

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

july
•
august
1962



ILLINOIS
THE MILWAUKEE
GULF, MOBILE
ERIE-LAKE
AND NICKEL PATH

in this
issue . . .
SLOGAN
CONTEST
WINNERS

MARIE HOTTON
Managing Editor

**PUBLIC RELATIONS
DEPARTMENT**

Union Station—Chicago

The Milwaukee Road Magazine is published for active and retired employes of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, to whom it is distributed free. It is available to others at \$1.00 per year. Retired employes may continue to receive it without cost by sending their addresses to the circulation department, 824 Union Station, Chicago 6, Ill.

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BULLETINS

TRAVEL TAX REPEAL with relation to train, bus and water fares was voted by Congress on June 27 and carried out by President Kennedy in a bill signed the next day. The 10 per cent levy will be removed effective Nov. 15, and the rate on airline tickets will drop from 10 to 5 per cent on the same date. The Transportation Association of America estimated that by midnight of Nov. 15 United States passengers and shippers will have paid out more than \$10 billion under these taxes. It also pointed out that the collection of the taxes added millions to the costs of the already financially pressed carriers . . . **Accident Prevention Performance** of the Milwaukee Road in the state of Minnesota was recognized by the Minnesota Safety Council with a



Governor's Industrial Safety Award. A. W. Shea, superintendent of safety, accepted the award from Governor Anderson on behalf of the company at a ceremony in St. Paul. Firms participating in the Safety Council effort are rated by the evidence of management and labor interest in accident prevention, the extent of the organized safety program and its administration, the amount and degree of hazard in the type of occupation, and by a comparison of accident frequency and severity ratings

of Minnesota businesses and industries . . . **It Happened in Hong Kong** that a man recently walked into the American Express office, said he had just been released from a prison camp in China, and asked if he could collect some \$2,000 in American Express travelers' checks he had bought in Hong Kong more than 10 years previously. The checks had been taken from him by the Communists, he said, but he had the numbers—tattooed on his chest. He opened his shirt, the office manager copied the numbers, and they were cabled to New York for comparison with the master file on travelers' checks. A cable soon came back approving the refund . . . **Setting a New Record**, the average railroad freight car traveled 1,028,990 miles—equal to more than 41 times around the world—before requiring emergency hot box repairs, the Association of American Railroads' Research Department has announced. The achievement was recorded in April and compared with 448,133 miles in April, 1961. The A.A.R. pointed out that the new mileage record resulted from the combined research efforts of the industry, involving changes in bearing design and lubricating methods, modifications to the journal box, and other new ideas developed in the research laboratory . . . **World's First Bingo Limited** recently left London carrying 340 bingo players who had taken over the entire train for a round trip to Brighton. The bingo bugs played bingo during the hour journey to Brighton, played bingo in a Brighton amusement arcade, played bingo at lunch, and played bingo aboard the train returning to London. Altogether, the bingo binge went on for 10 hours.

**The Cover—New Rail
Travel Center Opened**

THIS is a sneak preview of the opening to the public of our new Rail Travel Center in Chicago. Providing the Hollywood touch is Miss Donna Olson of suburban Hazelcrest, fresh from her coronation as "Miss U.S.A. of the Chicago International Trade Fair". William Wallace, general passenger traffic manager of the Milwaukee Road, lost no



Tickets are streamlined, too, point out William Wallace, the Milwaukee Road's general passenger traffic manager (center), and Emmet L. Holmes, passenger traffic manager of the Illinois Central, displaying the new interline tickets now used by most railroads. Donna Olson, "Miss U.S.A. of the Chicago International Trade Fair", is holding the now largely outdated ticket.



time inducting the pretty visitor into the Hiawatha Tribe, and Emmet L. Holmes, passenger traffic manager of the Illinois Central, made a point of seeing personally that she was supplied with plenty of travel literature. Miss Olson is a faithful railroad commuter.

The Rail Travel Center, opened offi-

cially Aug. 1, is on the main floor of the 208 South La Salle Street building, fronting on Adams Street. Railroads which cooperated in setting it up are the Milwaukee, Illinois Central, the Gulf, Mobile & Ohio, Erie-Lackawanna, and the Nickel Plate. It replaces the offices of the five railroads formerly in the In-

surance Exchange Building at 163 West Jackson Boulevard.

In the modern and conveniently located center, railroad patrons may buy tickets to almost any point in the United States, whether they are headed north, south, east or west. All of the participating railroads have extensive will-call departments, enabling passengers to do their "ticket shopping" by phone, and later stop by the travel center to pick up the tickets at their convenience.

A Visitors Information Center was opened Aug. 8 by the Chicago Association of Commerce and Industry on the ground floor of its quarters in the Inland Steel Building, 30 West Monroe Street. Its function is to assist travelers in their various requirements connected with visiting the Chicago metropolitan area. The Center will provide information, maps, brochures and other descriptive literature, but will not handle travel reservations or reserve hotel accommodations.

COMMENTS FROM OUR CUSTOMERS

AMAZED AND DELIGHTED

"On May 4 I received my wallet which had been lost on train 104 arriving in Chicago Apr. 28. Please accept our sincere 'thank you' for you, your staff, and the railroad. Your exceptionally quick and prompt service certainly amazed us, and I might add, delighted us. Be assured we will always have a warm spot in our heart whenever the Milwaukee railroad is mentioned."

Henry Wolfe

Wausau, Wis.

them, all were courteous and considerate. It seemed to me that they went to extra trouble for us. The food was very good, too, I am glad to report to you."

William C. Menninger, M. D.

The Menninger Foundation

Topeka, Kans.

MOST VALUABLE POSSESSIONS

"On May 14 at 12:40 A.M. I boarded your Milwaukee to Sparta, Wis., train for my

return trip after attending the Jackson Day dinner at the Milwaukee Arena. On the trip I lost my billfold containing \$50, numerous credit cards, driver's license, and papers that could never be replaced.

"The same afternoon Howard Deal, a young Milwaukee Road trainman, drove to my home in Cashton and returned my billfold with the contents. He had found it when deadheading back to La Crosse, his home,

(Continued on page 17)

PROBLEM SOLVING APPRECIATED

(From a letter concerning a service performed by A. J. Cursio, Lost and Found clerk in the Chicago Union Station.)

"I would like to send you this written expression of gratitude for the help you and the Milwaukee Road provided in locating in San Francisco the lost luggage of my son Dave, and its return by the City of San Francisco train. Your sympathetic and efficient handling of this problem was most reassuring and your help in solving it is particularly appreciated."

G. C. Stineback

Glen Ellyn, Ill.

A VERY NICE JOB

"This is a warm commendation for the steward and the crew of your dining car on the City of Portland . . . Mr. M. L. Smeby did not know Mrs. Menninger and myself, and it was a crowded train. I would like you to know that he and his entire crew did a very nice job . . . and take satisfaction in sending you word that in the meals we had with

The Car, Not the Train

SHOULD the public share the cost of maintaining signal installations at rail-highway grade crossings? Is it fair to expect the railroads to carry the entire burden? Here is a brief glance at the responsibility picture:

Since World War II, train miles have decreased approximately 40 per cent while motor vehicle mileage has increased 110 per cent. There are a quarter of a million grade crossings in the country, 75 million automobiles and trucks on the highways. In short, the controlling factor in accident exposure is vehicle traffic—the car, not the train.

In the period between 1948 and 1959 the railroads spent nearly a half billion dollars on crossing protection, exclusive of maintenance. Now highway department engineers are coming to believe that the public should assume a share of the responsibility. To separate all highway-rail crossings at present costs would take the entire net income of the railroads for the next 130 years, calculated at the average net income of Class 1 railroads since World War II.

Launching the CARL F. RANK—



Examining the new Carl F. Rank RPO car at launching ceremonies in the Chicago Union Station are, from left: President William J. Quinn; F. G. Sulewski, assistant to the regional director of the Post Office Department, Chicago; Leo LaFontaine, manager of the Road's mail, baggage and express traffic department; and Mr. Rank, retired manager of that department.

Nation's Only "Personalized" RPO Car

THE revolution in railmail service since the first RPO car was designed just 100 years ago was recalled at a ceremony in Chicago July 11 when the Milwaukee Road launched the only railway post office car in the nation bearing the name of a person.

Singled out for the distinction was Carl F. Rank, the railroad's retired manager of mail, baggage and express traffic. The honor recognized him as a national authority in the field of postal and express service and his contribution in that regard to the prestige of the Milwaukee Road.

The ceremony which signalized the event was held at trackside in the Union Station and attended by representatives of the railroad together with ranking Post Office Department officials from various cities. In connection with it, Mr. Rank made a formal inspection of the car preliminary to its launching.

The Carl F. Rank—identified as RPO 2155—is one of two recently converted

at Milwaukee Shops from 30-foot mail apartment cars with 41-foot baggage, express and storage compartments to full-scale RPO cars with 60-foot mail sorting sections and 11-foot storage compartments. Two other cars of the same 71-foot length will be similarly converted before the end of the year. The four were constructed at the Road's shops in Milwaukee about 1947.

The rebuilding of RPO 2155 was carried out according to latest Post Office Department specifications. Among improvements incorporated in the design are better lighting, forced air ventilation, and 1,032 letter separations for the sorting of mail. Other modern features include electric water cooler, refrigerator and cooking units, and a pressure water system. The car will be used initially on trains 56 and 57, the Chicago-Twin Cities fast mails.

At the launching ceremony President William J. Quinn reviewed Mr. Rank's contribution to the industry nationally over a long period of years and his early experience in the Post Office Department that laid the groundwork for his lifetime career. Remarking that the Milwaukee deemed it only fitting that its RPO service should be identified with Mr. Rank's name, he directed attention to certain features of the car conversion program, saying "Those of us who witnessed the building of the Carl F. Rank feel proud of the work performed by our men in our own shops."

Carl Rank's career, as outlined by Mr. Quinn, started in his native Chicago where he entered the Railway Mail Service on Feb. 20, 1911. Shortly afterward he was promoted and assigned to the office of the assistant superintendent in charge of postal car construction and

inspection. His duties at that time involved the inspection of Railway Post Office cars at railroad shops and car building plants throughout the country.

In 1920 he joined the Milwaukee as a special clerk in the mail, baggage and express department. By the end of his first year of service he had been promoted to chief clerk, and on Jan. 1, 1928 he was advanced to assistant manager. He was appointed manager of the department on June 1, 1930.

His retirement on Mar. 31, 1959 terminated 20 years of service to the Association of American Railroads as chairman of the Operating Committee, Railway Mail Transportation Division, and 21 years as chairman of the Express Auxiliary Committee. During World War II he served as acting chairman of the division's General Committee. He was also active in the American Association of Baggage Traffic Managers, of which he is a former president.

In the execution of his various offices, Mr. Rank figured prominently in presenting the interests of the railroad industry before the Interstate Commerce Commission and committees of Congress and the Post Office Department in Washington. His acquaintanceship among ranking officers in the postal service is unique in the transportation industry, with the result that the ceremony which did him honor was remarked in Official Washington as well as in transportation circles.

In acknowledging the railroad's tribute to his service, Mr. Rank said he was proud to have his name associated with one of the finest railmail cars in the country, and to join the company of the late Dan Healey, the dining car steward of Pioneer Limited fame who was honored similarly by the Milwaukee.

Just for old time's sake, Carl F. Rank sorts a few letters in the new RPO car bearing his name while Mrs. Rank and Carl Jr., together with Leo LaFontaine, manager of mail, baggage and express, look on.



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Carl F. Rank makes a final inspection of RPO 2155 before it is placed in service, watched by officials of the Post Office Department, Transportation Division. From left: Virgil E. Jones, director of the Chicago Region; Harold W. Barnes, superintendent, Vehicle Design Section, Washington, D. C.; and Gordon T. Foster, director of the Minneapolis Region.



CARRYING THE MAIL— 100 Years Ago and Now

One hundred years ago July 28 the first experimental railroad postal car in America—fitted with sorting racks, pigeonholes and a little iron stove—was put in service between Hannibal and St. Joseph, Mo. It served as a tiny link in transcontinental mail service, which extended west from St. Joseph by stagecoach and at one time by Pony Express.

That car was a far haul from today when 1,844 railway postal cars are carrying an estimated 25 billion pieces of mail a year.

Before the railroads provided mail service the cost of sending a one-page letter, without an envelope, a distance of over 400 miles was 25 cents. A four-page letter cost a dollar (when a dollar would buy 10 pounds of meat or 12 pounds of sugar).

But with the railroads in the picture, the cost of keeping in touch with pen pals dropped to only 3 cents by 1863. Then in 1864 George B. Armstrong, an assistant postmas-



The first known instance of United States mail being transported by railroad, from Charleston, S. C., in November, 1831.

ter in Chicago, operated a postal car successfully between Chicago and Clinton, Ia., with the result that he was called on by the Postmaster General to set up a new organization—the Railway Mail Service. From then on it was highballing all the way.

Today the railroads have an investment of more than a billion dollars in mail handling equipment and carry three-fourths of all intercity mail in the country. In recent years other modes of transportation have shared increasingly in moving the mail, but the service they provide, useful as it is, remains supplemental to that of the railroads.



Electronic Data Processing Story on TV

"WELCOME to the data center of The Milwaukee Road. The purpose of this demonstration is to explain the Milwaukee's data processing story—the progress of a successful program to improve railroad operations through the use of electronic equipment."

The television camera panned in, focused on the IBM 7070 computer, and the narration was underway: "In 1958, two committees were activated . . ."

Introduced in this manner, the Milwaukee's new data processing system was demonstrated to members of the Accounting Division of the Association of American Railroads at their annual convention in Chicago June 11-13. In connection with the three-day meeting at the Edgewater Beach Hotel, an International Business Machines Corporation exhibit featured on closed circuit television the centralized operation in the Chicago-Fullerton Avenue office building as an example of how electronic machines are helping to run the affairs of modern industry.

The telecast was carried out by means of a microwave system which linked the

computer center to the IBM exhibit area in the hotel some five miles distant. Demonstrations were given at frequent intervals during the convention in a specially constructed theater that accommodated about 35 viewers.

The long-range program initiated in December, 1959 to develop a communications oriented computer system reached the operative stage about a year ago when a battery of high speed IBM equipment was installed in the Fullerton Avenue accounting building. Its nerve center is a magnetic cored 7070 computer supported by two 1401 systems. The machine and its auxiliary units are located in a specially constructed room provided with temperature and humidity controls, and the required power lines and service facilities.

An integral part of the system is the new data gathering network of nine regional accounting offices and 35 "mechanized" yard points which was established during the conversion period to channel information to the computer. Transmission is by IBM transceivers from the regional offices, and by teletype



A highlight of the telecast from the Edgewater Beach Hotel in Chicago June 11 was the presentation to President William J. Quinn* (right) of a miniature model of the Milwaukee's 7070 computer by IBM's Chicago district manager, J. D. Byrnes.



Scene in the Chicago-Fullerton Avenue computer center while one of the closed circuit telecasts to the Edgewater Beach Hotel was underway.

revenue and station accounting. Their nine monthly "balance sheets" replace similar reports previously compiled at 761 local stations.

The narration explained how waybills are screened for accuracy so corrections can be made before they affect accounts, and are coded for accounting and statistical reports. Next, how all pertinent information is converted to punched card form for transmission to Chicago.

The transceiver operation is carried out during off-peak hours, utilizing idle time on the railroad's voice telephone circuits. Relayed at the rate of 800 characters per minute, waybill data on each day's business for the entire railroad are now available at the Chicago center by midnight of the same day and can be entered into the 1401 system in 45 minutes. The role of the 1401 is to convert the punched card information to magnetic tape for processing by the 7070.

Acting on instructions from a program, the 7070 prepares weekly revenue estimates and waybill abstract reports, traffic reports by originating and destination territory, and a semi-monthly station accounting summary. Rounding out the cycle, it produces the monthly regional office balance sheets, forwarded waybill check, interline received abstract, freight revenue statistics, and traffic report by agency and commodity.

circuits from yard offices.

Communications between the originating points and the processing center are over the company's own lines, which were specially upgraded for this purpose. For speed and versatility, the system ranks second to none in the country.

The adoption of electronic data processing was a major move in the Milwaukee's continuing practice of utilizing techniques that contribute to efficient operations and enhance its service to customers. The system's capacity to assemble, record and summarize the masses of data essential for modern business operations is a marked advantage not only in record handling but in management supervision. The program was implemented by specially trained personnel chosen from employe ranks for their railroad experience and ability to learn computer skills.

The function on which the IBM telecast concentrated was the railroad's freight revenue accounting procedures and the coordinated network of regional data offices. All nine offices are now in full operation with regard to freight

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Data Processing Manager G. A. Kellow, who helped to launch the computer project.



The speed and accuracy of this procedure has advanced forwarded waybill checking by 30 days and weekly traffic reports by origin and destination 10 days. Benefits already realized in this connection include tighter control over collections of revenues on shipments terminating on other roads, special data on traffic patterns for use in rate and cost work, more useful sales analysis statistics, and data for more effective direction of sales effort.

Other tasks of the computer outlined in the telecast included inventory control and purchase order writing for material in all store locations; the processing of all station, track, and various shop payrolls; and the bookkeeping for all sys-

In the tape library adjacent to the computer area of the EDP center, L. C. Imbery, manager of computer operations, confers with Librarian Rose Erwin. The information which can be stored on one reel of magnetic tape is equivalent to that on about 150,000 IBM cards.





Seated at the console of the 7070, R. D. Carlson, computer technician, runs a test on a set of operating instructions. Working alongside are J. R. Kaberlein, console operator (center), and W. P. Mazur, auxiliary operator.

tem, foreign and private car books, together with the statistical portions of car accounting.

For the car service application, data flowing into Chicago from the 35 key yard points are received in the form of paper tape at the Union Station relay office. Data are transmitted to the Fullerton Avenue data center and recreated there in the form of magnetic tape through the use of special "tape terminals" which also operate in the reverse

direction.

Programs to extend the system's usefulness to other areas of operation are being worked out by the computer's staff of specialists one logical step at a time, with benefits foreseeable to all departments. Combining the best techniques of data processing with those in the field of communications, it holds a vast potential for keeping our railroad competitive and responsive to change.

Thinking About Retirement? You'll Want These Up-Dated R.R.B. Fact Booklets

A SERIES of pamphlets covering essential points about benefits payable to railroad employes under the Railroad Retirement Act have been revised to include changes made by the 1961 amendments to the Railroad Retirement Act and the Social Security Act. They are as follows: Benefits For Railroad Workers And Their Families (Form No. IB-1); How To Compute Railroad Retirement Annuities (Form No. RB-6); Benefits For Survivors Of Railroad Workers (Form No. RB-7); How To Compute Railroad Survivor Benefits (Form No. RB-8); Thinking About Retirement? (Form No. RB-11); and IN BRIEF—Benefits For Railroad Employees And Their Families (Form No. RB-15).

Copies may be obtained free of charge from any field office of the Railroad Retirement Board, or by writing to the Board's Information Service, Room 522, 844 Rush Street, Chicago 11, Ill.

Milwaukee Acquires WI&M Railroad

IN a sale approved and authorized by the Interstate Commerce Commission, the Milwaukee Land Company acquired ownership on June 1 of the Washington, Idaho & Montana Railroad. The property consists of a line extending from Palouse, Wash., to Purdue, Ida., a distance of 50 miles. It connects with the Milwaukee Road at Bovill, Ida., near the east end of the line, and with the Great Northern and Northern Pacific at Palouse on the west end. It serves principally to carry timber and finished lumber.

The new officers of the road are W. J. Quinn, president; F. G. McGinn, vice president-operation; W. W. Kremer, vice president-traffic; C. E. Crippen, vice president-finance and accounting; L. H. Dugan, vice president; J. J. Roche, secretary; C. T. Lannon, treasurer; W. M. Houck, assistant secretary and assistant treasurer; and D. J. Sullivan, general agent.

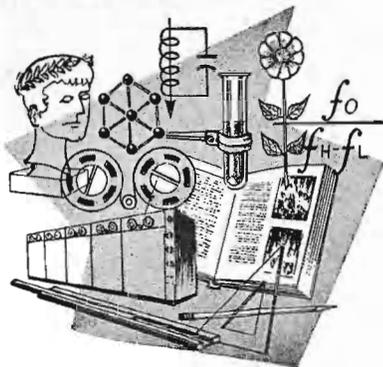
Vice President E. R. Eckersall Heads Western Railway Counsel

EDWIN R. ECKERSALL, vice president and special counsel of the Milwaukee Road, was elected chairman of the Western Conference of Railway Counsel on June 12. The organization is composed of railroad lawyers with headquarters in the Chicago area who meet twice a month from September through June to discuss subjects bearing on problems of the industry.

Mr. Eckersall received his law degree from Northwestern University School of Law in 1933 and entered the law department of the Milwaukee in 1939. He is a member of the Chicago, Illinois State and American Bar Associations and the Association of the Bar of the City of New York; also a member and past president of the Chicago Society of Trial Lawyers, a fellow in the American College of Trial Lawyers, and current chairman of the meetings committee of the Bar Association of the Seventh Federal Circuit.

As chairman of the western railway counsel group, Mr. Eckersall fills a post held in the past by the late C. S. Jefferson, a former general solicitor of the Milwaukee Road, and by M. L. Bluhm and A. N. Whitlock, his immediate predecessors as vice president.

Another thing about capitalism—everybody knows who's in Grant's tomb.



THE WINNERS of 1962

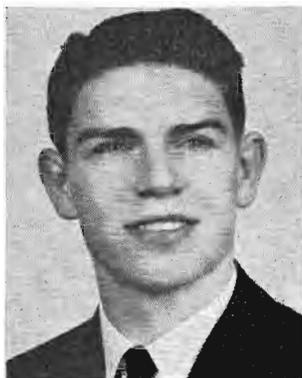
J. T. Gillick Scholarships and the Women's Club Scholarship

THE annual J. T. Gillick Scholarships, which provide educational assistance for the sons and daughters of Milwaukee Road employees, were awarded in June to two state of Washington high school students and one in Iowa.

The winners of the two top awards for 1962 were Gary Orrin Blake of

candidates' qualifications consisted of C. William Reiley, director of admissions at Northwestern University, as chairman, together with Charles C. Caveny, dean of the Chicago Undergraduate Division of the University of Illinois; Philip B. Lottich, director of admissions at the Illinois Institute of Technology; and Charles D. O'Connell, director of admissions at the University of Chicago.

1961 and his mother is a librarian. In addition to taking an advanced science program and a college preparatory course for students planning to enter the science and mathematics fields, John was a member of the Student Council, the Science, Ensemble and Letterman's Clubs, and the Yearbook staff. He also participated in football and track, and was Conference wrestling champion in



Gary Orrin Blake



John Louis Pazour



Mary Edna Gates



Mary Catherine Bruns

Spokane, the son of W. E. Blake, a shovel and crane operator under the jurisdiction of the superintendent of work equipment, who has 34 years of service with the railroad, and John Louis Pazour, son of the late L. J. Pazour, who was a conductor on the Arrow between Marion, Ia., and Chicago at the time of his death last fall. Both will receive a four-year \$600 or full tuition scholarship, whichever is greater for undergraduate study at the college or university they enter.

