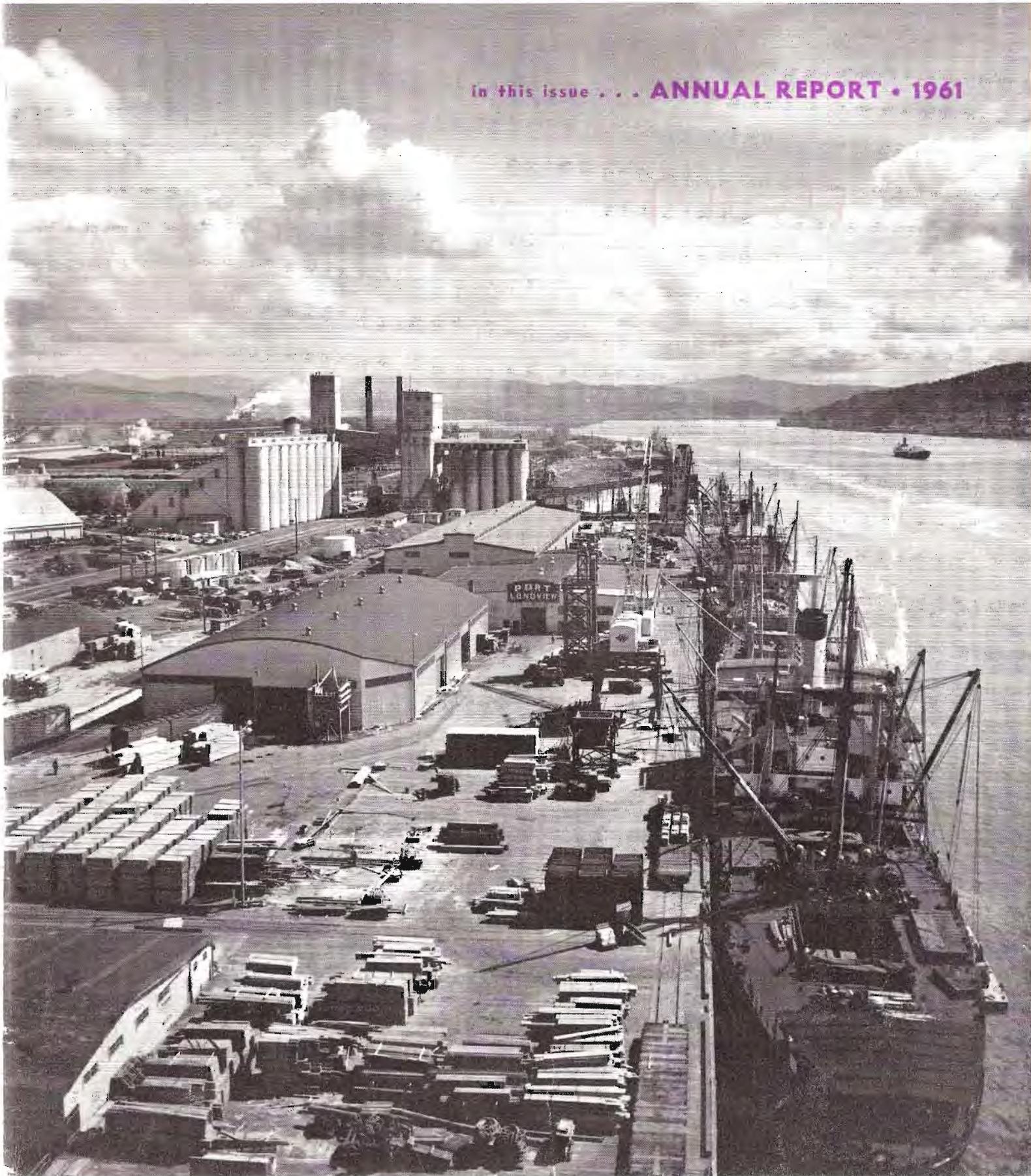


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

march
•
april
1962

In this issue . . . **ANNUAL REPORT • 1961**



**THE
MILWAUKEE ROAD
MAGAZINE**

Vol. 50 March-April 1962 No. 1

MARIE HOTTON
Managing Editor

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The Milwaukee Road Magazine is published for active and retired employees 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 employees 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

ENCORE. Duplicating a record established in 1960, the Milwaukee Terminals Division was adjudged the safest operating area on the Milwaukee Road during 1961. In the annual contest for the President's Safety Trophy, employees of the terminals, including Milwaukee Shops, had no fatalities and only 27 chargeable reportable injuries during 4,637,258 manhours worked . . . **Government Backing Of Rail Competitors** this year totals \$13.8 billion in taxpayers' money (over \$271 for each U. S. family), almost \$1 billion above 1961 and more than double the amount expended 10 years ago. The spending program includes more than \$12 billion for highways, \$613 million for airways, \$445 million for airports, \$82 million on domestic airmail subsidies, and some \$568 million on waterways . . . **Broken Ash Tray Project** carried out recently by R E A Express dramatized the nationwide effort



to reduce loss and damage claims and customer dissatisfaction. Ceramic ash trays, broken intentionally, were mailed to the homes of some 30,000 operating employees with an enclosure explaining the breakage and the importance of careful handling. Several days later similar ash trays were mailed to the same employees, but intact. The project served to hammer home the disappointment felt by a customer who gets a damaged shipment . . . **Rupees By Rails.** Piggyback cars are carrying goods of impressively high value. Recently they were used to carry

carefully guarded loads from New York to the U. S. Mint in Denver of some 4,800 tons of silver rupees originally shipped from Bombay to New York in repayment of a U. S. postwar loan to India. Rail piggyback loadings so far this year are running about 18 per cent ahead of 1961 . . . **New Narrow Gauge Railroad** will be built this spring for the accommodation of footsore visitors to Chicago's 135-acre Brookfield Zoo. The project, costing \$150,000, will feature two scale models of the famed C. P. Huntington steam locomotive, 14 cars, a mile of track and two miniature stations. The locomotives will operate with automobile engines equipped with a smoke making apparatus to simulate steam power . . . **Takeover Of The Nation's Transportation Systems** by the President in time of national emergency—now authorized only in time of war—is a provision of bill S. 2799 introduced Feb. 5 by Senate Commerce Committee Chairman Warren G. Magnuson. The legislation was proposed by the Department of Defense, which stated: "It is apparent that extremely grave military situations could arise in a matter of hours which would require the exercise of this authority . . . In fact, prompt action in conditions short of war may act to avert a state of war . . . **Stealing The Depot Sign** is a common prank in Llanfairpwllgwyngyllgogerychwyrndrob-wllantysiliogogoch, Wales. This is worthy of news because the town boasts the longest name in the world, and the depot sign is its most photographed tourist attraction . . . **Most Valuable Missing Security** in the country is Texas Pacific Land Trust Certificate No. 390 issued in 1888 during a reorganization of the Texas and Pacific Railway, and now worth more than \$1,300,000. The missing asset, which the state of Texas is trying to claim, represents 10,000 shares of Texas Pacific Land Trust and 40,000 shares of TXI, Oil, plus \$175,000 in accrued dividends and interest.

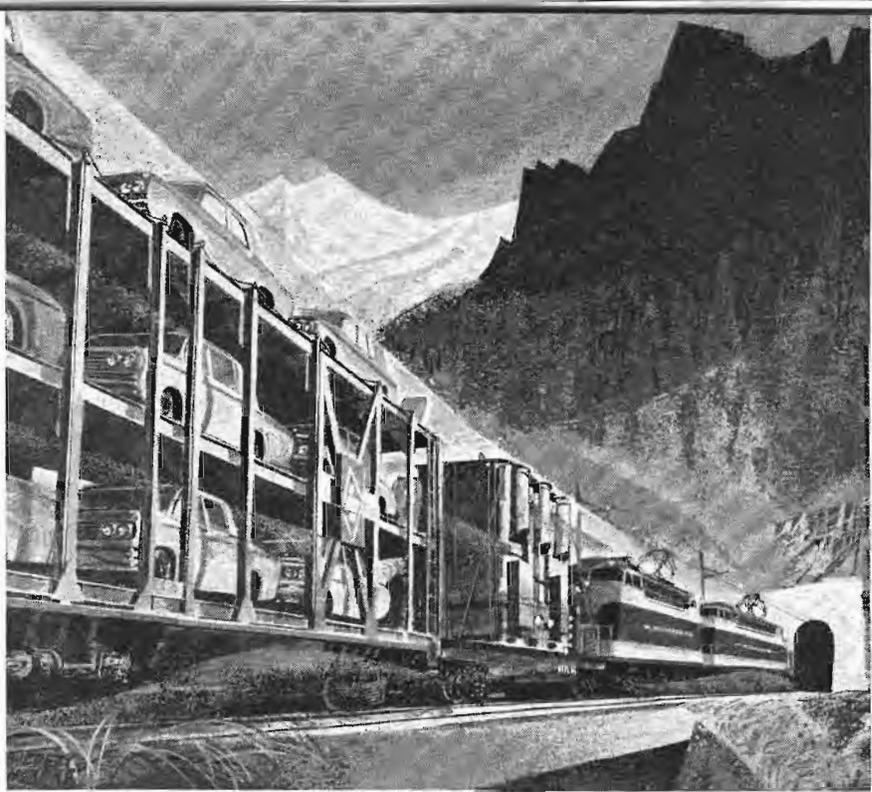
The Cover

THE Port of Longview, Wash., situated on the Columbia River midway between Portland, Ore., and the Pacific Ocean, is well styled "The Port of Personal Service". This view was taken from the toll bridge over the river, looking upstream. The Milwaukee Road is one of four rail lines connecting with the integrated marine terminal, whose operations cover all fields of bulk, liquid and dry cargo handling. The dock, 2,130 feet long, is equipped with face track for its entire length, two traveling gantry cranes with a track layout permitting 25 cars at shipside, and extensive storage and assembly facilities. The Longview switching yard has a holding capacity of approximately 600 cars per day.

ANNUAL REPORT

THE
MILWAUKEE
ROAD

1961



A brief account of the highlights of Milwaukee Road's operations in 1961 prepared for employees

Substantial improvement was made by The Milwaukee Road in 1961 over the preceding year. This resulted from the higher level of the general economy, together with the benefits of a continuing program of modernization and firm control of expenses.

Net income in 1961 totaled \$5,328,172 compared with \$1,323,063 in 1960. Despite a decline of \$8,530,786 in operating revenues, the larger net income was realized through improved operating efficiency, made possible by more modern facilities and procedures, and the close control of expenses.

The improvement in industrial activity is expected to continue throughout 1962. The gains are reflected in the traffic being handled on the Milwaukee and volume is expected to be bigger in 1962 than a year earlier.

Large quantities of grain are in storage in the areas served by the railroad and present movements of grain are expected to continue. The moisture condition in the grain producing territories served is very favorable to the production of a good crop.

The rapid growth of piggyback and Flexi-Van traffic, the expanding movement of automobiles on bi-level and tri-level freight cars, the extension of coordinated rail-truck services, and other modern techniques which contributed very materially to the improved results for 1961 are expected to show substantial increases in 1962.

During 1961 a major program was undertaken to enlarge 31 tunnels on the line to the Pacific Northwest. This improvement permits the handling of shipments of large dimension and automobiles loaded on tri-level freight cars and broadens the field of traffic that can be handled over the line in the future.

The subject of railroad mergers continues to be one of great importance, and our railroad is giving much time and study to it. This has included both analysis of the impact on the Milwaukee of merger proposals of other carriers and study of the economic feasibility of merger by the Milwaukee with another carrier or carriers.

While it is believed that well conceived and equitable plans for consolidation of railroad properties are in the public interest, mergers should not be considered a cure-all for the deep-seated problems confronting the industry. If well planned and sound they do afford more time in which to attempt a solution to these fundamental problems.

The Milwaukee Road is taking an active part in the proceedings before the Interstate Commerce Commission in the matter of the application of the Great Northern, Northern Pacific, Burlington, and Pacific Coast Railroads to merge those properties and to lease the properties of the Spokane, Portland and Seattle Railway Company.

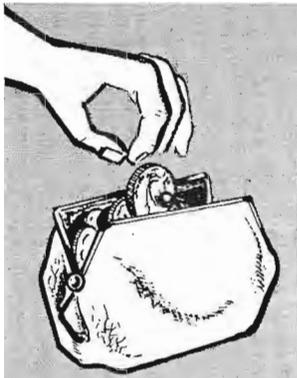
This merger could have far reaching effects upon The Milwaukee Road unless

the commission qualifies its approval with certain significant conditions which are being urged by the Milwaukee. The six conditions being advocated would safeguard the competitive position of The Milwaukee Road as a leading trans-continental carrier and are receiving widespread support from shippers and public authorities.

The Milwaukee is confident the commission will find the conditions to be in the public interest and will grant them if the merger is authorized.

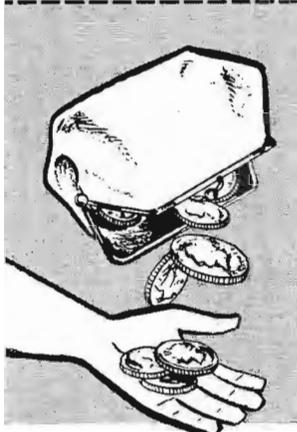
On the average 18,406 people were employed by the railroad during 1961; their wages and salaries amounted to \$112,701,787, the railroad also contributed \$9,099,691 for railroad retirement taxes and unemployment insurance. The cost of health and welfare benefits for employes amounted to \$2,867,995. During 1961 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$783,345,550, representing an investment of \$42,559 for each employe's job. The railroad company's return on its investment in 1961 amounted to 1.80 per cent.

RESULTS OF OUR OPERATIONS IN 1961



we took in . . .

		increase + or decrease -
Railway Operating Revenues	\$221,832,116	— \$ 8,530,786
Other Income— Net	3,177,194	— 410,843
TOTAL	\$225,009,310	— \$ 8,941,629



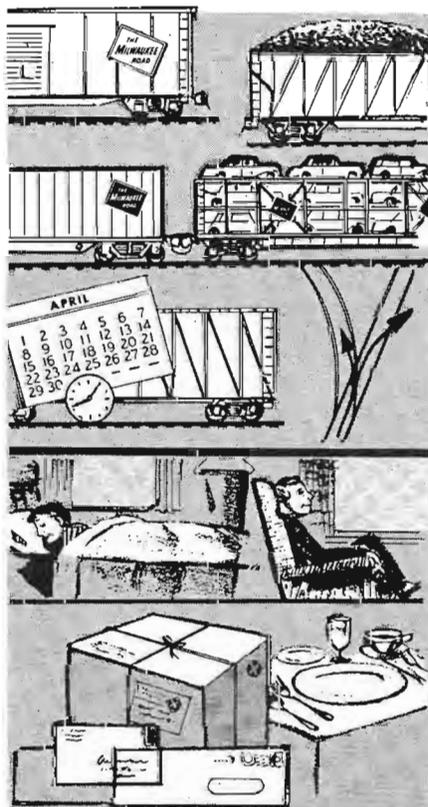
we paid out . . .

Railway Operating Expenses	\$175,883,563	— \$12,046,240
Taxes and Rents	31,835,843	— 942,948
Interest	11,961,732	+ 42,450
TOTAL	\$219,681,138	— \$12,946,738

NET INCOME \$ 5,328,172 + \$ 4,005,109

- The return on our investment was 1.80% as compared with 1.23%.
- We carried 5,820,828 passengers an average distance of 88 miles, and received an average revenue of \$2.26 per passenger.
- We carried 37,300,275 tons of freight an average distance of 355 miles, and received an average revenue of \$4.92 for each ton of freight hauled.
- We paid an average of \$6,118 per year to 18,406 employees.

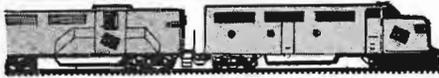
SOURCES OF REVENUE • freight and passenger service



Classes of Traffic	Revenue	% Grand Total
FREIGHT TRAFFIC		
Manufactured articles	\$ 85,584,439	38.6%
Wheat, grain, products of agriculture..	36,114,387	16.3
Coal, ore, products of mines	18,907,100	8.5
Lumber, products of forests	25,961,680	11.7
Livestock, products of animals	11,034,006	5.0
L.C.L. traffic	2,134,216	.9
Forwarder Traffic	3,335,308	1.5
<i>Total Freight Traffic</i>	\$183,071,136	82.5
OTHER FREIGHT SERVICE		
Switching	\$ 6,016,610	2.7
Joint facility—Net Cr.	2,468,243	1.1
Demurrage	1,001,098	.5
All other	694,409	.3
<i>Total Other Freight Service</i>	\$ 10,180,360	4.6
<i>Total Freight Service</i>	\$193,251,496	87.1
PASSENGER TRAFFIC		
Passengers in coaches	\$ 10,418,150	4.7
Passengers in parlor and sleeping cars..	2,719,558	1.2
<i>Total Passenger Traffic</i>	\$ 13,137,708	5.9
OTHER PASSENGER SERVICE		
Mail	\$ 9,930,299	4.5
Express	2,845,377	1.3
Dining and buffet	1,262,011	.6
All other	1,405,225	.6
<i>Total Other Passenger Service</i> .	\$ 15,442,912	7.0
<i>Total Passenger Service</i>	\$ 28,580,620	12.9
GRAND TOTAL Freight, Passenger and Other Service	\$221,832,116	100.0

At the close of 1961 our railroad owned a total of 46,851 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars

EQUIPMENT



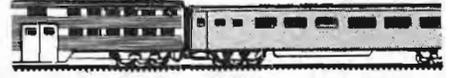
LOCOMOTIVE UNITS

Diesel—Freight	159
—Passenger	87
—Multiple purpose	273
—Switch	285
Electric	93
TOTAL	897



FREIGHT CARS

Box and auto	22,844
Gondola and hopper	12,905
Flat	3,462
Others	6,108
TOTAL	45,319



PASSENGER CARS

Sleeping	41
Coaches	241
Baggage, mail, express	293
Parlor	16
Others	44
TOTAL	635

NEW EQUIPMENT

purchased and delivered in 1961

- 650—50-ton steel boxcars with roller bearings
- 100—70-ton steel boxcars with roller bearings
- 40—gallery type coaches
- 6—2400 H.P. Diesel-electric passenger locomotive units

on order for delivery in 1962

- 500—70-ton 50-foot boxcars with plug and sliding doors

The cost of new equipment and the improvements made to existing equipment during 1961 amounted to \$17,597,166

- 55—70-ton damage-free type insulated boxcars
- 50—70-ton airslide cars
- 25—70-ton 4,030 cubic foot covered hopper cars
- 15—70-ton 50-foot cushion underframe damage-free boxcars
- 10—70-ton boxcars with 9-foot plain doors

All cars on order for 1962 delivery are roller bearing equipped.

1961 ROAD PROPERTY IMPROVEMENTS

The cost of improvements made to road property during 1961 amounted to
\$5,510,866



EMPLOYEES

Train and Engine Men, Yard and Station **7,668**



Maintenance of Equipment and Stores **3,475**



Maintenance of Way and Structures **2,987**



Professional, Clerical and General **3,905**



Executives, Officials and Staff Assistants **371**



TOTAL EMPLOYEES

18,406

JOB VALUE

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to **\$783,345,550**.

