funeral services and interment were in Marion. A son, Lester, is employed in the timekeeping

department in Chicago.

Mrs. L. D. Smith, widow of crane operator, passed away in March at her home in Marion. She was a member of the Klump family whose men were all employes of the Milwaukee some years ago.

Mr. and Mrs. Oliver Jensen have returned to Perry after an extended trip through the South. Several weeks were spent in Houston, Tex., with their daughter and family, and the remaining winter months in St. Petersburg. They were still in Florida when the death of Mr. Jensen's brother occurred in Harlan, Ia.

Mrs. Ben Cook, widow of engineer, retired Mar. 1 after 48 years with the Iowa Electric Light and Power Co. in Perry. She was the oldest employe in point of seniority in the area. A reception attended by nearly 200 friends and fellow employes was given her.

Announcement of the appointment of Paul Slater as traveling engineer, with headquarters in Ottumwa, was made in April. Paul had been working with other traveling engineers for several weeks.

Several changes were made in the Perry offices when General Clerk Don Dollarhide took the assistant cashier's position in the I.B.M. data office in Cedar Rapids. Harlan Johnson took the general clerk's position, Ralph Jackovich was assigned as statistician, Larry Whelchel took over the switchboard operator's position, and Robert Gilbertson was appointed abstract clerk in the freight and ticket office.

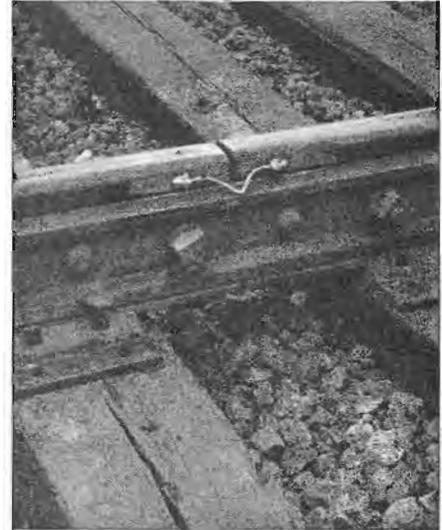
Eugene Pennington of the Perry car department was in Wesley Memorial Hospital in Chicago for surgery on his hand in April.

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to absorb horizontal shocks
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to absorb vertical and lateral shocks

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 MONTREAL

L. B. Horton Heads American Railway Development Group



L. B. Horton

LYMAN B. HORTON, commissioner of the Milwaukee Road's agricultural and mineral development department, was named president of the American Railway Development Association May 15, at the

annual meeting of that organization in Philadelphia.

Mr. Horton is a native of Fairmont, Minn., and a graduate of the University of Minnesota who started in the general freight department in Chicago in 1929. Later he represented the Road in Pittsburgh and Kansas City before being appointed research analyst for the Association of American Railroads in 1943. He returned in 1945 as city freight agent at Kansas City and in 1947 was promoted to general development agent in Chicago. In 1948 he became assistant commissioner agricultural and mineral development, with headquarters in Chicago, and in 1951 was appointed commissioner of the department.

He is a member of the Natural Resources Committee of the U. S. Chamber of Commerce and of the Agricultural-Business Relations Committee of the Illinois State Chamber of Commerce, and a former chairman of the agricultural council of the Chicago Association of Commerce and Industry.

• Comments From Our Customers •

THOUGHTFUL OF SPECIAL NEEDS

"Just a compliment for Mr. A. J. Johnson, your dining car steward, who made my recent trip from Portland most pleasant. I am on a special diet, and he did everything possible to see that my needs were fulfilled. I am most appreciative of his courteous service. . . . This is my 52nd year of traveling, and six months out of every year are spent on the road."

Alfred Goldwater

White Plains, N. Y.

KUDOS FOR COOPERATION

"We wish to call to your attention the splendid cooperation we received recently from your Mr. Parker [R. G. Parker, city freight agent, Kansas City] in setting empty cars at our warehouse for loading. . . . Through cooperation such as this, we in turn are able to offer our customers the best of service, and we want you to know that we appreciate the excellent attention you are giving us."

L. F. Lundy, Manager

Mid-West Terminal Warehouse Co.

Kansas City, Mo.