The secondary award of \$600 for four years was conferred on Mary Edna Gates, a daughter of J. S. Gates, chief clerk in the Tacoma traffic office, who has 20 years of service with the company.

Awarded also was a four-year \$600 scholarship sponsored by the Milwaukee Road Women's Club. The winner was Mary Catherine Bruns, the daughter of W. O. Bruns, agent at Middleton, Wis., who has been with the Road 24 years.

The committee which judged the

Gary Orrin Blake, 18, graduated June 3 from the John R. Rogers High School in Spokane with an outstanding record in all areas of school endeavor. In addition to attaining a "superior" scholastic rating, including membership in the National Honor Society, he was president of the Senior Math Club, treasurer of Boys' Federation and Hi-Y secretary. He also participated in baseball, basketball and several other sports, and was active in the Explorer Scouts. For three years he held a part time job distributing pamphlets for a circular service, and last summer he was employed by the railroad as a track laborer. "A true scholar and leader", stated one of his school references. It is Gary's intention to study engineering at the State College of Washington in Pullman.

John Louis Pazour, 18, is a June graduate of the Marion (Ia.) High School who also ranked "superior" in all characteristics for which provisions are made. His father died on Nov. 3,

1961. An accomplished player of the baritone horn, he was in the Conference and All-State Bands, state soloist for two years, and played with the Cedar Rapids Municipal Band. Outside of school he was active in the Explorer Scouts and worked during the summer of 1960 at a Scout camp as an archery instructor. With respect to a vocation, he plans to enter the University of Chicago and study nuclear physics.

Mary Edna Gates, 17, graduated from the Puyallup (Wash.) Senior High School June 3 with many honors attached to her four-year record. They included winning the Originality Award in the 1961 Science Fair and the Sweepstakes Award in 1962, third place in the Senior Division of the Seattle Pacific College League debate tournament, first place in the Elks Most Valuable Student contest, and third in the Elks Leadership Contest. Outside of the regular school program she took courses in art and typing. Among extra curricular

activities, she was class vice president, illustrator of the Yearbook, Senior Assembly director, chairman of the Senior Ball, and a member of the Debate Society, Art Club, Board of Control, French Club and Honor Society. She had also worked as a baby sitter, housekeeper and part time bookkeeper. She plans to study commercial art, starting this fall at the University of Washington, but may decide later to enter the education field.

Mary Catherine Bruns, 18, is a National Honor Society member who graduated June 8 from Edgewood High School of the Sacred Heart in Madison, Wis., with honors earned for the most part in music. She was a member of the band and orchestra and had served on the Student, Band, and Class Councils; also on the Student Council of the University of Wisconsin Summer Music Clinic, which she attended throughout her high school years and served as

secretary in 1961. Her merit awards included a "superior" rating in the National Guild of Piano, 20 district and six state music awards, and top honor in the University of Wisconsin "Music Clinic Spirit of 1961." Outside of school she worked as a food store cashier, and last year as a music librarian for the University of Wisconsin Extension Division. Her aspirations center on attending Edgewood College of the Sacred Heart in Madison.

Education Goals Achieved Through Scholarship Aid



Murray B. Ison



Susan Ellen Reyner



Mary Ann
Niedringhaus



Gary R. Jensen



Craig H. Anderson

SINCE 1951, when the Milwaukee Road started the scholarship program named for the late J. T. Gillick, its retired operating vice president who served the railroad 62 years, a total of 24 sons and daughters of employes have been awarded tuition aid. Many are now launched in careers which the scholarships made possible. Others are presently working toward education goals, including advanced degrees. The following review of their accomplishments touches at random on the records of scholarship winners in former years.

Leonard B. Fowler (1952), son of L. F. Fowler, signal maintainer at La Crosse, Wis., was graduated with a B.S. in Education from Wisconsin State College in 1956 and is now a teacher at the Mitchell School in Racine, Wis. He will complete work for a master's degree at the University of Wisconsin this summer. His wife is also a teacher.

... **Roger N. Coe** (1953), son of W. M. Coe, signal maintainer at Tama, Ia., was graduated with a degree in chemical engineering from the University of Iowa in 1957 and proceeded to attend Georgetown University Law Center, working meanwhile at the U. S. patent office in Washington, D. C. Upon receiving his law degree this year he accepted the position of chemical patent attorney with the Haudry Process and Chemical Company in Philadelphia . . .

Bill L. Long (1954), son of Diesel

Electrician L. H. Long, Bensenville, Ill., who was graduated from Beloit College with a B.S. in geology in 1958, was awarded a teaching scholarship at Dartmouth College, and upon receiving a master's degree accepted a teaching position at a preparatory college in Grosse Point, Mich. He is continuing his studies for a doctorate, and starting this fall will be assistant professor of geology at William and Mary College.

... **James W. Fristrom** (1955), son of C. J. Fristrom, accounting department clerk, Chicago, who earned a bachelor's degree in biology at Reed College, was chosen in 1958 to work at the Oak Ridge National Laboratory of the Atomic Energy Commission. He was later awarded one of the 10 annual Rockefeller Institute Fellowships of \$3,500 plus tuition for four years, and is presently studying at the University of Switzerland toward a doctorate in biochemistry.

... **James C. Anderson** (1956), son of R. A. Anderson, assistant engineer, Chicago, was granted a B.A. degree in theater arts by the University of California in 1960, and following his graduation was commissioned an ensign in the Navy. He is now stationed at Long Beach, Calif. . . . **John I. Hansen** (1958), son of Locomotive Department Carpenter Ivan Hansen, Deer Lodge, Mont., attended both Montana State College school of engineering and Carroll College at Helena. He was granted

a degree in mathematics by Montana State this year and is presently awaiting a call for Armed Service . . . **Mary Ann Niedringhaus** (1958), daughter of Trainman H. W. Niedringhaus, Moberge, S.D., was graduated June 4 magna cum laude from Augustana College, Sioux Falls, with a B.S. degree in nursing. The college has advised that throughout her training she made excellent use of her educational opportunities . . . **Murray B. Ison** (1958), son of Switchman K. C. Ison, Madison, Wis., was graduated June 4 from the University of Wisconsin School of Journalism and was granted a year's leave by the Navy for advanced study. Starting this summer, he will attend graduate school to get a master's degree in advertising-marketing.

... **Gary R. Jensen** (1959), son of the late Trainmaster R. H. Jensen, Deer Lodge, Mont., has finished his junior year at Massachusetts Institute of Technology where he is majoring in mathematics and is rated "an excellent campus citizen" . . . **Craig H. Anderson** (1960), son of Ticket Clerk H. L. Anderson, Minneapolis, has completed his sophomore year at Harvard College where he is on the Dean's List while pursuing a course in political science . . . **Susan Ellen Reyner** (1960), daughter of G. M. Reyner, yard and ticket clerk at Mitchell, S. D.,

(Continued on page 14)



Drawing a bead on Hood Junction depot at the museum site.

✱

The Big Rail Buff Excursion

✱



A small engineer attempts a big step.

A TRAIN ride in the Milwaukee Road's new bi-level air conditioned passenger coaches combined with sightseeing at the National Railroad Museum near Green Bay, Wis., provided some 600 rail buffs with a fun-packed Sunday outing on May 27. Pictured are some of the activities at the museum as members of the Illini Railroad Club from Champaign, Ill., together with fans from Chicago and Milwaukee, inspected to their hearts' content the displays of historic equipment and collections of memorabilia on the grounds.

The all-day junket, which originated

from Chicago, was the first operated this year with the use of the Road's new stainless steel passenger cars not required for week end suburban service. Light snacks and beverages were available aboard the train. The excursion fare included shuttle bus rides between downtown Green Bay and the picturesque museum on the banks of the Fox River, as well as admission to the grounds. Other excursions utilizing the new passenger coaches are conducted periodically to Wisconsin Dells, and also to Madison, Wis., with a side trip to the Cave of the Mounds. *(Green Bay Press Gazette photos)*



Below: A wonderful spot for a picnic—right next to a train.

At right: Inspecting Milwaukee Road 261, a gift of Board Chairman Leo T. Crowley to the National Railroad Museum in 1957.

Below right: Steam giants of yesterday fascinate parents as well as the next generation.



THE CONTEST WINNERS – OUR BETTER FREIGHT HANDLING SLOGANS

THE Milwaukee Road's Better Freight Handling Slogan Contest which ended Apr. 30 released a lot of creative energy in the direction of the loss and damage problem. Catch phrases calling attention to the 1962 goal of treating customers' freight more carefully were submitted by employes in practically every job classification.

The 12 winners—one on each operating division of the railroad and one chosen from the entries of all general office, off line and system employes—have each been presented with a \$25 U. S. Savings Bond. Another prize of a \$100 Bond awaits the employe in this group whose slogan is judged the best. The identity of the winner will be revealed in the next Magazine.

Still to come is the industry-wide contest conducted by the American Railway Magazine Editors Association, originator of the contest program to draw attention to the effect of freight damage

on railroad business and jobs. The slogan of the Milwaukee's top winner will be entered in this contest, in which the grand prize is \$1,000. Competition will include the top slogans of approximately 75 per cent of the country's leading railroads, together with lines in Alaska, Canada and Mexico.

The Milwaukee's contest was judged by L. V. Anderson, general manager-system; W. D. Sunter, general freight traffic manager-sales and service; R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service; A. H. Ducret, general freight claim agent; and G. L. Wood, general superintendent car department. Added to their selection of the winning slogans were approximately 100 others which, in their opinion, merited honorable mention.

Here are the slogans now eligible for the \$100 system prize:

The Business Is There If We Use Care

judged the best slogan on the Iowa, Minnesota & Dakota Division, won a \$25 Bond for Kenneth C. Sexter, agent at Faribault, Minn. Mr. Sexter came to the Road in 1933 as a freight trucker at Faribault, and was advanced to agent in 1939. With the exception of a six-month period when he worked as a traveling auditor out of Chicago headquarters, he has been employed continuously as agent and operator at various Minnesota stations.

Freight Delivered Damage Free Brings Returns For You And Me

was the prize-winning slogan on the Chicago Terminals division, submitted by D. T. Hehman, chief train dispatcher at Terre Haute, Ind. Mr. Hehman has been with our company since 1935, starting as a laborer at the Bensenville, Ill., roundhouse. Two years later he transferred to the West Clinton, Ind., yard as a relief yard clerk, and in 1938 he was promoted to operator. He was appointed a train dispatcher in 1947, and chief dispatcher in August, 1959.

Handle Gently, Railroad Man, Shipper Wants Me As I Am

by W. H. Applegate, district claim adjuster at Omaha, Neb., was judged the best slogan among those submitted by general office, system and off-line employes. Mr. Applegate entered service upon graduating from high school in 1921, working as a messenger and clerk in the general adjuster's office. He was assigned to claim adjustment work in 1925, starting on the Chicago Terminals and Illinois Divisions, and in 1944 was promoted to district adjuster at Aberdeen, S. D. He has been located in Omaha since 1956.

Rails' Mission To A Nation—Damage-Free Transportation

placed first in the Twin City Terminals contest. It was one of six slogans submitted by W. P. Radke, agent at Minneapolis. Mr. Radke has been a Milwaukee Roader since 1919 and an agent since 1941. Throughout World War II he served as special supervisor at Crane, Ind., since which time he had been agent at Harvey, Ill.,



The winner of the IM&D Division contest, Agent K. C. Sexter of Faribault, Minn. (right), is congratulated by Assistant Superintendent R. F. Fairfield.



In Terre Haute, Ind., Chief Train Dispatcher D. T. Hehman (right) was presented with the Chicago Terminals prize by Assistant Superintendent J. R. Werner.



W. H. Applegate, district claim adjuster at Omaha, Neb., who submitted the best slogan by a general office, system or off line employe. A collector of railroadians, he is holding a 1903 Milwaukee Road timetable.



Agent W. P. Radke, Minneapolis (center), who submitted the top slogan in the Twin City Terminals, accepts his prize from Superintendent F. J. Kuklinski as Freight Service Inspector L. O. Johnson stands by.



The Milwaukee Terminals winner, Switchman H. J. Honeck, is presented with a \$25 U. S. Savings Bond by Superintendent J. J. Dombrowski, as Freight Service Inspectors G. J. Welik and F. R. Houston (left to right) look on.



Switchman R. K. Kingsbury (right) is congratulated on winning the Iowa Division contest by General Yardmaster J. W. Chermak.

Agent J. E. LeClaire of Merton, Wis.—he won the Milwaukee Division contest.



July-August, 1962

assistant agent at Minneapolis and agent at St. Paul before being appointed to his present position this year. He is a railroad member on the Loss and Damage Committee of the Northwest Shippers Advisory Board, active in the Northwest Claims Conference, a former president of the St. Paul Freight Agents Association, and presently a member of the committee on station and terminals operation of the Association of American Railroads Station Advisory Committee.

Every Mile's A Smile When You Keep 'Em Rolling Easy

won the contest prize in the Milwaukee Terminals. It was submitted by Henry J. Honeck, yardmaster at Burnham Bridge, who started his service as a switchman in 1947. He was a yard conductor before being promoted to yardmaster in April, 1950. Working with the rule of the day is his guide to handling cars safely as well as working safely, he says.

Perfect Shipping—Our Goal: Careful Handling—Our Role

won the Iowa Division prize for Switchman Robert K. Kingsbury, Cedar Rapids. The slogan expresses his conviction about the switchman's role in the railroads' efforts to reduce loss and damage. He and Mrs. Kingsbury live at Mount Vernon, Ia., on rural route #2 and have a lively family of five children. His service with the Road dates from 1944 when he started as a switchman at the Cedar Rapids yard. These days his regular call is as conductor or foreman on the 3 P.M. tramp assignment.

Damaged Freight Makes 'Em Hesitate—Let's Be Careful

a slogan submitted by Agent J. E. LeClaire, Merton, Wis., was tops on the Milwaukee Division. Agent LeClaire, who has 25 years of service, is a Navy veteran of the first World War who started in 1937 on the extra board. His positions have included operator at Berlin and Fond du Lac, filling in at Waukau and Winneconne, and agent at Fisk from 1952 until 1959 when he was assigned to the agency at Lannon, Wis. He has been stationed at Merton since last fall. The LeClaires and their 12-year-old son live in Menomonee Falls, Wis. Three older children are married.

Careful—I Hate Being Mauled: I Can Be Otherwise Hauled!

was the prize-winner on the La Crosse Division, to the surprise of Operator-Leverman A. C. Springer who created it. Mr. Springer has 33 years of railroad service, starting at Bloomer, Wis., as warehouse foreman-clerk. After working on various clerical and stenographic jobs, he increased his experience by becoming a switchman and brakeman at Austin, Minn., and subsequently car clerk at St. Paul Yard. He was promoted to operator-leverman in 1945, and filled that post at the Hoffman Avenue signal tower in St. Paul before transferring to the St. Croix Tower west of Hastings, Minn., where he is now on first trick.

The Prevention Of Claims Means The Extension Of Trains

was a lucky combination of words for Ronald G. Burtzos, station clerk at De Kalb, Ill. The winner of the prize on the Dubuque & Illinois Division is a graduate of the De Kalb High School who started his Milwaukee Road service as clerk at the freight house in April, 1953. He and his wife Christine have two children, Suzie and Sandy. Mr. Burtzos is known in the De Kalb area as an amateur radio operator.

Damaged Freight, There's No Excuse: Somewhere, Someplace, Too Much Abuse

was best of contest on the Coast Division, paying off for Engineer Harold W. Lewis of Liberty Lake, Wash. Engineer Lewis has been with the railroad since 1942, starting as oiler on a ditcher at St. Maries, Ida. He became a fireman at Malden, Wash., in 1943 and the following year was inducted into the Army to serve in the European Theater with the 78th Infantry. Returning to the Road in 1946, he was promoted to engineer in 1955, since which time he has worked out of Spokane, Wash.

Make Your Intention Damage Prevention

paid off on the Aberdeen Division in a \$25 Bond for L. E. Schmidt, agent at New Leipzig, N. D., who, after recovering from his surprise, said: "I certainly hope



At De Kalb, Ill., Clerk R. G. Burtzos, who won on the D&I Division, receives his prize from R. E. Melzer, assistant to manager claim prevention, refrigerator and merchandise service. Right: Engineer H. W. Lewis, the Coast Division winner.



The Aberdeen Division winner, Agent L. E. Schmidt of New Leipzig, N. D.

my slogan will be instrumental in combating revenue losses sustained through freight claims. I'm sure that if everyone involved with freight handling takes this slogan to heart, our claims will be substantially reduced." Agent Schmidt, who started as a relief agent-operator in 1950, has been at New Leipzig since 1958.

Careful Handling Is Our Aim, Satisfied Customers We Will Gain

submitted by Engineer L. C. McKinnon of Three Forks, Mont., won out on the Rocky Mountain Division. Engineer McKinnon is a two-time winner of a \$25 Bond for Perfect Shipping suggestions, previously in a contest conducted by the railroad in 1944. He has been with the Road since 1917, starting as a section man. The following year he took up firing on what was then the Missoula Division and in 1928 transferred to the Rocky Mountain, on which he was promoted to engineer in 1945.



Locomotive Engineer L. C. McKinnon (left), who won on the Rocky Mountain Division, is presented with his Bond along with the congratulations of Superintendent M. T. Sevedge.

Busky For Congressman!

WALTER S. BUSKY, rate clerk at Rockford, Ill., who is running for Congress in the 16th Illinois Congressional District, is shown meeting President Kennedy in the Rose Garden at the White House while attending the recent Democratic Congressional Candidates Campaign Conference in Washington, D. C.



During the conference the candidates were briefed on major national and international issues by top level administration officers.

Mr. Busky, who is a former correspondent for this magazine, has been active in politics since 1959, as a precinct committeeman, co-chairman of the local clubs and candidates committee, ward captain, in the Young Democratic Club, and as aldermanic candidate in 1961. He was an organizer of the Madison Second Credit Union, serving as treasurer until its liquidation this year.

Quoting Mr. Busky, "Too few citizens take an active part in politics on their own initiative. This type of activity is needed, particularly in this age of the cold war, when apathy can have serious consequences. There is always an area of effort in both parties in which a person can be useful." Mr. Busky was unopposed in the April primary.

Education Goals Achieved Through Scholarship Aid

(Continued from page 10)

is attending the University of Denver. She concluded her sophomore year with a straight "A" record.

Added to the list of scholarship winners in 1961, **John D. Verron**, son of J. H. Verron, assistant district representative rail-highway sales, Seattle, was admitted to the Honors Program at Seattle University where he has completed his freshman year. Winners **Erwin R. Berglund**, son of Machinist J. N. Berglund, St. Paul, did splendid work in the College of Agriculture, Forestry and Home Economics of the University of Minnesota, and **John R. Johannes**, son of District Storekeeper J. F. Johannes, Milwaukee, was a straight "A" student at Marquette University.

GNP&B Merger Hearings Close; Shippers Want Competitive Service Maintained

APPROVAL of the GNP&B merger without safeguards to the competitive position of carriers affected by it would have serious consequences for Western shippers and receivers of freight who rely on Milwaukee Road service, public witnesses testified in the final round of Interstate Commerce Commission hearings on the proposed consolidation. Supporting conditions to the merger sought by the Milwaukee, many declared they could continue to operate effectively only if fully competitive service is maintained.

Hearings begun last October on the application of four railroads—the Great Northern, Northern Pacific, Burlington, and the Spokane, Portland & Seattle—to form the Great Northern Pacific & Burlington lines reached the concluding phase on June 4 when ICC Examiner

Robert H. Murphy opened proceedings at Fargo, N. D. Testifying for the Milwaukee, shippers and representatives of affiliated groups renewed their endorsement of its position with regard to the proposed system which, with its subsidiaries, would form a network of 26,802 miles.

As the principal rail competitor of what would be the nation's largest railroad, the Milwaukee's intervention is based on protecting its ability to compete and prosper, and the interests of the public, as well. The conditions it has asked the ICC to impose relate to maintaining competitive rates, opening gateways for routing traffic, abolishing "dual" switching charges, extending Milwaukee Road service to Portland, Ore., and Billings, Mont., and providing operating rights over the merged

system to the Milwaukee's present junction with Canadian lines at Sumas, Wash. These conditions are necessary, the Milwaukee has testified, for generating revenue to offset anticipated traffic losses and added operating costs totaling approximately \$10.8 million annually.

The hearing at Fargo was the first of a series conducted in June which included sessions at Bismarck, N. D., Missoula, Helena, Great Falls and Billings, Mont., and Aberdeen, S. D. Action was moved to Minneapolis on June 27 for a final three-day cross-examination of proponent witnesses.

Testimony at Great Falls included strong support of the Milwaukee's request for a service route to Sumas, offered by an economist for the Provincial Government of British Columbia. Reviewing geographic and economic factors bearing on the growth of the province, he stressed that much of its goods and the material used in its industries is brought in by rail from south of the International Boundary.

He pointed out that if the merger is approved without this condition the GNP&B would control the major rail access routes into Canada from the United States. Canada's economy needs competitive rail service in the United States, he said, such as the Milwaukee could provide via the Sumas gateway.

The final hearing in Minneapolis was devoted to rebuttal statements. At its conclusion Examiner Murphy set a Jan. 4, 1963 deadline for filing briefs.

Milwaukee Road Witnesses at GNP&B Hearings

Shippers and representatives of affiliated organizations who testified for the Milwaukee Road at the GNP&B hearings:

Fargo, N. D. June 4-6: Victor H. Leeby Jr., president, Victor H. Leeby Co., Fargo.

Bismarck, N. D. June 7-8: D. M. Wagner, general manager, Farmers Elevator Co., Strasburg, N. D.; Arthur Paulson, manager, Farmers Cooperative Elevator Assn., Monango, N. D.

Missoula, Mont. June 11-12: Alfred J. Donich, owner, Donich Ranch, Deer Lodge; Torger L. Oass, president, Montana Pole & Treating Plant, Butte; Robert E. Jones, assistant manager, Missoula Chamber of Commerce.

Helena, Mont. June 13-14: Francis A. Volstedt, president, Volstedt-Kerr Lumber Co., Harold D. Clay, superintendent, White Sulphur Springs & Yellowstone Park Railway, and John T. Buchanan, part owner and manager, Douglas Studs Inc., all of White Sulphur Springs; Corry Dogterom, secretary-treasurer, Teslow, Inc., Bozeman.

Great Falls, Mont. June 15-18: Paul Entorf Jr., manager, Farmers Cooperative Elevator Co., Denton, Mont.; A. J. Altenhofen, president, Central Montana Auction Co., Lewistown; George Weinhardt, vice president, Kolstad Canneries Inc., Silverton, Ore.; Laurence F. Erpelding, president, Montana Grain Growers Assn., Forsyth; and from Great Falls, J. Brooks Robinson, vice president, Grogan - Robinson Lumber Co.; Ogden D. Olson, traffic manager,

Montana Flour Mills; Joseph Thiebes Sr., president, Pacific Hide & Fur Depot Inc.; and Ray Yort, assistant manager, Anderson Grain Co.