TOTAL PROPERTY VALUE: **\$783,345,550**

DIVIDED BY: **18,406 employees**

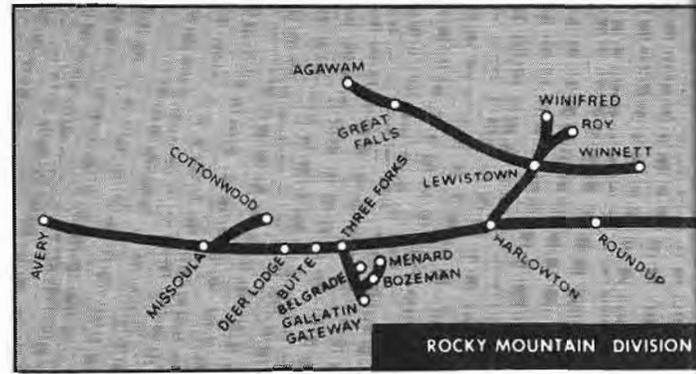
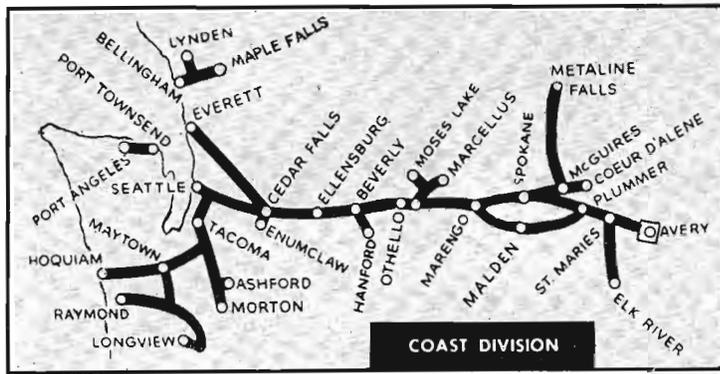
= \$42,559

invested in each employee's job

10 YEAR PAYROLL SUMMARY

YEAR	*TOTAL PAYROLLS	COMPANY CONTRIBUTIONS		TOTAL	AVERAGE PER EMPLOYEE	STRAIGHT TIME RATE AVERAGE PER HOUR
		RETIREMENT AND UNEMPLOYMENT TAXES	HEALTH & WELFARE BENEFITS			
1952	\$145,397,263	\$7,696,578	—	\$153,093,841	\$4,703	\$1.852
1953	138,117,562	7,441,326	—	145,558,888	4,675	1.895
1954	126,272,397	7,035,232	—	133,307,629	4,768	1.945
1955	126,447,937	7,276,300	\$ 624,381	134,348,618	4,809	1.959
1956	134,534,522	8,581,092	1,403,449	144,519,063	5,273	2.130
1957	133,239,878	8,692,650	2,106,181	144,038,709	5,538	2.290
1958	128,237,334	8,420,346	1,934,613	138,592,293	5,922	2.465
1959	128,292,584	9,894,538	1,819,163	140,006,285	6,294	2.566
1960	121,037,664	9,969,699	1,646,241	132,653,604	6,558	2.638
1961	112,604,796	9,099,691	2,867,995	124,572,482	6,768	2.704

*Does not include compensation of part-time employees

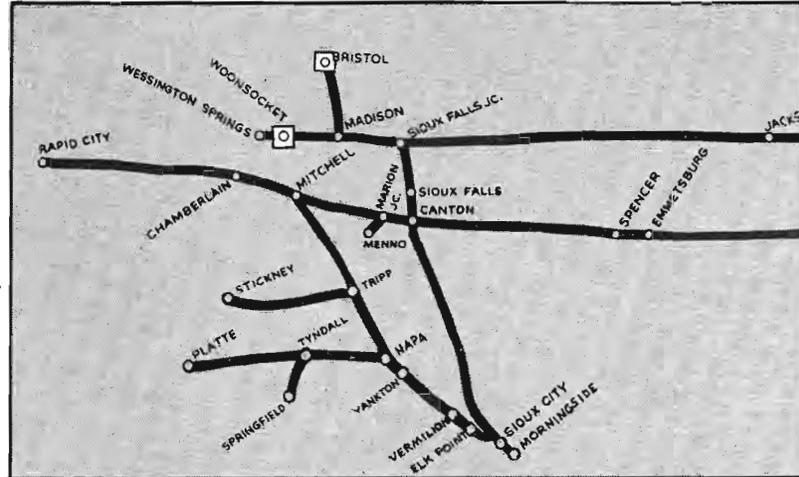


THE MILWAUKEE ROAD in the states it served in 1961

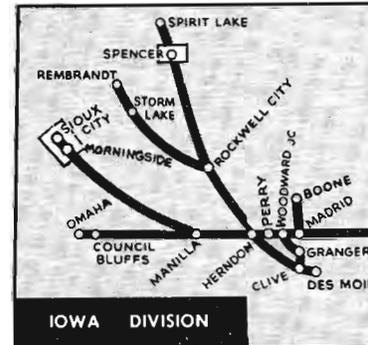
	Average Number of Employees	† Total Compensation All Employees	Property Taxes
Idaho	104	\$ 630,390	\$ 182,304
Illinois	5,402	33,223,728	2,043,049
Indiana	264	1,653,623	170,805
Iowa	1,877	11,601,584	1,507,228
Michigan	111	842,559	88,332
Minnesota	2,301	13,821,665	1,444,268
Missouri	299	1,932,622	162,197
Montana	984	6,525,494	1,260,349
North Dakota	93	510,354	212,914
South Dakota	871	5,141,483	916,320
Washington	1,242	8,221,665	598,384
Wisconsin	4,722	27,613,388	1,476,660
All Other	136	983,232	11,714
Total	18,406	\$112,701,787	\$10,074,524

System Payroll Taxes	\$ 9,099,691
Miscellaneous Taxes	70,785
Total System Taxes	\$19,245,000

† Includes compensation of part time employees.
* Does not include count of part time employees.



THE MILWAUKEE ROAD'S OPERATING DIVISIONS



1961 DIVISION OPERATING RECORD	Miles of Road Operated 12/31/61	No. of Open Stations	Average No. of Employees	Loaded Freight Car Miles (1000'S)	Passenger Car Miles (1000'S)	Ave. Gr. Ton Per Frt. Trn.	Ave. Pass. Cars Per Pass. Trn.	Yard Switching Hours
Chicago Terminals	38	9	2,701					207,550
Terre Haute	366	19	353	15,195		3,616		16,774
Dubuque and Illinois	909	70	1,558	93,600	6,042	3,809	9.03	81,510
Iowa	956	89	1,002	51,284	12,945	3,469	13.99	47,593
Milw. K.C.S. Joint Agency....								33,545
Milwaukee Terminal	23	1	2,510					169,430
Milwaukee	1,063	109	1,212	40,045	10,049	3,152	7.66	57,114
La Crosse	1,094	88	1,600	50,714	17,838	3,371	12.25	71,303
Twin City Terminal	40	6	1,080					124,184
Duluth	209	5	14	5,295		4,243		
Aberdeen	1,553	103	918	58,048	4,068	4,050	7.89	17,473
Iowa, Minnesota & Dakota....	1,877	163	1,132	18,943	358	1,500	5.50	46,959
Rocky Mountain	1,161	37	984	45,871	2,727	4,011	7.06	21,596
Coast	1,268	49	1,188	28,822	1,169	2,857	8.88	49,351
GENERAL OFFICES			2,154					
SYSTEM	10,557	748	18,406	407,817	55,196	3,325	10.11	944,382

The Milwaukee's Position on the GNP&B



This map, similar to one presented as a Milwaukee Road exhibit at the merger hearing in Seattle, shows the threat to the Milwaukee's ability to preserve rail competition. Studying it are, from left: L. H. Dugan, vice president and western counsel; President William J. Quinn; R. K. Merrill, commerce counsel; S. W. Rider Jr., solicitor for the state of Minnesota; and W. H. Ploeger, assistant general attorney. In comparison to the Milwaukee's 10,557-mile system, the proposed GNP&B consolidation would form a rail network of 26,802 miles covering 17 states and 2 Canadian provinces.

THE position of The Milwaukee Road with regard to the proposed merger of four western railroads to form the Great Northern Pacific and Burlington Lines was spelled out at an Interstate Commerce Commission hearing opened Mar. 29 in Seattle, Wash. President William J. Quinn headed a group of six company witnesses and an independent industrial economist who offered testimony in the proceedings.

As the only other railroad extending the entire distance between Chicago and the Pacific Northwest, the Milwaukee is the principal competitor of the applicant lines, the Great Northern, Northern Pacific, the Burlington, and the Spokane, Portland and Seattle railways. Including subsidiary or controlled properties, such as the Colorado and Southern and the Fort Worth and Denver railways and a number of others, the proposed system would form a network of 26,802 miles—the nation's largest.

Because of the threat to railroad competition which the merger proposal has brought about in much of the region involved, the Milwaukee's stand is that of opposition unless the commission imposes six conditions designed to safeguard the interest of the public and of

itself. The conditions relate to the maintenance of competitive rates, the opening of gateways for routing traffic, the extension of Milwaukee Road service to Portland, Ore., and Billings, Mont., and a service route to Sumas, Wash., over trackage of the merged railroad (see "conditions" on the next page).

Public hearings on the merger application started last October in St. Paul before ICC examiner Robert H. Murphy, and have since been held in Minneapolis, Des Moines, Ia., Omaha, Neb., and Portland, Ore. Following the Seattle hearing, the schedule calls for 13 more in key cities in the area affected.

During the proceedings the Milwaukee is calling a large number of shipper witnesses in support of the conditions it is requesting. Many state regulatory bodies, municipalities, chambers of commerce and other civic groups are also backing the Milwaukee's stand.

Mr. Quinn was the first company witness to state the Milwaukee's position. His statement laid the groundwork for more specific and detailed testimony given later by the other company witnesses.

Mr. Quinn testified that the proposed merger will result in an annual traffic loss to the Milwaukee of more than 6

million dollars, and that efforts to match the public benefits claimed for the consolidation will add about 4.8 million dollars annually to the Milwaukee's operation costs.

"It is clearly not in the interest of the public or of the Milwaukee that it be made an unwilling blood donor for its healthy competitors," he said.

Tracing briefly the development of the railroad through its 115-year history, Mr. Quinn pointed out that in 1873 it became the first railroad to operate all the way between Chicago and the Twin Cities, and by 1887 had extended its lines as far west as Dakota territory. Meanwhile the Northern Pacific had built into the state of Washington, followed in 1893 by the Great Northern.

Observing that Minneapolis was then the natural interchange point between Midwestern railroads and the northern lines, Mr. Quinn related how the competitive relationship was drastically altered in 1901 when the Great Northern and Northern Pacific gained control of the Burlington, giving both access to Chicago. Concerned with the changed competitive picture, the Milwaukee thereupon extended its lines to Seattle and Tacoma, completing construction in 1909. The new route enabled the Milwaukee to provide a direct rail link between Chicago and other midwestern cities and Puget Sound.

Pointing to the Road's heavy expenditures for modernization moves, Mr. Quinn observed that the Milwaukee has been constantly alert to avail itself of every means and device to better its service and to widen its traffic potential. "At

Company

Witnesses

Testify

at

ICC Hearing

Merger

the same time," he stated, "it has effected every kind of operating economy available to it consistent with good service and the maintenance of its competitive position."

He noted, too, that the possibility of additional economies through merger has been explored by the Milwaukee. As illustrated by the proposed GNP&B merger, however, the reconciliation of interests is a formidable problem, even when the merging parties enjoy some community of interests.

Referring to the combined GNP&B railroad, Mr. Quinn said that the extent to which traffic would be diverted to that powerful system is of grave importance to (1) the shipping public, postal service and the national defense; (2) the holders of Milwaukee Road bonds, income debentures and equipment obligations in the principal amount of \$266,112,507; (3) Milwaukee Road stockholders with their equity of \$348,000,401; and (4) Milwaukee Road employes with earnings of \$112,604,794 annually.

Outlining the conditions to the merger stipulated by the Milwaukee, he stated they would add materially to the benefits to the public which are claimed, without preventing the merged company from achieving the savings it anticipates. "They are absolutely essential to the future ability of the Milwaukee to perform its appropriate role in service to the public," he asserted.

Testifying to some of the reasons which have impelled the Milwaukee to seek the conditions, W. W. Kremer, vice president-traffic, pointed out that in only two of the 13 states served by the Milwaukee—Michigan and Indiana—is it free from direct competition with one or more of the applicant lines. Figures introduced by him showed that the loss of traffic due to severe competition from other modes of transportation experienced by all railroads has been considerably less for both the Great Northern and Northern Pacific than for the Milwaukee. One reason for the Milwaukee's inadequate volume of traffic, he observed, has been the refusal of these lines to enter into joint rates on transcontinental traffic with the Milwaukee via junctions west of the Twin Cities, as a result of which the Milwaukee is short-hauled on traffic it originates, or has in its possession, destined to points west of the Twin Cities in which the GN or NP participates as a line haul carrier.

The Milwaukee's proposal to open certain western junction gateways would enable a shipper to select the route best suited to his service and stop-off needs, and also enable the Milwaukee to compete on equal terms for the long haul west of the Twin Cities, he pointed out. The condition that Billings, Mont., be made a station on the Milwaukee would also benefit the stop-off shipper, he stated, since without it that major distribution center would be served by only one railroad after the merger.

Mr. Kremer remarked that the Milwaukee would be particularly handicapped in efforts to locate industry in Montana, Idaho and Washington if shippers are required to pay a non-competitive switching charge in addition to their line haul rates to or from an industry served by the Milwaukee.

Observing that only two railroads, the

Northern Pacific and Great Northern, operate all the way between the gateways of Sumas or Vancouver, B. C., and Portland, he said that after merger only one will remain for connections with Canadian lines and points east and south. "The only hope of competitive rail service lies in granting the Milwaukee trackage rights which will give it access to Portland and the ability to provide equal service to and from Sumas," he stated.

Additional points were brought out by H. J. McKenna, assistant general freight traffic manager, Chicago, who said that by far the most important effect of the merger would be the diversion of traffic to the new company. Some would result from new and improved installations, shorter routes, faster schedules, and so on, he remarked. But that company's greatest potential for increased tonnage would be its ability to enjoy a

CONDITIONS SOUGHT BY THE MILWAUKEE TO PRESERVE RAIL COMPETITION

PROJECTED into the role of the principal railroad competitor of the proposed Great Northern Pacific & Burlington system, the Milwaukee Road has stipulated conditions to the merging of the applicant railroads. In summary, the conditions require:

1. *The opening of gateways at certain junctions of the Milwaukee and the merged company in North Dakota, Montana, and Washington, permitting the Milwaukee and the merged company to compete for their long haul of traffic on which they are now restricted to a short haul via the Twin Cities or Sioux City gateway.*
2. *Trackage rights for the Milwaukee over the line of the merged company between Longview Junction, Wash., and Portland, Ore., including the right to serve intermediate points, enabling the Milwaukee finally to become a rate-making, competitive line on traffic moving to, from, or via Portland.*
3. *Trackage rights for the Milwaukee over the merged company's lines between Renton and Snohomish, Wash., and also between Everett and Bellingham, Wash., giving the Milwaukee physical access to its line from Bellingham to Sumas, which it formerly reached by car barge on Puget Sound.*
4. *Handling by the merged company of the Milwaukee's traffic to, from, and through Billings, Mont., via the nearest junctions of Miles City, Judith Gap, or Lombard, Mont.*
5. *Abolition of the dual basis of competitive and non-competitive switching charges where now in effect and the establishment of a reasonable basis of switching charges to be absorbed by the line-haul carrier when the line-haul revenue warrants.*
6. *Reestablishment of rate relationships via all routes with the Milwaukee when, by reason of the merger, the relationships of such rates with rates via other routes of the merged company are disturbed.*

The Milwaukee is opposed to the merger unless these safeguards to rail competition are imposed by the Interstate Commerce Commission.



A luncheon in Seattle Mar. 28 during a conference of Milwaukee Road officers and supervisors in the Pacific Northwest and the company's witnesses for the ICC hearing which opened the following day. Standing are, left to right: P. J. Cullen, assistant general freight traffic manager, Seattle; W. W.

Kremer, vice president-traffic; Joshua Green, a director of the Milwaukee Road; President William J. Quinn; L. H. Dugan, vice president and western counsel; and W. D. Sunter, general freight traffic manager, sales and service.

longer haul, to reach new markets, and to service greater intermediate territory. "This will make available the application of transit privileges at a large number of additional stations which is not possible under the present independent operation of the individual applicant lines," he commented.

Mr. McKenna testified that, should the merger be approved, the Milwaukee's annual loss in gross freight revenues handled in interline service with the applicant carriers would amount to about \$1,565,000; in the movement of wheat, barley and wheat flour, \$2,717,000; from freight forwarder traffic and the all freight classification, \$1,440,000; and from lumber and plywood movements, \$780,000.

Extensive proof of the inequities of competitive relationships between the Milwaukee and the applicant lines was provided by P. J. Cullen, assistant general freight traffic manager, Seattle, who analyzed the rate and routing technicalities which limit the Milwaukee's efforts to obtain traffic for movement over its lines in the Pacific Northwest. He emphasized that the Milwaukee is the only one of seven transcontinental lines terminating on the Pacific Coast which cannot participate in alternate transcontinental through routes via western junctions with other lines.

The conditions requested by the Milwaukee, he said, would place it in a better position to bear the loss of revenue from traffic diversion and the added cost of new services matching those proposed by the applicant railroads.

Testimony offered by J. T. Hayes, assistant to vice president-operation, concerned the conditions which would give the Milwaukee access to Portland and Sumas, the handling by the merged lines of Milwaukee Road traffic at Billings, and the establishment of competitive joint rates with the merged lines via existing interchanges.

With relation to Sumas, he cited that present interchange arrangements consume time, and that if the Milwaukee is granted trackage rights it will be able to offer comparable schedules and a truly competitive service. The interchange points involving competitive joint rates which he discussed are between Fargo, N. D., and Seattle, including those locations; Tacoma and Spokane, Wash.; Missoula, Butte, Lombard, Great Falls, Judith Gap and Miles City, Mont.; and Linton, N. D.

C. E. Crippen, vice president-finance and accounting, reviewed the aggressive programs which have enabled the Milwaukee to provide improved service in the face of generally declining revenues, and submitted evidence showing the superior financial strength of the applicant railroads compared with the Milwaukee. Exhibits presented by him indicated that the average rate of return on the net investment of the merged GNP&B railroad from 1951 to 1960 would have been 3.22 per cent, whereas the like figure on the Milwaukee was 1.96 per cent, and that the combined working capital of the applicants at the close of 1960 was more than 10 times

larger than that of the Milwaukee.

Illustrated also was the combined income account of the GNP&B (including estimated savings had the merger existed) and the Milwaukee's income account, both adjusted on the basis of Milwaukee traffic losses anticipated from the proposed merger. Significantly, for 1955 the statement showed estimated net income for the Milwaukee of \$2,658,430 compared with actual net income of \$9,532,282, whereas the estimated net income of the GNP&B would have been \$87,053,349—nearly 33 times as much as for the Milwaukee.

Moreover, Mr. Crippen pointed out, had revenues and expenses for 1955 been adjusted to 1960 levels, the estimated net income of \$2,658,430 for that year would have been reduced to a deficit of \$7,205,000.

An economist, H. Dewayne Kreager of Seattle, also testified on behalf of the Milwaukee Road. He said that the entire territory involved in the merger west of the Mississippi must be regarded as a region dependent upon a raw material economy, and that access by rail on a competitive transportation cost basis to all existing and potential national markets is essential if the economic potential of the region is to be realized.

Mr. Kreager placed particular emphasis on the growth in volume of Pacific Coast markets and the importance of north-south freight movements. He also expressed the need for a fully competitive service route to Sumas and for Milwaukee Road access to Portland.

Hurry, Hurry, Hurry! LAST CALL FOR SLOGANS!

"Gang Up on Bang-Up! Freight Claims Cost Jobs!" Here's another: "Slam a Car, Slam the Door on Business" And another: "Cars Coupled Carefully Win Customers for Carriers!"

Cuing in on the damage prevention slogan contest now underway on our railroad, the foregoing phrases illustrate how one idea leads to another, once you sharpen a pencil and get started. What's more to the point, the fine print below spells out how ideas about damage-free shipping will pay off with a big jackpot. If you haven't entered a slogan in the contest, don't delay. It ends Apr. 30.

Returns on the contest, announced in the January-February '62 Magazine, reflect the sincere concern of Milwaukee Road employes for careless handling as it affects railroad income and jobs. Slogans that will serve to spearhead the nationwide "Curb Freight Damage—Keep Traffic on the Rails" campaign are being submitted from all points of the system, as well as from off line regions. Before the contest ends, it is hoped that every employe will use this means for coming to grips with the problem. Here, briefly, is what it involves:

In the final tally of loss and damage claims filed last year, the railroad industry came up with a whopping total of \$117,575,871. While there was some gratification in the fact that this figure



"You should have shipped this stuff on The Milwaukee Road . . . It handles freight carefully!"

represented a decrease of 2 per cent from the bill for 1960, it reflected a loss ratio of 1.44—of \$1.44 for every \$100 of revenue earned. Looked at one way, this was money thrown out of the window which would have paid for many railroad jobs.

Worse than loss, however, was the effect on railroad business. Many shippers who experienced inconvenience and

delay because of smashed up shipments may well have considered turning to other modes of transportation; in fact, may have done so. As one of our traffic representatives put it, "I wouldn't be surprised if the sweetest music in the world to the competition is the sound of boxcars slamming into one another hard."

This year the railroads are attacking the problem as never before. The slogan contest, of which the all-out campaign is an integral part, offers Milwaukee Roaders the opportunity to match wits for three prizes—a \$25 Savings Bond for the best slogan on each division of the railroad, a \$100 Bond for the system winner, and a grand prize of \$1,000 to be awarded by the American Railway Magazine Editors Association, the contest's sponsor.

All you have to do is submit a slogan in 10 words or less that puts across the careful freight handling message. But give your "soft touch" idea the "hard sell", for where loss and damage is concerned, every word has to count.

THE RULES:

1. The contest is open to all active employes in service during 1962.
2. Each slogan must be expressed in 10 words or less.
3. Use the entry form provided, or a copy; type, or print clearly. Each entry must be on a separate form.
4. Slogans must be sent in envelopes marked "Slogan Contest". Address entries R. J. Kemp, Assistant to Vice President-CPR&M Service, The Milwaukee Road, 349 N. Jefferson St., Chicago 6, Ill.
5. Entries may be submitted up to midnight on April 30.
6. If a winning slogan is submitted in identical form by more than one employe, the one submitted first will receive the prize.
7. No slogans will be returned, and the decisions of the judges will be final.

THE PRIZES:

A total of 12 United States \$25 Savings Bonds—one for the winner on each of the 11 operating divisions and one for all general office, system, and off line employes—plus a \$100 Bond for the best slogan on the railroad. Also, a chance for a grand prize of \$1,000 offered by the American Railway Magazine Editors Association.