NINETY NINE, COUNT 'EM, members of the Minneapolis North High School Choir pictured after detraining from the Pioneer Limited at Glenview, Ill., the morning of May 5, in the midst of the grand opening of the new Glenview station (see page 4). At the far right are, from left, Choir Director Evadorus Larson, General Passenger Traffic Manager William Wallace, and H. I. Lindbloom, city passenger agent in Minneapolis. The group was en route to a concert at the Glenbrook High School nearby.

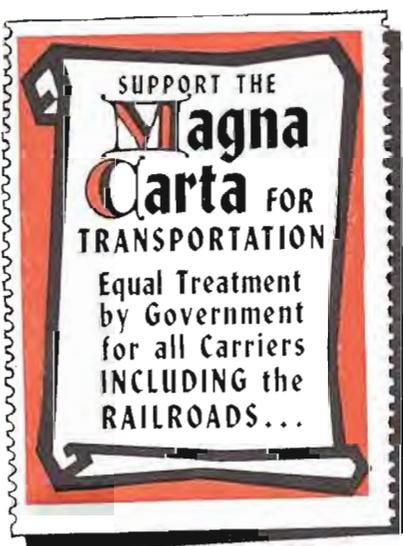
GOING UP! The traditional "handing over the key" ceremony is observed in the Fullerton Avenue accounting department building in Chicago as R. S. Stephenson, vice president-finance and accounting (left), "dedicates" the two new automatic elevators which went into use there May 23. Standing by as the key is presented by J. L. McFarland, a representative of the Otis Elevator Company, are H. C. Johnson, assistant comptroller (right), and K. E. Hornung, the Road's architect.



LARGEST ONE-DAY SHIPMENT EVER from any Pullman-Standard manufacturing plant was the Milwaukee Road's fleet of 243 general purpose freight cars moving out of that company's Michigan City, Ind., shops Mar. 20. Inspecting the cars on a production line tour are, from left: R. S. Stephenson, vice president-finance and accounting; W. W. Kremer, vice president-traffic; President William J. Quinn; O. E. Rothfuchs, manager of the Pullman-Standard works; and V. E. McCoy, the Road's chief purchasing officer. The cars were part of an order for 750 placed late last year on which delivery was completed in May.



A FLEXI-VAN "FIRST." The inauguration of Flexi-Van shipping from the Marinette-Menominee, Wis., area is observed with a handshake between R. J. Casey, division freight agent, Milwaukee (right), and Robert F. Sunstrom, traffic manager of the Ansul Chemical Company, with G. F. Meintzer, traveling freight agent, Milwaukee, looking on. The picture, taken at the Ansul Chemical plant in Marinette, shows a Flexi-Van being loaded with fire equipment for shipment to a jobber in Pittsburgh. The development of the Road's trailer-on-flat car service in the area also includes Ansul Chemical shipments to Kansas City.



WE GIVE STAMPS! A facsimile of the "Magna Carta" poster stamp designed for use on envelopes and stationery to spur public interest in the need for legislative action on transportation policies which discriminate against the railroad industry. For a supply, write to the Road's public relations and advertising department, 824 Union Station, Chicago 6, Ill.



YOU CAN'T HARDLY GET THEM LIKE THIS ANY MORE. The romantic West of the early years is perpetuated in the Milwaukee Road station at Musselshell, Mont., pictured shortly after it was built in 1909. Note the kerosene lamp and the "National" touring car. Built to last and now a classic, the chink log structure is still providing service.

ONE FOR THE ROAD (railroad, that is) was a glass of milk, representing 8 million quarts that could be produced from a 21-car trainload of Milk Popper dairy feed concentrate shipped recently by Honeggers & Co. Inc. from Fairbury, Ill., to dealers in Wisconsin via a Wabash-EJ&E-Milwaukee Road route. Honegger officials, Wisconsin dealers and others are standing by as R. B. Michels of the Wabash Railroad accepts the Guernsey fortifier from milk maid Mary Beth Head.

Below: Upon the arrival of the Milk Popper Special at Whitewater, Wis., J. L. Phleger, traveling freight agent, Milwaukee (right), greets Joe Walenton of Walenton's Feed and Garden Supply, who was responsible for the shipment of seven cars to that city. Looking on are William Peterson, the Road's local agent (at Mr. Phleger's right), and Wilmer Conkey of Whitewater, delegated to commend Mr. Walenton for stimulating dairy production in the area.





MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

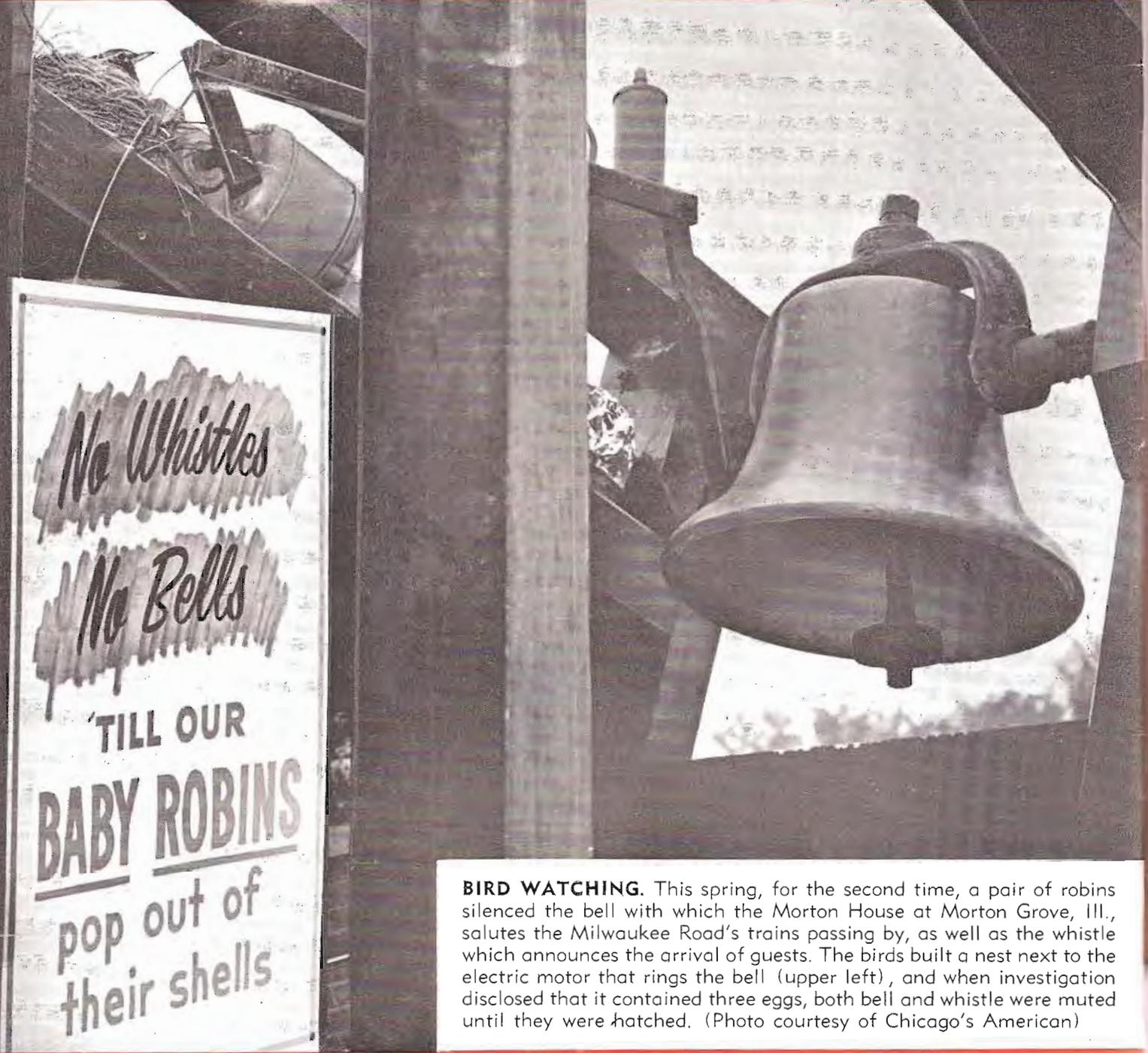
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No Whistles
No Bells
**TILL OUR
BABY ROBINS
pop out of
their shells**

BIRD WATCHING. This spring, for the second time, a pair of robins silenced the bell with which the Morton House at Morton Grove, Ill., salutes the Milwaukee Road's trains passing by, as well as the whistle which announces the arrival of guests. The birds built a nest next to the electric motor that rings the bell (upper left), and when investigation disclosed that it contained three eggs, both bell and whistle were muted until they were hatched. (Photo courtesy of Chicago's American)