Billings, Mont. June 20-22: Carl Rostad, livestock rancher, Lennep, Mont.; David Lamb, manager, Bair Co., and Albert Berg, rancher, both of Martinsdale, Mont.; Ford C. Garfield, rancher, Cushman, Mont.; Clement W. Johnson, vice president, Roundup Mining Co., Roundup, Mont.; and from Billings, Harry W. Wardell, president, Tri-State Food Brokers, Inc.; David G. Drum, president, Y-V Feed Service Corp. and T-Bone Feeders Inc.; and Hal W. Bick, president, Y-V Fertilizer Corp.

Aberdeen, S. D. June 26: Allen Sperry, president, South Dakota Wheat Growers Assn., Bath; James Ramey, taxation and legislation chairman, South Dakota Stockgrowers Assn., Rapid City; C. Irvin Krumm, executive manager, Greater South Dakota Assn., Huron; P. Steele Labagh, traffic director, California Packing Corp., San Francisco; and from Aberdeen, P. A. Bradbury, president, P. A. Bradbury Construction Co.; Ralph Hafsos, president, Hafsos Lumber Products Co.; Ben Benson, secretary-treasurer, Dakota Sash & Door Co.; Kenneth Ulland, vice president and general manager, McLaughlin Electric Supply Co.; and Douglas W. Bantz, chairman, transportation committee, Aberdeen Chamber of Commerce.



WITH THE ROAD 45 YEARS, J. H. Schnaitman, special representative of vice president-operation (left), was recently presented with his Silver Pass by Vice President-Operation F. G. McGinn. He started in 1917 in the engineering department, transferred to the accounting department, and in 1946 became assistant auditor of joint facility accounts. He was appointed budget engineer in 1949, advanced to auditor of capital expenditures the following year, and to his present position in 1956.



HOBO SOUP

The Genuine Jungle Recipe

By **Martha Moehring**, Chief Clerk to Assistant Superintendent, Montevideo, Minn.

As a youngster, L. A. "Lem" Kaercher of Ortonville, Minn., asserted his individuality in a family of 11 children by running away from home several times to bum his way through the Dakotas, Montana and points west. His favorite mode of travel was by rail, either blind baggage or coal tender. Once, he recalls, he even rode the rods.

Thus he was enrolled in the fellowship of hoboes and introduced to mulligan, the mainstay of "jungle" meals. The youthful adventurer found the concoction of scrounged vegetables and bits of meat stewed in tin cans not only nutritious, but mighty good slurping.

Despite his early peccadilloes, or possibly as a result of them, Mr. Kaercher grew up to become a successful businessman, a member of the state House of Representatives, and presently, in collaboration with his son Jim, the editor and publisher of the Ortonville Independent. But the memory of the open road lingered on, and one Sunday afternoon some years back he visited the local hobo camp. There he found four migrant gentlemen washing vege-

tables in a spring fed creek and cooking a batch of something that made the very air quiver.

The aroma from the simmering kettle was nostalgic—delicious hobo soup! Mr. Kaercher needed no urging to pull up and enjoy the fare.

The story of his Sunday outing in the next issue of the Ortonville Independent had an unforeseen effect on local business. Homemade Jungle Bean Soup, advertised on a large sign outside of Brown's Cafe, was a sellout the first time round. Thereafter, whenever Mrs. Brown featured "soup day", as she did at regular intervals, it was always to capacity business. At 10 cents an order, each bowl seemed to taste like more.

Later that year, Mr. Kaercher attended the National Hobo Convention at Britt, Ia., without revealing his identity, and came away with an idea. Some time was required to work it out, but with the assistance of Mrs. Kaercher and son Jim, "Hobo Soup" hit retail markets early this spring.

The basic ingredients of "the jungle recipe fit for a king" are navy beans,

chopped bacon and garden vegetables in just the right combination, accented with spices and the tang of smoke flavor associated with a genuine campfire cook-out. Like the authentic product, the canned variety is simmered in open kettles. Already a brisk seller in the Midwest, it is attracting inquiries from markets in New York and Boston in the East to Los Angeles in the West.

As for the creator of Hobo Soup, Mr. Kaercher is still a rail buff. On a recent two-month tour of the country he covered well over 12,000 miles all by train, but over—not under—the rods.

APPOINTMENTS

Traffic Department

Effective July 1, 1962:

W. B. Conradi, city freight and passenger agent, Cincinnati, is appointed general agent, Cincinnati, following the retirement of R. T. Dempsey.

Effective Aug. 1, 1962:

S. P. Elmslie, general agent, Minneapolis, is appointed assistant to vice president-traffic, Chicago.

J. L. Semmlow, passenger rate department clerk, Chicago, is appointed city ticket agent, Chicago, following the retirement of R. V. Gertz.

J. H. Mitcham, general agent, Sioux City, Ia., is appointed general agent, Minneapolis.

B. H. Desens, chief clerk to general freight traffic manager-sales and service, Chicago, is appointed general agent, St. Paul.

J. T. Conlin, assistant general agent, Seattle, is appointed general agent, Seattle, following the retirement of F. W. Watkins.

N. J. Kohn, chief clerk to traffic manager, Milwaukee, is appointed city freight agent, Milwaukee.

R. L. Audas, general agent, Memphis, Tenn., is appointed general agent, Omaha, following the retirement of N. P. Van Maren.

P. Braun, general agent, St. Paul, is appointed general agent, Memphis, Tenn.

R. L. Johnson, assistant to freight traffic manager, sales and service, Chicago, is appointed division freight and passenger agent, Sioux City, Ia.

J. H. Verron, terminal manager, Milwaukee Motor Transportation Company, Seattle, is appointed assistant district representative, rail-highway sales, Seattle.

P. J. Malo, city freight agent, Milwaukee, is appointed district freight and passenger agent, La Crosse, Wis.

G. B. Hanson, chief clerk, Minneapo-



Hobo Soup for non-hoboes, the creation of Lemuel A. Kaercher of Ortonville, Minn., (left), undergoes a taste test by three critical judges.

his, is appointed assistant to freight traffic manager, Chicago.

Purchases and Stores Division:

Effective June 1, 1962:

E. F. Volkman is appointed assistant general storekeeper with headquarters in Milwaukee.

R. V. Gertz Retires As Chicago City Ticket Agent

R. V. GERTZ, who retired as city ticket agent in Chicago July 1, was honored in mid-June by his many friends in the ticket agent-travel bureau fraternity at a gathering in the Fred Harvey Canterbury Room in the Chicago Union Station. William Wallace, general passenger traffic manager, presided and presented him with a gift provided by his host of well wishers.

Mr. Gertz' retirement terminated 42 years of Milwaukee Road service all in the Chicago passenger traffic department. He started as a reservation clerk in 1920 and advanced through the positions of cashier and ticket clerk to assistant city ticket agent in 1927. He was appointed ticket agent in 1945.

A native Chicagoan, Mr. Gertz plans to maintain his home there on North Nagle Avenue and get to work in earnest on his woodworking hobby.

"Comments"

(Continued from page 3)

after making a previous run.

"This display of honesty of Howard Deal, his stated pride in the Milwaukee Road and his job, are in keeping with the highest traditions of loyalty and trustworthiness; assets any corporation can count as their most valuable possessions."

Ted Cole

Cashton, Wis.

COMFORTABLE, PLEASANT GOING

"I consider that I am lucky to live on the main line of the Chicago, Milwaukee, St. Paul and Pacific railroad. It has been my pleasure over a period of many years to commute between my home at Lake City and my business at Hastings; to go via the Milwaukee to the numerous Chicago and Minneapolis merchandise showings; comfortable, pleasant going.

"May I compliment you on the courtesy of your personnel, from Mr. Jos. Fredrickson [conductor] on the Minneapolis-La Crosse division to waiter No. 3 on the Chicago to Minneapolis 1 P.M. out of Chicago, who gives ungrudgingly of attentive service, and who is definitely a good will ambassador for the Milwaukee railroad."

*Irene Killeen
Holcomb and Killeen*

Hastings, Minn.

July-August, 1962

E. O. Schiewe Elected Vice President; R. K. Merrill Elected General Solicitor



E. O. Schiewe



R. K. Merrill

At a meeting of the board of directors July 19, E. O. Schiewe was elected vice president and general counsel of the railroad, effective Aug. 1. He succeeds E. R. Eckersall, who has been appointed vice president and special counsel.

Also effective Aug. 1, R. K. Merrill was elected general solicitor to succeed Mr. Schiewe.

Edwin O. Schiewe is a native of Chicago who received an A.B. degree from Valparaiso University in 1929 and a J.D. degree from Northwestern University in 1932. He practiced law in Chicago until 1941, when he came to the law department of the Milwaukee. He was appointed assistant general solicitor in 1944, general attorney in 1955, and assistant general counsel in 1956. He had held the position of general solicitor since Jan. 1, 1957.

Mr. Schiewe is a member of the Chi-

cago, Illinois State, and American Bar Associations, and is a founder of the Lutheran High School Association of Greater Chicago, which he serves as counsel. He is also a member of the national advisory board of Valparaiso University.

Raymond K. Merrill was born in Wheaton, Ill., and received an LL.B. degree from Chicago Kent College of Law in 1942. He entered the service of the Milwaukee in 1937 and has been in its employ since, except for four years of service in the Coast Guard during World War II. He was appointed assistant general solicitor in 1951 and commerce counsel in 1955, advancing to the position of general attorney and commerce counsel on Apr. 1, 1959.

He is a member of the Chicago and American Bar Associations.



SILVER PASS ANNIVERSARY of C. T. Lannon, company treasurer (seated), was a Red Letter Day in the Chicago headquarters office. C. E. Crippen, vice president-finance and accounting (back of Mr. Lannon), presented the pass with the compliments of the railroad, and the force marked the occasion with a gift. Mr. Lannon has been with the Road's treasury department for all of his 45 years of service. He was assistant treasurer before being elected to his present position in 1954.



Artist's rendering of the new \$22 million Kitchens of Sara Lee, Inc. The Milwaukee Road's inbound spur is discernible at the upper left entering the rear of the building, and the outbound track as it emerges from the opposite end.

World's Largest Kitchen for SARA LEE

INDUSTRIAL locating on the Milwaukee Road boomed resoundingly June 27 when the Kitchens of Sara Lee, Inc., broke ground in Deerfield, Ill., for a \$22 million bakery. Governor Otto Kerner of Illinois and General Mark W. Clark were among the group of prominent civic leaders and officers of the railroad who witnessed the ceremony.

When completed the 500,000 square foot building will be the largest and most modern bakery in the world. The Milwaukee will provide it with rail service by means of a spur off the Chicago-Milwaukee main line.

The plant site, fronting on Waukegan Road south of Central Avenue, is a 52-acre tract which provides for doubling the size of the bakery when the need arises. The building will include 430,000 square feet of baking facilities and

70,000 square feet of office, research and pilot space. A unique feature is a hospitality room with dining facilities for 150 which will be available to the Deerfield area for community activities.

The exterior, of contemporary design, employs glass, stainless steel, marble and pre-stressed concrete. In harmony with other property in the area, the building will be landscaped and feature a reflecting pool that will provide water for cooling and fire protection. A recreational putting green and golf driving range will further enhance its appearance.

The plant will serve as national headquarters for Sara Lee's interests. Research and development facilities will include a test bakery and chemical, bacteriological, physical testing and package testing laboratories, and an equipment development center.

The bakery, using more fresh dairy products daily than any other in the world, is designed to continually process 100,000 pounds of milk, 85,000 pounds of eggs, 240,000 pounds of butter, 30,000 pounds of cream cheese, and 20,000 pounds of sour cream. Ingredients will be stored in rooms at appropriate temperatures. For instance, one room will be for cream cheese, sour cream and buttermilk, another for raisins and nuts, and still another for such ingredients as vanilla, chocolate and fresh fruit. There will also be a storage building with a capacity of 36 million pounds for flour and sugar.

Hand operations will be supplemented by electronic processing, marking the first time computers will be used in the baking industry to control quality. Automation will begin with the arrival of raw material. Moving in a continuous stream, cakes will be frozen minutes after leaving the oven, automatically palletized, and transported to a freezer warehouse to be stored on racks by automatic stacking cranes. The warehouse area will be 180 feet by 300 feet and 40 feet high.

On command from electronic data processing machines, the cranes will retrieve the pallet loads from the racks and place them on conveyors to the refrigerated trucks or rail cars at the shipping docks. The system will assure that cakes will always be withdrawn on a "first in, first out" basis.

The plant will be the only variety bakery in the world with complete production frozen fresh from the oven. It is designed to triple Sara Lee's present output, with a capacity for producing \$100,000,000 annually in sales.



Sara Lee Lubin (Mrs. Walter Freedman), daughter of the president of the Kitchens of Sara Lee, Inc., cuts a symbolic cake at the ground-breaking ceremony for the new bakery. Looking on are, from left: Governor Otto Kerner of Illinois, Mr. and Mrs. Charles W. Lubin, and General Mark W. Clark, a director of Consolidated Foods, of which the Sara Lee bakery is a subsidiary.



At the ground breaking ceremony Oliver R. Anderson, traffic manager of the Milwaukee Road's Illinois Region (right), confers with Edward Kuphal, director of facility planning for Sara Lee.

Congolese Study Group Learns Railroading from the Milwaukee Road

LENDING a hand with a Department of State project to help the Republic of the Congo (Leopoldville) improve its transportation and communications system, the Milwaukee Road conducted a seminar May 13 for a Congolese River and Rail Study Group. The one-day training session, arranged through the Association of American Railroads, was designed to show the visitors the operations of a modern railroad in this country.

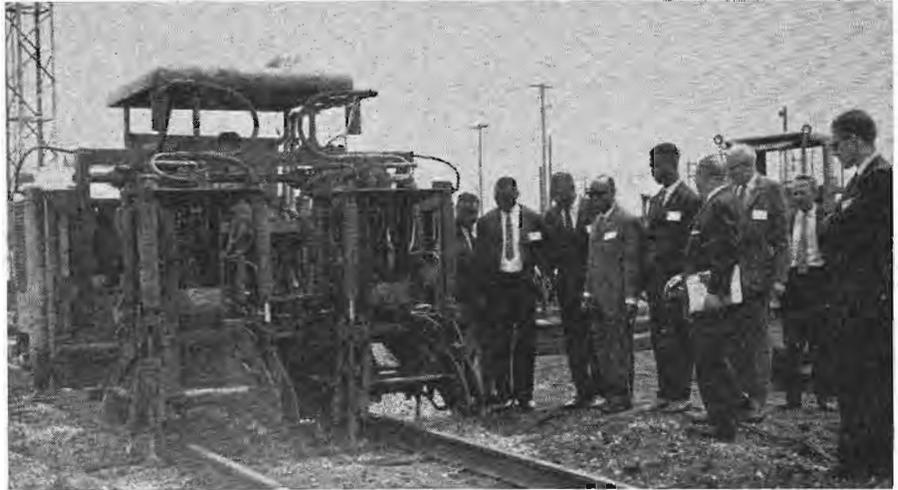
The study team consisted of officials of the Office of Transport du Congo (OTRACO), Africa's largest transportation complex, which operates an integrated system of railroad, truck, port, barge and warehousing services. Traveling under the auspices of the Agency for International Development, the group was on a four-week tour of the United States to observe the practices of firms with similar operations, or related activities.

In connection with a modernization plan of long range, the OTRACO is currently training selected junior executives to take on higher administrative duties. The objective of the visitors was to observe American methods with a view toward establishing areas of management practice which will have priority on the improvement program.

The Milwaukee Road was the only major rail facility visited by the Congolese on their United States tour. The day started with a study session held at headquarter offices in the Chicago Union Station at which company officers reviewed various fields of operation. Afterward the visitors were taken on a tour of Bensenville Yard.

Inspected at Bensenville were the automatic freight classification yard, the "one spot" car repair facility, the diesel shop, and the piggyback and Flexi-Van strip. The group also observed mechanical maintenance of way equipment in operation.

The Congolese displayed particular interest in the "one spot" system of mov-



J. A. Jakubec, assistant to vice president-operation (fourth from right), explains how the Milwaukee maintains roadbed with a Jackson Vibrator. Officials of the Office of Transport du Congo are, from left: Alphonse Picka, director of railway transportation; Victor Maholo, technical director—rail; Joseph Muayi, assistant director general; Jean-Norbert Tela, director of technical services; and Prosper Munshie, assistant port director.

In the yardmaster's office at the retarder yard at Bensenville, R. R. Brown, general superintendent of the Chicago Terminals and Terre Haute Division, explains the workings of the communications console. From left are Prosper Munshie, Alphonse Picka, Victor Maholo, Joseph Muayi and Jean-Norbert Tela.



ing cars through the shops with cables, and assembly line repair techniques. Observing that in their country diesels must be used to shunt cars for repair operations, they noted that the Milwaukee's efficient system frees locomotives for other uses.

Operations in the automatic classification yard also impressed the visitors. The Congo railroads have no humping facilities, they pointed out, but the construction of such will be among the first improvements they hope to make, along with the extension of automatic signaling and the installation of radio communications.

The visitors said that the only mechanized operation on the Congo's total trackage of some 3,000 miles is an automatic signal system on approximately 100 miles of the 250-mile main line between Leopoldville and Matadi. They hope to extend automatic signaling the

full length of this line.

Another possibility being studied is the transporting of frozen foods. This commodity would be unloaded from ships, transferred to railroad lines and then shifted to river barges for completion of the haul. Because of the fact that containers are easily transferred from one mode of transportation to another, the visitors were especially interested in inspecting refrigerated Flexi-Van containers at the Flexi-Van and piggyback strip.

In comparing United States railroads and their own, the Congolese remarked that the big advantage of the American carriers is the wide use of automation. The Milwaukee's operations, they said, provide them with a goal to aim for in modernizing their own.

An old timer is a fellow who remembers when the sky was the limit.



A Husband-and-Wife Retirement Hobby

"good old days" collection preserves lamp-lit past

NAME your hobby collection, and chances are good that the Rudes can produce one or more of it—homemade dolls, character jugs, Victorian furniture, painted china, pressed glass, coffee grinders, jewel boxes, butter bowls, lamps. Stop! Did you say lamps?

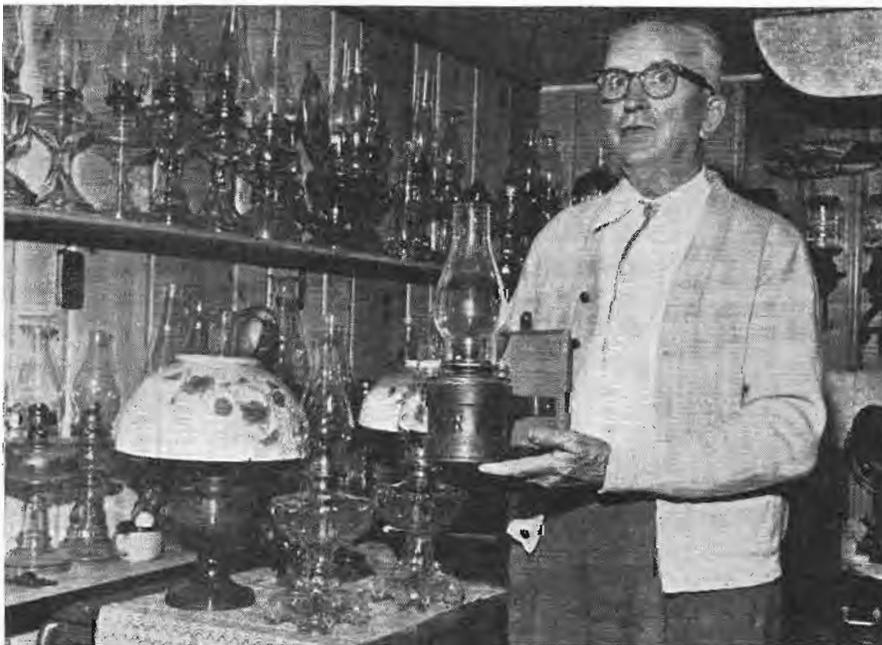
Since Alfred H. Rude, a La Crosse Division engineer, retired in 1960 after railroading 42 years, his activities as a collector of Americana have been the source of many pleasure-filled hours. His wife, a retired teacher, is a collector, too, and their home north of Onalaska, Wis., is a comfortable blend of the modern with the past. Among their collections of various kinds are numerous things that possess not only decorative value, but revealing histories. Many were inherited, others were acquired in their travels, and some were given to them by friends to preserve.

The largest is their collection of lamps, a hobby which seems to run in both families, for Mrs. Rude's father had an antique shop in his late years in which lamps were the main stock. Their own interest was whetted with the gift

from Mr. Rude's aunt of a fine oil-burning lamp which had been a wedding present to her in 1900. This lamp, with the original painted bowl and globe, started them on a hobby collection which now numbers about 200 authentic conversation pieces.

One which they prize is a child's lamp of milk glass more than 100 years old. Another is a large hanging lamp believed to be of Swiss make. Old World craftsmanship is apparent in the five rows of prisms cascading from the dome to a ball center which reflects light with gem-like brilliance. Still others are a double-angle living room lamp with two chimneys jutting from a center brass kerosene bowl, and a matching single-angle lamp for a kitchen. Both date from the 19th century.

In the collection are about a dozen reflector lamps, some table models and some with brackets for the wall, and a handsome art glass lamp of the type that was once the height of living room elegance. A choice item is a "croup lamp" used to treat croup in children, dating from circa 1885. It is six inches



This caboose lamp bearing the Canadian National imprint, is a trophy A. H. Rude brought back from a fishing trip to Canada. The twin glass-bowled lamps below it are originals of the "princess feather" type.



Mrs. Rude displays her choice collection of antique cup and saucer sets. The pitchers and bowl sets are among a dozen in her collection. (La Crosse Tribune photos)

high with a wick less than a fourth inch wide, and has a shallow metal bowl resting on a flue which was designed to heat cresolin, a preparation of coal tar and resin.

Some of the lamps lacked chimneys and domes when the Rudes acquired them. Fortunately, the chimneys are still sold in stores, with the exception of those with fluted and beaded tops. The Rudes have a good many of these, however, which are an original part of the lamp. Original domes and half domes—those on which the design was baked or fired—are rare, also. The restoration of missing or broken parts is a continuous project with the couple, adding zest to the collecting game.

The Rudes have a cottage on Lake Poinsett at Estelline, S. D., and in the course of traveling back and forth they like to hunt for antiques in out of the way places. Some of their "finds" are put to everyday use, but the greater number are preserved in the little museum they have created in the basement of their Onalaska home. To the delight of their friends and fellow connoisseurs, visitors are welcome.