THE JUDGES:

The following company officers have been appointed to serve as judges of the slogan contest: L. V. Anderson, general manager-system; W. D. Sunter, general freight traffic manager-sales and services; 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.

CAREFUL HANDLING SLOGAN CONTEST ENTRY ► FORM	My Slogan Is

	My Name Is
	I Work On The Division.
	My Job Is At
	Signature

OUR '62 LOOK IN DINING CAR SERVICE

Menus Restyled to Tell What's Cooking

BACK in 1862 the old PW&B Railroad, now a part of the Pennsylvania, achieved what proved to be a singular distinction by installing a counter and some stools in a baggage car and offering a group of hungry travelers a hot meal. The menu consisted of oyster stew, crullers and coffee. Thus was born the nation's first dining car, and an American institution which before the century ended had lured people to travel just for the adventure of eating in a glittering restaurant on wheels.

Coinciding with the hundredth anniversary year of meals on wheels, the Milwaukee Road has restyled all of its dining car menus, the better to project the character of its modern food service operation. The look for '62 features Indian motifs associated with the Milwaukee's reputation as "the Hiawatha line," and the upper Great Lakes region through which the Hiawathas travel. The theme is established throughout with the following quotation from Longfellow's legendary "Song of Hiawatha":

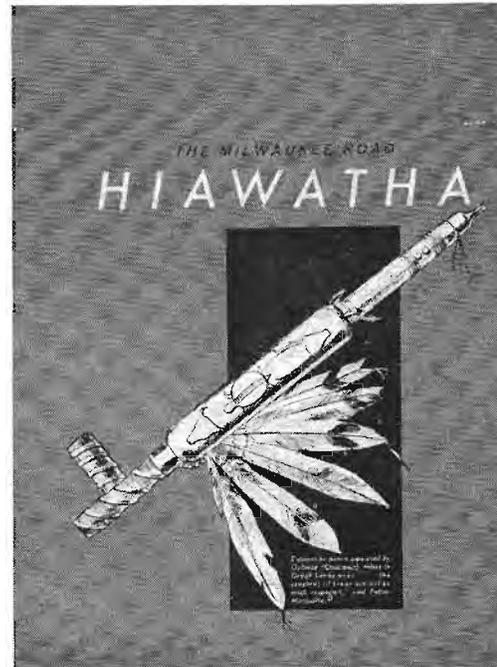
"Then they said to Chibiabos, To the friend of Hiawatha . . . Sing to

us, O Chibiabos . . . That the feast may be more joyous, That the time may pass more gayly, And our guests be more contented!"

Authentic from a research standpoint, the new menus are printed on white stock in colors corresponding to the primitive dyes used by the Red Man. With the typography fitted to the stock color in all cases, the over-all effect is one of visual harmony between paper and ink.

The breakfast menu, for instance, is a cool ice blue printed with type in a deep blue-black color. Simple yet attractive, it greets the early dining car guest with a cheerful "good morning" on a cover featuring a tranquil North Woods scene typical of the vacationlands served by the Milwaukee (see page 44).

The luncheon menu, printed in ivory, terra cotta and black, conforms to the earth tones used in Indian handcraft. Dominating the cover is a Thunderbird, the symbol of religious worship general to Indian tribes in the United States. The particular delineation on the menu is an adaption of a design on a Me-



The front cover of the new Hiawatha dinner menu. The Calumet, or peace pipe, featured on it is an authentic copy of one used by Ojibway tribes in the Great Lakes area.

nomini tribe woven bag, common in the western Great Lakes region.

The dinner menu, bold in concept, is printed in a vibrant green on white, with accents of black. Adorning the cover is a Calumet, or peace pipe, of the type used by Ojibway (Chippewa) tribes as a symbol of authority as well as peaceful agreement. The Indian motif carries over to the inside with a stylized border inspired by an authentic beadwork pattern.

To provide variety for travelers who patronize Milwaukee Road dining cars regularly, menu items are changed frequently. Pictured making a selection from the new luncheon menu is Mrs. Denise A. Gibson of Chicago. Daughter Laura Ann's "I Rode on the 'Hiawatha'" bib is a take-home souvenir.

The new children's menu, designed to keep youngsters entertained, provides diversion for Laura Ann Gibson and her mother alike.



A new menu was also designed for use on the Road's local passenger trains; the colors, an eye-appealing azure blue and yellow ochre, combined with black and white. Depicted on the cover is a panoramic drawing of a landscape consistent with the areas these trains serve.

Brand new, too, is a children's menu, which aims to please youngsters and their parents alike. The main color element is a strong yellow ochre highlighted by brick red. Imprinted on the cover is the outlined figure of a Winnebago Indian chief extending a welcome to a small fry dining car patron.

Indian Games for Children

This menu was designed as an entertainment piece, keeping in mind Indian lore. Incidental to the bill of fare, it is illustrated with amusing little figures of Indian children engaged in pastimes that were and are still popular in the Great Lakes region. Many have become popular sports or commercial games.

The menu points out that the games can be played with simple materials to be found at home. Among them are "flying feathers", a game similar to darts which Indian children play with weighted quills; "racquet ball", from which came today's squash, or lacrosse; "beaver lodge", played with a pile of little sticks, like the modern game of "jackstraws"; also, "woodpecker", "snake stick", "bowl toss", and "stick toss and catch". The entire back cover of the menu is devoted to instructions for making a game called "corn cob ringtoss", similar to quoits.

The kiddie menu features dishes which children eat customarily at home, and special baby foods, all at nominal prices. For example, a luncheon of fruit juice or soup, creamed chicken with mashed potatoes and peas, bread and butter, and hot chocolate or milk, is only 90 cents. (Supplementing this service, half portion meals may be ordered from standard menus for children under 12 years of age at half the price of a regular meal.) As a take-home souvenir, the menu also advertises the Road's catering service for family groups.

Although time has rung a change on the opulent meals which characterized the fabulous dining car era, the sophisticated traveler of today still regards eating on a train as one of the leisurely pleasures of gracious living. The Milwaukee, whose reputation for fine food is a source of pride, serves only the best quality and, as an accommodation to its

patrons, at prices below those of restaurants which offer the same type of service and table appointments.

To cite a few stand-out meals at popular prices, a time tested favorite is the luncheon combination of link sausages with fried apple rings served with chilled pineapple juice, snow flake potatoes, creamed carrots and celery, rolls, a choice of desserts, and beverage; price, just \$2.25. Another that registers with travelers is a sea food special leading off with old fashioned navy bean soup and featuring breaded shrimp with hot chili sauce, country club potatoes, cole slaw, rolls, a sundae, and beverage; the price, \$2.35.

Another "specialty of the house" is chicken pot pie Milwaukee Road, an individual casserole of light and dark meat, garden vegetables and rich chicken gravy, topped with flaky pastry. Served with buttered peas, assorted rolls, dessert and beverage, this dinner selection is \$2.50. And synonymous with superlative dining is the famous "Hiawatha" sirloin, butter-tender and served with hot consomme, a potato baked in foil, salad, dessert and beverage, all for the bargain price of \$3.85. Steak lovers have been known to ride the Hiawathas just for this gastronomic treat.

The creation of patron pleasing recipes is an important part of the Road's passenger food service. Here is one being introduced on the new menus which is easy to duplicate at home:

Chicken Breast Saute With Supreme Sauce

Season chicken breasts with salt and pepper, roll in flour or potato meal, and saute slowly in deep fat to a delicate brown. Place in a pan to which has been added a small amount of chicken stock, and roast in a moderate oven about 20 minutes, taking care not to dry out the chicken.

SAUCE SUPREME: Make a roux (browned flour base) of $\frac{1}{8}$ cup of flour and $\frac{1}{8}$ cup of butter. Add one quart of rich chicken broth, stirring with a wire whisk to keep the sauce free of lumps. When it has thickened, strain, season with salt and pepper, and add $\frac{1}{3}$ cup of cream.

For the gourmet "Hiawatha" touch, pour several spoonfuls of sauce on a hot plate, place chicken on sauce with the breast facing upward, decorate with a bouquet of parsley, and serve side by side with a triangle of toast and a ramekin of currant jelly.



Our whole family just loves to ride the Hiawatha

And no wonder! The Hiawathas are famous for friendly service...between Chicago and the Twin Cities. And there's so much your patrons can do - refresh with fine foods and snacks in the modern diner and Super Dome lounge; enjoy the ever-changing scenery from the Super Dome or stretch out for a relaxing nap in rural, restful seats. It's the auto, easy way to travel. Couch or parlor car, they'll love the service.

DAILY SCHEDULE

From	To	Hiawatha	Hiawatha	Chicago	Hiawatha	Hiawatha	Hiawatha	Hiawatha
11:30 AM	1:00 PM	10:30 AM	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM
12:30 PM	1:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM	6:30 PM	7:30 PM
1:30 PM	2:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM	6:30 PM	7:30 PM	8:30 PM
2:30 PM	3:30 PM	3:30 PM	4:30 PM	5:30 PM	6:30 PM	7:30 PM	8:30 PM	9:30 PM
3:30 PM	4:30 PM	4:30 PM	5:30 PM	6:30 PM	7:30 PM	8:30 PM	9:30 PM	10:30 PM
4:30 PM	5:30 PM	5:30 PM	6:30 PM	7:30 PM	8:30 PM	9:30 PM	10:30 PM	11:30 PM
5:30 PM	6:30 PM	6:30 PM	7:30 PM	8:30 PM	9:30 PM	10:30 PM	11:30 PM	12:30 PM
6:30 PM	7:30 PM	7:30 PM	8:30 PM	9:30 PM	10:30 PM	11:30 PM	12:30 PM	1:30 AM

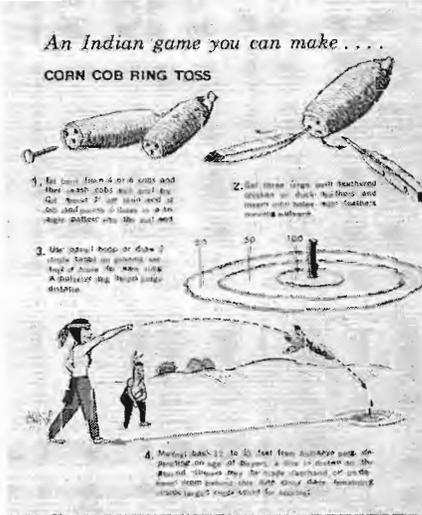
TWIN CITIES SUPER DOME HIAWATHAS
and overnight Pioneer Limited
Wm. Wallace, General Passenger Traffic Manager, Union Station, Chicago 6, Illinois
THE MILWAUKEE ROAD

This current advertisement of Hiawatha passenger service points out that in addition to meals served in dining cars, snacks are available in Super Dome lounge cars.

Back cover of the children's menu is illustrated with amusing figures of Indian children playing corn cob ringtoss, with instructions for making the game. Children are encouraged to take the menu home.

An Indian game you can make . . .

CORN COB RING TOSS



1. Cut corn from 4 or 6 cobs and then wash cobs well and dry. Cut about 2" long and cut off one end so that it is in a shape similar to the picture.
2. Cut three rings with sharp-edged knives on each half and insert with holes, with feathers, as shown in picture.
3. Use a small hoop or disk 7" in diameter and draw a line 2" from the edge to the center. A distance of 50, 75, 100, 125, 150, 175, 200, 225, 250, 275, 300, 325, 350, 375, 400, 425, 450, 475, 500, 525, 550, 575, 600, 625, 650, 675, 700, 725, 750, 775, 800, 825, 850, 875, 900, 925, 950, 975, 1000.
4. Marked back 11 to 15 feet from suitable post or building on edge of ground, a line is drawn to the ground. (Some may be made overhead or on the ground) from this line, 500 yard distance. (Some may be made 1000 yard distance.)

You may take this menu home. Ask the steward for an envelope.

WE HOPE YOU HAVE A PLEASANT TRIP

Wm. Wallace, General Passenger Traffic Manager, Union Station, Chicago 6, Illinois

Vice President-Operation F. G. McGinn Heads Veteran Employes' Association

At a meeting of the board of directors of The Milwaukee Road Veteran Employes' Association in Milwaukee on Feb. 17, F. G. McGinn, vice president-operation of the railroad, was named president. He succeeds the late Larry J. Benson, retired assistant to president, who passed away on Mar. 29, 1961.

W. R. Manion, supervisor of passenger train personnel, Minneapolis, was appointed to the board of directors to fill a vacancy created by the resignation of T. H. Birch, retired air brake foreman, Milwaukee.

Mr. McGinn is a member of a Milwaukee Road family with a splendid record of railroad service. He is the youngest of eight children of the late B. D. McGinn, who was our company's agent at Farmington, Minn., for 43 years. Six followed their father's occupation. There are also Arthur J., a locomotive engineer on the La Crosse Division; John P., a conductor on the IM&D Division; Sylvester B., agent at Farmington; Mary V., who recently retired as an operator for the Rock Island lines; and Thomas E., deceased.

F. G. McGinn was born in Farmington, where he was graduated from the



F. G. McGinn

local high school. He attended St. Thomas College in St. Paul and the University of Minnesota, and started his career as a relief agent-operator on the former Iowa & Southern Minnesota Division in August, 1930. Subsequently he served as operator at Owatonna, Minn., dispatcher at La Crosse, Wis., and trainmaster at Austin, Minn., Terre Haute, Ind., and Portage, Wis. Advanced to assistant superintendent on Nov. 1,

1948, he served in turn at headquarters in Dubuque, Ia., Savanna, Ill., and Perry, Ia. He was appointed superintendent of the Iowa Division on Jan. 1, 1953, of the Milwaukee Division on Apr. 12, 1954, and assistant to vice president-operation in Chicago on Mar. 1, 1955.

Starting on July 16, 1955, Mr. McGinn became assistant general manager of the railroad's eastern region with headquarters in Chicago, and on Feb. 1, 1957 general manager of the region west of Mobridge, S. D., in Seattle. He returned to Chicago on Oct. 1, 1957 as general manager of the eastern region, and was elected vice president-operation on May 13, 1958.

Mr. McGinn lives in Glenview, Ill., and is a Milwaukee Road commuter. He and his wife Irene have five children: Mary Ellen (Mrs. David) Blank of Baltimore, Md.; Margery (Mrs. James) Heider, Milwaukee, Wis.; Joanne, a sophomore at Fontbonne College in St. Louis; Jeanne, a junior at Regina High School, Wilmette, Ill.; and William Francis, a sixth grade student at the Claude Lyons School in Glenview.

Mr. McGinn is the current president of the Des Moines Union Railway Company and of the Davenport, Rock Island & North Western Railway. He is also a director and a former president of the St. Paul Union Station Company.

Railroads Support "Freedom Bond" Drive

For the second year hand running, Chicago based railroads and related industries are cooperating with the United States Treasury Department to increase the sales of U. S. Savings Bonds through the payroll deduction plan. The Milwaukee Road, one of 14 rail carriers which supported the 1961 drive, is active in the campaign. General chairman of the industry's participation, which complements the national "Freedom Drive", is again Clair M. Roddewig, president of the Association of Western Railways.

The nationwide sales effort is the most intensive undertaken by the Treasury Department since World War II. Sparked by the slogans "Underwrite Your Country's Might" and "Keep Freedom In Your Future", it will be concentrated in the period between May 1 and June 30. In a vanguard move, the railroads will launch their drive Apr. 16



and give special attention to bond selling in the period through May 16.

The purpose of the Freedom Drive is to stimulate the practice of regular bond-purchasing in every household, and to encourage every American to buy an extra bond within the drive period. Among the participating railroads, the program will be devoted to signing up new employes for payroll savings, and

providing employes who already buy bonds with an opportunity to increase their deductions.

Railroad brotherhoods will take part in the drive also, their participation being a part of the over-all program.

In outlining the goals to be attained, Treasury officials emphasized the fact that the American way of life rests on a foundation of the people's savings. The Cold War, they warned, will be long and costly, requiring capital that must come from millions of individual citizens. The purchase of Savings Bonds, they pointed out, permits the investor to take an active role in the fight for freedom to which our country is committed around the world.

Aside from this consideration, Savings Bonds were cited as an investment in future stability, guaranteed to return principal plus interest regardless of market fluctuations. Purchased regularly, it was noted, they can also provide the means for achieving long-range savings goals—educations, marriages, homes, retirement incomes—the things that contribute to well being and peace of mind.

Attention was directed to the payroll deduction plan as an easy and prac-

SPECIAL INVITATION

to the members of the Veteran Employees' Association to attend the 25th Reunion in Milwaukee, Wis., Saturday, July 21, 1962

PLANS are being progressed to hold the 25th biennial reunion of our Veteran Employees' Association in Milwaukee, Wis., on Saturday, July 21; place, the American Serb Memorial Hall, 5101 W. Oklahoma Ave. Chartered buses will provide transportation between the Hall and the Milwaukee Road station for the convenience of members. Registration, starting at 7:30 A.M., will be \$1 per Veteran.

A luncheon featuring a program of interest to women and a buffet lunch for men will be held at 12:30 P.M., a business meeting at 2:30 P.M., and a

banquet with entertainment starting at 6 P.M. Reservation forms will be mailed to members when arrangements are completed, but the form below may be used. Members who do not require hotel rooms should use the form also. It is important to make reservations promptly, in order to assure accommodations for all.

A good time is in store, and I hope that many of our members will plan to attend.

F. G. McGINN, President
Veteran Employees' Association



Barber shoppers loosen up one of the old ones; scene at the 1960 Vets' reunion.

Cut out and mail this TODAY

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

RESERVATION BLANK

Insert here your
1962 Membership
Card No.

Enclosed is check in the amount of \$..... for..... Banquet Tickets at \$2.75 each. (Please remit by check or money order—do not send currency.) Mail tickets to:

NAME ADDRESS.....

CITY Zone..... STATE.....

TRANSPORTATION DATA:

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

..... 1962, and arrive in Milwaukee on Train.....
(Day) (Date) (Number)

at..... M. 1962. Will depart on Train.....
(Time) (Date) (Number) (Day)

..... 1962 for.....
(Date) (Destination) (Pullman) or (Coach)

ROOM RESERVATION AT HOTEL SCHROEDER as follows: Indicate price:

With Bath—Single for One Person	\$ 7.00, \$ 8.00, \$10.00
With Bath—Double for Two Persons	\$10.00, \$12.00, \$14.00, \$16.00
With Bath—Twin Beds for Two Persons	\$12.50, \$14.00, \$16.00
With Bath—Room for Three Persons	\$.50 each person
With Bath—Room for Four Persons	\$.40 each person

tical way to fulfill these personal ambitions; to bridge the gap between wanting to save and doing it. In supporting the nationwide bond drive, the railroads were commended for setting a pattern for other industries to follow.

The bond buying habit is well established among employes of The Milwaukee Road. Of the approximate 25 per cent currently putting aside money for this purpose (through the service provided by the railroad) are many who have subscribed to the payroll deduction plan since it was started by the Treasury Department in 1941. The majority pur-

chase, on the average, a bond a month. Moreover, seven out of 10 who sign up adhere to the plan faithfully. This figure is well above the standard in industry at large.

Exchange features of Series E and H Savings Bonds recommend them as investments for retirement incomes. For instance, a monthly purchase of a \$100 E Bond (for \$75) continued for 17 years and 9 months and then traded for H Bonds will yield interest amounting to the original investment for the next 10 years, after which the principal is still intact.



In the Retirement Spotlight



Head table group at the testimonial luncheon in honor of F. J. Casey held in Chicago Feb. 26. From left: A. E. Johnson, purchasing officer; Mr. Casey; V. E. McCoy, chief purchasing officer; President William J. Quinn; and G. V. Ireland, general storekeeper.

F. J. Casey

FRANK J. CASEY, having served our railroad with distinction in both the stores and purchasing divisions for more than 42 years, retired from the position of assistant purchasing agent Feb. 28. The red letter event was observed by company officers and friends at a luncheon in Chicago on Feb. 26, and with the presentation of a watch from the purchasing division force.

Mr. Casey is a native of Chicago who attended De Paul University and entered the business field in the stores department of the Illinois Bell Telephone Company. He served in the Navy during the first World War, following which he came to the Milwaukee in October, 1920 as a storehelper at the Bensenville (Ill.) roundhouse.

Transferring to the purchasing division in August, 1929, he held various positions prior to 1942, when he was made chief clerk and office manager to purchasing agent. He was advanced to senior buyer in 1951 and appointed assistant purchasing agent on Feb. 1, 1957.

The Caseys make their home in La Grange Park, Ill. They have a daughter and one grandchild. The daughter and her family live near Glen Ellyn.

J. A. Ogden

A RAILROAD career of almost 50 years was brought into focus on Feb. 8 when J. A. Ogden, district safety engineer for the Dubuque & Illinois and the Iowa Divisions, was honored at a testimonial dinner in the Moose Hall at Savanna, Ill. Approximately 135 employes of both divisions converged on the river town to extend good wishes to Mr.

Ogden upon his retirement at the end of the month.

A. W. Shea, general superintendent of safety, was the master of ceremonies for the program which paid tribute to Mr. Ogden's faithful work and long service. The demonstration of good fellowship included gifts for both him and Mrs. Ogden. In years of service, Mr. Ogden was the Road's senior safety engineer.