Railroading, incidentally, also runs in the Rude family.* Following tradition, their son Robert, who lives in Milwaukee with his wife and infant son, is a Milwaukee Road engineer.

retirements



during May-June, 1962

General Office & System Employees

Boyce, E. L. Clerk . . . Chicago, Ill.
 Gertz, R. V. City Ticket Agt.
 Haldys, E. S. Asst. to Auditor
 Kelly, J. M. Clerk
 Landrigan, J. J. Asst. to Gen. Frt. Traf. Mgr.
 Madvig, H. J. Asst. Engineer
 Swanson, H. G. Carpenter
 Tibbs, E. C. Coach Porter
 Watson G. N. Waiter
 Wood, C. M. Clerk

Chicago Terminals

Czarny, S. P. Car Repairman . . . Bensenville, Ill.
 DeFrates, R. Stower . . . Chicago, "
 Iskos, G. V. Machinist Helper
 Larson, E. F. Clerk
 Luebking, E. Yardmaster
 McNair, W. Snow Shoveler . . . Mannheim, "
 Miller, F. P. Switchtender . . . Chicago, "
 Pfeller, M. P. Car Cleaner
 Pinkham, C. Machinist Helper
 Pociask, J. W. Box Packer
 Prendota, N. B. Car Cleaner
 Pytell, J. W. Checker
 Reck, K. Switchman
 Schambach, E. Machinist Helper . . . Bensenville, "
 Smith, G. I. Caller . . . Chicago, "
 Virruso, J. Sec. Laborer

Aberdeen Division

Bachmeyer, D. B&B Carpenter . . . Moberidge, S. D.
 Cincialar, J. P. Engine Watchman . . . Aberdeen, "
 Daniels, G. A. Conductor . . . Montevideo, Minn.
 Erbe, G. A. Machinist Helper . . . Moberige, S. D.
 Erickson, R. L. Clerk . . . Aberdeen, "
 Keuseman, H. W. Sec. Foreman . . . Cologne, Minn.

Coast Division

Allison, A. V. B&B Carpenter . . . Tacoma, Wash.
 Clark, A. M. Engineer . . . Bellingham, "
 Ewing, J. R. Warehouse Foreman . . . Spokane, "
 Fowler, H. L. Conductor . . . Port Angeles, "
 Lindstedt, R. G. Machinist . . . Tacoma, "
 Sheridan, M. A. Stenographer . . . Seattle, "
 Walla, E. R. Secy. to Gen. Atty.
 Webb, J. R. Yard Clerk
 Weistaner, M. M. Statlon Clerk . . . Port Angeles, "
 Woods, W. F. Brakeman

Dubuque & Illinois Division

Colyar, J. F. Switchman . . . Savanna, Ill.
 Cravens, P. W. Elec. Foreman . . . Ottumwa, Ia.
 Ewing, H. B. Sec. Foreman . . . Dubuque, "
 Foster, F. D. Ticket Clerk . . . Savanna, Ill.
 Kudlacz, M. J. Sec. Laborer . . . Spaulding, "

McCrackin, E. W. Engineer . . . Marion, Ia.
 McNeerney, M. L. Conductor . . . Ottumwa, "
 Pollard, M. F. Agent . . . Ludlow, Mo.
 Ruff, I. F. Sec. Laborer . . . Bellevue, Ia.
 Welsch, H. P. Signal Maintainer . . . Genoa, Ill.
 Wolf, G. F. Car Foreman . . . Marquette, Ia.

Iowa Division

Brady, C. F. City Frt. & Pass. Agt. . . Omaha, Neb.
 Carroll, F. C. Sec. Laborer . . . Woodward, Ia.
 Cross, J. E. Conductor . . . Perry, "
 Hiner, H. M. Sec. Laborer . . . Marion, "
 Miller, L. L. Signal Maintainer . . . Herndon, "
 Perez, M. H. Sec. Laborer . . . Perry, "
 Van Maren, N. P. General Agent . . . Omaha, Neb.

Iowa, Minnesota & Dakota Division

Anderson, C. A. Train Dispatcher . . . Austin, Minn.
 Anderson, O. T. Conductor . . . Mason City, Ia.
 Boyd, C. R. Hostler Helper . . . Sioux City, "
 Dixon, E. M. Roundhouse Foreman . . . Mitchell, S. D.
 Hallisy, B. J. Sec. Foreman . . . Preston, Minn.
 Hubert, O. A. Janitor . . . Austin, "
 Lutz, W. E. Machinist Helper . . . Austin, "
 Parsons, F. A. Fireman . . . Mitchell, S. D.
 Paulsen, J. C. Agent . . . Avon, "
 Zinn, G. A. Sec. Laborer . . . Madison, "

La Crosse Division

Amrhein, A. A. Sec. Laborer . . . Pewaukee, Wis.
 Deal, L. A. Crossing Watchman . . . Janesville, "
 Geller, R. H. Teleg. Operator . . . Duplainville, "
 Goedland, C. R. Crane Operator . . . Oconomowoc, "
 Grabinski, M. J. Sec. Laborer . . . LaCrosse, "
 Hafner, F. A. Fireman
 Moe, W. T. Carpenter
 Rinzius, R. J. Engineer . . . St. Paul, Minn.
 Stoiber, L. J. Carpenter . . . Tomah, Wis.
 Stoker, J. E. Pass. Conductor . . . Wausau, "
 Voegel, E. Sec. Laborer . . . Watertown, "

Milwaukee Division

Collava, C. P. Roundhouse Foreman . . . Racine, Wis.
 Hannon, J. A. Fireman . . . Milwaukee, "
 Hight, W. S. Engineer . . . Ladd, Ill.
 Knickerbocker, C. H. Engineer . . . Green Bay, Wis.
 Margraf, C. C. Sec. Laborer . . . Milwaukee, "
 Steffen, W. B. Sec. Laborer . . . Plymouth, "
 Timmer, H. J. Fireman . . . Chicago, Ill.
 Wolf, C. J. Engineer . . . Ladd, "
 Ziegenhagen, E. R. Rate Clerk . . . Oshkosh, Wis.

Milwaukee Terminals & Shops

Behling, F. Switchtender . . . Milwaukee, Wis.
 Berna, V. E. Wheel Roller
 Birchard, E. Chief Clerk

Brown, H. Switchman . . . Milwaukee, Wis.
 Craig, R. R. Blacksmith Helper
 Fischer, A. C. Machinist Helper
 Fuerst, A. A. Coach Carpenter
 Hoerl, E. J. Yard Clerk
 Kaentje, H. F. Machinist
 Kavalari, J. Trucksmith
 Koester, G. H. Mech. Engineer
 Neumann, M. H. Flange Fire Helper
 Rauch, W. G. Engineer
 Wilson, L. R. Machine Operator

Off Line

Dempsey, R. T. General Agent . . . Cincinnati, Ohio
 Marshall, J. E. Traffic Manager . . . New York, N. Y.

Rocky Mountain Division

Carbo, G. M. Sec. Laborer . . . Rosalia, Wash.
 Collins, G. F. Engineer . . . Butte, Mont.
 Martin, P. E. Boilermaker . . . Deer Lodge, "
 Moore, T. H. Electrician
 Noonan, T. H. Trav. Frt. & Pass. Agt. . . Butte, "
 Odion, E. H. Brakeman . . . Spokane, Wash.
 Spencer, H. L. Sec. Laborer . . . Three Forks, Mont.
 Sullivan, F. V. Fireman . . . Avery, Ida.
 Vasileff, J. P. Sec. Laborer . . . Butte, Mont.

Terre Haute Division

Hardesty, G. R. Car Repairman . . . Latta, Ind.
 Reynolds, L. Fireman . . . Bedford, "

Twin City Terminals

Andersen, A. C. Agent . . . Minneapolis, Minn.
 Benson, V. L. Foreman
 Mayweather, C. A. Laborer
 Meyer, G. Car Cleaner . . . St. Paul, "
 O'Dell, W. J. Crossingman . . . Minneapolis, "
 Podjaski, L. Carman . . . St. Paul, "
 Robbins, P. V. Sec. Laborer

J. J. Landrigan Retires From Freight Traffic Post



J. J. Landrigan

FIFTY TWO years of Milwaukee Road service terminated on June 30 with the retirement of J. J. Landrigan, assistant to general freight traffic manager, rates and divisions, at Chicago traffic headquarters. The occasion was marked by his office co-workers with a dinner in his honor on July 12, and he was again the guest of honor at a luncheon given by officials of the company on July 16.

Mr. Landrigan, who was born in Chicago, entered the Road's service there in 1919 as a clerk in the freight auditor's office. He transferred to the general freight department in 1920. After holding various positions in the rate department he became chief clerk to general freight agent in 1935 and later to assistant freight traffic manager. He was promoted to assistant general freight agent in 1941, advanced to general freight agent in 1954, and appointed assistant to general freight traffic manager on Nov. 1, 1958.

He and Mrs. Landrigan will continue to make their home in Oak Park, Ill.

Attention — Members of the Milwaukee Road Women's Club

THE biennial meeting and general get-together luncheon of the 54 chapters of The Milwaukee Road Women's Club will be held at the La Salle Hotel in Chicago on Friday and Saturday, Oct. 26-27. The luncheon, on Oct. 27, will be in the Grand Ballroom starting at 1 P.M. (Chicago Daylight Saving Time); price, \$2.50 per person.

All voting members are invited to attend. For further information, consult your local chapter president.

Etta N. Lindskog, Secretary General

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Mr. and Mrs. Ivar Berven drove to Deer Lodge where they left their car and continued by train to Ann Arbor, Mich., to visit their daughter and grandchildren. On the return trip they drove through Yellowstone National Park.

Margaret Longpress, who retired as a telegraph operator three years ago and is living in Albany, Calif., paid us a surprise visit recently.

Stella Wadkins, extra clerk in the freight office, and her husband jetted to Honolulu to attend the national convention of the Bowling Proprietors Association of America. Another Hawaiian visitor was Anne Beaumont, who spent a delightful two weeks there.

Cards from Switzerland, Germany, Italy and France were received from Retired Agent O. R. Powels who attended the Lions International in Nice, France, as a delegate of the Tacoma Downtown Lions Club.

Clarence W. Dunn, 58, locomotive engineer, died May 14 in a local hospital. He was born in Deadwood, S. D., but had lived in Tacoma 20 years. Survivors are his wife, Helen J.; two sons, William J. and Charles P.; his mother, Mrs. William W. Dunn, and three grandchildren.

Retired Clerk Walther A. M. Salzman, 55, died May 21 in a Puyallup hospital. He was born in Harvard, Ill., but lived the past 40 years in Tacoma. He is survived by his wife Mary; two daughters, Katharina and Georgine; two brothers, Carl of Tacoma and William of Puyallup, and a sister, Mrs. Gertrude Weiland of Tacoma.

J. W. Ackerman, section foreman, Cedar Falls, has been presented with a 32-year Superior Service Award card for his safety record of no reportable or lost time injuries during that period.

SEATTLE

Agnes Horak, Correspondent

ASSISTANT GENERAL ADJUSTER'S OFFICE: Assistant General Adjuster H. J. Barry and wife recently returned from Memphis, Tenn., where they visited their daughter Mary Lou and family. The main attraction was grandson Michael Marston, born Apr. 24. Mike has a one year old brother John . . . Mrs. H. Palmer French, widow of a pioneer member of the Road's claim department in Seattle, celebrated her 102d birthday June 9.

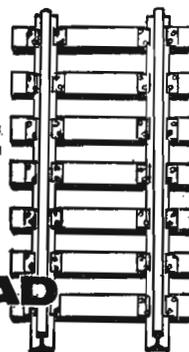
LAW DEPARTMENT: Ruth Walla was honored at a luncheon June 7 at The Westerner Restaurant to mark her retirement after more than 40 years' service, the last 22 as secretary to General Attorney B. E. Lutterman who acted as MC. Ruth was presented with a well-filled billfold. She plans to enjoy a life of leisure at her home in Indianola, Wash., where she has a panoramic view of Puget Sound. Her four dogs will add zest and interest to her days. Special tribute was paid Ruth in the form of a "poem" by Morell Sharp, former member of the law department . . . James E. Nelson, formerly of the attorney

general's office in Seattle, has joined the staff of attorneys in our Seattle office, replacing Richard L. Gemson, who resigned in March to engage in private practice.

LOCAL FREIGHT OFFICE: Chief Claim Clerk Jewell M. Campbell and wife had as World's Fair guests one of Jewell's running mates in his Kansas University days, Glenn Cunningham with his wife and nine children. Glenn, internationally known as one of America's foremost team track stars, a graduate of Kansas and New York Universities, is devoting his life to working with underprivileged boys and girls on his Kansas ranch. Last year he provided board and room for 600 boys and girls. The money for this project comes from his speaking tours before various organizations.

REGIONAL DATA OFFICE: Ida and Herman Zehnder visited Yellowstone National Park in June . . . Cora Guthridge en-

ABOUT PEOPLE OF THE RAILROAD



joyed two weeks in Hawaii, sailing on the Matsonia and returning via airline . . . Bill Sarakenoff of Chicago, formerly our regional manager, visited us while vacationing in Seattle.

TELEPHONE AND TELEGRAPH: Lucille Eaton, accompanied by her son and his family, drove to Minneapolis in June to visit her parents Mr. and Mrs. W. K. Wright. After 96 degree weather in Minneapolis, Lucille was happy to return to Seattle.

TRAFFIC-GENERAL FREIGHT: Employees of Seattle and Tacoma area, 60 strong, embarked on the Thea Foss for a voyage around Lake Washington on June 18. Another group of 60 sailed around Bainbridge Island and Puget Sound to view the Seattle waterfront from out in Elliott Bay on June 19. A delicious dinner was served and everyone was thrilled by the beauty of the sunsets and the views of Mt. Rainier, Mt. Baker and the Olympic mountains . . . Phil Malo, city freight agent in Milwaukee, vacationed with his family in Seattle in June and, of course, saw the Fair. Phil and his wife Kay also enjoyed the cruise on the Thea Foss . . . Harry A. Sauter, foreign freight agent, vacationed with his family in Chicago where they attended the graduation of his son Jim from the Fenwick High School, Oak Park, June 3 . . . Leda Roberts recently entertained her aunts, Margaret Rice and Leda Fowler, from Pittsburgh. Since Leda lives a stone's throw from the Fair, Century 21 was the high point of their visit . . . Laura Bahl vacationed in Wisconsin and Chicago in early June, then returned with her brother Bill who visited the Fair before

returning to California . . . L. H. Hinrich, TF&PA at Cleveland, visited his former office associates in June when he brought his family to the Fair . . . Sympathy was extended to Kay Miller, steno to the general freight agent, upon the death of her mother, Mrs. Catherine Churchich, June 25.

Rocky Mountain Division

WEST END

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

Engineer L. A. Gibbs attended the B.L.E. convention in Cleveland recently. He is the local chairman of Division 744 of Three Forks. Mrs. Gibbs accompanied him.

Mrs. Charles Adams was recently in Columbus, Ohio, as a delegate to the convention of the ladies auxiliary of the Trainmen.

Engineer and Mrs. Degidio and daughter Donna attended commencement exercises at Forest Grove, Ore., at which Mrs. Bob Degidio received a bachelor of arts degree in sociology.

T. Thompson, section foreman at Superior, R. C. Lehfeldt of Ryegate, and J. C. Houston of Ingomar have each been presented with a 32-year Superior Service Award card for their safety record of no reportable or lost time injuries during that period.

The Milwaukee Women's Club of Avery recessed its meetings for the summer with a party held for the community at Turners Flats. Their next meeting will be in September.

One of the prettiest events ever held in Avery was the wedding of Diana, daughter of Stationmaster Emmet Peterson, to John Krebs, June 9. A pink and white color scheme was carried throughout. Matron of honor was the bride's sister, Mrs. James Petersen. The groom was attended by James Petersen and Paul Wilson. After a trip through Idaho Mr. and Mrs. Krebs will live in Avery where he is on the staff of the Ranger Station.

Retired Engineer Joe A. Dunlap celebrated his 77th birthday Aug. 1.

I M & D Division

AUSTIN-SIOUX CITY AREA

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

The Joe Gantz Steak House was the scene of a farewell party for Agent Paul F. Mueller, Sioux City, who was transferred to St. Paul. About 40 guests were present and Paul was presented with a suitcase. Mrs. Mueller was also given a going away gift.

Employees from Austin and other points on the IM&D joined at the Red Cedar Inn, Austin, June 16 to honor Carl and Mrs. Anderson upon his retirement. Gifts were presented to each with all good wishes. A few weeks later they left for their new home in Sun City, Ariz.

Sympathy was extended to the families of Richard J. Tester, Manning, Ia., retired engineer formerly of Sioux City, and Gustaf E. Erickson, retired roundhouse

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May 25, 1962



May 25, 1912

50 GOLDEN YEARS OF MARRIAGE, marked by Mr. and Mrs. Pearly J. Cowling of Tacoma, Wash., on May 25, occasioned a celebration at the Polish Hall in which they were joined by more than 400 relatives and friends. Mr. Cowling, who retired as general yardmaster at Tacoma in 1954 after 47 years of service, is president of the Milwaukee Retired Employees Club in the Seattle-Tacoma area, and Mrs. Cowling is a past president of Tacoma Chapter of the Milwaukee Road Women's Club. Planners of the anniversary reception, which coincided to the day with the couple's marriage in Tacoma in 1912, were their daughters, Mrs. George Oswald, Mrs. Vincent Crocco and Mrs. Rhinehold Bauer, all of Tacoma, together with their sons, Maurice J. and Eldon J. of Tacoma, and P. Laurin, assistant to President William J. Quinn at Chicago headquarters. The Cowlings have 17 grandchildren and 12 great grandchildren.

foreman, Sioux City, who passed away recently, also to the family of William H. Cross, Mason City, a one time employee of the Road.

Fay Ness, retired secretary from the DF&PA office, Sioux City, writes that she plans a trip to Iowa from her present home in Sun City, Ariz., this summer. She also mentioned that Retired Agent L. L. Long from Mitchell, S.D., is a new resident of Sun City. A. M. Glander, retired chief carpenter of the IM&D Division, who lives in Austin, is a frequent visitor at the office. R. H. Conrad, former DF&PA, and his wife of Mason City have returned from a visit to their sons Paul and Jim in Denver.

A. J. (Tony) Kilvinger and wife were entertained at the Joe Gantz Steak House in Sioux City May 26 before leaving for Spokane, Wash., to which point Tony was transferred with the MMTTC. Gifts were presented to both.

Sympathy was extended to Chief Clerk Frank B. Griller, Sioux City, and General Passenger Agent Joe Griller, St. Paul, upon the death of their brother Edward at Sioux Falls, S.D.

The following section foremen have each been presented with a 32-year Superior Service Award card for their safety record of no reportable or lost time injuries during that period: C. W. Burris of Akron, Ia.; A. Aleck, Sioux Falls, S.D.; M. D. Fish, Canton, S.D.; E. L. Rasmussen, Albert Lea, Minn.; G. E. Tonsager, Elko, Minn.; H. J. Miller, Yankton, S.D.; E. A. Bork, Carpenter, W. H. King, Emmetsburg, and G. I. Stockwell, Algona, all of Iowa.

La Crosse Division

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

George Schaefer, 85, died in La Crosse June 28. He had 50 years service with the Road when he retired in 1945 as a clerk in the La Crosse freight house. For many years he was local chairman for the Brotherhood of Railway and Steamship Clerks. Survivors include two daughters, Florence, Mrs. Gaile Egerton of Sullivan, and Henrietta, Mrs. Clarence Ellingson of La Crosse; eight grandchildren and 15 great-grandchildren. His wife and a son preceded him in death. Burial was in the Catholic Cemetery.

Trainmaster and Mrs. Neal Owen are the parents of Kathleen Lee, born in St. Ann's Hospital July 2. She joins a little brother, Greg.

Retired Conductor E. T. Ryder passed away in Minneapolis June 2 and was buried there in Sunset Memorial Park. When Mr. Ryder retired in 1961 he had 45 years service. His wife survives.

At the president's convocation, St. Mary's College, Winona, Minn., James K., son of brakeman K. Stansfield of Winona, was honored as one of the highest ranking juniors, having been three times on the honor roll.

Helen, daughter of Train Dispatcher Don Elder of La Crosse, was recently selected to play the viola in the Coulee Region Symphony at La Crosse. She is a high school sophomore and the youngest member of the symphony.

F. A. Hafner, engineer at La Crosse Yard, recently retired after 35 years with the Road. He and his wife plan to remain here.

The Milwaukee Women's Club held a "May Day" luncheon at the Cavalier Inn in La Crosse May 2 with 60 members and guests present. Officers for the coming year are: Mesdames W. H. Miller, president; Art Johnson, first vice president; Joseph Rieber, second vice president; Lansing Ellis, recording secretary; Francis Ryan, corresponding secretary, and L. D. Miller, treasurer. Special guests were Mrs. Ray Melquist, first vice president general of the governing board, Mrs. B. F. Nelson, president of the Minneapolis Chapter, Mrs. Rosella Fahey and Mrs. A. Oden, all from Minneapolis.

Brakeman Martin Breuer and wife announced the arrival of Theresa Rose May 14. Proud grandparents are Time Reviser Martin Breuer and wife of La Crosse.

Dorothy Lorna Sheppard became the bride of James Harding Johnson in Wesley Methodist Church, La Crosse, June 2. The bride's father, Rev. E. P. Sheppard, officiated. James is the son of Storekeeper Harding Johnson. The newlyweds will live in Seattle.

Brakeman A. Raymond Brisson, 48, died in a La Crosse hospital June 1 following a long illness. He is survived by his widow, Helen; six daughters, Anne, Mrs. John Pietrek of Independence, Wis., and Jane, Lorraine, Louise, Elinor and Barbara, all at home; his mother, Mrs. J. J. DeHut; a sister, Mrs. George Sargent, and two brothers, Mitchell and Wilfred, all of Green Bay. Burial was in the Catholic Cemetery at La Crosse.

Retired Conductor John J. Sullivan, 67, of Minneapolis died June 4. He is survived by his widow, Faye, a son, Michael, of Menomonee Falls, a brother Daniel of La Crosse; two sisters, Mrs. Orabell West of La Crosse and Mrs. Johanna Lindeke of Bellevue, Wash., and a grandchild. Burial was in the Catholic Cemetery at La Crosse.

Mrs. Albert Losie passed away at La Crosse June 12. She is survived by her husband, a retired Milwaukee engineer, and her son Glenn, St. Paul, who is an engineer on the Road; three daughters, Mrs. Russell (Ruth) Sage and Mrs. Fred (Ethel) Cook, both of Tomah, Wis., and Mrs. James (Edna) Martin of Wauwatosa. She leaves 16 grandchildren and 13 great-grandchildren.

EAST END

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

One of the outstanding gardens in Portage is that of Section Laborer and Mrs. E. R. Oeftger. It was named the "Garden of the Week" early this summer. They raise flowers, vegetables and fruits and the garden is beautifully landscaped. Also in the garden are several homesteads for martins that come back year after year.

Operator Robert H. Geller retired June 4. He started as an operator Apr. 10, 1918 and had worked in Milwaukee Shops prior to that time. He was second trick operator at Duplainville over 32 years and

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A WISCONSIN DELLS EXCURSION, riding in the Milwaukee's new stainless steel bi-level suburban coaches, was a thrilling event for the John S. Shumway family of Deerfield, Ill. In addition to taking in the sights in one of the Midwest's most scenic vacation spots, Sharon, 5, and Johnny (wearing shorts) and his boy friend, Fritz Dale, both 7, had the fascinating experience of meeting a genuine Winnebago Indian chief. The excursion was planned so the children could have a ride on "Daddy's train". Mr. Shumway is a Milwaukee Road commuter.



"MEET THE ARTIST" reception held recently by Viterbo College, La Crosse, Wis., in connection with a showing of the work of its art students included an introduction to Mrs. Alex (Mary) Cameron, presently on furlough from the position of stenoclerk in the superintendent's office at La Crosse. Her exhibit featured an oil painting of *The Last Supper* in contemporary style. Mrs. Cameron is well known in the La Crosse area for her artistic bent.



122 YEARS OF ROCKY MOUNTAIN DIVISION SERVICE is the record of this trio pictured at a retirement party sponsored recently by Avery (Ida.) Chapter of the Milwaukee Road Women's Club in honor of Section Foreman Felix Marsillo (center). Sharing the spotlight are Roadmaster T. A. Prata (left) and Agent-Yardmaster E. W. Peterson. Some 50 veterans attended the affair.

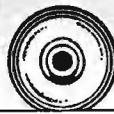
JUNE BRIDE. Mary Ellen Mueller, key punch operator in the regional data office at Sioux City, Ia., and daughter of P. F. Mueller, former agent at Sioux City who recently transferred to the same position in St. Paul, became Mrs. Dennis O'Dell Hicklin on June 16. The couple will make their home in Sioux City.



BALLARD, WASH., BEAUTY QUEEN OF 1962-63 is Miss Nicolette "Nicky" DePree, daughter of Dr. J. F. DePree, chief surgeon for the Milwaukee Road in Seattle. She is a music major at the University of Washington studying voice, and assistant director of her church choir. This summer she is working in the Ballard Branch of the Seattle First National Bank, which sponsored her for princess of the Seattle Seafair.



RETIRING WITH 56 YEARS OF SERVICE, J. M. Kelley, baggage and milk traffic agent in Chicago (seated), was honored by the office force with a kaffeeklatsch as well as a dinner party in Harvey's Gold Lion restaurant in the Union Station on July 5. Gathered around to wish him well are, from left: D. A. Haley, chief clerk; A. J. Cursio, Lost and Found clerk; R. H. Kocher, assistant manager of mail, baggage and express; C. H. Weis, traveling mail, baggage and express agent; Alma Helms, comp-steno; L. La Fontaine, manager of the mail, baggage and express department; Marilyn McNicholas, secretary; Walter Bujanski, clerk; Rosebud Wittwer, "comp" operator; L. L. Hall, supervisor of the mail room; and J. A. Fuscone, traveling mail, baggage and express agent. Mr. Kelley's entire service involved baggage and milk handling, starting in Milwaukee, and in Chicago since 1931. He and Mrs. Kelley will continue to live in Milwaukee, from where he has commuted while working in Chicago. They have seven children and 11 grandchildren.



	JUNE		SIX MONTHS	
	1962	1961	1962	1961
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$18,840,225	\$18,789,572	\$107,690,082	\$105,687,703
PAID OUT IN WAGES	8,791,498	8,936,243	52,425,827	52,439,754
PER DOLLAR RECEIVED (cents)	46.7	47.6	48.7	49.6
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	777,288	765,689	4,656,175	4,552,959
PER DOLLAR RECEIVED (cents)	4.1	4.1	4.3	4.3
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	9,218,977	8,550,095	54,818,644	51,505,777
PER DOLLAR RECEIVED (cents)	48.9	45.5	50.9	48.7
NET INCOME	52,462	537,545		
NET LOSS			4,210,564	2,810,787
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	88,276	91,882	523,729	516,219
Increase 1962 over 1961 ...			+7,510	
Decrease 1962 over 1961 ...	-3,606			

had worked other positions in Milwaukee, including the GO office and National Avenue. Mr. Geller will live in Milwaukee and will now have more time to spend on gardening, which he enjoys.

Yard Clerk K. C. Cawley and family including his mother-in-law are again operating their A&W root beer establishment at Portage. Kerm did pass out a ticket for a free root beer to Footboard Yardmaster N. H. Raimer; however, it was for a free root beer at Anchorage, Alaska. Kerm is a good friend but does like a joke.

Engineers Elmer Blank and William Dittberner are both back at work following surgery.

The following section foremen have each been presented with a 32-year Superior Service Award card for their safety record of no reportable or lost time injuries during that period: W. Rush, Tomahawk; H. C. Sackmaster, Camp Douglas and J. F. Salava, Richland Center; G. U-dell, gang 658 foreman, West Salem, was also the recipient of a 32-year card, as was Car Foreman H. E. Moran of New Lisbon.

WISCONSIN VALLEY

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

Retired Section Foreman Frank Gurskey, 84, passed away Mar. 22 at Tomahawk, where he had made his home since retirement in 1945. Funeral services were held in St. Mary's Church with burial in Calvary Cemetery. He is survived by his widow, one son, and one daughter.

Trudy, daughter of Engineer K. D. Conklin, was elected vice president of the 1962-63 Neuman High School Student Council, Wausau.

Sally, daughter of Conductor Vic Robison, was chosen by fellow members of St. James' grade school patrol, Wausau, to attend the annual National School Patrol Assembly in Washington, D. C.

Judith, the daughter of Engineer Maurice Nelson, and Gary H. Theilig repeated nuptial vows in St. Paul's Evangelical Church in Wausau. A buffet lunch was served in the Hotel Wausau Crystal Ballroom, and music was provided for dancing. Among the many parties at which Judith was feted was a miscellaneous shower given by Mrs. Gerald Loomis, roundhouse clerk at Wausau.

The marriage of Mrs. Evan Robison and Engineer Charles A. Conklin took place recently in St. Patrick's Catholic Church at Eau Claire.

John E. Stoker retired June 1 with 39 years of service, the last several of which were as passenger conductor. He and Mrs. Stoker will continue to live in Wisconsin Rapids, where John located while working on the Patrol Run. Best wishes follow him for a long and happy retirement.

Margaret McGinley, former cashier, who has worked in the agent's office at Wausau since 1917, spent the past winter in Arizona, then returned to Wausau and on June 5 quietly announced her intention to retire. She plans to spend the

winters in Arizona with a sister, returning to her home in Wausau for the summers. Margaret will be greatly missed by her co-workers and business associates.

Proof that the Magazine travels far and is read closely was received following publication of an item in the last issue about Retired Roundhouse Foreman Bob Cadden. A card reached your correspondent which read in part: "Other retired Milwaukee rails (and their wives) who also enjoy the nice warm winters and cooling summer ocean breezes in Lake Worth, Fla. (to mention just a few) are: C&M Conductor Axel Jensen, Traveling Electrician John Jacobs, Walter Marshal who was assistant to assistant superintendent of motive power, Peter Diedrich of the payroll department, Cabinetmaker John Gnat from the Milwaukee Shops and Elmer Hiscox, electrical foreman at Western Avenue." Best wishes to them all in what must be a "rails Eden."

THE DANNY PETERSON

HEART FUND totalled approximately \$500 on June 30, Wausau Chapter of The Milwaukee Road Women's Club has announced. This included a donation of \$100 from the club's general governing board. Danny, the six-year-old son of Baggage-man F. M. Pettersen, Wausau, is the victim of a heart defect which requires expensive surgery. On May 1 he underwent an exploratory operation at the University of Minnesota Hospital in Minneapolis, and he is expected to have major surgery within a year. There are four other children in the family. Wausau Chapter of the club started the fund to help with hospital and surgeon bills this spring. Donations to it are being handled by the Wisconsin Valley Trust Company in Wausau.

Chicago Terminals

WESTERN AVENUE STORES & LOCOMOTIVE DEPARTMENTS

LaVergne Dean, Correspondent

Sympathy was extended to the family of Al Snyder, chief caller, who passed away Feb. 2, to the family of Spike Conolly, retired pipefitter, who passed away Feb. 19, and to Assistant Stockman Bill Jensen on the death of his mother.

It has been reported that Assistant Car Foreman Bill Steging is on the sick list. All his friends wish him a speedy recovery.

Chief Carpenter Ed Tyckoson is the proud grandfather of a third grandson and his first granddaughter.

Best wishes to Invoice Clerk Elmo Fleenor who is recovering from an operation.

In the sports department Storehelper Lenny Williams recently won his third trophy in bowling. He and his teenage cousin also came in fifth in a city wide

The Milwaukee Road Magazine

father and son bowling meet which was sponsored by the Little League Clubs of Chicago.

A retirement party honoring Mrs. Emma Larson, clerk in the master mechanic's office, was held June 19 at Stella's Catering on Kostner Avenue. Mrs. Larson retired June 8 after 28 years of service.

Sympathy was extended to Roadmaster R. E. Palmer on the death of his wife, and to District Car Foreman C. A. Borgh whose father passed away.

Tom Flynn, assistant stockman, welcomed a second grandson, Wayne, June 21. Stockman Earl King has a third grandchild, Marguerite, born June 9.

E. J. Mueller, who was recently promoted to master mechanic, will see his second daughter enter the novitiate Aug. 26. His eldest daughter, Sister Eugene Mary, took her final vows and is now teaching. Both girls are with the Sisters of Mercy.

Athlete-of-the-Year award, sponsored by the Journal of Franklin Park, was presented to Ray Perlberg, 1962 baseball major letter winner. Ray, son of Charles Perlberg, secretary in the district storekeeper's office, is also a letter winner in basketball and was selected for the All-Conference basketball team. He is in the top 10 per cent of his class and has served as sports editor of the Leyden Hi-Lites. Ray plans to attend the University of Dubuque in the fall.

DIVISION STREET

Carolyn DiCicco, Correspondent

Sympathy was extended to Stowers Frank Quinlivan on the death of his wife; Louis Trifilio, on the death of his father, and George Chelius and Mitchell Bies whose mothers died recently.

Switchman Kye Reck was released from Augustana Hospital and Thomas McShea, yard clerk, from Cuneo Hospital.

Stower Fred Alesi broke his wrist just before starting on his vacation but he went to Colorado as planned although he couldn't get in any of that fishing he was looking forward to.

Mathilde Nauheimer, demurrage clerk, was a delegate to the State Convention of Women's Catholic Order of Foresters held at the Morrison Hotel in June, and attended the International Convention in Green Bay, Wis., Aug. 6.

GALEWOOD

Ray Bishop, Correspondent

A luncheon party was held June 28 at Olympic Commissary for Mrs. Hattie Blackman, bill clerk, who retired July 5. She received a matched set of luggage, a hand tooled purse, the work of Fred La Rue, and the well wishes of friends and co-workers.

George I. Smith, caller on the platform, retired after 11 years of service.

R. DeFrates, checker on the platform, completed 33 years of service and retired June 14.

Vito Rizzo, demurrage clerk, Western Avenue, and his wife announced the arrival of daughter Diana Marie. She is the pride and joy of two older brothers.

John Zwieka, motorman on the platform, vacationed in Arizona and New Mexico, where he attended his son's graduation from the University of New Mexico in Albuquerque. The son is now in the Marines, stationed at Quantico.

BENSENVILLE

Delores Barton, Correspondent

Sympathy was extended to William F. Bannon, assistant superintendent, on the passing of his mother; to Steno-Clerk Ivy Bolton on the recent death of her brother, and to the family of Retired Yard Clerk James Price who passed away recently after a short illness.

The Bensenville area welcomed Master Mechanic W. C. Gage recently transferred from our Western Avenue roundhouse. Master Mechanic Roy Magnuson left with our best wishes for his new job at Savanna.

Switchman Ferd Riley retired June 30 after 53 years of service. Switchtender Frank P. Miller and Yardmaster "Red" Luebking also retired the end of May.

Irene Scheele, chief clerk in the engineering department, is still on the sick list

at this writing, after an operation. We hope to have her back in the near future. Fae Russo, also of the engineering department, is also off on sick leave, but we understand she is progressing satisfactorily.

The engineering department recently welcomed Sandra Hammond, steno-clerk, and Don Ostien, who is on leave from Fullerton Avenue.

After 44 years of faithful service Henry Sorenson, crane supervisor, retired on disability July 1. He will spend his time fishing in the Arkansas area and if someone wishes to contact him, his address is 640 Hiway 62 East, Mountain Home, Ark.

Mr. Sorenson's replacement, LaDue Harrison, is well known to employes in the Chicago Terminals, especially at Western Avenue, and we welcome him back.

Former Correspondent Dorothy Camp is still on leave but it is hoped that she will be back to active service in the near future.

In May Traveling Engineer Huart and his wife spent two weeks of relaxation on a boat trip through the Carribean and to Venezuela. Emil came back looking well rested and reported that it was a very enjoyable trip, one that will be long remem-

Carloadings

JANUARY-JULY 1962 compared with same period in 1961

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		INCREASE		DECREASE	
		SEVEN MONTHS 1962	SEVEN MONTHS 1961	1962 over 1961	% of increase
	INCREASED				
	in 1962 over 1961				
12.9%	Grain and Soya Beans	52,283	51,658	+ 625	+ 1.2%
6.4	Iron and Steel	30,912	26,921	+ 3,991	+14.8
5.1	Coal and Coke	50,405	48,506	+ 1,899	+ 3.9
3.6	Automobiles and Parts	28,726	20,082	+ 8,644	+43.0
2.6	All Other Products of Mines	12,073	8,971	+ 3,102	+34.6
2.6	Agri. Impl. Machinery and Parts	10,697	10,303	+ 394	+ 3.8
2.5	Gravel, Sand and Stone	29,882	26,847	+ 3,035	+11.3
1.7	All Other Animals and Products	8,005	6,568	+ 1,437	+21.9
1.5	Liquors, Malt	11,459	10,509	+ 950	+ 9.0
1.5	Logs and Pulpwood	27,116	26,342	+ 774	+ 2.9
1.4	All Other Prod. of Agriculture	10,788	9,867	+ 921	+ 9.3
41.8%		272,346	246,574	+25,772	+10.5%
	DECREASED				
	loading of these commodities				
	in 1962 under 1961				
28.9%	All Other Mfgs. and Miscellaneous	157,106	158,378	- 1,272	- .8%
13.2	Forest Prod. (Excl. Logs and Pulpwood)	45,698	49,111	- 3,413	- 6.9
3.5	Meat and Packing House Products	19,865	22,034	- 2,169	- 9.8
2.8	Oil and Gasoline	21,132	23,091	- 1,959	- 8.5
2.6	Grain Products	28,611	32,085	- 3,474	-10.8
2.1	Cement, Lime, Plaster and Stucco	9,262	11,642	- 2,380	-20.4
1.7	Forwarder Traffic	16,760	16,893	- 133	- .8
1.6	Fruits and Vegetables (Fresh)	12,632	14,202	- 1,570	-11.1
1.2	Merchandise	20,911	24,858	- 3,947	-15.9
.6	Live Stock	4,466	5,322	- 856	-16.1
58.2%		336,443	357,616	-21,173	- 5.9%
100.0%		608,789	604,190	+ 4,599	+ .8%

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Depew, N. Y.

Switchtender E. F. Johnson and wife are planning a trip to St. Johns, Newfoundland, and down through the Blue Ridge Mountains. They anticipate an exciting time.

Contributed by Dorothy Lee Camp

A letter was received from Retired Conductor Jim Murphy who is in Tucson, Ariz., looking after his sister Jannette. Mrs. Murphy spent most of the winter with them, but can't take the extreme heat so has returned to their home in Wisconsin for the summer.

Retired Sleeping Car Conductor William Snip and his wife Elsie have returned to Florida for more deep sea fishing. They want to live there one summer before deciding to make that state their home.

Jimmy, oldest son of Special Officer Jim Loar, was recently graduated from grade school at Grays Lake, Ill. . . Chief Clerk Tony Martinek's oldest son Tommy was graduated from high school in Bensenville in June . . . Judith Grosnick, daughter of First Train Clerk "Waldo", was graduated June 13 from Luther North High School in Chicago.

Marge Scholl, wife of Train Clerk Leon, is doing nicely after recent back surgery.

Mrs. Frank Hanes, widow of conductor, is now employed at the Veterans Hospital in Waupaca, Wis.

Jack and Norine Handles wrote of a grand Florida vacation during which they saw many of their retired Milwaukee friends.

Mrs. William Standard, widow of switchtender, visited Elsie and Bob Alexander at Camp Point, Ill., recently. Bob retired

**Order of St. Christopher
Admits Railroad Women**

At the 4th annual convention of the Order of St. Christopher for Catholic Railroadmen in Council Bluffs, Ia., May 26-27, the name of the organization was changed to the Order of St. Christopher for Catholic Railroad Employees. The measure was taken to admit women to membership.

National officers reelected for a three-year term included Arthur Remus, freight carman welder at Milwaukee Shops, who continues as vice chairman. Adam Banasik and Ray Steele of Chicago, both NYC employes, were reelected chairman and secretary-treasurer, respectively. The order of business included granting a charter to a new chapter in Patterson, N. J.

Approximately 125 members attended the 1962 convention. The next, in 1965, will be held in Rawlins, Wyo.

about 20 years ago after long service as a switchman.

Bob Helton, retired third trick operator at Sturtevant, Wis., says "The fish are big, and biting like crazy." His cottage at Pickerel Lake in St. Germain, Wis., is filled with company and all are having a grand time. Two big muskies have been caught so far this year.

Harry Innman has been on the sick list recently. His parakeet "Tice" helps him pass the time, carrying on chatty conversations.

Anna, wife of Retired A 5 Operator E. R. Derrickson, passed away July 3 after a long illness. Services were conducted by the Berwyn Chapter of the Order of the Eastern Star and interment was in Ridge-wood Cemetery following church services in the Forest Glen Methodist Church. In addition to her husband, Mrs. Derrickson is survived by a son, Robert A., and three grandsons. For many years Mr. Derrickson was general secretary and treasurer of Division 23 of the O.R.T. and his wife frequently accompanied him to conventions so that they had many friends in this country and in Canada.

"Butchie," son of Yardmaster Kenny Crouse, was recently married in Bensenville. He formerly worked at the Bensenville ice house, but is now a barber.

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50-YEAR VETERAN E. F. "Ed" Bailey, conductor on trains 12 and 23 between Milwaukee and Chicago, quips with Superintendent K. R. Schwartz (right) and Assistant Superintendent G. J. Barry of the Milwaukee Division while being presented with his Gold Pass at a ceremony in the conductors' room in the Chicago Union Station. Conductor Bailey, who lives in Milwaukee, started in October, 1911 as a switchtender in the Milwaukee Terminals. He became a freight brakeman the following year and a conductor in 1918, being promoted to passenger service in 1938.

Terre Haute Division

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

Sympathy was extended to Assistant Engineer Cecil Harrington on the death of his father June 17 at his home in Vermillion, S.D., also to the families of W. E. Allen, retired dispatcher, who passed away June 11 in Terre Haute; Edward G. Hauer, retired locomotive department employe, who died June 4; Mrs. C. G. Hiddle, wife of engineer, who died the latter part of May, and Harlan Worley, locomotive fireman, who passed away June 25 in Dennison, Ill.

Agent Sims and wife of Latta announced the birth of son Paul Ray May 9. They have three other children, Steve, Keith and Judy.

June was quite an exciting month for Marshall Elliott, night yardmaster at Hulman Street. His son Kenneth and wife Julie presented him with his first grandchild, Kevin, born June 15. On June 10 his daughter Nancy was graduated from Indiana State College at Terre Haute and on June 16 she was married to David Reece who was graduated from Rose Polytechnic Institute June 9. The newlyweds will live in Schenectady, N.Y.

F. M. Priester, commercial agent Terre Haute, was elected state deputy, Knights of Columbus, at the 61st annual state meeting in Indianapolis May 17-20. Mr. Priester joined the Commodore Barry Council in Chicago in 1939 and served in the chairs on the local council level, several state chairmanships, and successively as state advocate, state treasurer and state secretary. He joined the Milwaukee May 1, 1936 as messenger in the passenger rate department in Chicago and has been commercial agent in Terre Haute since Sept. 1, 1961.

July-August, 1962

Section Foreman J. R. Fielder of Cheneville, Ill., has been presented with a 32-year Superior Award card for his safety record of no reportable or lost time injuries during that period.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

In May, Engineer Carl Wolf and Walter Hight of Ladd, Ill., retired. Carl began with the Road in 1909 and has been engineer since 1914. Walter started firing in 1912 and was promoted to engineer in 1947.

The new time revisor in the superintendent's office is Bruce MacDonald, who was formerly a caller and district yard clerk in the Terminal.

H. D. Pfuehler and R. W. Dixon were recently promoted to conductors. Conductor Pfuehler is a newly wed and he and his wife journeyed west for a visit to the Seattle Fair.

Conductor Douglas Grzegorzczuk has announced a new arrival at his home, a baby son.

Sympathy was extended to the family of Fireman D. R. Davies who died suddenly June 5.

Mrs. E. H. Bannon, 81, widow of former superintendent in Milwaukee, died suddenly June 30. She was a past president of the Milwaukee Road Women's Club, and women's social chairman of the Veterans' Association for a number of years. Surviving are seven daughters and two sons, including W. F. Bannon, presently assistant superintendent of the Chicago Terminals. Services were held in St. Robert Church, and burial was in Holy Cross Cemetery.

SECOND DISTRICT

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

Agent B. E. Chalifoux welcomed another grandchild May 12 when daughter Adrienne, Mrs. Joe Crudele, gave birth to a daughter, Jacqueline Anne.

Conductor Edward J. Lindeman, 59, died suddenly of a heart attack in Ontonagon Feb. 14. He was well known in the

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Machining Facilities

area, having made the Ontonagon run for many years. His widow survives him at their home in Channing. Interment was in Iron Mountain, Mich.

Ethyl Hermansen, 64, a well known resident of Mass, Mich., passed away in the Ontonagon Memorial Hospital May 1. For 27 years she was a telegraph operator for the Milwaukee, retiring at Plymouth, Wis., in 1946 because of ill health. Miss Hermansen was a member of St. Paul's Lutheran Church and of the Order of Eastern Star and a charter member of the Nazareth Shrine of the White Shrine of Jerusalem. Two brothers survive, Thomas of Detroit and Henry of Mass. Burial was in Maple Grove Cemetery in Greenland, Mich.

Retired Engineer Ebbe A. Johnson, 78, of Channing, Mich., died May 18 in North Shore Hospital, Miami, Fla., after a long illness. His service with the Milwaukee spanned 52 years when he retired in 1957. He is survived by two sons, Dr. Ward Johnson of San Rafael, Calif., and Capt. Richard Johnson of Miami, Fla.; two daughters, Mrs. Emil Genetti of Monterey, Calif., and Mrs. Orlando McGregor of Channing; two brothers and three sisters. The Iron Mountain Masonic Lodge held memorial services at the Tondin Funeral Home there, and burial was in Channing after services in the Presbyterian Church there.

The following section foremen have each been presented with a 32-year Superior Service Award card for their safety record of no reportable or lost time injuries during that period: A. G. Flom of Iron Mountain, Mich., L. G. Glasnapp of Oshkosh, Wis., and F. E. Hafemeister of Granville, Wis.