Jimmy Ogden was still a school boy when he started to learn telegraphy from the C&EI agent in his home town of Diamond, Ind. He was hired as an operator at Latta, Ind., by the old Chicago, Terre Haute & South Eastern on Dec. 10, 1912, and four years later was



At the testimonial dinner in Savanna, Ill., Feb. 8, J. A. Ogden is congratulated by R. T. Shields, chief fire inspector. Immediately to Mr. Ogden's right are F. J. Ladwig, district safety engineer for the Milwaukee Terminals, and C. V. Peterson (partially obscured), who succeeds him as district safety engineer at Savanna headquarters. At the right is P. Bridenstine, assistant superintendent of the D&I Division.

advanced to dispatcher at Terre Haute. Following the Milwaukee's leasing of the CTH&SE in 1921, he continued to serve as dispatcher and relief chief dispatcher at Terre Haute until he transferred to the safety department in 1947.

As district safety engineer for the D&I and Iowa Divisions, his territory covered approximately 1,866 miles of road operation. It was under his tutelage that the employes of the Iowa Division won the railroad's annual safety contest in 1958.

The Ogdens have retained the home in Terre Haute they occupied for many years before Jimmy's work took him to Savanna, and they plan to return there. Their daughter Beverly, who has been employed in Savanna, will return with them.

W. T. Ahern

A MILWAUKEE ROAD career of 43 years devoted for the most part to coordinating employe and public relations programs was concluded on Mar. 31 with the retirement of William T. Ahern, chief clerk to director of public relations and advertising. As the senior member of the PR office staff, he had filled a unique position in the company since the department's early organizing years.

Bill Ahern, born and reared in Chicago, was in his early twenties when he heard that a secretary's job was open downtown with the Road's assistant general superintendent of motive power. Having served in World War I as secretary to the commander of the Navy's aviation section, he brushed up on his shorthand, applied for the job and got it. That was in November, 1919. Shortly afterward he was advanced to the posi-

tion of secretary to general superintendent of motive power, and in 1924 to that of secretary to general manager, then the late J. T. Gillick.

The nature of his work with the management team provided a liberal education in company operations and policies, with the result that when the public relations department was established in 1927 his familiarity with all department activities was the stepping stone to the appointment as chief clerk. As a coordinator of activities involving contacts with the public his office supervision spanning 35 years was probably the most varied on the railroad. Few employees had a wider acquaintanceship among people in other industries and professions, as well as within the organization. His retirement was marked at a dinner party in Fred Harvey's Canterbury Room in the Chicago Union Station on Mar. 6 at which practically every department of the railroad was represented.

Bill and his wife Amelia recently bought a new home in Chicago in which they will continue to live, together with their son Bob, who is employed in the Road's Union Station reservation bu-



A retirement dinner pose of W. T. Ahern (center) with G. H. Kronberg, director of public relations and advertising (left), and C. N. Rank, the Road's advertising agent.

reau. There are two other sons, Jim and Bill, and seven grandchildren, all in the Chicago area. Upon becoming a retired citizen Bill plans to devote more time to community improvement work, in which he has a keen interest, and to the Veteran rehabilitation programs of Pioneer Post 768 of the American Legion.

APPOINTMENTS



F. A. Upton



A. W. Hallenberg

Office of Vice President-Operation

Effective Feb. 1, 1962:

F. A. Upton is appointed assistant chief mechanical officer with jurisdiction over locomotive, car and mechanical engineer organizations, with headquarters at Milwaukee. Mr. Upton, who has been with the Road since 1939, has served as roundhouse foreman and general foreman, and master mechanic in Miles City and Chicago. Since 1952, when he was advanced to assistant superintendent of motive power, he has been appointed superintendent of motive power, and most recently general superintendent of motive power.

Mechanical Department

Effective Feb. 1, 1962:

A. W. Hallenberg is appointed general superintendent motive power with headquarters in Milwaukee. Mr. Hallenberg started as a machinist apprentice

March-April, 1962

in 1929, and has served as roundhouse foreman and assistant master mechanic at various points. He was advanced to district master mechanic in Chicago in 1953, in which position he has served in Milwaukee since April, 1958.

Finance and Accounting Department

Effective Mar. 1, 1962:

J. L. Gable, operations research analyst, is appointed special representative, vice president-finance and accounting, with duties as assigned.

Purchases and Stores Division

Effective Mar. 1, 1962:

C. T. Skjoldager, steel buyer, is appointed assistant purchasing agent with headquarters in the Union Station, Chicago, following the retirement of F. J. Casey.

Safety Department

Effective Feb. 1, 1962:

C. V. Peterson, district safety engineer, Deer Lodge, Mont., is transferred to headquarters at Savanna, Ill., following the retirement of J. A. Ogden.

C. C. Clinker, district safety engineer in Milwaukee, is transferred to headquarters at Deer Lodge.

D. O. Anderson is appointed district safety engineer with headquarters in Milwaukee.

C. J. Delin, district safety engineer at

Tacoma, is transferred to headquarters at Minneapolis.

H. V. Allen, district safety engineer at Minneapolis, is transferred to headquarters at Tacoma.

Milwaukee Motor Transportation Co.

Effective Feb. 1, 1962:

O. L. Johnson, safety inspector, is appointed director of operations with headquarters in Chicago.

W. J. Walsh, special representative to executive vice president, is appointed director of sales coordination with headquarters in Chicago.

H. T. Holder is appointed director of maintenance, Chicago District, with headquarters at Bensenville, Ill. He was formerly employed by a nationally known eastern trucking firm in various maintenance and managerial capacities. Effective Feb. 5, 1962:

J. Mason is appointed manager of Chicago operations with headquarters at Bensenville, Ill. Mr. Mason has been in the employ of a large eastern truck line in an operational capacity for 26 years.

R. A. Dornhecker is appointed systems dispatcher with headquarters at Bensenville, Ill.

Effective Feb. 15, 1962:

L. D. Gidlow has been appointed director of rates and tariffs with headquarters in Chicago.

Effective Jan. 29, 1962:

A. G. Landerholm has been appointed strip supervisor at Bensenville, Ill.

Traffic Department

Mar. 1, 1962:

H. R. Genereau, traveling freight agent, Los Angeles, Calif., is appointed district freight agent, Fresno, Calif.

T. C. Abell, city passenger agent, San Francisco, Calif., is appointed foreign freight agent, San Francisco.

H. J. Pessein, traveling freight and passenger agent, Miles City, Mont., is appointed traveling freight agent, Spokane, Wash.

R. C. McQuigg, city freight and passenger agent, Oakland, Calif., is appointed traveling freight and passenger agent, Los Angeles, Calif.

M. G. Denney, city freight agent, Kansas City, Mo., is appointed traveling freight and passenger agent, Miles City, Mont.

R. H. Fortney, traveling freight and passenger agent, San Francisco, Calif., is appointed district representative rail-highway sales, San Francisco.

R. H. Mau, rate analyst, Chicago, is appointed city freight agent, Chicago.

D. W. Goodwin, stenographer in the Portland, Ore., traffic office is appointed city freight and passenger agent, Portland.

retirements

during January-February, 1962



General Office & System Employees

Bordak, S. Janitress . Chicago, Ill.
 Buttes, A. M. Switchboard Op.
 Casey, F. J. Asst. Purch. Agt.
 Ceve, W. J. Steel Bridge Erector
 Frick, F. A. Clerk
 Heuel, C. G. Bureau Head
 Jackson, A. M. Dining Car Waiter
 Kuehn, E. W. Trav. Frt. Claim Agt.
 McBeth, T. Cook
 McDowell, T. M. Dining Car Waiter
 Penticoff, C. M. Signal Foreman
 Rappe, H. H. Bureau Head
 Schank, M. A. File Clerk
 Stein, J. F. Dining Car Steward
 Thomas, J. F. Clerk
 Walker, J. E. Waiter

Chicago Terminals

Baglayan, S. Carman Helper . Bensenville, Ill.
 Bernard, A. C. Yard Conductor . Chicago, Ill.
 Braun, E. W. Engineer
 Burianek, J. J. Machine Op. . Bensenville, Ill.
 Comitz, A. Engineer . Chicago, Ill.
 Davidson, W. M. Freight Handler
 Gronemeier, W.
 Boilermaker Helper . Bensenville, Ill.
 Jacyniak, S. J. Checker . Chicago, Ill.
 Jordan, F. Laborer . Bensenville, Ill.
 Kryzanoski, J. J. Stower . Galewood, Ill.
 Lopp, J. V. Machinist Helper . Bensenville, Ill.
 McMurray, C. E. Switchman . Chicago, Ill.
 Parker, J. A. Engineer . Bensenville, Ill.
 Porter, A. E. Train Director . Chicago, Ill.
 Reader, H. L. Asst. Car Foreman . Bensenville, Ill.
 Spotts, E. Switchman . Chicago, Ill.
 VanZandt, E. C. Switchman . Galewood, Ill.
 Zienty, B. B. Tracing Clerk . Chicago, Ill.

Aberdeen Division

Anderson, C. S. Car Helper . Aberdeen, S. D.
 Anderson, G. E. Engineer
 Donahue, C. M. Sec. Laborer . Andover, Ill.
 Gross, J. Car Repairer . Aberdeen, Ill.
 Johnson, C. W. Sec. Foreman . Tusler, Mont.
 Ketterling, A. Sec. Laborer . Baker, Ill.
 Redman, A. G. Sec. Laborer . Brownnton, Minn.
 Towner, R. Engineer . Minneapolis, Minn.

Coast Division

Bennett, A. B. Stenographer . Seattle, Wash.
 Clinton, M. A. Tel. Operator
 Delaney, E. A. Clerk . Tacoma, Wash.
 Frazier, C. M. Switchman-Yardman
 French, R. W. Engineer . Raymond, Wash.
 Gorzelanczyk, S. J. Carman . Bellingham, Wash.
 Hensel, A. Clerk . Seattle, Wash.
 Kinder, O. L. Roundhouse Foreman . Othello, Wash.
 McElroy, M. O. Steamfitter . Tacoma, Wash.
 Mullins, E. Fireman
 Norton, A. W. Carman
 Patrick, M. Carman Helper
 Porter, A. E. Crane Operator
 Powers, G. L. Brakeman
 Robinson, J. B. Brakeman
 Welch, C. H. Carman . Othello, Wash.
 Wilkins, M. A. Switchman . Tacoma, Wash.

Dubuque & Illinois Division

Brock, R. C. Carman Helper . Savanna, Ill.
 Charneskey, J. S. Agent . Bartlett, Ill.
 Crane, B. Secy. to Gen. Agt. . Kansas City, Mo.
 Dally, E. Engineer . Dubuque, Ia.
 Ebbert, C. F. Machinist . Ottumwa, Ia.
 Gallagher, G. J. Clerk . Marquette, Ia.
 Grimes, A. E. Laborer . Davenport, Ia.
 Luther, L. A. Signal Maintainer . Chillicothe, Mo.
 McGuire, E. L. Chief Dispatcher . Ottumwa, Ia.
 Miller, C. M. Car Inspector . Savanna, Ill.
 Oden, J. A. Dist. Safety Engineer
 O'Neal, T. S. MachInst
 Richards, H. A. Sec. Laborer . Dubuque, Ia.

Shaw, B. S. Fire Knocker . Laredo, Mo.
 Sheedy, L. L. Switchman . Savanna, Ill.
 Stoffregen, E. W. Engineer . Dubuque, Ia.
 Thompson, P. Engineer . Ottumwa, Ia.
 Van Pelt, J. C. Conductor . Dubuque, Ia.

Iowa Division

Auman, L. Carpenter . Marion, Ia.
 Brock, J. Engineer . Savanna, Ill.
 Brokaw, E. R. Engine Watchman . Monticello, Ia.
 Calhoun, C. H. Station Agent . Sac City, Ia.
 Fedeler, F. H. Sec. Laborer . Hawkeye, Ia.
 Fortier, A. F. Carman . Marion, Ia.
 Hanneman, W. R. Brakeman . Perry, Ia.
 King, A. R. B&B Carpenter
 Reeves, L. F. Carpenter
 Tomer, F. C. Conductor
 Vrana, J. B&B Laborer . Marion, Ia.
 Wehr, A. W. Sec. Laborer . Portsmouth, Ia.
 Wenzel, J. J. Carpenter . Perry, Ia.

Iowa, Minnesota & Dakota Division

Behrens, H. H. Conductor . Mankato, Minn.
 Bellesfield, W. D. Engineer . Spencer, Ia.
 Claric, F. H. Agent . Scenic, S. D.
 Dillon, E. J. Clerk . Sioux City, Ia.
 Dosey, E. H. Cashier . Owatonna, Minn.
 Gribben, L. J. Cashier . Austin, Minn.
 Holt, B. S. Engineer . Mitchell, S. D.
 Hudak, J. Engineer . Madison, Minn.
 Johnson, M. Car Helper . Sioux City, Ia.
 Ness, W. F. Secretary
 Peterson, A. J. Engineer . Mason City, Minn.
 Robb, E. R. Yard Clerk . Sioux Falls, S. D.
 Whitney, C. E. Switchman . Mason City, Ia.

La Crosse Division

Akeson, C. W. Sec. Laborer . Frontenac, Minn.

Alford, M. C. Saw Operator . Tomah, Wis.
 Baumgartner, J. J.
 Train Baggage Man . Milwaukee, Wis.
 Brown, J. D. Supvr. Car Crew . LaCrosse, Wis.
 Butzlaff, W. R. Engineer . Portage, Wis.
 Coyle, W. L. Engineer . Madison, Wis.
 Dawson, I. F. Switchman . Portage, Wis.
 Dunham, R. E. Sec. Laborer . Camp Douglas, Wis.
 Edwards, C. F. Sec. Foreman . Janesville, Wis.
 Guhin, D. A. Timekeeper . Portage, Wis.
 Horton, E. F. Sec. Laborer . Janesville, Wis.
 Jansen, W. P. Track Laborer . LaCrosse, Wis.
 Johnson, A. M. Machinist Helper . Madison, Wis.
 Kiefer, E. O. Conductor . Red Wing, Minn.
 Ladwig, A. F. Engineer . Minneapolis, Minn.
 Lippman, A. L. Trainman . Milwaukee, Wis.
 Matelski, L. Carpenter . LaCrosse, Wis.
 Rush, A. W. Sec. Foreman . Tomahawk, Wis.
 Strupp, E. J. Sec. Foreman . Dakota, Minn.
 Sullivan, D. P. Conductor . LaCrosse, Wis.
 Tiffany, J. W. Engineer . Minneapolis, Minn.
 Tuma, L. F. Engineer . Wabasha, Wis.

Milwaukee Division

Baar, E. F. Agent . Pickett, Wis.
 Desmond, J. E. Engineer . Green Bay, Wis.
 Donckers, J. J. Engineer
 Lyttle, H. B. Brakeman . Milwaukee, Wis.
 McCutchan, H. F. Engineer
 Otte, A. R. Sec. Foreman . Hartford, Wis.
 Sabo, J. J. Trainman . Racine, Wis.
 Sitka, P. H. Car Foreman . Channing, Mich.
 Wentela, W. W. Brakeman-Conductor . Channing, Mich.

Milwaukee Terminals & Shops

Bartel, H. A. Carman Helper . Milwaukee, Wis.
 Dermody, R. B. Machinist
 Egan, J. P. Engineer
 Galke, A. Cabinet Maker
 Haslam, R. R. Bill Clerk
 Ketchum, E. N. Watchman
 Kramlich, M. A. Crane Operator
 McCann, E. R. Switchman
 Meyer, E. L. Machinist
 Meyer, G. G. Sec. Stockman
 Oelke, P. O. Blacksmith
 Oskins, L. M. Agt.-Telegrapher . Sturtevant, Wis.
 Pandells, A. Oil House Laborer . Milwaukee, Wis.
 Placha, F. S. Machinist Helper
 Rogers, E. G. Engineer

Attention, Retired Employees . . .

Do We Have Your Correct Address?

THE saying that "The postman always rings twice" was never meant to apply to letter carriers, and insofar as the delivery of your Milwaukee Road Magazine is concerned, he won't ring even once unless we have your correct address.

The reason for calling this to your attention is that a number of copies of the January-February issue mailed to retired employees were returned to us. This was due to the persons involved having failed to file new addresses with their local post offices or with the Magazine's circulation department, or having failed to notify the Magazine when streets were renamed or renumbered.

Retired employees to whom this applies are requested to write, including with their change of address the zone number, or rural route and post office box number, if any. And to help us send you the Magazine without interruption, please write promptly, since mailing label changes require approximately 30 days. This request applies also to employees who retire and wish to continue receiving the Magazine regularly—send us your home address (see the masthead on page 2). Our address is The Milwaukee Road Magazine, Circulation Department, Room 824 Union Station, 516 W. Jackson Blvd., Chicago 6, Ill.



Ruiz, P. F. Sec. Laborer.. Milwaukee, Wis.
 Sabatke, O. E. Lampman.. " "
 Seerup, C. O. Laborer.. " "
 Shay, R. J. Switchman.. " "
 Smith, C. H. Sheet Metal Worker.. " "
 Swanda, E. F. Machinist.. " "
 Vollbrecht, A. Machinist.. " "
 Weller, W. A. Switchman.. Wauwatosa, "
 Yakel, H. Switchman.. Milwaukee, "

Rocky Mountain Division

Bensley, A. T. Stationary Engr.. Miles City, Mont.
 Bennett, H. R. Conductor.. Lewistown, "
 Bethke, O. H. Rate Clerk.. " "
 Hillson, E. W. Sec. Laborer.. Grass Range, "
 Kinsley, F. Engineer.. Mobridge, S. D.
 McDonald, L. G. Engineer.. Miles City, Mont.
 Miller, W. C. Conductor.. Alberton, "
 Niemiiller, C. J. Conductor.. Mobridge, S. D.
 Pederson, A.
 Roundhouse Laborer.. Harlowton, Mont.
 Thompson, T. Sec. Foreman.. Superior, "
 Werner, B. L.
 Chf. Sub. Sta. Operator.. Avery, Ida.

Terre Haute Division

Brassea, P. Fireman.. Crete, Ill.
 Elberth, F. A. Switchman.. Faithorn, "
 Gilbert, J. A. Sec. Laborer.. Terre Haute, Ind.
 Isgrig, D. H. Chauffeur.. " "

Twin City Terminals

Abrahamson, R. E.
 B&B Carpenter.. St. Paul, Minn.
 Frank, C. W. Electrician.. " "
 Fuller, O. R. Checker.. " "
 Hall, F. W.
 Switchman & Yard Cond.. Minneapolis, "
 Holderbach, F. C. Laborer.. " "
 Jaeger, R. B. Electrician.. " "
 Ostroviak, H. Switchtender.. " "
 Shoblom, W. Clerk.. " "
 Vogel, C. M. Car Inspector.. St. Paul, "

Chester D. MacLennan

CHESTER D. MACLENNAN of Tacoma, retired western freight claim agent, passed away in Tacoma Jan. 21 at the age of 67, after a short illness. Funeral services were held in the Buckley-King mortuary in that city. Surviving are his wife, Myrtle, and a sister, Miss Florence MacLennan of Seattle.

Mr. MacLennan was born in Cambridge, Mass., and moved to the west coast in his youth. He entered the Road's service at Tacoma in 1911 and proceeded to hold various positions on the Coast Division, including those of traveling freight claim agent at Seattle, and chief clerk in the Seattle freight claim department. He was appointed western freight claim agent with Seattle headquarters on June 1, 1954 and retired in that capacity on Oct. 1, 1959.

A veteran of the first World War, Mr. MacLennan was a member of the American Legion; also of the Milwaukee Road Veteran Employees Association, the Transportation Club of Seattle, the United Presbyterian Church, Clan McKenzie of Seattle, and Affi Temple of the Shrine. For 25 years he was captain of the Affi patrol. He was also active in the International Lawn Bowling Club, and had recently interested 21 foreign lawn bowling clubs in attending the Seattle World's Fair.

March-April, 1962

Joe Novak Stars in Retirement Production



Mr. and Mrs. Joseph A. Novak and their daughter Kim posing for newspaper and TV cameramen.

JOSEPH A. NOVAK of the Galewood freight office force in Chicago was honored at a retirement dinner on Feb. 15 which, with one thing and another, proved to be more of an occasion than expected. In a surprising turn of events, the tribute to his more than 37 years of Milwaukee Road service included wishing him and Mrs. Novak happiness on their wedding anniversary and—another unusual development—extending happy birthday wishes to their daughter Kim, the motion picture star. With press, radio and TV coverage, it was quite a production.

The dinner, held at the west side Lion's Club, was attended by 150 or so of Joe's railroad associates, together with relatives, friends, and shippers who had looked to him for service. So as not to intrude on the festivities in her father's honor, Kim made a belated appearance, but shared the spotlight with the family—her mother, sister Arlene and brother-in-law William Malmberg—

James T. Kelly

JAMES T. KELLY, retired general storekeeper, 83, died Mar. 5 after a long illness. Funeral services were held in St. Sebastian's Church in Milwaukee, and interment was in Holy Cross Cemetery.

Mr. Kelly started his railroad career with the Soo Line in 1898 and came to the Milwaukee's stores division in 1901 as a clerk-timekeeper at Milwaukee Shops. In 1910 he was promoted to chief clerk of stores at Miles City, following which he served in turn as storekeeper, district storekeeper and chief stock clerk in Deer Lodge, Minneapolis and Milwaukee, respectively. He was appointed general storekeeper at Milwaukee Shops headquarters in May, 1925 and retired on Dec. 31, 1948.

as Joe received an ovation from his well wishers.

Their gift to him consisted of a short wave radio and a handmade wallet. Kim was remembered with an armful of roses, which she accepted with a gracious thank you to the Milwaukee Road and an affectionate kiss "for my dad of whom we are all so proud".

Railroading may have robbed the teaching profession when Joe Novak entered the Milwaukee's service in November, 1924. Previously, between military duty in the first World War and working for several railroads on the west coast, he had taught school in rural Oregon. On a vacation in Chicago, however, he met *the* girl, with the result that he signed up for a job at Bensenville Yard so he could remain and court her.

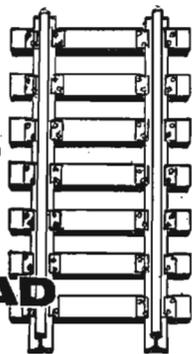
It took four years to win over the girl's father, by which time Joe was a confirmed Milwaukee Roader. In 1932 he transferred to the Galewood facility, where he has since served on various clerical positions, the last being on the transit desk.

The Novaks have visited their daughter Kim frequently in California since her career required her to live there, and at her urging they may now move to the Los Angeles area. Following the dinner in Joe's honor and a brief family reunion, Kim departed for a trip to Europe during which, through arrangements cleared with our country's state department, she was the guest of the Russian film industry in Moscow. Upon her return the Novaks planned to visit her in Bel Air while looking at prospective homesites.



Daughters Kim and Arlene and son-in-law William Malmberg share Joe Novak's appreciation of the retirement gifts from his fellow employees.

ABOUT PEOPLE OF THE RAILROAD



Aberdeen Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

The regional data office employees at Aberdeen observed their first anniversary recently with a party at the Surfwood Club. Following a social hour and dinner there was group singing and nickelodeon music for dancing. In addition to the regular office employees the party was attended by Ticket Agent L. F. Mack and wife, and Freight Agent R. M. Gordon and wife.

Retired Engineer John Weist passed away suddenly. Burial was in Aberdeen.

The car knockers' bowling team is in the top spot of the Milwaukee League at this writing, but is being closely pushed by the traffic department. Team members are J. Moffenbier, J. Labesky, R. Conley, J. Waldt, T. Piatz and Foreman J. Breen.

Carman Clarence (Pop) Anderson retired Jan. 1 and is looking forward eagerly to good weather so he can get out to his cabin on the lake.

Operator Carol Roisen, Milbank, was relieved by Ole Olson while on vacation recently.

Just before the last snowstorm struck our country Conductor D. E. Bucklin left for sunny California—good timing!

Sympathy was extended to Agent C. E. Cowle of Wahpeton whose wife died recently.

EAST END

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

Those of you who have visited in the home of Retired Engineer Anton Ore, St. Petersburg, will not be surprised to learn that his house was a prize winner in the Christmas lighting contest in 1961. The third place award went to the Ores.

Fireman John Swanson was recently married to Joan, daughter of Roundhouse Foreman Elmer Ward, and with no more daughters to be married Elmer says his worries as "father of the bride" are over.

Brakeman Bob Ryman recently transferred to the LaCrosse Division.

Mrs. J. E. Hills, 85, widow of former assistant superintendent, died in Minneapolis Feb. 4. . . Fireman Henry Anderson, who retired in 1957, passed away in his home Jan. 18. . . Mrs. Abe Stuber, widow of Aberdeen Division engineer, died Feb. 9. She was the mother of Yardman Harold Stuber of Montevideo

and Dale Stuber of the regional data office in Minneapolis.

Retired Conductor C. C. Bingham and wife recently celebrated their 64th wedding anniversary. They were guests of honor of the Rebecca Lodge on Feb. 20.

Anyone living along the Fargo line must have stopped to look twice on Feb. 11 when the "Fargo Southern" made its way up the line. That was the first day of the triple deck auto cars to be delivered to the NP at Fargo. Since then it has become a regular thing—and a mighty nice sight!

Raising a family of regal girls has been the experience of Conductor Warren Harding. Most recent "queen" is his daughter Jill, who was chosen "Rose of Delta Sigma Pi" at Mankato State College, where she is secretary of the sophomore class. His daughter Joan was a Fiesta Queen candidate for the Montevideo Fiesta Days several years ago, and his daughter Judy was a sophomore princess at the High School Homecoming festivities last fall.



Jill Harding

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S
OFFICE

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

Shifts in personnel highlight the news from this office. D. W. Woodhouse has been promoted to the personnel department in Chicago as chief clerk in S. W. Amour's office. Herman Ogden succeeds him as chief clerk to Superintendent K. R. Schwartz. Herman comes from Madison where he had been chief clerk to the superintendent prior to the closing of that office, since which time he was working as assistant cashier in the data office there.

Myra Marquardt, time revisor, was severely injured in a fall Jan. 8, and at this writing is still recuperating at home.

Here's a memory test for old timers: The passenger traffic department is seeking information about a small metal key ring tab, apparently a give-away or promotional item, which recently turned up in the night deposit box of the St. Paul Federal Savings and Loan Association. An inscription on one side of the oval disk reads "Return to the C.M.&St.P. Ry. City Passenger Office Milwaukee and Receive Reward", and the other bears the identification number 310. Anyone who remembers this item, or the identity of the owner, should please contact C. C. Burns, general agent passenger department, Milwaukee, Wis.

F. T. Buechler

F. THEODORE BUECHLER, well known on the railroad as the superintendent of the former Superior Division for 18 years, died of a heart seizure Jan. 31 in Aberdeen, S. D., where he had lived since retiring in 1950. Funeral services were held at St. Mark's Episcopal Church in Aberdeen, with burial in Riverside Cemetery there. He is survived by his widow, Alma, and six sisters.

Ted Buechler was born in Chicago and reared in Brownton, Minn., where he learned telegraphy from the local agent. His railroad career, all with the Milwaukee, began as an operator at Stewart, Minn., in 1902. In 1909 he became train dispatcher at Aberdeen, and in 1916 he was advanced to chief dispatcher at Mitchell, S. D. After serving in the latter capacity at Aberdeen and Montevideo, Minn., and as trainmaster of the La Crosse Division, he was made assistant superintendent of the Twin City Terminals in 1926, and the following year was appointed superintendent of the former Sioux City & Dakota Division. He moved to Green Bay as superintendent of the Superior Division in 1932, and retired on July 31, 1950.

Dan Heron, caller at Muskego, is replacing her.

The Milwaukee Road Credit Union held its annual meeting and party Feb. 21 and had a good attendance despite a stormy night. The following positions were filled by re-election of the incumbents: treasurer, Jane Mayer; secretary, Joan Kelly; director, Fred Ladwig; and credit committee, Walter Zarling.

Walter S. Busky, rate clerk at Rockford, was unopposed in the Apr. 10 primary as the Democratic Congressional candidate for the 16th Illinois District in the November election. He is a former correspondent for this magazine.

SECOND DISTRICT

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

Richard G. Williams, his wife and three sons have been welcomed to Green Bay, where he will headquarter as traveling freight agent. Dick and his family are from Pittsburgh, Pa.

Conductor W. W. (Bill) Wentela of Channing has retired after nearly a half century of service. He was honored by fellow employees at a ceremony at the Channing depot. He was presented a gift from his many friends in train service and received congratulations and good wishes for retirement from the Brotherhood of Railroad Trainmen officers and from Milwaukee Road officials. A World War I Navy veteran, Wentela served on convoy duty in the North Atlantic. He has served as a conductor of freight and passenger trains emanating from Chan-



At 90, He's Eager for Golf

WHEN D. W. Thompson, retired engineer of South Sioux City, Neb., recently celebrated his 90th birthday it was observed that he still plays a rattling good game of golf. He's shown here polishing his clubs in anticipation of spring and the opening of the courses. He credits the sport with helping keep him fit and younger looking than his four score and ten years.

Mr. Thompson was in the Road's service 54 years, 46 of them as a locomotive engineer, before retiring in 1946. He is proud of the fact that he never was involved in a fatal accident. His 90th birthday also found him active in the First Christian Church in South Sioux City—a 50-year consistory award will be presented to him this year. He and Mrs. Thompson have five children, two grandchildren and two great-grandchildren.

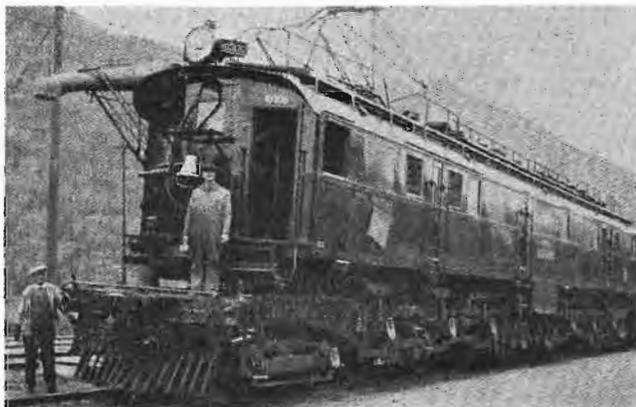


FETED BY B. OF R. T. At an all-day get-together of the Brotherhood of Railroad Trainmen in Austin, Minn., Jan. 14, these retired Milwaukee Roaders were honored guests. Front: Orbit Ratledge. Seated, from left: Albert Mattice, Edward Jeffers, Lester Ferris, Louis King, John Peterson, Charles Hogan. Standing, from left: James Marvolet, Edward Jahren, Charles Weigel, Gus Laufle, Alfred Thompson, Irving Beckel and Lawrence Beers. Each was presented with an engraved tie clasp. Among the 111 who attended the get-together were several grand lodge officers. Yard Foreman J. J. McGuire and Mrs. McGuire headed the dinner committee.

A HOWLING SUCCESS, according to their critics, was the performance of Bob McCarthy, our city freight agent in New York (left) and Carlos Castro of the Georgia & Florida at the Metropolitan Traffic Association of New York's annual Railroad Night. The big production here is their rendering of "Me and My Teddy Bear" and "How Much Is That Doggie in the Window".



AN ANTIQUE MODEL A FORD served as a "bridal coach" for the marriage of Rasalie Budnick of the Chicago-Fullerton Avenue central typing bureau force and John Brezinski, freight auditor's office employe, in St. John Berchman's Church, Chicago, on Feb. 10. John, who was on leave from the army, is now in Korea. (Chicago's American photo)



WHO'S THE OTHER MAN? is a question which has been bothering Joe Dunlap, retired locomotive engineer of Avery, Ida. Does anyone know? The picture, showing Mr. Dunlap standing on the electric locomotive, was taken at Falcon, Ida., on Aug. 30, 1924.

"SCOUT GOVERNMENT DAY" REPRESENTATIVE. For the observance of Scout Week, Richard W. Simmons, Eagle Explorer of Post 155 of the First Methodist Church of Franklin Park, Ill., and son of General Roadmaster R. G. Simmons, represented Thatcher Woods Area Council on a "State Government Day" program sponsored by Governor Otto Kerner of Illinois in Springfield Feb. 4-5. He is pictured with the Governor (center) and Secretary of State Charles Carpentier. The purpose of the two-day program, which included lunching with the Governor, was to give outstanding Explorers an opportunity to observe their state government in action. Dick served for a day as director of personnel.

ning. Lyle LaPoint of Channing, secretary for the B. of R.T., made the gift presentation. Bill has a son, Bill Jr., who is agent-operator in Pembine, and a daughter Betty, married to Robert J. Tobin, dispatcher in Milwaukee.

Carl Devereux died Feb. 20 in the Oconto Falls hospital after a three year illness. Mr. Devereux, who was an operator and agent at many stations including Stiles, which was his home, became a supervisor for the Road in Green Bay in 1949, retiring in July, 1959. His widow and one son survive. The funeral was held at St. Patrick Church, Stiles.

F. T. Buechler, the last superintendent of the old Superior or "Wooden Shoe" Division, passed away at his home in Aberdeen, S.D., recently. He made many friends during the years he was located in Green Bay. He and his wife were greatly interested in the Women's Club and other railroad activities as well as civic affairs. Mr. Buechler was a past president of the Green Bay Traffic Club.

Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER
AND TEST DEPARTMENT

H. J. Montgomery, Correspondent

Martin J. Biller Jr. has left the test department to accept an electrical engineering position with Pabst Brewing Company.

Robert Harvey has replaced William Corbett in the test department office.

Jo Bentz recently reported a 515 bowling score. Very good, Jo!

Gramps Russ Harrington now has four grandchildren, three boys and a girl. The latest arrival was Jeffery James Harrington who arrived Jan. 22.

Mr. and Mrs. S. C. Filut attended the wedding of their daughter, Kathleen Kay, to Hal W. Hoxie Jr. at Miami, Fla., Feb. 9. The newlyweds were Whitewater State College students. They will live in Miami.

Willard Schroeder of the superintendent of car department's office was hospitalized in February, but is now on the mend.

Bernice Kruse, clerk in office of shop superintendent car department, suffered a fractured shoulder in a fall and spent several weeks in Deaconess Hospital. At this writing she is convalescing at home.

Robert Hoffman recently spent a week end in San Juan, Puerto Rico, and re-



Outstanding Apprentice

CARL O. LINDBLOOM, electrician apprentice at Milwaukee Shops, was voted one of the railroad industry's outstanding apprentices at the National Apprentice Conference held recently in St. Louis. He is shown here being presented with a symbolic certificate and pin by A. W. Hallenberg, general superintendent of motive power (left), with C. E. Wellnitz, general electrical foreman, looking on.

Apprentice Lindbloom is a graduate of Boys Technical High School in Milwaukee and has been employed at Milwaukee Shops about four years. In connection with his work, he attends the Milwaukee Vocational School. He is also an evening school student at the Milwaukee Institute of Technology, majoring in electrical engineering.

ports wonderful swimming.

Roger Semotan is a new apprentice in the drafting room. Also from the diesel shop is Wally Henning, an electrician helping with the work.

Gordon Schultz and family visited his parents, Draftsman A. L. Schultz and wife, while Gordon was attending a convention of dental supply dealers in Milwaukee. Gordon is a former fireman. He now lives in Green Bay.

Another Schultz son, Kenneth, bowled a neat 674 series in the Duester Tuesday night league where he holds a 200 average for 18 games as fill in.

The Johnson's Woods employes of the Road are at long last enjoying a new freeway while riding to and from work. Wouldn't it be nice if everyone who uses the parking lot next to the main office building would do as they are asked—park right. How about giving it the old college try? You'll enjoy your day better.

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

Charles H. Smith, sheet metal worker, and Albert Govin, machinist, retired in February.

Foreman Gip Millonzi has returned to work after a long hospitalization. Of incidental interest—Gip's new car is equipped with the original horn from his Model T.

CAR DEPARTMENT

Erwin C. Weber, Correspondent

PASSENGER CAR SHOP: The forces are now converting two mail and express cars to Railway Post Office cars and they should be ready for service by June 1 . . . Alfred J. Porsow, 73, retired upholsterer helper, passed away recently. Mr. Porsow started as a coremaker in the foundry Mar. 22, 1905, and held the position of upholsterer helper when he retired in June, 1952.

WHEEL SHOP: Royal Dermody, machinist, decided after 45 years' service it was time to retire.

FORGE SHOP: John P. Leib, blacksmith helper, retired after 46 years' service. He had been on sick leave since December, 1960 . . . Alex R. Jankowski, blacksmith, passed away Jan. 5 at the age of 67. Mr. Jankowski retired last June after rounding out 44 years' service . . . Adolph T. Lelinski, layout man, died suddenly Jan. 11 at the age of 44. He had 26 years' service.

FREIGHT CAR SHOP: Joseph H. Weber, 53, welder, died Dec. 30, 1961. His service date was made in Dubuque, Ia., January, 1927 . . . Joseph D'Amato, helper, passed away Feb. 5 at the age of 71. He had 20 years' service.

STORES DIVISION

Virginia Tabbert, Correspondent

Edward F. Grisius, retired district storekeeper of the Middle District, died Mar. 7 in a Milwaukee hospital after a long illness. He was a veteran of 43 years of service, starting in 1912 in the locomotive department at Milwaukee, from which he transferred to the stores division in 1917, as a stockman. He was appointed chief clerk to district storekeeper at Miles City in 1925, division storekeeper at Sioux City in 1929, and later served as chief clerk to the general storekeeper and inspector of stores. He became district storekeeper of the Middle District in 1951 and retired in June, 1955.

It's too bad that the only men who can solve the world's problems are too busy sitting on the front porch whistling.—Wall Street Journal

GOLD AND SILVER PASSES AWARDED

Gold—50-Year—Passes

Harris, William E.,
loco. engineer-----Franklin Park, Ill.
Kelroy, Elias, loco. engineer-----Mason City, Ia.
Martin, James H., switchman-----Milwaukee, Wis.

Theriault, H. E., loco. engineer---Missoula, Mont.
Tracy, T. J., loco. engineer-----Aberdeen, S.D.
Winandy C. J., asst. auditor jt.
facility accts.-----Chicago, Ill.

Silver—45-Year—Passes

Adams, C. C., loco. engineer---Three Forks, Mont.
Brisbine, H. C., city frt. agt.---Great Falls, Mont.
Carlson, E. N., pipefitter-----Tacoma, Wash.
Fox, C. E., roadmaster-----Terre Haute, Ind.
Gentzcke, A. W., spec. accountant---Chicago, Ill.
Godwin, E. E., pass. brakeman-----Marion, Ia.
Hoffman, A. J., warehouse foreman--Austin, Minn.

Jurgenson, Andrew, foreman in loco
shops-----Milwaukee, Wis.
Lynberg, W. T., loco. engineer---Sioux City, Ia.
Prehler, William, clerk-----Chicago, Ill.
Ruff, Andrew, carman-----Franklin Park, Ill.
Softis, John J., pipefitter-----Tacoma, Wash.
Whitmore, D. E., agent-----Merrill, Wis.

Milwaukee Terminals

DAVIES YARD

Catherine McConville, Correspondent

Charles F. Pikalek, painter, became a 10th-time grandfather recently when his daughter, Mrs. S. Zaffiro, became the mother of a girl.

Carman Leonard Shulta and wife announced the arrival of a baby girl, Tina Marie, Feb. 6. This makes three girls for Leonard.

Mary, daughter of Car Foreman W. L. Witters, was married Feb. 3 in St. Bernard's Catholic Church, Wauwatosa, to Navy Lt. (jg) Robert Quasius, stationed at Norfolk, Va., where the young couple will live. Following the ceremony a breakfast and reception were held at the Ambassador Hotel.

Ignatz Sliwinski, 75, retired carman-cutter at Davies Yard, passed away Feb. 14 . . . Carol, sister of Ray and William Stark, car inspectors of the Milwaukee Terminals, died in Kingston, Jamaica, in January.

On Jan. 26, because of the slippery streets, Buck Weaver, clerk, decided to take the bus instead of driving. Going to the bus stop he fell four times and on the fourth tumble broke two bones in his left arm. He was away from work three weeks and will have the arm in a cast for some time yet.

A group of girls from the shop and depot recently called on Miss Katherine Hurley, retired from the head nurse position at the Shops. Miss Hurley is confined to her home because of a broken hip, but she is always happy to hear what's happening in railroad circles.

FOWLER STREET STATION

Pearl Freund, Correspondent

Originality characterized the costume chosen by Penny Dresden, expense clerk, regional office, when she participated in the Mardi Gras parade in New Orleans in March. Inspired by the Flintstone comics, she wore a leopard skin, complete with a skull crown and an assortment of bones, teeth, and a hawk's foot. We are aware that Penny can supply the antics befitting such a costume. She was accompanied to the Mardi Gras by her mother.

The NARBW, Milwaukee Chapter, sponsored two movies at the Pabst Brewing Company for their members and guests. "Science Rides the High Iron", a product of the A.A.R., and "Life Line of the Nation", product of Civil Defense, were the films. The event proved to be one of education and Gemutlichkeit.

The Mel Clendennings are parents of their first child, a boy born Feb. 26. He will be christened Michael. Mel is employed as yard clerk and messenger.

Joseph Jendusa, retired House 7 employe, and a veteran of 50 years with the Road, passed away Jan. 2. He was the father of Alderman Robert Jendusa, and a brother of the late Michael Jendusa, a former alderman. He is survived by his wife, Virginia, two other sons, Jacob and Peter, and a daughter, Mrs. Joan Maertz, as well as 11 grandchildren.

March-April, 1962



HALF CENTURY VETERAN HONORED.

Engineer W. R. Butzlaff of Portage, Wis. (left), retiring recently after more than 50 years of service, became at the same time the holder of a Gold Pass. Presenting it here is Traveling Engineer E. L. Hubbs.



A NO ACCIDENT RECORD

of more than half a century was marked up to the credit of Engineer E. C. Atchison, McGregor, Ia., when he retired recently from the turn-around job between Marquette and Calmar. He started his service on Mar. 29, 1910, became a fireman the following year, and was promoted to engineer in 1916. The Atchisons have two children, four grandchildren and three great-grandchildren.