Twin City Terminals

TWIN CITIES CAR DEPARTMENT
AND COACH YARD

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

Mr. and Mrs. Charles Hageman of St. Paul observed their 40th wedding anniversary at home June 10. Their one daughter, Sr. M. Tersene of S.S.N.D. Order of St. Paul, and three sons, Wilfred of Spokane, Wash., Richard of Prior Lake, and Harold of St. Paul, also 14 grandchildren were present. Charles is carman at St. Paul repair track.

Sympathy was offered to the families of

former Milwaukee employes: John G. Benson, carman from Minneapolis coach yard, who passed away in Sweden early this year and was buried there; Ivar K. Peterson, who died June 17 in Minneapolis, and Joe Reinhold, carman at St. Paul repair track, who died suddenly Apr. 27.

Jesse A. Oslie, retired city ticket agent, Minneapolis, passed away May 23. Services were held at the Harry Anderson Funeral Home. Mr. Oslie's first position with the Road was as clerk in the auditor's office, Consolidated Ticket Office, Minneapolis, April, 1920. In November that year he transferred to the passenger traffic department from which he retired Feb. 28, 1957. He is survived by his widow Lila.

D & I Division

Harry T. Gregg, retired Midwest Hiawatha engineer, passed away recently at the age of 81. Christian Science services were conducted in Hunter's Fuller Memorial Chapel, Savanna. Mrs. Gregg survives her husband, who retired in 1953 after 51 years of service.

Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Potential "rails", although quite young at this writing! James Robert, new arrival at the Ted Egan home; Brian Harold, born May 28 to the Eugene Halls, and James Paul, first baby for the Charlie Schulz family, who arrived May 20.

Yardmaster Fred Curd really made his vacation trip to the east count! While in Philadelphia he was the proud father at his daughter Mary Ann's marriage to Stanley Slotowski June 2 in St. Adalbert's Church. He also saw his youngest daughter, Mary, appear on TV in the American Bandstand program with Dick Clark June 4.

Hudson Brown (Brownie) retired June 1, and Switchman Herman Yakel retired on disability June 4.

C&M Conductor Don Sencig announced the birth of daughter Margaret Elenore June 3.

Sympathy was extended to the family of Engineer Dave Davies who died June 5 at

AMBER JACKET

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The Milwaukee Road

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Capacity 3,500 Tons
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Sterling-Midland Coal Co.

8 So. Michigan Ave., Chicago, Ill.

INDIANA'S MODERN COAL MINE & WASHERY QUALITY COAL

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

Washed and Dried Treated Stokercoal

1 1/2" x 3/8" ——— 3/4" x 3/8"

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



46-YEAR EMPLOYEE RETIRES. E. R. Ziegenhagen, rate clerk at Oshkosh, Wis., (center) was honored by the office force and switch crew when he retired May 31. Mrs. Ziegenhagen attended the office party at which he is pictured being presented with a gift certificate by Agent L. J. Campbell. He had been with the Road since 1916.

the age of 38. He was buried in Berlin, Wis.

Retired Southwestern Conductor D. C. Burdick passed away June 6.

Retired Switchman Clarence McGinnis died June 14 just two years after he left the Road. Burial was in Wisconsin Memorial Park.

Heiner Giese is presently working in the caller's office at Muskego. He is an accomplished linguist speaking, among other languages, German and French. Heiner is the son of Operator Heinz Giese at Muskego. He will attend Georgetown University in Washington, D.C., in the fall with a place in the diplomatic service as his ultimate aim.

Dave Cammack's son is doing very well in his weight lifting contests. He got a "first" in the 132 pound class in a recent contest.

Switchtender Ralph Rhodes (Rocky Roads) is back at work after recovering from injuries suffered in an auto accident.

Switchman Jack Gustafson is home at this writing recuperating after surgery. He would welcome visitors . . . Switchman Connie Berkowski is also at home recovering from surgery . . . Switchman Art Skidmore is in the hospital at Wood with a virus which is resistant to treatment. It is not known how long he will have to remain there, but he says it gets mighty lonesome.

Mr. and Mrs. Oswald Lauzums announced the arrival of Oswald Jr. on June 4.

Airline Clerk Eddie Klein retired July 1, as did Southwestern Conductor Ralph Andress.

July 1 was also chosen by Switchman Ed Carlson as his retirement date after 36 years' service. He and his wife have a station wagon outfitted for camping or city touring and plan to do a lot of traveling. Time will not hang heavily on Ed's hands. His various hobbies, his Legion work and the many kindnesses he performs for the

ill and physically handicapped will keep him busy.

Milwaukee Terminal Engineer Ervin H. Uebersohn retired recently. His service date was June 16, 1917.

FOWLER STREET STATION

Pearl Freund, Correspondent

John Brower, reconsigning clerk, Lloyd, grain clerk, and William Koepke, switching clerk, have joined the ranks of the Veterans' Association having completed 25 years of service.

Chester Braun, an old rail and member of a railroad family, most recently yardmaster and dispatcher for the A. O. Smith Corporation on the second shift, finished his last day of service June 29. He started with the Road in 1917 as a caller at Muskego Yard, thence as a boomer and switchman on the Northern Division. His dad was night depot master on the Northern Division, two sisters, Esther (now deceased) and Dolly, worked at the depot. In 1930 Chester transferred to A. O. Smith and was located at the company's High-Tower where he remained until his retirement.

Leonard A. Skubal, son of John Skubal chief yard clerk, has received the distinguished service award, the highest honor conferred by the Office of Emergency Planning. A veteran of 17 years with the government, he went to Washington, D. C., in 1951 as a housing expediter. As chief of the planning office's economic stabilization division his work involves preparation for emergency in the event of mobilization.

Sympathy was extended to the family of Edward Falkner on the death of his older brother, Ralph, June 25. He was a steamfitter by trade, having just completed work on the new Milwaukee Journal Building. Surviving are his wife, Pearl, a son Ronald, and another brother Gerald. Edward himself was off work for four months because of illness. He was an out-patient at both Veteran's Hospital at Wood and Milwaukee Hospital, but has returned to his job as motorman at House 7.

Penny Dresden, expense clerk regional office, was judged a winner in the South Shore Frolic Beauty Contest, making her



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Get the gasoline designed to meet new car standards. Mobil—The '61 New Car Gasoline—developed in cooperation with Detroit's engineers. Enjoy the benefits of outstanding mileage, instant starts, smoother knock-free power. Discover—you're miles ahead with Mobil!

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RAILROAD REQUIREMENTS

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CARS**



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UNION SPRING & MANUFACTURING CO.

Springs - Journal Box Lids
Wear Plates - Pedestal Liners
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General Office and Works
New Kensington, Penna.

eligible to appear in a bathing beauty parade July 14.

On June 21 the Milwaukee Chapter of the NARBW installed the following officers at a dinner meeting held in the new Coach House Inn: president, Ramona Kopitsch, secretary in the locomotive department, Milwaukee Shops; vice-president, Josephine Benz, stenographer in the test department; recording secretary, Dorothy Blask, secretary to R. T. White; corresponding secretary, Leone Esser, chief clerk to district storekeeper, and treasurer, Penny Dresden, regional office.

Our local radio station WRIT sent Ramona Kopitsch a beautiful plant with their congratulations on her election, and also broadcast news of her election hourly throughout July 13.

Edward James Hoerl, yard clerk at the Fruit House, retired June 1. He started with the Road May 5, 1917, worked 12 years as yard and demurrage clerk and for 33 years handled the team track cars at the Fruit House. Four of his brothers were also Milwaukee employes—Walter and Alex, who retired as checkers at House 7; John, a former car inspector, and Joseph A., deceased, who was a check clerk at the Fruit House. Two nephews also entered the service of the Road—Joseph M. Hoerl is head rate clerk, outbound department Fowler Street agency, and Edward John Hoerl, deceased, was chief clerk at Chestnut Street, assistant agent at Fowler Street, and a public relations representative with headquarters in the Union Station, Chicago. Mr. Hoerl is an avid sports fan and will now have time to follow his favorites.

Richard A. Freund, a relief yard clerk and son of your correspondent, was a recent graduate of Marquette College of Engineering. He has accepted a position at A. C. Spark Plug. Michael, brother of Carload Bill Clerk A. Joseph Wuerl, was also a Marquette engineering graduate.

Gene Summerfield, outbound rate clerk, has accepted a position in the traffic department of the Kearney & Trecker Corporation. Jim Roloff has been assigned to his position temporarily.

At a dinner meeting of the NARBW at John Ernst Cafe May 17, Dr. Donald S. Thatcher, district surgeon for the Milwaukee and the C&NW and president of the American Association of Railway



SILVER PASS CELEBRATION was held recently at the Fowler Street freight office in Milwaukee to honor Emma Steiner, OSGD and expense clerk, shown here being congratulated by fellow clerks Minnie Walters (center) and Josephine Fillier, and Head Claim Clerk G. H. Richter. Miss Steiner started her Silver Service at the old Chestnut Street station in Milwaukee in 1917.

Surgeons, showed slides of his Caribbean cruise. Among the guests present were Mr. and Mrs. LaVerne White, signal maintainer, Miles City, Mont.; Harold Smeed, assistant district adjuster, Milwaukee, and wife; Larry Vollbrecht, assistant field office manager, Railroad Retirement Board, Milwaukee; and a brother of Leone Esser, chapter vice-president.

William Spredeman has returned to work after recuperating from surgery.

William Roessger, brother of Chief Clerk George H. Roessger, took a disability pension early this year. He started with the Road June 10, 1925 and worked until December 1960 since which time he has been off work because of disability. His home is at 15001 W. Small Road, R. R. #8, New Berlin, and he would like to have visits from old friends. Mr. Roessger always enjoyed gardening and will continue to do what his health permits.

Barbara, daughter of Mrs. Mary Luebke, regional office, received honorable men-

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

Here's Our Anniversary Special for

EMPLOYEES of the MILWAUKEE ROAD

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

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

MONTHLY INCOME OF \$300.00

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

Monthly premium for	Group 2	Group 3	Group 4
	Employee In Active Service \$3,000.00	Dependent Wife (maximum) \$1,000.00	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
MAIL THIS APPLICATION NOW TO:

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

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

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

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

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

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

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

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

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

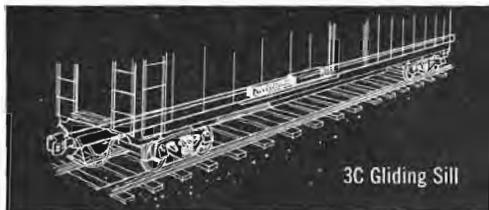
The Employees Mutual Benefit Association of St. Paul, Minnesota, is hereby authorized to make deductions in the amount of the Total Monthly Premium shown through my employer THE MILWAUKEE ROAD. I hereby certify that each applicant is in good health and has had no medical attention or disability of any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

TOTAL MONTHLY PREMIUM \$.....
 Date.....

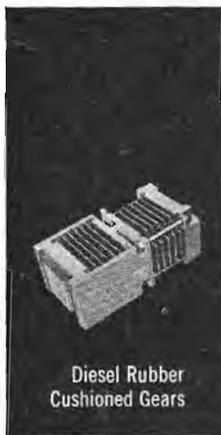
Signature of applicant

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■ Dependability of National's specialties has been established over the years through a planned program of applied engineering development — backed by quality controlled production and precision testing. National's great research, development and production facilities will continue to be dedicated to achieving even greater standards of performance, safety and service for America's Railroads.



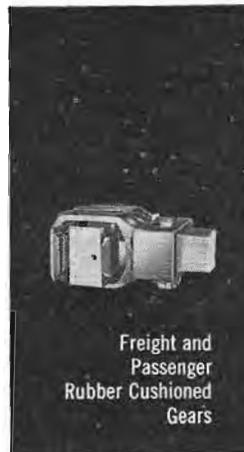
3C Gliding Sill



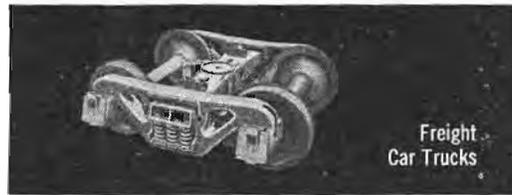
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tion for her water color submitted in the annual art exhibit at Capitol Court, sponsored by Schusters. She has also exhibited in the Milwaukee Journal contest. She is a recent graduate of Greendale High School.

Alan Krause, brother of Mrs. Betty Jo McLeod, regional office, received his Master's Degree from Columbia University at New York and has passed the State Department examinations. He will be given a post in the Foreign Diplomatic Corps. Prior to his assignment he will undergo a training program in Washington, D. C.

DAVIES YARD

Catherine McConville, Correspondent

L. A. Lindemer, assistant district general car foreman, went to Mitchell, S.D., for two weeks to help in the rerailling of about 200 stock cars which were blown off the tracks by high winds. After returning, he took his family to California to visit his parents.

H. A. Grothe, retired district general car foreman, paid us a visit recently and reported that he is enjoying his retirement very much.

Retired Car Inspector John Brandt died June 21 at the age of 70.

Carman Eddie Anderson recently took his young son on a fishing trip to Canada.

Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER AND TEST DEPARTMENT

H. J. Montgomery, Correspondent

Did you know that the Cameron family has had three chief carpenters working for the Milwaukee Road? Great grandpappy John A., with 35 years of service, was chief carpenter for the old Dubuque Division. His son Harry J., with 54 years of service, was chief carpenter for the Madison Division and at his death in 1935, his son Wesley took over the position. Wesley had his headquarters changed to Milwaukee about four and a half years ago, and is now chief carpenter of the Milwaukee B&B department. Incidentally, Wesley's



David Cameron

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Plants: Eagle Harbor and West Seattle



When G. H. Koester (second from left) retired recently as mechanical engineer with headquarters at Milwaukee Shops, he was remembered by the force with a Hamilton watch. Presenting it is R. J. Petrie, shop engineer, with Ruth Pritchard, Mr. Koester's secretary, and L. P. Tarrence, his successor as mechanical engineer, standing by. For details about this, see H. J. Montgomery's news column.



COMPLETING 50 YEARS OF SERVICE,

John J. Morrissey, goggle repairman in the passenger car department at Milwaukee Shops (center), is presented with his Gold Pass by G. J. Bilty, general foreman of the passenger car shop, as Foreman R. E. Winter of the air brake shop looks on. Mr. Morrissey is a native Milwaukeean who started in the locomotive department at age 17 as a machinist helper, was promoted to machinist in 1917 and became goggle repairman in 1954.

son David, 14, was recently made an Eagle Scout. David attends the Wilbur Junior High School and plans to study engineering.

Laverne P. Tarrence was appointed mechanical engineer to succeed G. H. Koester, who recently retired after many years of loyal and efficient service. Mr. Tarrence received his degree in electrical engineering from Marquette University in 1936. After four years with other companies he joined the Milwaukee and in 1941 was appointed draftsman. He was promoted to chief draftsman in 1945 and it was from this position that he assumed his present duties. He is a member of the Wisconsin Society of Professional Engineers, the American Society of Mechanical Engineers and the Engineers Society of Milwaukee.

Robert H. Maas succeeded Mr. Tarrence as chief draftsman in the mechanical engineer's office. Bob attended Mission House College and the University of Wisconsin. He was with the American Locomotive Company at Schenectady, N.Y., before coming to the Milwaukee as a special apprentice in Minneapolis in 1945. From 1949 to 1954 he was night roundhouse foreman at Green Bay; then transferred to Milwaukee where he has moved from gang foreman to supervisor

of diesel maintenance to general supervisor of diesel maintenance and now chief draftsman.

Draftsman Elmer F. Reinke has been confined to his home the past two months with some eye trouble. We're all hoping for an early recovery.

Martha Vander Velden is the new employe doing clerical work in the test department.

Marshall Johnson stopped in to say "Hello" to his many friends when he was in town recently.

CAR DEPARTMENT

Erwin C. Weber, Correspondent

FREIGHT SHOP: Carman George E. Bartelt retired in April. He came to the Road in 1944 from Oconomowoc, where he had operated his own trucking firm for 10 years . . . Herman J. Siehr retired in April after 19 years' service, and Chester W. Quast completed 34 years' service and retired in May. Both were carman helpers . . . Checker Joseph Valesano decided that 52 years with one road qualified him for an extended vacation and took his pension Apr. 16 . . . Carman Thomas Winkler, 76, who retired in 1956 after 29 years' service, passed away June 13 . . . Carman Helper Valdemar Beimanis passed away June 12 at the age of 55. He had worked for the C&NW before coming to the Milwaukee.

FORGE SHOP: Blacksmith Helper Wayne J. Duame, 37, died of a heart attack May 2 . . . Blacksmith Reinhardt G. Baumann passed away May 14 after a month's illness. He had 26 years of service.

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PASSENGER SHOP: Bernice Kruse, who fractured her arm Dec. 22, 1961, is now back at work . . . Ernie Borgh, 77, retired locksmith, passed away recently. A native of Sweden, Ernie had worked 50 years for the Road. His son Carl is now general foreman at Western Avenue, Chicago . . . Retired Electrician Clarence A. Clark, 68, died May 26 while cutting his lawn. Clarence started as an electrician at the Milwaukee Coach Yard in

Chicago General Offices

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Sympathy was extended to John Frank on the death of his father, and to Marie Horatt whose mother passed away. Mr. Frank was buried in Edgerton, Wis., and Mrs. Horatt in the Bohemian National Cemetery in Chicago.

Clara Meyer is back at work after a leave of absence.

Lori Barringer left the department to join her husband Don, who is in the service. They will live in Manilla, P. I.

June Ziegler is at home awaiting the stork.

AUDITOR OF EQUIPMENT ACCOUNTS

Cora Featherston underwent surgery, but at this writing is on the recovery list.

Helen Degner was presented with cash and other gifts on her 45th service anniversary. She also received a Silver Pass.

The Nixon girls, retired, recently entertained Millie and Diana Paupitch, formerly of this office. They all live in the Los Angeles area and the snapshot sent us shows them looking well and happy.

Best wishes to our recent brides—Shirley (Berganski) Gustafson, Rhenetta (Korabek) Bork, and Lynda (Benicke) Marth.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Ted Pulsha, Correspondent

Joining in the exodus to the suburbs, your correspondent has moved to Wildwood, Ill., about 49 miles north of Chicago.

It's a baby girl, Jennifer Sue, for the Bondis.

B. M. Nelson, traveling auditor, and B. J. Weichbrod, claim investigator, recently received Silver Passes in recognition of their 45 year service records.

Paul Maggio and Therese Montori of Round Lake Park, Ill., are planning to be married in October.

Mr. and Mrs. G. P. Thibodeau have announced the arrival of a fourth daughter, Julia Ann, born May 24.

Best wishes from all go with D. P. Ostien to his new position in our engineering department.

Frank Karr is making good use of some evening hours by taking brokerage courses.

Stanley Stec has been promoted to the data processing department.

Elmer Berry was our contribution to Evangelist Billy Graham's meetings at McCormick Place. He was captain of ushers.

OPERATING DEPARTMENT

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

Gloria P. Adams, daughter of E. C. Adams, chief clerk to the general manager, has accepted the position of literature chemist with Universal Oil Products Corporation at Des Plaines, Ill. Gloria received a B.A. degree with a major in chemistry from Rosary College, River Forest, where she was a member of Theotokion, Rosary College honor society, and Kappa Gamma Pi, national honor society of Catholic Women's Colleges, made up of only the top 10 per cent of the student body. She was also a member of the student council, governing body of the Student Government Association.

the REVOLUTIONARY JACKSON YARD TAMPER



AT THE BODY



AT THE TOE



TAMPING A BALLAST DECK
BRIDGE WITHOUT DISTURBING
THE GUARD RAILS

As always, direct sales, leases
and service to all U.S. railroads.

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VIBRATORS, INC.
LUDINGTON, MICHIGAN, U.S.A.

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1917, was a foreman at Western Avenue, Chicago, and then returned as electrician at Milwaukee Shops.

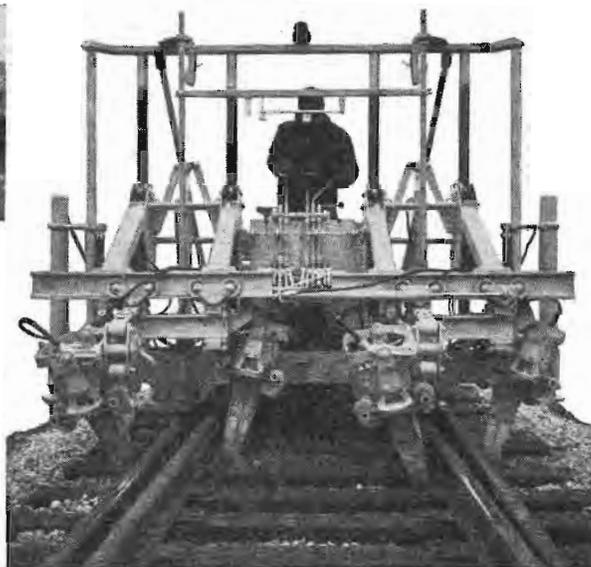
Modern science hasn't dimmed interest in the Old Farmer's Almanac. Orders for 1962 set a record for the 170-year-old publication.

"100% more productivity with HALF the normal crew!"

That's the way one user of the JACKSON YARD TAMPER expresses the results obtained with this machine and it is indicative of the satisfaction of everyone who has put it to work. For the JACKSON YARD TAMPER completely fulfills the major portion of all yard tamping requirements and does it faster and better than any other method or equipment has ever done it.

The JACKSON YARD TAMPER has two independent workheads which may be moved back and forth laterally by means of hydraulic rams. Hence the tamping blades may be positioned for tamping in desired locations. The single blades are unusually long (26") and so mounted that as penetration into the ballast increases the slant becomes progressively greater. Thus thorough consolidation of the ballast is achieved in a range from 18" inside the rail, directly under the rail and to the end of the tie. And the same blade action makes it possible to do a thorough job of tamping under large frogs and in other tough places. Powerful Jackson vibratory motors insure rapid penetration.

READILY CONVERTIBLE TO SPOT TAMPING, JACK TAMPING AND OTHER NORMAL TAMPING USES . . . simply by changing the regular Jackson double blade tamping units for the single blades. It's a TRIPLE-PURPOSE, tremendously useful machine, bound to pay big dividends on the investment cost. Let us give you the complete details.



Retired employes Carl Larson and Ver-nus Johnson, now living in California, visited the office recently accompanied by Elwin Kuehn, also retired but who lives in nearby Roselle. Another recent visitor was Henry Capella while on leave from the Army.

Clarence Johnson's wife is recovering at home after surgery.



accounting department 32 years. He is well known in softball circles as a former member of the Ruppert All Stars.

BEST WISHES TO C. G. HEUEL, retiring recently as bureau head of the photostat department in the Chicago-Fullerton office building (second from right), are extended by J. E. Vraney, auditor of station accounts and overcharge claims. Waiting in line are, from left: Claim Investigators F. J. Shannon and R. L. Stingle, Bureau Head A. V. Gallagher and Claim Investigator A. J. Cawley. Mr. Heuel had been employed in the Chicago

Lydia Pagels retired July 7 after 47 years' service. She was a tracing and reconsigning clerk in the central freight service department.