Nephew Mike Jendusa is a yard clerk at Canal District.

Jim Schiltz, carload bill clerk, is on leave of absence to complete his studies at Marquette University where he will graduate in June.

Jerome Hofkes, outbound rate clerk, went to the West Coast for a vacation and will visit relatives in Beverly Hills. He detoured slightly in order to try his luck at "Lost Wages", Nev.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Mr. and Mrs. Ed Pietruszka announce the marriage of their daughter Mary Ann to Tom Mitschke on Jan. 13 at St. John Kanty Church, Milwaukee.

Louis Mane Jr., son of Switchman Louis Sr., entered the Milwaukee Jour-



COMPLETING 45 YEARS OF SERVICE,

R. S. Luce, ticket agent in Minneapolis (left), is presented with his "lifetime" Silver Pass by W. W. Kremer, vice president-traffic. Mr. Luce is a native of Claremont, S. D., who started with the Road in Minneapolis in 1916 and was appointed station ticket agent in 1955.



50TH ANNIVERSARY OF MILWAUKEE ROAD SERVICE

was marked by fellow employes of C. J. Winandy, assistant auditor of joint facility accounts (right), with an office celebration, gifts and messages of congratulation. This was a highlight—the presentation of his Gold Pass by W. J. Cusack, auditor of capital expenditures.

nal Silver Skates tournament, juvenile section, Jan. 21 and won third place in both the 220 and 880 yard events.

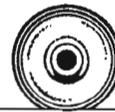
Switchman John Olson's father, Oley Olson, died recently in northern Wisconsin where he had been living.

Switchman Charles Stamler passed away in his sleep Feb. 11.

Switchman Ed McCann retired Jan. 5.

BABY NEWS: The Ronald DeWitt family announced the arrival of a baby daughter, Jennifer, Feb. 9. Ronald was formerly a clerk in R. G. Cary's office . . . A Valentine baby, Lyndon Thomas, was welcomed in the Leland Parve home . . . Switchman W. J. McKeown is the proud grandfather of Kit and Kay, twins born to his daughter, Mrs. Wendelberger . . . It was a baby girl, Rebecca, for C&M Conductor Norm Soergel and wife, born Feb. 21 . . . And on Feb. 22, a baby daughter, Deborah Kay, for

here's how we're doing



	FEBRUARY		TWO MONTHS	
	1962	1961	1962	1961
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$16,994,409	\$16,661,996	\$34,080,082	\$33,258,300
PAID OUT IN WAGES	8,237,444	8,201,050	17,309,569	17,129,661
PER DOLLAR RECEIVED (cents)	48.5	49.2	50.8	51.5
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	768,086	757,083	1,531,398	1,504,535
PER DOLLAR RECEIVED (cents)	4.5	4.5	4.5	4.5
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest.	8,466,804	8,155,015	17,264,245	16,562,308
PER DOLLAR RECEIVED (cents)	49.8	48.9	50.7	49.8
NET LOSS	\$477,925	\$451,152	\$2,025,130	\$1,938,204
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	80,572	79,263	166,716	164,096
Increase 1962 over 1961...	+1,309		+2,620	

Caller Dennis LaRue and wife . . . On Feb. 27 Lisa Ann arrived for the Tom Hamann family.

We have another champion weight lifter in the Milwaukee family. Switchman Dave Cammack's son John won a first and a second place award in a contest held in the Deutscher Athletic Club recently.

Switchman Dennis Klingler and Loreen Burkholz were married Mar. 1 at Golden Lake, Wis.

Retired Switchman Ed Kaminske underwent surgery in St. Joseph's Hospital Feb. 26. At this writing he is convalescing at home.

Charles Crotty, ticket seller in the depot, has been elected secretary-treasurer of the Wisconsin Passenger Club.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

Masonic funeral services were held Jan. 28 for Retired Switchman John Thomas Joyce, who is survived by his widow Lelah; a daughter, Marguerite Thorpe of Bend, Ore.; a son, Lee C. of Everett, Wash., five granddaughters and a great granddaughter. John retired in 1954 after 45 years' service. A cousin, Volten W. Styles, has been a Chicago Terminal switchman for 21 years. John was Past Master of Crystal Lodge No. 1025 A.F.&A.M., also a member of Medi-

nah Temple A.A.O.N.M.S., Chicago.

Yardmaster Kenny Lehr is once more a proud grandpa as Marilyn Marie, his tenth grandchild, arrived at the home of his son Russell. The young Lehrs already had two sons so the baby sister was royally welcomed.

Another proud grandfather is Yardmaster Glen Phillips whose daughter Noreen, Mrs. Dan LaValle, gave birth to Daniele Marie Feb. 17. Daniele has a great grandmother in the person of Stella Phillips, widow of retired switchman.

Retired Switchman Jim Imbler and wife spent several months in Florida and returned home in our sub-zero weather.

Sympathy was expressed to Fae, widow of John Russo of the engineering department, who died Feb. 21 after a long illness. Both Russos worked for the Road and Fae had been on leave taking care of Johnny.

Retired Chicago Terminal Engineer Roy C. Visger and wife have had a busy winter in Florida and many happy get-togethers with other retired Milwaukee people.

Retired Engineer Harvey M. Craigmile died Jan. 9 in St. Petersburg, Fla. His seniority date was about 1897. Pall bearers were many of Harvey's old pals, all retired—Yardmaster Vern Bradshaw, Switchmen Jim Imbler and Sam Lebo, Clerk Earl Simmons and Engineers John Miller and Roy Visger. Others present included Retired Engineers Walter Rapp and Eugene Angle, also Mrs. William

Allen C. Rothmund

FUNERAL services for Allen C. Rothmund, 73, retired cashier of the St. Paul freight house and a former correspondent for this magazine, were held in Holy Spirit Catholic Church, St. Paul on Feb. 26. He died of a stroke in his home the preceding Friday.

Mr. Rothmund was born in Gaylord, Minn., and reared in Henderson, Minn., where his father was probate judge for many years. He entered the Road's service in 1907 in St. Paul, and retired there as cashier on July 31, 1956. He was a past president of the Minnesota Territorial Pioneers Association, which is composed of the descendants of persons who lived within the present boundaries of the state before it was admitted to the Union.

Surviving Mr. Rothmund are his wife Alicia; two daughters, Mrs. Oliver Moe and Mrs. Math Steiner of St. Paul; three sons, John A. and Richard J. of St. Paul and Dudley L., Santa Monica, Calif.; a sister and six grandchildren.

Rieger, widow of former yardmaster at Galewood, and the wives of all mentioned.

At this writing, Clerk Ed Glanz is at home recovering from surgery. He would enjoy hearing from his fellow workers.

Trainmaster Jim Cowart reports that his 91-year young mother is holding her own and perking up a bit. She keeps cheerful even while on the sick list.

DIVISION STREET

Carolyn DiCicco, Correspondent

At this writing Archie Ludwig, clerk at Deering Station, entered Doctors General Hospital for the second time since January.

Steve Jensen, checker House 6, Division Street, retired Feb. 13 with 42 years of service.

GALEWOOD

Ray Bishop, Correspondent

There were 142 at the testimonial dinner given for Joseph Novak on the occasion of his retirement Feb. 15. A Zenith world wide transistor radio and a hand-tooled billfold (the work of F. LaRue, station accounts clerk, Galewood office), with some folding money were presented to him. Adding to the excitement of the occasion was the presence of Joe's daughter, movie star Kim, accompanied by her secretary and high school chum, Barbara Mellon. Kim later went on to Russia at the invitation of the Soviet Association of Film Makers.

W. Cotterell, caller on the Galewood platform, recently retired.

Sympathy was extended to the family of Harry King, checker, who died a short time ago.

Barney B. Zienty, retired tracing clerk, was the honored guest at a dinner at the

The Milwaukee Road Magazine



ORCHIDS TO AGNES. Dinner table group at a retirement party for Agnes Buttes, telephone operator in the Chicago Union Station (wearing orchid), in the Ivanhoe restaurant on Feb. 23 at which she was honored by some 30 Chicago area employes and friends. With her are Betty Nelligan, chief switchboard operator in the Union Station, W. D. McGuire, system telephone supervisor (left), and D. L. Wylie, communications engineer.

Gay Spot Mar. 1. He received one of F. LaRue's hand-tooled billfolds with the folding green in it.

Ray Bishop Jr., son of your correspondent who worked on the platform at one time, is now data processing manager for the Baxter Laboratories of Morton Grove, one of our shippers.

SLEEPING AND DINING CAR DEPARTMENT

Mrs. M. P. Ayars, wife of retired superintendent of the sleeping and dining car department, passed away Mar. 17. Funeral services were held in Lake Forest, Ill., with interment in Lake Forest cemetery. In addition to her husband, she is survived by a son, Dean Curtis, a daughter, Mrs. Phyllis Nyberg, two sisters and four grandchildren.

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

Bonnie Stevens, Correspondent
Agent's Office

Delivery Clerk Walner N. Shoblom retired recently after 41 years of service.

Tony Palaia has returned to Minneapolis as dispatcher for the MMTC and Noel (Mac) MacGuire was transferred to Austin, Minn.

Sympathy was extended to Elaine Kelly on the death of her father, to Dale Stuber on the death of his mother, and to Don Spencer whose father passed away.

Leon M. Truax, 60, who was agent at Minneapolis when he retired in 1957, died in the University Hospital there Feb. 16 after a long illness. He is survived by his wife Ruth, a daughter Mary Jo of Robinsdale, and two sons, Thomas

of Virginia, Minn., and Leon Jr. of Robinsdale. Mr. Truax was with the Road in station service 44 years, working at Hastings and as agent at Red Wing before he was appointed agent at Minneapolis in 1948. Interment was in Hastings, Minn.

S. H. Smith, chief clerk in the Local Freight, accepted an invitation from the Fargo diocese to attend the funeral of His Eminence Cardinal Muench. Mr. Smith's brother, the late Monsignor Howard, had served as personal secretary to Cardinal Muench while he was in Fargo and later in Germany.

At this writing Joyce Hansen is on leave of absence because of illness. Also, Dale Stuber is in Northwestern Hospital where he underwent surgery.

John Bardahl, retired B&B carpenter, 86, died Jan. 15 in a hospital in Oslo, Norway, where he had been living the past year at the home of his daughter, Mrs. Ethel B. Fjelle. Death followed pneumonia and a stroke. Mr. Bardahl started his service as a B&B painter foreman in Minneapolis in April, 1893 and re-

tired on Sept. 21, 1951. Burial services will be held later this year in the family plot at Crystal Lake Cemetery in Minneapolis, with Mrs. Fjelle present. He is survived by another daughter in Minneapolis.

Chicago General Offices

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent

Sally Janulaitis of the computing bureau heard from her son K. C., who is in the Honor Guard of the 3rd Marine Division, Okinawa, that he was being sent to the Philippines for duty.

Dorothy Griffith's "Jim" is stationed at Fort Schwabb, Germany, at this writing.

Ruby Dunaven, central typing bureau, is on a 30-day leave of absence at this writing, because of ill health.

The Harry Krumreis celebrated their silver wedding anniversary St. Valentine's Day.

Sunkissed Manes Blumberg and wife recently vacationed at Miami Beach and

Carloadings

JANUARY-MARCH 1962 compared with same period in 1961

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		INCREASED in 1962 over 1961		DECREASED in 1962 under 1961	
		THREE MONTHS 1962	THREE MONTHS 1961	1962 over 1961	% of increase
14.9%	Grain and Soya Beans.....	24,866	21,975	+ 2,891	+ 13.2%
6.7	Coal and Coke.....	28,657	26,493	+ 2,164	+ 8.2
5.3	Iron and Steel.....	13,238	9,921	+ 3,317	+ 33.4
3.6	Automobiles and Parts.....	12,175	8,251	+ 3,924	+ 47.6
1.8	Gravel, Sand and Stone.....	7,845	7,662	+ 183	+ 2.4
1.8	All Other Products of Mines..	3,496	1,326	+ 2,170	+ 163.7
1.7	All Other Animals and Products	3,372	2,622	+ 750	+ 28.6
1.7	Forwarder Traffic.....	7,327	7,257	+ 70	+ 1.0
1.6	All Other Products of Agriculture.....	4,992	4,300	+ 692	+ 16.1
1.2	Liquors, Malt.....	3,893	3,684	+ 209	+ 5.7
40.3%		109,861	93,491	+16,370	+17.5%
11.8%	Forest Prod. (Excl. Logs and Pulpwood).....	17,340	18,319	- 979	- 5.3%
3.5	Meat and Packing House Products.....	8,663	9,195	- 532	- 5.8
3.2	Oil and Gasoline.....	10,278	11,165	- 887	- 7.9
2.8	Grain Products.....	12,605	13,670	- 1,065	- 7.8
2.8	Agri. Impl. Machinery and Parts.....	4,638	4,678	- 40	- .9
1.5	Logs and Pulpwood.....	9,551	10,010	- 459	- 4.6
1.5	Fruits and Vegetables (Fresh)	4,340	5,108	- 768	- 15.0
1.2	Merchandise.....	9,156	11,014	- 1,858	- 16.9
1.2	Cement, Lime, Plaster and Stucco.....	1,977	3,379	- 1,402	- 41.5
.7	Live Stock.....	1,996	2,521	- 525	- 20.8
29.5	All Other Mfgs. and Miscellaneous.....	66,786	68,879	- 2,093	- 3.0
59.7%		147,330	157,938	-10,608	-6.7%
100%		257,191	251,429	+ 5,762	+ 2.3%

while in Florida called on A. M. Dryer, retired auditor of passenger accounts, who now lives in Fort Lauderdale.

Agnes McGrath and Irene Barry of the central typing bureau and Gertrude Walsh, Juanita Chambers and Grace Larson of the central computing bureau attended the Railway Business Women's convention at White Sulphur Springs, W. Va.

line bureau, passed away suddenly Jan. 9.

Sympathy was extended to Naomi Johnson, computing bureau, upon the death of her sister Jan. 4, and to Jim McCauley whose father-in-law passed away Jan. 18.

Amber Delaney Klein, formerly of the scrip and mileage bureau, is now confined to a wheel chair and would be de-



Extending good wishes to Doris Healy Martin of the Chicago passenger traffic department and Mr. Martin (seated) at a retirement luncheon in Doris' honor are, left to right: O. R. Anderson and E. C. Lange, assistants to general passenger traffic manager, and C. N. Rank, advertising agent. For more about this, read the Chicago general offices-traffic department news.

The New, Low-Cost

JACKSON UTILITY TAMPERS

Can be tailored specifically to your tamping and budget requirements

These machines offer exceptional opportunity to handle all tamping requirements for which large production tampers are not indicated or available . . . to do so with maximum efficiency and at the lowest investment and lowest costs consistent with quality work. To see how they can be fitted perfectly to your requirements note the following:

AVAILABLE WITH EITHER GAS OR DIESEL ENGINES—WITH VERY POWERFUL VIBRATORY TAMPING MOTORS for maximum penetration in hard going and handling any type of ballast in any condition—**OR, OUR SOMEWHAT SMALLER VIBRATORY MOTORS AT LESS COST.** These are thoroughly suited to smaller railroads and branch lines where utmost power is not a first consideration . . . fine for spot tamping and surfacing work, tightening up behind the tie gang and emergency tamping. OK for general use in small or soft ballasts. Excellent for new construction and high lift ballast insertions anywhere.

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

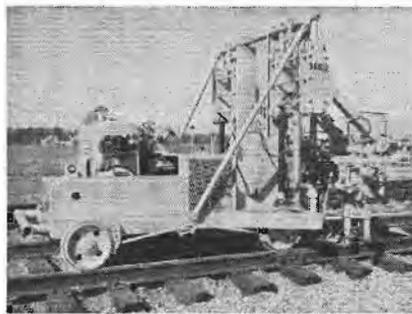
JACKSON VIBRATORS, INC.
LUDINGTON, MICHIGAN

AVAILABLE WITH JACKS. When so equipped, the Jackson Utility Tamper becomes a very fast jack tamper for raising ahead of production tampers, a very versatile machine, indeed. Adaptable to surfacing devices. Tops, optionally available.

Simplified throughout for easy operation and economical maintenance

Let us show you how a Jackson Utility Tamper can be ideally tailored to your needs.

CROSS TAMPING: Jackson Tampers, like no others, are highly efficient in cross tamping because of their unique and powerful vibratory action which uniformly consolidates to maximum compaction a perfect tie bed of large proportions right under the rail base where it belongs.



R1-11

Tops optionally available.



Dennis Robison has joined the Marines. He left Mar. 9 for Camp Pendleton, Calif., but before leaving he made possible for us a showing of many pictures of the pad-capsule-space flight of Lieutenant Colonel Glenn. These were taken by Dennis' brother-in-law John Braun, a professional photographer employed by the Government.

Charles Trainor, formerly of the inter-

lighted to hear from old timers. Her address is 5842 LaSierra, Arlington, Calif.

R. Berger of the reproduction bureau is the proud father of Kristine Marie born Jan. 9, and Sue McGowan of the typing bureau announced the birth of son James Brian Dec. 24.

Tom Gavin and wife vacationed recently in Colorado Springs, Colo., and drove home in a new Oldsmobile—a sur-

prise gift from their daughter and son-in-law.

Ray Wagenknecht of the reproduction bureau has undertaken as a new hobby the training of dogs.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Ted Pulsha,, Correspondent

Chuck Duncan, assistant bureau head, photostat room, whose hobby is Indian lore, received a contract to do his famous Double Flaming Hoop Dance at the Sportsmen's Show in the International Amphitheatre. He appeared with TV and movie Indian personality Cochise.

John Puttrich, five year old son of Mr. and Mrs. T. Puttrich, recently appeared on the Bozo the Clown TV show.

Joseph Contreras passed out cigars and candy for the fourth time when his wife recently presented him with John Michael.

Norb Bondi was elected by unanimous vote to the presidency of our local lodge 991, Brotherhood of Railway and Steamship Clerks.

Bob Struwe and wife Jean recently announced the birth of baby son Vincent Alan.

Robert E., son of J. E. Vraney, has begun dental practice in Des Plaines, Ill. For the past three years Robert was a dental surgeon in the Navy.

A. Payne, retired record room bureau head and a Rough Rider in the Spanish American War, recently dropped in to see the boys.

Richard L. Stingle became a proud grandpa when his daughter, Virginia Lee Einhorn, gave birth to Michael Joseph.

James, son of Traveling Auditor R. E. Vischer, recently enlisted in the Army. He is stationed at Fort Leonard Wood, Mo.

Mrs. Catherine McNulty, mother of Traveling Auditor E. J. McNulty, passed away recently. Funeral services were in Madison, Wis.

Our new photostat operator is Mike Batson.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent



Val and Helen Purchla

Val J. Purchla, who received a B.A. from De Paul University, received a Master's Degree in Industrial Relations from Loyola Feb. 7. Val was employed in the Road's payroll accounting department from 1947 to 1951. He is now employed by the Marsh Instrument Company as their data processing manager, and teaches the operation of I.B.M. machines in Maine Township and Arlington adult evening school classes. His wife Constance was secretary to the superintendent of mines at Fullerton Avenue from 1950 to 1954. They have two daughters, Cynthia and Valerie. Val's mother is that wizard of culinary art at the Fullerton Avenue cafeteria, Helen Purchla.

Marvin D. Brick was recently promoted to the position of traveling time inspector.

Wedding bells rang Jan. 11 when Ronald Trewern of the bill and voucher bureau took Karen Samuels as his bride.

Gail Maloney, formerly of the T&E and miscellaneous timekeeping bureau, presented her husband Bob with twin daughters Jan. 16. The babies have been named Catherine Lynnae and Deborah Ann. Ann Thomas of the bill and voucher bureau, Gail's sister, is the proud aunt.

Claire Hansen became a grandmother Jan. 18 when her daughter Corinne gave birth to Eric Charles Therrien.

Mary Clauson of the accounts receivable bureau left the Road after 14 years' service to work elsewhere.

Harry Leroy Stahl (Roy) passed away in the Oak Park Hospital Jan. 30. Roy

worked 49 years for the Road and retired from the T&E and miscellaneous bureau in 1956. He was a charter member of Pioneer Post No. 768 of the American Legion, and a member of A.F.&A.M. Union Park Lodge No. 610. He is survived by his son Harry Jr. and a sister, Mrs. J. L. Brown.

Sympathy was extended to Lydia Hoyer of the statistical bureau on the death of her brother, and to Rose Printz of the miscellaneous bureau and Nurse Wanda Mis of the Fullerton Avenue Building whose mothers passed away recently.

TRAFFIC DEPARTMENT

Doris Healy (Mrs. Howard) Martin, whose ties with the railroad were notable for friendships built up over many years of service, was honored at a retirement luncheon held in Fred Harvey's Canterbury Room in the Union Station Jan. 11. Ed Lange, assistant to general passenger traffic manager, acted as emcee on a program which conveyed the affection of a large group of Milwaukee Road and personal friends. Born in Aberdeen, S. D., Doris started there in the superintendent's office in 1919. In 1925 she transferred to the freight traffic department in Chicago, where she became a member of the passenger force in 1943. Following 11 years in the department's advertising bureau, she recently transferred to the



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position of stenographer in passenger traffic headquarters. She and Mr. Martin are moving to a home in Fort Lauderdale, Fla. (4869 Northeast 13th Avenue, Oakland Park), where her "graduation into the leisure class" will be devoted to gardening and the sundry homemaking accomplishments for which she is known.

Hazelle Collins Anderson of the vice president's office force served as program chairman for the sixth annual reception and dinner of Chicago Chapter of the National Association of Railway Business Women held at the Drake Hotel Feb. 17. Approximately 300 members and national NARBW officers attended, together with officers of various railroads. Frances Krimmel, head of the women's division of the A.A.R., was a guest speaker, and George M. Crowson, assistant to the president of the Illinois Central, gave the principal address.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Audrey Gorman, Correspondent
Office of Vice President

February 1 marked the arrival of new employes Jack Mason, Harold Holder and Arthur Landerholm to our T.O.F.C. and Flexi-Van operations in Bensenville.

Sympathy was extended to Walter D. Miller, driver in Savanna, on the death of his son James at Bensenville Feb. 6.

Orton L. Johnson, formerly safety inspector at Portage, Wis., is now director of operations in our Chicago office. Leonard D. Gidlow transferred from Rapid City, S.D., to take over as director of rates and tariffs.

For the first time, MMTC has entered a team in the Milwaukee Road Annual Bowling Tournament to be held in Portage Apr. 7-8. Stiff competition is expected.

Noel E. McGuire assumed his new duties as driver foreman at Austin, Minn., Mar. 1. Formerly he was L.C.L. dispatcher in Minneapolis.

Elmer King, driver at St. Paul, recently moved into his new home in Anoka, Minn.

The National Safety Council is expected to award 28 MMTC drivers with a Safe Driving Award representing 172 years of driving without an accident. Individual driver's "no-accident" years range from one to 14. The Safety Division of the Motor Vehicle Department of Wisconsin has awarded Honor Cards to 14 drivers for having gone through 1961 without an accident.

G. A. Bethke, St. Paul Flexi-Van dispatcher, who is a captain in the Air Force Reserve, took his annual cruise Mar. 12-24, touring Europe and Africa.

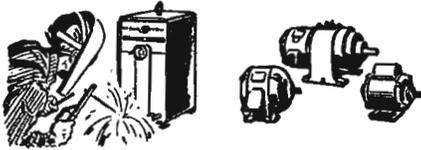
AUDITOR OF CAPITAL EXPENDITURES' OFFICE

L. J. Hogan, Correspondent

Lt. Richard K. Rice, Navy flight instructor and son of Loren S. Rice, retired assistant auditor of capital expenditures, died in a crash of training planes near Pensacola, Fla., Jan. 25. He was a resident of Elgin for most of his life and was graduated from Elgin High School in 1952. He attended Carleton College in Northfield, Minn., before enlisting in the Naval Air Service. After completing a four year enlistment, he re-entered Carleton for one year and then transferred to the University of Wisconsin where he was graduated in 1960. He married the former Joanne Pagel of Minneapolis, an airline hostess, in December, 1960 and re-enlisted in the same month. In addition to his widow and infant son, Stephen, he is survived by his parents and two sisters, Mrs. Robert

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STAMP OF APPROVAL. A unique remembrance presented to Elwin W. Kuehn, traveling freight claim agent who retired Feb. 6, was an enlarged revisor's stamp and stamp pad to mark his many years of service in the department's revising bureau. The inside of the stamp pad cover carried the names of his fellow employes in the Chicago headquarters office. Mr. Kuehn had been with the freight claim department since July 2, 1912. He became head revisor in October, 1950 and was appointed traveling freight claim agent in October, 1961.

Jungman, a teacher at Rantoul, and Nancy, a student at Milliken University. A full military honor guard was provided for the funeral services in Elgin. Burial was in Lake Street Memorial Park.

A new member has been added to the roster of the "Young Grandfathers' Club" in the person of Equipment Engineer Walter W. Franz. He became eligible upon the arrival of a grandson, born to Mr. and Mrs. Victor L. Franz of Addison, Ill., Feb. 16.

OPERATING DEPARTMENT

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

Robert Marth and wife Isabelle announced the birth of a daughter, Diane Marie, Jan. 16. Robert is chief clerk to the assistant general manager and Isabelle is formerly of the Western Avenue master mechanic's office.

Ray Barnard, clerk in the assistant superintendent's office, Marion, Ia., has been appointed secretary to assistant general manager, replacing Larry Barbeau, who has accepted a position in the public relations and advertising department.

Roy Johnson Jr., assistant engineer at Savanna, Ill., is the new contract assistant in the general manager's office.

Martin Konertz has been appointed special assistant to the general manager. George Grudnowski has replaced him as secretary to vice president-operation.

Gwen Payne was welcomed as a new employe in R. J. Kemp's office.

March-April, 1962

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Retired employes who attended the office gathering and luncheon in honor of Elwin W. Kuehn, traveling freight claim agent, were Jim Liewald, M. B. Mortensen, John Hamm, Bill Norton and Andy Anderson. Elwin started his career in the freight claim department July 2, 1912 and brought it to a close Feb. 6, 1962.

Alan Osmundson and wife Marian announced the birth of Cheryl Dec. 28, and Don Devitt and wife Sally told of the arrival of Mark Jan. 16.

Leonard Cmiel recently returned to the office after 30 months in the Armed services.

Buddy DeWulf is a new staff member in this department.

Rheinhardt Kopplin passed away Jan. 11. He began service in the freight claim department in May, 1912, and resigned July, 1926 to go to the Alton. When the Alton was consolidated with the Gulf, Mobile and Ohio system Rheinhardt returned to this office in April, 1947. Interment was in Montrose Cemetery.

Recent promotions are as follows: Lloyd Rugen to traveling freight claim agent . . . Clarence Johnson to sales agent . . . Don Devitt to head adjuster . . . J. Mathiesen, G. Ryan, E. Karp, E. Deutschlander, L. Arnone, E. Marciszewski, R. Prescott and E. Zielke to higher adjuster positions . . . H. Starzec and M. Kalter to adjusters . . . and T. Kelly, J. Resner, J. Alopogianis and E. Dancy to clerk positions.

Anna Nasheim, retired head clerk of the typing bureau, recently visited the Carl Larsons in Hawthorne, Calif.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

Engineers who took part in a panel discussion before Lake County Chapter of the Illinois Society of Professional Engineers in Waukegan Feb. 21 included Don Wylie, communications engineer. The subject was community growth, with Don speaking for transportation.

Many of you will remember Beldin Hilliker who was in the welding department and also superintendent of the rail mill at Tomah Shops for many years. His daughter Karen visited us while on her



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way to resume her studies at Cornell College, Mt. Vernon, Ia., where she is a freshman majoring in sociology.

Mrs. Ella Mae Brown, 80, mother of AuDell Carlson, switchboard operator, and Beatrice Mae Brown, messenger in the telegraph department, passed away unexpectedly Feb. 9. Services were held at the Edgar Anderson Mortuary and burial was in Rosehill Cemetery. In addition to her daughters, she is survived by three grandchildren and one great-grandchild.

Bob Zienty and wife Dolores are proud parents of a baby son, Donald James, born Feb. 9 in Loretto Hospital.

John Kost, secretary to Mr. Glosup, abandoned the bachelors' ranks Jan. 13 when he was married to Miriam Yanik of Chicago in St. Rita's Church, Chicago.

Sympathy was extended to LaDue E. Harrison, supervisor of work equipment, whose mother passed away suddenly Feb. 27. She had been living with LaDue.

John Russo, 59, assistant engineer in division engineer's office at Bensenville, died Feb. 17 in Loretto Hospital, Chicago, after a long illness. A double funeral service for John and his sister, Mrs. Manerino, who followed him in death by only a few hours, was held in St. Angela's Church with interment in Queen of Heaven Cemetery. Mr. Russo began as a rodman Jan. 14, 1942 in the division engineer's office at Western Avenue. His wife Faye survives, also four brothers and four sisters.

TAX DEPARTMENT

The Elmer Barnes welcomed a second son, Craig Paul, on Valentine's Day. Gary, the big brother, is 21 months old. Mr. Barnes is tax agent in the tax commissioner's office.

PURCHASING DEPARTMENT

Jim Maloney, Correspondent

Denny Morrissey was back at his old desk Mar. 5 after six months of Army life.

Clara Lattimore recently purchased a new Chevrolet only to have it stolen the first day she had it. When recovered by the police it no longer looked like a new car.



GIFTS AND GOOD WISHES GALORE marked the recent retirement of Elsa M. Augustin, assistant bureau head of the foreign car record and mileage bureau in Chicago. She had 52 years of service. Chicago accounting department employees honored her at a dinner party.

Terre Haute Division

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

Roy T. Mulhern, retired captain of the railroad's police force, died Jan. 11. He is survived by his widow Pearl and two sisters. Burial was in Calvary Cemetery, Terre Haute.

Veteran Locomotive Engineer Samuel Riddle died Jan. 16 at Terre Haute. Mr. Riddle retired in 1952 with 35 years of service. He is survived by his wife, Frances, one son, Frank, chief of police at Terre Haute, three grandchildren and six great-grandchildren. Burial was in Roselawn Memorial Park.

Edwin Darr, who was section foreman for 28 years, passed away at his home in Stockland, Ill., Feb. 22. He is survived by his wife; his mother; two daughters, Mrs. Thelma Bohner, Phoenix, Ariz., Mrs. Marie Buswell, Kentland, Ind.; three sons, Ronald of Phoenix, Richard of Clifton, and Roy of Stockland; six grandchildren and one brother, Earl, of Danville.

Sympathy was extended to Time Revisor Leo Huberti on the death of his mother, to Lieutenant of Police V. P. Wilson on the death of his sister, and to Engineer J. L. Warrick whose wife died recently.

Retired Engineers H. A. Van Brunt and Dwight Armstrong and Mrs. Armstrong spent the latter part of December and early January at the Mayo Clinic and St. Mary's Hospital, Rochester, Minn.

D & I Division

Edward L. McGuire, 65, retired third district chief train dispatcher, Ottumwa, passed away Mar. 3 in St. Joseph's Hospital. He is survived by his wife, Florence; a son, Edward J. of Hastings, Neb.; three grandchildren; two brothers and three sisters. Services were held in St. Mary's Church, Ottumwa, and interment was in Cedar Rapids with military services by the Marion American Legion Post.

The Milwaukee Road Magazine

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Dr. John F. Dunn

DOCTOR JOHN F. DUNN, 86, company surgeon at Whitewater, Wis., for many years, died Mar. 6 when fire destroyed his home. Death was due to smoke inhalation.

Doctor Dunn was a native of Whitewater and a graduate of Marquette University in 1901. He became the Milwaukee Road's surgeon at Whitewater in 1913. Before his retirement several years ago he had practiced medicine in the Whitewater community more than 40 years.

Rocky Mountain Division

EAST END

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

Brakeman Alfred W. Ebert, 63, died Jan. 11 at Harlowton while preparing to go out on his passenger run. Mr. Ebert was born at Tacoma, Wash., and came to Miles City in 1917. Funeral services were held in the Graves Funeral Home. Burial was in the Elks' lot in Custer County Cemetery. Mr. Ebert is survived by his wife Monica, two sons, a daughter, a brother and four grandchildren.

Word has been received that William L. Reeser, 73, retired agent, passed away in Great Falls, Mont., Jan. 14. He was agent at Geraldine and Highwood, Mont., for many years previous to his retirement in 1952. He is survived by his widow, Mary Jane, a daughter, a sister, two grandchildren and two great-grandchildren. Masonic services were held at Croxford's Mortuary in Great Falls, with interment in Highland Cemetery.

Walter M. Belcher, 72, retired carman, passed away Jan. 16 in a Miles City hospital following a period of ill health. He was born in West Virginia, and as a youngster came with his family to North Dakota. He moved to Miles City in 1943 and was employed in the car department until his retirement in 1952. Surviving are his wife, Henrietta, three sons, two daughters, two brothers and eight grandchildren. Funeral services were held in the Janssen Mortuary. Burial was in Custer County Cemetery.

Miles City Chapter of the Women's Club held a white elephant sale Feb. 11, with Clara Spear and Marie Kern in charge. Refreshments were served from a table decorated in the Lincoln motif. Mrs. Jennie Haelsig and Mrs. J. J. Hinthner were hostesses.

PFC Joseph A. Brady recently returned to his post at Schofield Barracks, in Oahu, T.H., following a furlough spent with his parents, Mr. and Mrs. J. A. Brady in Miles City.

Michael J. Kearney, 45, agent-operator, passed away Feb. 15 in a Miles City hospital after a long illness. Mr. Kearney had been employed by the Road in various departments since 1934, with his last assignment as agent at Ismay, Mont. He is survived by his wife Edna, two daughters, his mother, a sister and a brother. Mass was said at Sacred Heart Church.

March-April, 1962

Leo A. Palmer, son of Mr. and Mrs. A. C. Palmer, has been assigned to the Air Force technical training course for supply specialists at Amarillo, Tex.

John Leitholt, 77, retired section laborer, died at his home in Miles City Feb. 20. Mr. Leitholt was born in Semferobel, Russia. He came to the United States in 1911 and engaged in farming in North Dakota and later in Montana. In 1936 the family moved to Miles City where Mr. Leitholt entered the employ of the railroad working until his retirement in 1951. He is survived by his wife Elizabeth, four daughters, three sons, 21 grandchildren and 14 great-grandchildren. Funeral services were held in the Graves Funeral Home. Burial was in Custer County Cemetery.

Lulu Metzcell, retired agent, formerly of Sumatra and Ingomar, Mont., writes that she is enjoying the rainy season at Encino, Calif., in contrast to the generally dry weather of her former post in Montana. Mrs. Metzcell is taking care of her mother, who suffered a broken hip about a year ago.

WEST END

L. G. McKInnon, Correspondent
Locomotive Engineer, Three Forks

Safety Engineer C. V. Peterson was transferred recently to Savanna, Ill. While on the Rocky Mountain Division Mr. Peterson made a wide circle of friends who will miss him.

The Milwaukee Road Women's Club

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Railway Division Depew, N. Y.

met Feb. 6 at the Sacajawea Hotel in Three Forks. Dinner was followed by a business meeting at which present officers were re-elected for another year.

The Gallatin County Airport Board held its monthly meeting at the Baxter Hotel in Bozeman. Brakeman Bill Fairhurst was granted permission by the Board to act as base operator and conduct a commercial operation from Three Forks Airport. He will have office space in the administration building. Bill's background in aviation includes service as a jet pilot in the Marines during the Korean conflict. Following discharge from active duty he flew with a Marine Reserve jet fighter squadron at Spokane, Wash. At the present time he is a captain in the Montana National Guard serving both as a fixed wing pilot and a helicopter pilot.

Mrs. William F. Koehler, widow of locomotive engineer deceased in 1924, celebrated her 83d birthday Jan. 27 with an open house at the home of her daughter in Avery, Ida. She has been living with her daughter for the past 30 years.



Mrs. W. F. Koehler

Conductor Walter C. Miller retired Jan. 1, a few months short of his 65th birthday, with 46 years of service. He started as a call boy and roundhouse employe at Alberton in 1913, became a brakeman two years later, and was promoted to conductor in 1920. He and Mrs. Miller will continue to live in Alberton, but spend the winters in either Arizona or Florida. They have traveled extensively in the past, one trip having provided the material for an article about Casey Jones which was published in this

magazine under the title "Railroader's Pilgrimage". Mr. Miller is also the author of "We Helped Film Timberjack", an account of the shooting of an old style "Western" on the Road's Big Blackfoot branch, which appeared in the Magazine in 1955.

Mr. and Mrs. Harry Petroff announced the birth of a baby son who will join two brothers and a sister at home. Mr. Petroff is acting section foreman at Avery relieving Felix Marsillo, who has been on sick leave for several months.

The Jimmy Petersons are parents of a baby girl, Virginia Diane. Mr. Peterson is presently the relief operator at East Portal and Avery substations.

Telephone Lineman Ernest Broulliere bid in at Plummer, Ida., and has established a home there.

Pat Youngbauer of Miles City, Mont., was assigned to the vacancy in Avery. His wife and three children recently joined him there.

E. C. (Pete) Fous who retired July 30, 1961 as locomotive engineer with a service record of 53 years, died suddenly Nov. 25. He was in helper service out of Avery for many years and his widow, Loretta, continues to live in their log cabin home there.

Tony Destito was proud to receive his 20-year button. For the greater part of this time he has been in the maintenance department at Avery.

Mr. and Mrs. Joe Dunlap celebrated their 57th wedding anniversary recently in Mesa, Ariz., where they maintain a winter home. In the late spring they return to their home on Lake Coeur d'Alene to be near their married children and their families.

Mrs. Alex Francisco, wife of retired section foreman, died at her home in Harlowton recently after a long illness. Besides her husband she is survived by two daughters, Mrs. Mary Chelman of Framingham, Mass., and Mrs. Nina Noel of North Wales, Pa., and four sons, Alex Jr. of Harlowton, Gene of Avery, Donald of Hinton, Okla., and Toni of Townsend, Mont.

LaCrosse Division

WISCONSIN VALLEY

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

Mrs. Larry Brostrom and Mrs. Roger Marg, with infant daughter, have joined their husbands, furloughed machine operators serving with the 32nd Division, at Fort Lewis, Wash.

A note from Retired Roundhouse Foreman Bob Cadden indicates he and Mrs. Cadden are thoroughly enjoying themselves in their home at Lake Worth, Fla., and had a few chuckles about the rugged Wisconsin winter they left behind them.

A well known figure on this division, Walter Rush, with 54 years of service to his credit and No. 1 man on the section foremen's seniority list, has retired. He entered service as a laborer at Tomahawk in 1907 at the age of 14, worked as an extra gang foreman, section laborer at Tomahawk, and as foreman at that point since 1945, which position had

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

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

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

POLICY FOR DEPENDENT WIFE

Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife.
Wife's nameDate 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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been held by his father, Henry, now deceased. Walter could relate many interesting experiences of the early days of railroading in Northern Wisconsin.

Mrs. Rollie Haff, wife of the agent at Minocqua, placed in the tourney of the Wausau Bridge Club's two-session championship. Contestants came from various cities in Wisconsin.

The Women's Club members at Wausau enjoyed their annual Valentine party, at which dessert was served at candy heart trimmed tables. Cards were played.

A lovely wedding took place in Wausau when Diana Sydow, daughter of Clerk Clarence Sydow, became the bride of Thomas Thompson. Following the ceremony in the First Methodist Church, supper was served to 75 guests at the home of the bride's parents. A dance attended by 100 was held in the evening.

Word has been received of the death of John J. Joyce, 74, who worked for many years on the old Valley Division, later transferring to the Chicago Terminals as switchman. He retired after 45 years of service in 1954. He is survived by his widow, a daughter and son, five granddaughters, and one great-granddaughter.

Mrs. Henry Gilham, 95, widow of engineer who entered railroad service at Babcock, Wis., passed away Jan. 20. She had lived for many years with her daughter, Mrs. E. E. Lyman, in Lewistown, Mont. Other survivors are a son, several grandchildren and great-grand-

children. Burial was in Wausau.

Mrs. Oscar Larson, 72, wife of retired conductor, passed away Jan. 19 following a long illness. She is survived by her husband, four sons, and eight grandchildren.

Lawrence Nowitzke, 62, retired machinist, died Jan. 19 in a Wausau hospital, following a long illness. Survivors include his widow, three sons, three daughters, and 21 grandchildren. Funeral services were held in St. James Catholic Church at Wausau. Among the pallbearers were railroad associates, Kenneth and Donald Conklin, Arthur Janz, and Charles Streble.

MADISON AREA

Mr. and Mrs. Guy May of Boscobel recently celebrated their golden wedding anniversary with an open house in the parlors of St. John's Lutheran Church. More than 200 relatives and friends attended, and presented them with many lovely gifts. Mr. May was the telegrapher at Boscobel for 50 years before his retirement. He and Mrs. May have two daughters, Bonnie Jean (Mrs. Dave) McDade of Tinley Park, Ill., and Mary Ann (Mrs. Ivan) Drake of Beloit, and five grandchildren.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Conductor and Mrs. Howard Lang have returned from an extended vacation trip with a stop at Falfuvas, Tex., where they visited with Retired Conductor G. M. Bowles. Mr. Bowles, who retired in 1950, is now 83 years old and still enjoys horseback riding.

Charles Shafer, who was an engineer for 52 years, passed away in LaCrosse Dec. 30. He retired in 1938 and was 91 years old. His widow, Anna, survives. Burial was in Oak Grove Cemetery, La Crosse.

Conductor Dan Sullivan retired Jan. 2 after 47 years' service. He and his wife live in La Crosse having moved here from Minneapolis several years ago.

Sympathy was extended to Lewis Coney, chief clerk in the freight house, on the sudden death of his brother Bob Jan. 4 at La Crosse.