Retired Superintendent of Safety E. G. Kiesele spent a few weeks in June in Chicago Wesley Memorial Hospital. He is now at home in Fort Lauderdale, Fla., and "glad to be there", he says.

William T. Ahern, who recently retired as chief clerk in the public relations office, has been appointed captain of the 37th precinct of the 15th Democratic Ward to replace the late Edward Kelly.

the morning of June 13. Upon arrival at the hospital, it was discovered that she had pneumonia. At this writing she is convalescing, but will be in the hospital for several more weeks.

Sally Eales, interchange clerk, started a maternity leave of absence June 1. She expects her first child early in July.

Mrs. Roy Miskimins, wife of the assistant vice president of the MMTC, has returned home after her second cataract operation. She now has 20/20 vision in both eyes when she wears her glasses.

There was a large attendance of shippers and interested people, including a

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Office of Assistant Vice President

We are glad to report that Max R. Jensen, vice president of the MMTC, has recovered from his recent illness and is back on the job.

We will miss Audrey Gorman, Mr. Jensen's secretary who retired to become a full time housewife. Beverly Perkins has assumed the position of secretary to Mr. Jensen and Jacqueline Lewis, daughter of M. H. Lewis of the engineering department, has taken Beverly's place temporarily. During the school year Jackie goes to the University of Illinois where she is majoring in Russian and Spanish.

We welcomed Jean A. Poer who joined the staff as controller and Patrick J. Walsh who became safety supervisor, also Harold Holder, director of maintenance, who moved his headquarters from the Bensenville Flexi-Van Strip to the Union Station, and Bill Ficht and Don Nega of the accounting department who have been working on the MMTC account and recently moved to Room 508 so as to make a more efficient operation.

We are also glad to have Steve Thompson, son of Gene Thompson of the accounting department, with us during his vacation from Carroll College, Waukesha, Wis. Steve is relieving office personnel during vacations this summer.

Dagmar Ringlund, personnel clerk, was rushed to St. Therese Hospital, Waukegan, by the Fox Lake Rescue Squad early in

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number of commuters, at the side-door Flexi-Van demonstration held at the Union Station July 13. Among those who went through the Flexi-Vans was Edna Wailes, payroll clerk of the MMTC. Edna is from England and had never been on an American train, so she was interested not only in the Flexi-Vans but in the dining car and the coach which were attached.

The safety meeting held at Portage May 26 was attended by about 90 people. Everyone agreed that a greater effort should be made to improve our safety record on the highway and in all other departments. As May 26 was also the 39th wedding anniversary of Mr. and Mrs. Miskimins, they were serenaded (it may not have been good, but it was loud) and presented with a gift from those present.

Anthony J. Kilvinger was transferred from terminal manager at Sioux City, Ia., to terminal manager, State of Washington. Willis T. LaShure was promoted from truck driver at Madison to terminal manager at Sioux City to replace Tony.

TAX DEPARTMENT

Craig Boydston, son of Tax Commissioner M. L. Boydston, has been awarded an athletic scholarship at Northwestern University and will enroll in the Big Ten school this fall. As a member of the Lyons Township High School track team, his record of 4.23 for the mile was the best time of any high school miler in the state this year. At Northwestern he will compete in the mile and the two-mile. He also captained the cross country team, and had an outstanding academic record, having made the National Honor Society. He aims to become a civil engineer. The Boydstons' second son, Bill, who will be a senior at Lyons Township this fall, is also a long distance runner.



Craig Boydston

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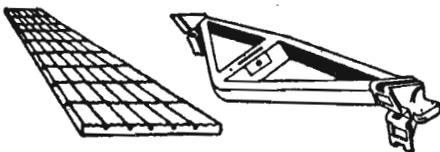
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AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

The material bureau marked Ernest Uggle's 45th anniversary with a cake and Ernie was presented with a Silver Pass in recognition of his 45 years of service.

Congratulations were extended to Nile J. McGinley on his promotion to head of the bill and voucher bureau.

Richard Gruber of the bill and voucher bureau became a father for the first time. The baby girl is named Therese.

Assistant Bureau Head Edward Villella of the bookkeeping bureau is known as the "Squire of South Elgin" since moving his family into their own home in that vicinity.

After more than 39 years of service, Timekeeper Iona DeCamp retired July 6. Iona began as a clerk-stenographer in the mechanical department at Sioux City on June 15, 1923 and in March, 1932 became a shop timekeeper in the accounting depart-

The Milwaukee Road Magazine



Feted at a dinner which marked her retirement July 6 as train and engine timekeeper in Chicago, Iona DeCamp is pictured with a group of her well wishers. From left: W. P. Getz, assistant chief disbursement accountant; Leona Dietrich, clerk in the same office; Paymaster E. H. Sowle; Miss DeCamp; Assistant Comptroller H. C. Johnson; Mrs. Marion German, president of Chicago Chapter of the National Association of Railway Business Women; W. C. Wilson, assistant auditor of expenditure; and Gertrude Walsh, chairman of the Milwaukee Road Division of Chicago Chapter of the NARBW. For details of this affair, read the auditor of expenditure's news section.

ment in Chicago. At the time of the consolidation of the accounting departments in 1940 she took the position of head typist of the typing bureau in the chief disbursement accountant's office. Her next duty was that of work train clerk in the general bureau and in 1956 she took the job in the train and engine timekeeping bureau from which she is retiring. Upon her retirement she moved to Eugene, Ore., to live with a younger sister. She has another sister living in the same city, so the DeCamp sisters will again be reunited. Iona was feted at a retirement dinner at Bjornsen's Male Chorus Club by nearly 100 of her co-workers and members of the Railway Business Women's Association of Chicago. Iona served the RBWA in various offices since 1944, and during 1951-53 served as president of Chicago Chapter.

Traveling Time Inspector Simon J. Farley has an even dozen grandchildren since his daughter Pat, Mrs. William Foellmer, gave birth to a baby girl christened Maureen. Ruth Brauneis of the typing bureau is celebrating the birth of her first grandson, George Brauneis III, giving her a total of six grandchildren.

Emily Dougherty of the assistant comptroller's office has a personal interest in the Mercury Space Program since her niece's husband, Dr. James N. Waggoner, co-inventor of the instrument used in determining the blood pressure of astronauts in space flight, and medical director of Garret Research and Manufacturing Company of Los Angeles, appeared several times on coast to coast television, explaining the instrument during the orbital flight of Astronaut Scott Carpenter.

Wedding bells rang out May 19 when Retired Assistant Head Wilbur L. Faus of the train and engine timekeeping bureau took Mrs. S. W. Ullom as his bride. The newlyweds will live in Chicago.

The achievements of their offspring were happily witnessed when Betty Carroll of the accounts receivable bureau was present at the graduation of her granddaughter Kathleen Cavitt from the Norman Bridge Elementary School; Hortense Duncan of the bill and voucher bureau saw her daughter, Lorena L. Nauman, graduate from the Prescott Elementary School, and Adelaide Schultz of the A.F.E. bureau saw her daughter Adrian

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receive her diploma at the Garvy Elementary School.

Theresa Jones of the accounts receivable bureau returned from an air trip to Europe. She visited Spain, Italy—where she was present at an audience with Pope John XXIII in Rome—Switzerland and France.

Assistant Bureau Head Edward L. Boyce of the shop timekeeping bureau retired May 23 having completed almost 33 years of service. Ed has served in the offices of the auditors of capital expenditure and expenditure and the superintendent of communications department. He will live in St. Petersburg, Fla.

Machine Operator Guy Charles Burns, after nearly a quarter of a century of service to the Road, retired July 6. He started as a clerk in the pension bureau of the supervisor of payroll taxes Dec. 13, 1937 and, after completing a course in I.B.M. operations, became a Grade "A" machine operator, the position he held on his retirement. A party was given in his honor by a number of his co-workers at Weber Hall. Guy will visit his brother in Minnesota and plans on "doing a little traveling" before returning to his home in Chicago.

News was received of the death of Paul G. Bauer, retired head of the statistical bureau, on June 26. The sympathy of his former co-workers was extended to his widow Alice, who served as his assistant in the latter part of his railroad career and retired with him.

Sympathy was extended to Chief Disbursement Accountant R. G. Hoefs, Assistant Chief Disbursement Accountant W. P. Getz and to Mrs. Grace Minor of the office of the supervisor of machine accounting, on the deaths of their respective mothers.

It seems that every year it takes less time to fly across the ocean and longer to drive to work.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent

Mr. and Mrs. A. M. Dryer made their annual trip from Florida to Chicago and, while here, Mr. Dryer, Mr. Montgomery and Mr. Tiedje attended the Passenger Accounting Officers Association convention at the Edgewater Beach Hotel.

"Sittings are in order." A dab here, a dab there, and Margaret Wagenknecht will do what the late Grandma Moses couldn't.

The dream of making a hole in one came true for Golfer Larry Grudziecki recently. He is still not fully awake.

Kitty McCants of the central typing bureau is the happy grandmother of a little guy in three cornered pants—Jeffrey Thomas McCants.

Kitty Oshinski and Louis Brough were married June 23 in St. Vincent de Paul's Church.

Diane Cinquegrani recently announced her engagement to Robert Rappe and July 28 was the wedding date.

Best wishes for a speedy recovery went to Delores Specht, home from the hospital—and a welcome back to the office for Ardell Westerberg who has been ill.

Junior Carlson of the central mailing bureau tossed aside his faithful bike and went by car to the Seattle World's Fair.

Wonderful vacations do come to an end! Sun tanned Wilma Hoffman is back from Hawaii and June Matheson and Naomi Johnson from their European tour.

A bon voyage dinner was given at George Diamond's for Ann Gibbons who left recently for a three months' stay in old Erin.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Retired Passenger Brakeman Charles L. Wescott and wife held open house on their 60th wedding anniversary July 21 at their home in Marion. Their son Earl of Grants Pass, Ore., and daughter Helen of Marion assisted. Mr. Wescott had 49 years and nine months service when he retired.

Members of the Milwaukee Women's Club held a May luncheon at the Methodist Church, Cedar Rapids. Mesdames Harry Murphey and Fay Underwood were in charge of decorations; Mrs. Herman Georges was accompanist for the group singing, and Mrs. Ruby Powels showed pictures of the Holy Land.

MIDDLE AND WEST

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

On June 2 Dorothy Lorna, daughter of Rev. and Mrs. Edwin P. Sheppard, was wed to James H. Johnson, son of Storekeeper and Mrs. Harding Johnson, at the Wesley Methodist Church, LaCrosse, Wis., where all reside. The Johnsons are former Perry residents where Harding held the storekeeper's position before transfer-

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A DINNER meeting program entitled "Railroad Fair—U.S.A. and Beyond" which embraced features of Milwaukee Road passenger service recently earned a gold cup for Chicago Chapter of the Dale Carnegie Alumni Association and congratulations for K. D. French, chief clerk to general freight claim agent, who designed it.



The invitations were of the accordion type in the form of a train, with each piece of equipment listing one of the program events. Carrying out the theme, the table had a model train centerpiece and place setting souvenirs decorated with the Milwaukee's emblem. Guests signed in on a large map of the United States, and for a warm-up session, were taken on a mock tour of the country by means of state maps posted about the room. Each guest was required to speak briefly about the state he or she represented and to give a "You Are There" description of a trip. Voting for the best speech in the section of the program designated as "the observation car" contributed to the evening of travel adventure.

The program carried out by Mr. French's committee was selected as Chicago chapter's best of 1961, and won the annual contest among the eight chapters of District IV in March of this year. The gold cup was awarded at the annual convention of Division II in May, which was judged by officers of the Dale Carnegie Alumni Association in Illinois and Wisconsin, whereupon it became eligible for the international competition this summer in Toronto, Canada.

ring to LaCrosse.

Retired Carman Earl Tucker of Perry, 72, was found dead in his home May 2 after being in failing health for several years. He served in World War I, where he trained as a car repair man. Services were held at the Brooks Funeral Chapel, Perry, and burial was in the Violet Hill Cemetery.

Mrs. William Sheets, wife of late machinist helper, formerly of Perry, but who the past few years had resided in Sacra-

mento, Calif., passed away at the Dallas County Hospital in Perry May 12, at the age of 67. She had been visiting in Perry when she became ill and was hospitalized. Services and burial were in Perry.

M. A. DeVoe, retired agent residing in Perry, attended the Olin, Ia., annual High School Alumni Association meeting May 25. Mr. DeVoe was graduated with the class of 1890, and is the oldest living alumnus.

Conductor and Mrs. Robert Kassel of

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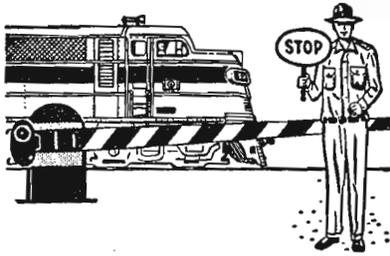
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Lyons, Ill.

Perry have adopted a four year old boy through a Des Moines religious organization. His name is Kelley and he has been with the Kassels since May.

Peter L. Anfinson, 73, retired engineer of Dawson and Perry, passed away at the home of his daughter in Lake View, Ia., on May 17. Burial was in the Violet Hill Cemetery at Perry. He retired in 1959. He is survived by his wife, three sons, and four daughters.

Chief Clerk and Mrs. W. E. Failor of Perry traveled to Lincoln, Neb., the week end of May 26, to help Mr. Failor's parents observe their 60th wedding anniversary. The father was a railroad employe for 50 years before retiring, having worked in the Milwaukee car department at Council Bluffs before transferring to the Missouri Pacific where he advanced to one of the top official positions in the car department.

Alfred (Fred) Noack, retired clerk in the perishable department at Perry, passed away June 4 at the age of 71, after being in failing health for the past several years. Services were held at the First Christian Church and burial was in the Violet Hill Cemetery.

Mary Roberta, daughter of Assistant Superintendent R. A. Middleton of Perry, became the bride of Charles John Workman Jr. on June 2 at the First Baptist Church in Perry. Following the ceremony, a reception was held at the Pattee Hotel for 150 guests. The bride attended Buena Vista College at Storm Lake, Ia., and was graduated from the Iowa School of Beauty Culture in Des Moines. She is employed at Younker's beauty salon in

John W. Nolan Sr.

JOHN W. NOLAN SR., a retired telegrapher, died at his home in San Diego, Calif., June 20. One of the Milwaukee's oldest veterans, he passed away at the age of 99 years and 4 months.

Mr. Nolan was born in New Richmond, Ohio, and at the age of 7 moved to Iowa where he entered the Road's service on his 22nd birthday. From 1904 to 1910 he was agent at Sigourney, Ia., a position which later was held by his son John Jr. He retired in 1936, having been with the company 52 years.

His son, who started in 1909 as a station helper, retired as agent at Sigourney in 1959. Together, the father and son team had more than a century of service.

Funeral services and burial were in San Diego. Surviving are Mr. Nolan's son and a daughter, Mrs. Katherine N. Andrews, both of that city, three grandchildren and four great grandchildren.

Des Moines. The bridegroom attended Drake University and is employed at the Rath Packing Company in Des Moines.

The Vern Froke family of Milbank, S. D., are now residents of Perry since Vern was awarded the position of traveling lineman vacated by James McClellan, who transferred to a similar position in Horicon, Wis. Vern's brother Clint, who also worked out of Perry as a traveling lineman, transferred to Butte, Mont., to a like position in 1961.

A B. A. degree from Creighton University at Omaha was awarded to Patricia Ann, daughter of Dispatcher and Mrs. Elmer Wall of Perry, at commencement exercises held June 6. She majored in English, and her minors were psychology and philosophy. She was a member of the Pasteur and French Clubs, and the Xavier Forum.

Kathryn Hill of Perry, whose father the late William Hill was employed for many years in the locomotive department, observed her 25th year of employment with the F. W. Woolworth store in Perry. In recognition of her faithful service, she was presented with five shares of Woolworth stock.

W. R. (Wally) Hanneman, who retired Feb. 1 as a conductor on the Iowa Division, returned to his home in Perry the latter part of April after spending two months with his daughter and son-in-law in Hawaii.

June 30 saw the retirement of Assistant Division Engineer Stanley Thomas of Perry. A long-time employe, he moved to Perry from Marion seven years ago when the engineering department and superintendent's offices were moved. His plans for the future entail much travel around the United States with his wife in their car and trailer, such as the vacation trip made by them in May to the Ozarks where they enjoyed excellent fishing. A party was held June 30 in honor of his re-

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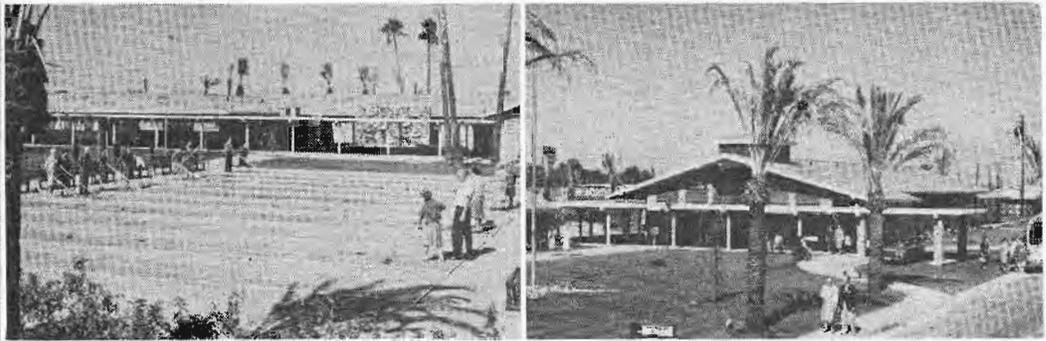
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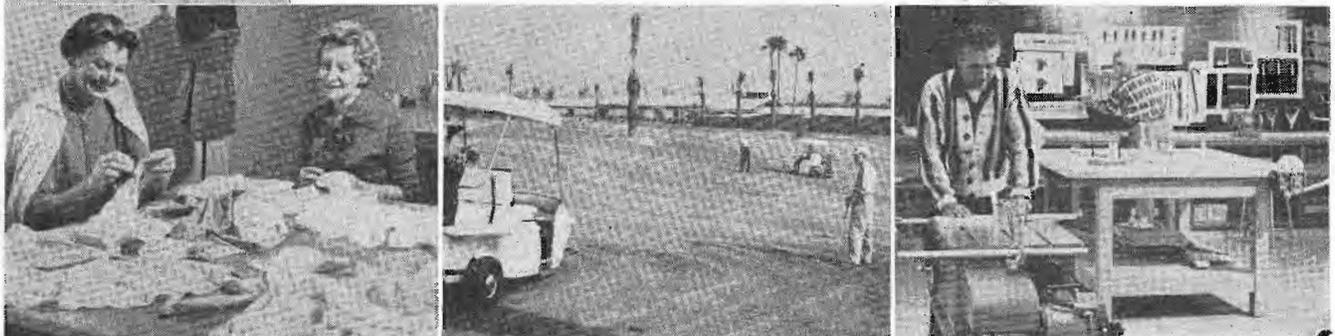
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It seems as though Mrs. Earl Bills, wife of the freight house foreman at Perry, has spent more time in the hospital during the past year than she has out of it, but after surgery in the Des Moines General Hospital in June, she is feeling better than she has for years.

Proud grandparents are Conductor and Mrs. C. F. McDonald of Perry. A baby boy was born June 16 to their daughter and son-in-law, Mr. and Mrs. John W. Taylor of Perry. The father, after whom the baby was named, was granted leave from the Marines at Camp Pendleton to be home with his wife and get acquainted with his son.

Des Moines Division Conductor F. C. Flinn, 62, passed away June 16 at the Methodist Hospital in Des Moines, after a brief illness. He had been employed in train service since 1923, and was second on the seniority list of the Iowa Second District. He and his family lived in Woodward, where the funeral services were held.

Engineer H. J. Miller of Perry was a medical patient at Wesley Memorial Hospital, Chicago, in June, after being off duty several weeks suffering from a heart condition. He would enjoy hearing from his friends.

Retired Engineer E. C. Hullerman and his sister-in-law, Mrs. A. C. Hullerman of Perry, have sold some of their household effects and Mrs. Hullerman has sold her house preparatory to moving to Algona, Ia., where Mr. Hullerman will live with his daughter Mrs. Charles Berringer, and Mrs. Hullerman will take an apartment about two blocks away. Upon finding a 1938 seniority list he discovered that he was number 30 out of the 132 on the list, with a fireman's seniority date of 1899. The oldest man on the list still working is Gus Kroll with a seniority date of 1906. He holds a passenger run between Savanna and Perry.



TRAVELERS SPIRITUAL AID. S. O. Jones, assistant superintendent of the Iowa Division (center), witnesses the dedication of a waiting room pulpit in the Marion, Ia., depot by Dr. Gustav Edwin Anderson of La Crosse, Wis., chaplain of the Travelers Spiritual Aid Foundation. On the right is Ed Lagerquist of Lagerquist Sales & Service in Marion, the foundation's local librarian for servicing it with gospel leaflets and posters. The pulpit stand is one of several on the railroad at which travelers may help themselves to free gospel literature.

On June 27, about 35 employees from the operating and traffic departments met at the Perry Golf and Country Club to pay honor to General Agent N. P. Van Maren of Omaha on his retirement after 44 years' service. Golf was played and a dinner followed. J. H. Mitcham, DF&PA of Sioux City, was M.C. Several others, including F. W. Baker, traffic manager at Kansas City, gave short talks and told of

their association with Mr. Van Maren during their years with the Road. Mr. Van Maren's plans for the future were not definite, but 17 grandchildren are bound to have more of his attention than was possible during his working years.

The following Iowa section foremen have each been presented with a 32-year Superior Service Award card for their safety record of no reportable or lost time injuries during that period: D. Evanoff, Templeton; J. G. McClatchey and W. J. Schroeder, Manilla; William Myers, Rockwell City; V. F. Reed, Milford, and A. G. Stangl, Neola.

Aberdeen Division

EAST END

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

Patricia Golden, 18-year-old daughter of Roundhouse Laborer Tom Golden, was a candidate for Fiesta Days Queen at Montevideo this year. She is a nurse's aid at the local hospital.

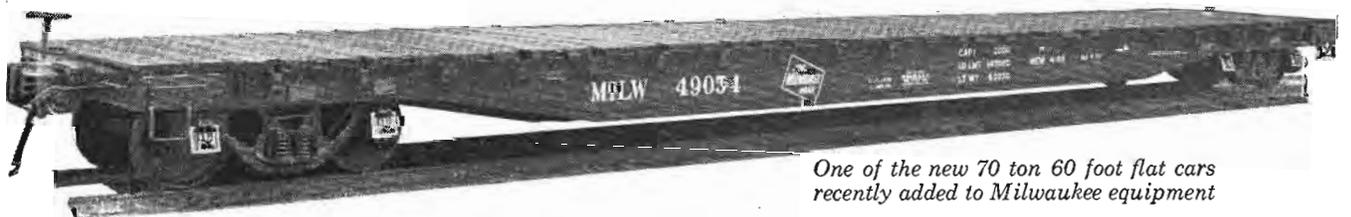


Patricia Golden

Things are happening fast to Gordon Bentson, one of our "summer" brakemen the past few years. He recently received his bachelor's degree from the University of Minnesota, together with his ensign rating in the Navy, and now he's off for navy duty for four years. Gordy also recently announced his marriage to Rosemary Smith.

Mrs. W. C. Westfall, widow of our former yardmaster at Montevideo, passed away in Santa Barbara, Calif., after a long illness. Frank Wolfe, retired lineman, died June 17 in Chicago, following a stroke. Mrs. Art Flanery, wife of retired engineer

MORE NEW, EFFICIENT EQUIPMENT TO ROLL on the MILWAUKEE ROAD



One of the new 70 ton 60 foot flat cars recently added to Milwaukee equipment

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.

THRALL

CAR MANUFACTURING COMPANY

2602 Wallace St., Chicago Heights, Illinois

WHERE THE "SPECIAL" IS STANDARD AND THE "STANDARD" IS SPECIAL

The Milwaukee Road Magazine



TWO GENERATIONS OF ALL STATERS.

Twenty two years ago, when Conductor Bob Housouer of Ortonville, Minn., was a high school baseball star, he was awarded an All State Squad medal by the Amateur Sportsmen's Club of Minneapolis. Now his son Ron has been honored similarly, having placed on the All State high school football team. Senior boys from the entire state of Minnesota are considered for the honor. Ron graduated this year from the Ortonville High School.

of Minneapolis, died June 11.

Don Ruether and Don Iverson are two new firemen on the Aberdeen Division and Walter Knutzen, just out of the Army and back from Germany, is one of our new brakemen, as is Alan Hams, also of Montevideo.

Agent Don Paul was married in April to Mrs. Maida Bergstrom of Renville. The new Mrs. Paul has operated a cafe in Renville for several years. They took a Florida honeymoon.

Fred and Tillie Happs are back in their home on Big Stone Lake after a winter in Arizona. They have purchased a home in Youngtown so this fall they will leave for Arizona permanently.

Retired Engineer Ashville Austin had his left leg amputated due to a blood clot, but Ashville is already getting around on crutches which proves again that a good man just can't be kept down for long.

Retired Conductor Ben Kreiner and his wife made an extensive tour of Europe this summer, visiting in Scotland for a while with relatives. Retired Engineer Frank Frederickson and his wife and Mrs. Gus Adamson, widow of one of our engineers, are at present touring Europe. Mrs. Jack Mace is also visiting northern Europe.

The Seattle Fair is a popular vacation spot this season. The Pat Maloneys and Mrs. Joe Andres have just returned from there, taking in various parks coming and going. The Edgar Mohns, Al Wolfs, Warren Sanfords and others, have headed west also.

The following section foremen have each been presented with a 32-year Superior Service Award card for their safety record of no reportable or lost time injuries during that period: Thomas Hilt, Zealand; Frank Thares, Java; T. J. Cusick, Jr., Britton; H. Gilyard, Groton; T. Bagaus, Summit; Z. O. Hummel, Selfridge, and George M. Rankin, Marmarth.

GOLD AND SILVER PASSES AWARDED

Gold-50-Year-Passes

- | | |
|--|--|
| Bailey, E. F., conductor-----Milwaukee, Wis. | Plybon, W. M., loco. engineer-----Spokane, Wash. |
| Baumann, Lorenz, electrician----Milwaukee, Wis. | Pollard, M. F., agent-----Ludlow, Mo. |
| Clark, A. M., loco. engineer-----Bellingham, Wash. | Rosenka, W. M., bureau head-----Chicago, Ill. |
| Ewig, E. J., conductor-----Channing, Mich. | Thares, Frank, sec. foreman-----Selby, S. D. |
| Hopp, H. E., loco. engineer-----Preston, Minn. | Verhota, Frank, |
| Kelsey, I. E., conductor-----Preston, Minn. | yard conductor -----Minneapolis, Minn. |
| Morrissey, John J., machinist-----Milwaukee, Wis. | |

Silver-45-Year-Passes

- | | |
|---|---|
| Anderson, J. H., agent-----Marinette, Wis. | loco. engineer -----Kansas City, Mo. |
| Bartels, F. M., review clerk-----Chicago, Ill. | McPherson, W. R., |
| Bellows, George, loco. engineer-----Milwaukee, Wis. | supt. pass. transportation-----Morton Grove, Ill. |
| Bender, E. F., agent-----Muscodia, Wis. | Mogan, Cyril A., conductor-----Iron River, Mich. |
| Biesecker, E. M., messenger-----Independence, Mo. | Mullane, A. F., agent-----Madrid, Ia. |
| Bleisner, R. H., loco. engineer-----Brookfield, Wis. | Nelson, B. M., traveling auditor-----Seattle, Wash. |
| Broderick, E. E., agent-----Sauk City, Wis. | Pavlick, Joseph J., loco. fireman-----St. Paul, Minn. |
| Chase, Norma M., clerk-----Chicago, Ill. | Pohl, Herman, loco. engineer-----Milwaukee, Wis. |
| Connery, L. V., chief yard clerk-----Chicago, Ill. | Pumroy, T. C., loco. engineer-----Ottumwa, Ia. |
| Dede, J. B., traveling auditor-----Spokane, Wash. | Rogers, F. M., loco. engineer-----Madison, Wis. |
| Eidemiller, E. J., loco. engineer-----Milwaukee, Wis. | Ruby, A. L., conductor-----Milwaukee, Wis. |
| Ernst, Louis B., roundhouse foreman-----Chicago, Ill. | Satava, J. E., switching rate clerk-----Chicago, Ill. |
| Failor, W. E., chief clerk-----Perry, Ia. | Showers, Lester, loco. engineer-----Madison, Wis. |
| Flaherty, E. R., | Steiner, Emma, clerk-----Milwaukee, Wis. |
| car distributor-----Minneapolis, Minn. | Swan, Robert W., loco. engineer-----Milwaukee, Wis. |
| Freeman, O. W., | Tebbe, H. J., warehouse foreman-----Red Wing, Minn. |
| loco. engineer-----Port Angeles, Wash. | Ueberson, Erwin, loco. engineer-----Milwaukee, Wis. |
| Frye, Milton, chief clerk-----Merrill, Wis. | Uggla, Ernest L., material clerk-----Chicago, Ill. |
| Gross, Frank P., loco. engineer-----Chicago, Ill. | Walker, Sophia E., |
| Hoerl, Edward J., clerk-----Milwaukee, Wis. | gen. bureau head-----Chicago, Ill. |
| Horn, Gus, loco. engineer-----Elmwood Park, Ill. | Wangard, Hugo W., conductor-----Milwaukee Wis. |
| Joerg, Russell T., conductor-----Wauwatosa, Wis. | Weichbrod, B. J., |
| Lahre, Dewey R., storehelper-----Savanna, Ill. | claim investigator-----Elmwood Park, Ill. |
| Maloney, Robert W., cashier-----Chicago, Ill. | Wilkinson, A. Z., loco. engineer-----Marquette, Ia. |
| McNerney, E. J., | Ziegenhagen, E. R., rate clerk-----Oshkosh, Wis. |

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

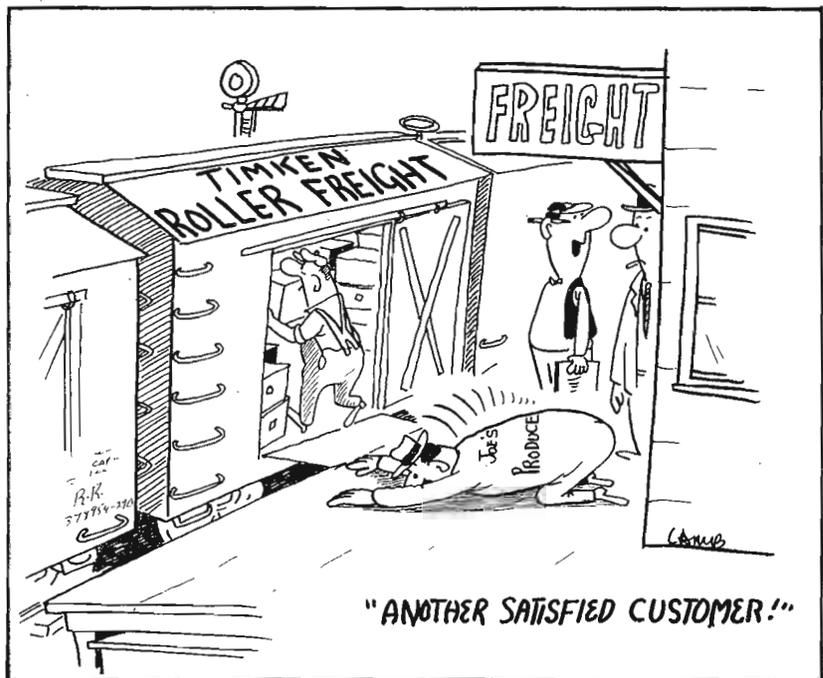
W. B. (Bill) Gear, ticket clerk at Aberdeen, pulled the pin and joined the senior citizens' class July 1. He plans to do a lot of fishing and next year take a trip to Alaska. He and his wife Helen served coffee and cookies to Aberdeen employes at the depot his last afternoon at work. A token of appreciation was presented by his co-workers.

Train Dispatcher Arnold E. Jerde also

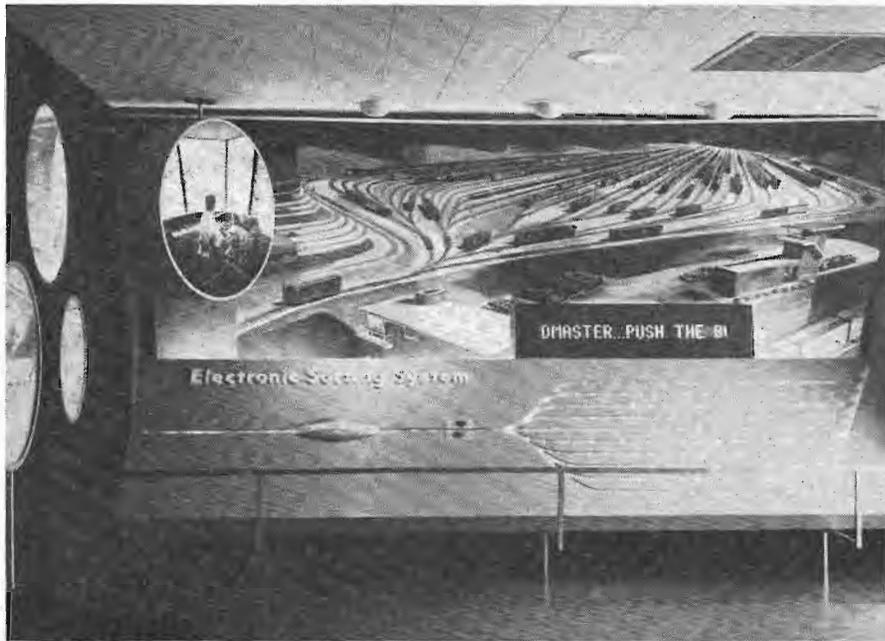
took his pension July 1. A farewell party was held for him at the Mathis Manor at Tacoma Park with Jap Wik acting as MC and recalling tales of years long gone for the enjoyment of all present. A gift was presented by Mr. Jerde's associates.

This correspondent has known the two men above for 25 years of railroading and joins their many friends in wishing them a long and happy retirement.

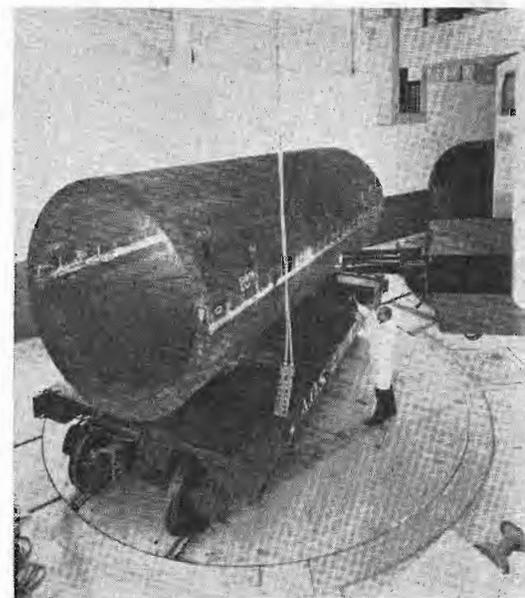
Former Signal Maintainer Don Koltes and wife announced the arrival of a girl, Valerie Lynn, June 12.



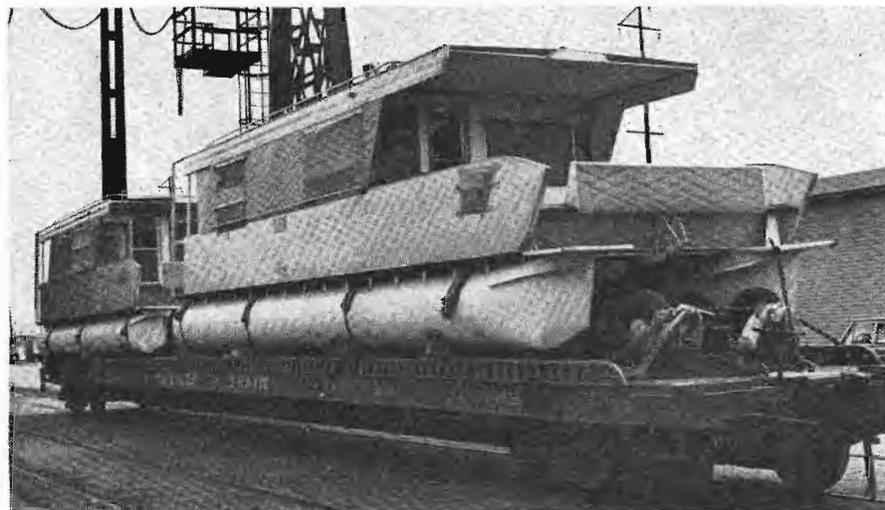
Advertisement



RUN YOUR OWN RAILROAD at the Seattle World's Fair with this light-animated model of a modern electronic switchyard in "Transport 21", the railroad exhibit sponsored jointly by the Milwaukee Road and three other lines serving the Seattle area. At this electrically operated control board, fair-goers are given an opportunity to push buttons which sort cars and make up trains for key destinations.



UNIQUE CAR FOR UNIQUE USE. A flat car built at Milwaukee Shops for the A. O. Smith Corporation, Milwaukee, pictured at that company's plant doing the job for which it was designed by the Milwaukee Road's engineers. Resting on it is a steel vessel with 7-inch walls being inspected for possible flaws by an 8-million electron volt linear accelerator (Linac), the most powerful x-ray generator in the world for producing radiographs through thick steel. The car's extreme shortness (20 feet 4 inches) in order to fit the turntable, and the location of the trucks close to the ends are unconventional features of flat car design.

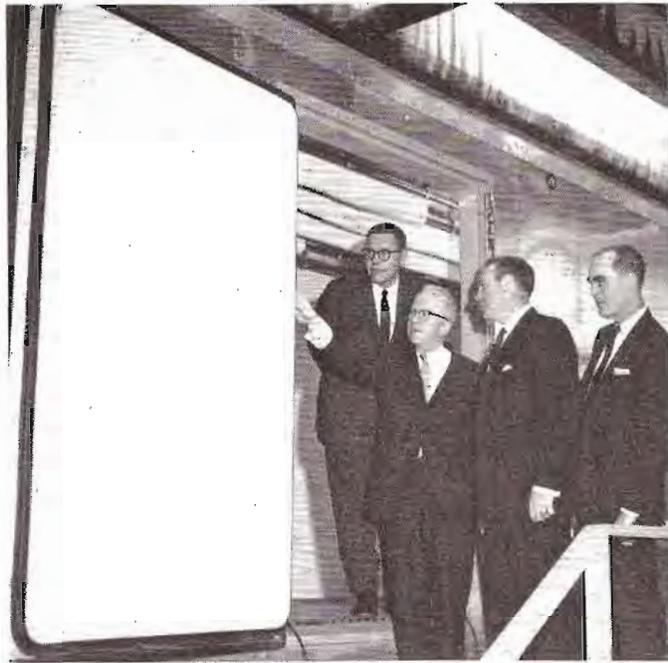


EVEN HOUSE BOATS GO BY RAIL these days. The two shown here in the Milwaukee Road's yard in Seattle had just completed a cross-country rail trip via the Milwaukee from Berlin, Wis. The floating homes, 35 feet in length, are claimed to offer all of the advantages of a house trailer, plus conveniences for fishermen and swimmers, and can also be moved easily over the highway on simple trailers. The Milwaukee is transporting a fleet of the craft to the Seattle area.

NEW AT BROOKFIELD ZOO. Workmen unloading a model of the famous C. P. Huntington engine No. 1 of the old Central Pacific Railroad, one of two which were custom made for the new miniature railroad at Chicago's Brookfield Zoo.



◀ **75TH JUBILEE PARADE** at Hosmer, S. D., included this replica of an old-time engine which won the award for most "unique and appealing" float. The engineer is Randy Mehlhop, son of Agent H. W. Mehlhop, Hosmer, and the passengers are his sister Susan and her girl friend, Jane Lundie, both 5. The girls are dressed in garb worn 75 years ago.



**CREATIVE CREWS ELIMINATE
A SHIPPING
BOTTLENECK**



... by putting *side* doors in refrigerated Flexi-Vans as an auxiliary to end door loading. Shown above at a public display of the Milwaukee Road's new trailer-on-flat car equipment in the Chicago Union Station June 13 are President William J. Quinn (second from right) and F. G. McGinn, vice president-operation, scrutinizing the workmanship, together with E. W. Chesterman, director-automotive and rail highway sales (right), and D. A. Keller, manager of rail highway sales. The same group is shown inspecting the interior.

The problem here related to a meat packer customer of the railroad whose plant is in a congested area where it is difficult to get a truck up to the loading dock. If he used

conventional refrigerator cars, it meant unloading the cargo at destination and transferring it to trucks for hauling to destination, at a cost of time and money. The solution seemed to be to rebuild the plant, at tremendous expense.

Then a Milwaukee Road Creative Crew got on the job, with the result pictured here—a highway trailer of a new design in which the Flexi-Van has a door in each side as well as at the end. Resting without its wheels flush on a flat car it can be loaded at the dock the same as a refrigerator car. Now it's easy to load at dock height on the rail siding without jockeying trucks about, and at destination transfer the trailers to the wheels for hauling by truck tractor to the final delivery point.

IT SEEMS LIKE ONLY YESTERDAY

that the summer people you meet in advertisements included modish, madcap misses such as these shown soaking up scenic grandeur in the Puget Sound vacation area. Yes, that's Mount Rainier in the background.





MAGAZINE

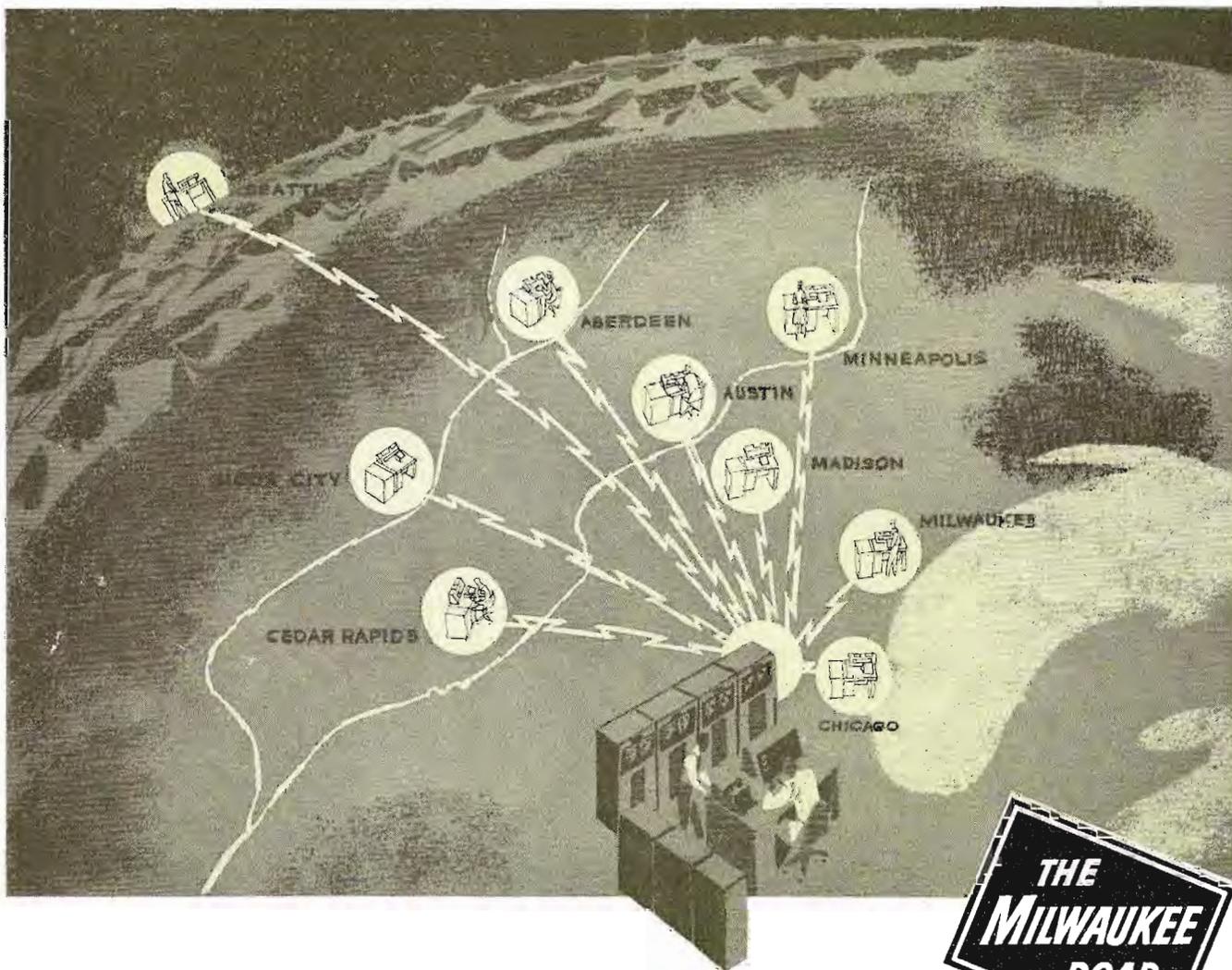
CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

516 West Jackson Blvd. • Chicago 6, Illinois

COMMUNICATIONS WEB, showing how modern electronic processing equipment links our railroad's nine regional data gathering offices with the new processing center in Chicago (see page 6).

How our unique regional data network puts electronic "brains" to work for shippers!



ANOTHER **DO-IT-BETTER** BY OUR

CREATIVE CREWS



America's Resourceful Railroad