Fireman Roy R. Bright, 53, passed away in a La Crosse hospital Jan. 9. He

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RETIREMENT GET-TOGETHER held recently in La Crosse, Wis., for maintenance of way employes Tom Maker, Antone Newman and Mike Tucker shows, from left: Division Engineer H. E. Hurst; Roadmaster L. Gray; F. George, treasurer system lodge, maintenance of way; B. Paskiewiez, local chairman; Mr. Maker; W. McDonald, assistant general chairman system lodge; A. Gollnick, lodge vice president; W. Miller, secretary-treasurer; and Division Superintendent F. H. Ryan. Mr. Maker, most recently crossing watchman at La Crosse, was the first secretary-treasurer of lodge 1965, and local chairman for 22 years. Mr. Newman and Mr. Tucker were absent because of illness.

was a member of Lodge 754, B. of L.F.&E.. Survivors are his widow Laura and three sons, Loren, Floyd and Kenneth, all of La Crosse. Interment was in La Crosse.

The Milwaukee Employes Credit Union, 110 strong, met at the Eagle's Club Feb. 3. The speaker for the evening was John Colby, assistant manager of Cuna Mutual Insurance Company of Madison.

The Road was represented at the St. Paul Winter Carnival Gopher Regional Bridge Championships Feb. 1-4 by Millicent Goggin, daughter of Retired Conductor E. J. Goggin, and Hillar Jurgens, assistant engineer from La Crosse. Fifteen sessions were held during the tournament.

Sumner (Si) Sheets, 80, passed away in La Crosse Jan. 18. There were no immediate survivors. Mr. Sheets was a conductor on the old River Division prior to retirement.

Roadmaster Cliff Henry's mother died Jan. 19 in Elco, Minn., where she had been living. Burial was in Lakeville, Minn.

Roger Hilliker, agent at Sparta, Wis., has returned to work after a long absence due to illness.

Mrs. Robert Brabant, widow of former roundhouse foreman at La Crosse, died suddenly at her home Feb. 10. Two daughters, Mrs. L. M. Beck and Mrs. Helmar Johnson of La Crosse, survive. Interment was in Oak Grove Cemetery.

The first baby show was held in Springfield, Ohio, in 1854 with 127 babies entered. There were 127 prizes.

March-April, 1962

EAST END

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

Fred A. Heller, retired locomotive engineer, Portage, was elected Worshipful Master of Fort Winnebago Lodge No. 33, F. & A.M. He was installed at open installation in the Masonic Temple at Portage. Ralph Jorns, retired yard clerk, was installed as Senior Deacon. Mr. Heller has lived all his life at Portage and was employed by the Road for 51 years at retirement. The Hellers have one daughter and four grandchildren who also live in Portage.

Portage Chapter of the Women's Club elected the following officers during their January meeting: Mesdames J. M. Wohlwend, president; Roland Bogert, vice president; Mabel Nitz, second vice president; Rudolph Rost, secretary; Ralph

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Jorns, treasurer, and Ivan Little, historian.

Engineer A. G. Hillebrandt, who retired Dec. 1, and Mrs. Hillebrandt spent the winter months at Sebring, Fla.

Switchman I. F. Dawson, Portage, retired Jan. 31 after 49 years of switching service. He began his railroad career in 1908 and four years later established his switching date on the Iowa Division at Marion. Mr. Dawson has a treasure of pictures taken between 1908 and 1912 on the western division of the Milwaukee where he started his service. He is an active Mason and Shriner and he and his wife plan to continue living in Portage.

Train Baggage man J. J. Baumgartner retired Jan. 31. He started his train service in 1914 as a brakeman. He makes his home in Milwaukee.

Retired Engine Watchman William A. Schultz, 84, Watertown, passed away Jan.

2. Mr. Schultz suffered a broken hip in October and there were complications from the injury. He retired in 1942 and enjoyed a few years of fishing but his health then prevented him from any activity. He is survived by a daughter, Florence, and three sons, Roy, Harvey and William.

Retired Engineer Charles R. Bohage, 81, passed away Jan. 10 in St. Mary's Hospital, Madison. He had been making his home with his daughter, Mrs. Robert Schulze, Madison. Other survivors are three sons, Jerry of Portage, Jack of La Crosse, and Francis of Plymouth, 10 grandchildren and five great-grandchildren.

William Ferrie, retired machinist, passed away Feb. 5 in Divine Savior Hospital, Portage, at the age of 76. He is survived by his wife; three sons, William Jr. and Bruce, Milwaukee, and Gordon, Rockford, Mich.; and three daughters,

Mrs. Franklin Avers, Mrs. Charles Herberlein and Mrs. Norman Stowers of Portage. Mr. Ferrie was a life member of the Glasgow Lodge, F. & A.M. of Scotland.

Retired Engineer Edward Bloomfield passed away at the age of 90 in Divine Savior Hospital, Portage, after a long illness. Mr. Bloomfield held a life membership in the Portage Elks Club.

Coast Division

SEATTLE

Agnes Horak, Correspondent

FREIGHT CLAIM DEPARTMENT: C. D. MacLennan, 67, retired Western freight claim agent, passed away Jan. 21 after a short illness. Mr. MacLennan completed 48 years of service and retired Oct. 1, 1959.

INDUSTRIAL DEPARTMENT: Drew Miller, industrial engineer in the Seattle real estate and industrial development department, has been transferred to the Chicago industrial office.

LOCAL FREIGHT OFFICE: Blanche Leech is taking several weeks "vacation" at the suggestion of our company physician. We understand she is getting along nicely and hopes to be back in the office soon . . . Julia Stephens, our stand-by, is pinch-hitting while Blanche is on sick leave . . . Sincere sympathy to Retired Daisy Webb Heester, whose husband passed away recently . . . Elizabeth Gosha, secretary to our agent, was called to Minot, N.D., because of her sister's death.

REGIONAL DATA OFFICE: Mrs. Mary Newton, mother of Mrs. Betty Hertz, died Feb. 5 at the age of 95 . . . Joan Ellen Crawford moved in January from Tacoma to Auburn, thus shortening her round trip commuting distance from 60 to 40 miles . . . Regional Data Manager R. P. Heinan and wife welcomed a baby girl, Roberta Lynn, Jan. 13 to join the sister and brother already there.

TELEPHONE DEPARTMENT: May Ann Clinton, furloughed telephone operator, retired in January after having been with the Road since Oct. 7, 1942. At this writing she is visiting her daughter and family in California, but will continue to live in Seattle.

TRAFFIC-GENERAL FREIGHT: A former staff member of the general freight office, Mrs. Dolores Krininger Acurio, visited us recently. She was accompanied by the youngest of her four daughters, and we learned that they recently moved into a new home on Marine View Drive . . . Kay Miller, stenographer



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PORTAGE WEDDING NEWS. Married Jan. 19 at Rackford, Ill., were Charles E. Pollock, roundhouse foreman at Portage, Wis., and Miss Lois Nickel. A reception was held Jan. 30 at the Oneida Hotel in Portage. The couple are making their home on Cass Street in Portage.

in the general freight office, is a new member of the Women's Traffic and Transportation Club. She was initiated at the January meeting in the Washington Athletic Club . . . Dianne M. Solomon and H. Dean Zahren, son of W. L. Zahren, chief clerk to the general freight agent, were married Feb. 22 in St. James Cathedral. The newlyweds are students at Seattle University, where the groom is in his senior year majoring in education. He is president of Mu Sigma, music honorary.

GENERAL: Norman MacDonald, who was obliged to leave his former position as secretary to trainmaster at Harlowton, Mont., because of ill health, is now living in Seattle and working in the offices of a court reporter here. He was a recent visitor to our general offices.

EAST END

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

At a surprise retirement party Feb. 23, friends, relatives and co-workers presented Mrs. Stella O'Hara with a gift certificate in recognition of her service and friendliness. "Stell", as she was commonly called, retired from a PBX position which she had held from 1919, with intermittent breaks to raise a family.

Engineer Donald E. Breeden underwent brain surgery in November, 1961. He has not yet returned to work, but is progressing well and at this writing is able to be out in circulation.

Sympathy was extended to Mrs. R. C. Schwichtenberg in the recent death of a brother.

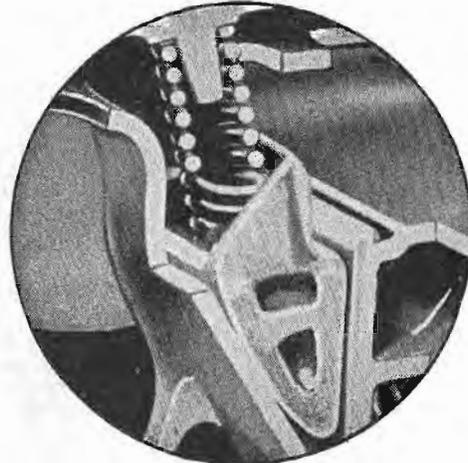
Retired Agent Operator Harvey Coplen has returned to Spokane after spending several months on the Coast. He was injured in an automobile accident last fall, but says he now feels able to hire out again.

After a winter in their new environment, Retired Conductor Harry Hook

March-April, 1962

balanced

- DESIGN
- METALLURGY

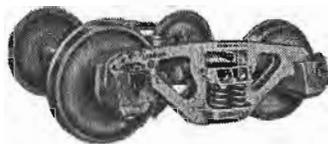


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and wife say they have the perfect way of life for retired people. They bought an apartment in the Rockwood Manor Retirement Home high on the hills surrounding Spokane and are, says Harry, living the life of Riley.

Engineer Carl Shewnack died in St. Maries, Ida., Jan. 1. His wife Lydia survives, also a daughter, a son, and seven grandchildren. Interment was in Woodlawn Cemetery, St. Maries.

At this writing, former Conductor W. C. Savitz was planning to undergo

heart surgery shortly. It was expected that he would require two or three months for convalescence.

Agent R. A. Bradshaw of Metaline Falls has taken a leave of absence to spend some time with his ill father in Lewiston, Ida. Mrs. Darlene Moreland is relieving at the agency.

Mrs. Mary K. Smith, former stenographer to the superintendent of the old Idaho Division, has been assigned as clerk steno to the assistant superintendent in Spokane, filling the position held

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by Mrs Ruth White before her death.

Gordon Davis, former TFA in Spokane, was assigned to the cashier position in L. J. Setchell's office, displacing Margaret Shaw who is now working as a yard clerk at Othello.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

W. E. McFadden, chief carpenter, is in very good condition at this writing after undergoing major surgery.

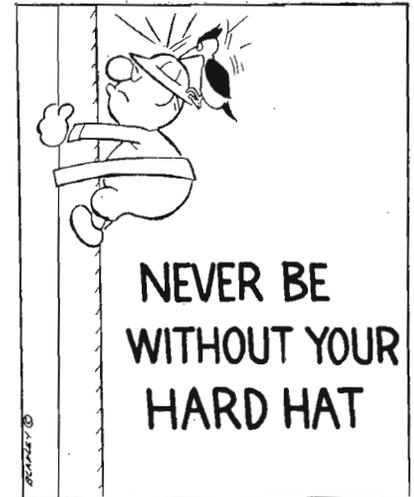
Messenger Bernice Clark attended the three day 14th Annual West Coast Conference of Women's Traffic Clubs, sponsored by the San Francisco chapter. Later she spent a few days vacation with her sister in Fresno.

District Safety Engineer C. J. Delin has been transferred to Minneapolis. His many friends entertained him at a "going away" dinner Feb. 24 in the New Yorker Cafe.

A get-together in honor of Mrs. Esther Delaney, recently retired, was held Feb. 2 in the superintendent's office. Cake and coffee were served and a gift presented to the guest of honor.

Since Mr. Powels' retirement as agent a year ago he has done a lot of traveling. Recently he and Mrs. Powels spent some time in Van Nuys, Calif., before leaving for the East.

Chester W. Porter, 71, retired roadmaster, died in a local hospital Feb. 27. He is survived by his wife Esther; two



sons, Donald of Cle Elum and Dale of Ellensburg; a daughter, Mrs. Beverly Brickey of Burton; four brothers and a sister all in Wisconsin, and nine grandchildren.

Mrs. Sam Whyatt, wife of retired machinist, died in Everett, Wash., Feb. 10 after several years' illness. Services were held at the Purdy and Waters Funeral Home, with burial in Cypress Lawn Memorial Park. Mr. Whyatt, who came to the railroad from the old Jaw Bone line, was one of the first machinists to work at Three Forks. He retired on Jan. 10, 1950, his 70th birthday, after more than 42 years of service.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Mrs. Elmer D. Vosburgh, widow of former engineer, passed away Jan. 11.

Conductor George W. Price, 71, who retired in 1957, passed away Mar. 4. He was a member of the Marion Christian Church, B. of RT No. 319, and Marion Lodge No. 6 AF&AM. He is survived by his wife, Vera; three sons, Donovan L. and Bernard K. of Marion, Jack L. of Savanna, Ill., and six grandchildren. Burial was in Cedar Memorial.

Mrs. Frank Newcomb, 71, Milwaukee

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RETIRING AT OTHELLO, WASH.,

after 43 years of service, Roundhouse Foreman O. L. Kinder is pictured with some of his well wishers. From left: Laborer Makie Kawahara, Assistant Roundhouse Foreman Kennie Shields (who was advanced to foreman), Mr. Kinder, Storekeeper Charlie Stevens and Laborer Eldon Simmons.



Others not shown were Assistant Roundhouse Foreman Herman Krupa and Machinist Helper W. J. Stevenson.

Women's Club member, died Jan. 23 in a Cedar Rapids hospital.

The Marion Women's Club went over the top Feb. 27 in both voting and contributing members.

Richard Bristol Jr., son of Richard Bristol of the car department, received his Master's degree from Iowa University Feb. 6.

Dennis Dollarhide, 15-year-old son of D. K. Dollarhide of Perry, assistant cashier of the Cedar Rapids regional data office, was presented with an Eagle Scout award in ceremonies held Feb. 11 in the Perry Methodist Church. Dennis, who has been in Scouting four years and is a charter member of Explorer Post 127, is the holder of 32 merit badges. The rank of Eagle Scout, which is awarded to only one out of every 10,000 Scouts between the ages of 13 and 18, requires 21.



Dennis Dollarhide

Hunting and camping hold special interest for Dennis. Last August he accompanied 13 others in a 40-mile canoe trip down the Des Moines River, and participated in three summer camps at Camp Mitigwa near Boone. Since joining Post 127, he has also taken part in a three-day trip to the Great Lakes Naval

Training Station, ushered at the 1961 Iowa-Notre Dame football game and attended the Explorer Scout Ball in Des Moines.

MIDDLE AND WEST

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

Lineman and Mrs. Clinton Froke of Butte, Mont., formerly of Perry, proudly announce the birth of daughter Connie Louise Dec. 21.

Lester Reeves, carpenter with the B&B crew, retired Dec. 31. He had lived in Perry until his recent marriage, after which he and Mrs. Reeves moved to Waukesha, Wis.

Second Lieutenant and Mrs. Arthur S. Kibby of Landstuhl, Germany, are proud parents of a daughter, Pamela Jo, born Dec. 28. Lieutenant Kibby is serving with the 26th Medical Detachment of the Army. Storekeeper and Mrs. E. L. Kibby of Perry are grandparents.

Mr. and Mrs. Thomas Johnson of Perry marked their 50th wedding anniversary with a family dinner Jan. 9. Because of severe weather conditions and the fact that Mr. Johnson has not been very well, no other celebration was planned. Mr. Johnson had 35 years with the water service department at the time of his retirement in 1937. He took care of pumping stations on the old Des Moines Division during the days of steam power.

John Curtis, 88, died Jan. 13 in the Hartwig Nursing Home where he had been a patient for some time. Electrician

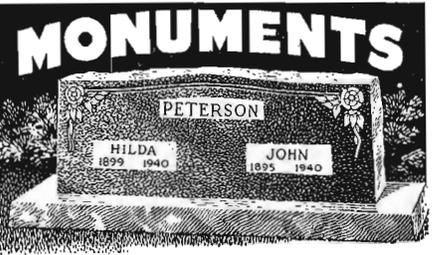
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Phillip Curtis of Perry is a son. Funeral services were in Perry and interment in Otho, Ia.

Albert W. Smithson, 73, retired brakeman, died of a heart attack Jan. 4, and his widow Theresa, 70, passed away Jan. 23, also of a heart attack. They are survived by four sons and five daughters. Services and interment for both were in Perry. At the time of his retirement in 1955 Mr. Smithson had served the Road for 34 years.



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Larry Whelchel, cashier at the Perry freight and ticket office, was appointed chief clerk in the division freight and passenger office in Dubuque recently. His service with the Road began July 17, 1951 at Perry. The vacancy in the Perry office was awarded to Kenneth LaBorde Jr., who had recently been employed as a relief clerk.

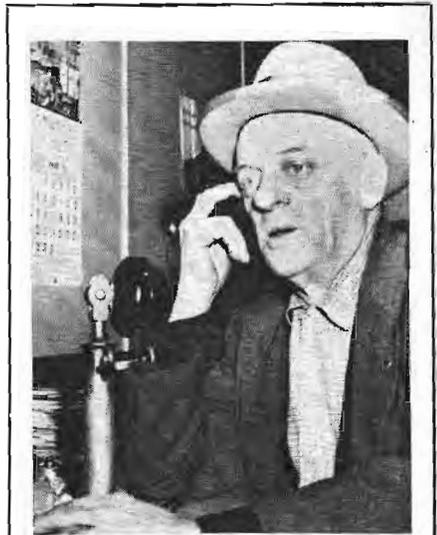
Conductor Fred Tomer, number one on the Middle Division freight conductors' seniority list, retired Jan. 31 after more than 54 years' service. He began as a call boy and later worked as a brakeman and conductor, holding a brakeman's seniority date of Nov. 16, 1912. When weather permits he plans to devote much time to his rose garden.

Another retirement was that of Bridge Carpenter Jack Wensel, who started work for the Road at Milbank, S.D., in 1912 as a track laborer. During World War I he enlisted in an engineering company and after his discharge he farmed in the Perry area until March, 1948 when he returned to the Road as a carpenter. His hobbies are hunting, fishing and gardening and he plans to spend a lot of time with each.

Mrs. Earl Bills, wife of freight house foreman at Perry, recently spent four weeks in the Dallas County Hospital. She is now at home convalescing.

Funeral services were held in Scranton, Ia., for Fireman R. A. Dingman, 51, who died suddenly Feb. 6. He had originally worked out of Green Bay, Wis., but transferred to the Iowa Division in 1955 when the Milwaukee took over the operation of Union Pacific trains. His seniority was not sufficient to hold a regular position, so he worked as extra fireman and on his free time worked his mother's farm at Scranton.

Mrs. William Barth, widow of retired roundhouse foreman, formerly of Perry, has been hospitalized in Grand Island, Neb., for the past seven months. Her illness was complicated by a broken hip and later, while in the hospital, by a



50-YEAR AGENT RETIRES. Edward F. Baar pictured finishing his work upon retiring Feb. 1 as agent at Pickett, Wis., after 50 years with the Road, the greater part in agency service. The initial 35 years were in Oshkosh, where he makes his home, followed by 15 years at the Pickett agency. (Oshkosh Northwestern photo)

stroke. After Mr. Barth's retirement the couple had moved to Grand Island to be near their son.

Retired Trainman J. L. Rooney and wife observed their golden wedding anniversary Feb. 14 with a family dinner at home. Later, close friends called to extend best wishes. Because of Mr. Rooney's poor health no open house was held.

Conductor and Mrs. George McLellan of Perry recently announced the engagement of their daughter, Pamela Ann, to Stephen Garrett, son of Mr. and Mrs. Gordon Garret, also of Perry. The bride-

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The Milwaukee Road Magazine



Meet the people at our regional data office in Aberdeen, S. D. From left: Ken Casteel, Dick Andrews, Tony Sanders (rear), Tom Piatz (rear), Frank Sanders, George Nicholas, Irene Renolet, Don Dewalt (rear), Tony Waldl, M. R. Picht and Frank Dewalt. For details, read the Aberdeen Division news on page 20.

elect is a senior student at the Iowa Beauty School in Des Moines, and her fiancée is a student at the State University of Iowa.

Funeral services were held in St. Paul's Episcopal Church, Council Bluffs, for Earl E. Smith who passed away Feb. 18 following a long illness. His service with the Road had all been in Council Bluffs, where he progressed from switchman to yardmaster and then to terminal trainmaster from which position he retired in 1957. Survivors are his widow, two sons and five daughters.

Mrs. John Reel, 82, wife of retired carman of Perry, died in her home Jan. 15 after a short illness. Services were held in St. Patrick's Catholic Church, and interment was in Violet Hill Cemetery. She is survived by her husband, three daughters and one son.

Carl E. Schonberg, lead carman at Council Bluffs, 65, died Feb. 27 in a local hospital after suffering an apparent heart attack. He had been with the Road since 1915. Mr. Schonberg was active in civic affairs, having served two terms on the city council and most recently on the city planning and zoning commission. He was a former member of the YMCA board of directors and former manager of the city church softball association, as well as a member of St. John's Lutheran Church choir for more than 40 years, and belonged to the Brotherhood of Railway Carmen, the World War I Navy veterans and Bluff City Lodge 71 AF&AM. Survivors include his widow Grace; two sons, Robert C., Council Bluffs, and Richard S., Omaha; a daughter, Mrs. Virginia Childs, Council Bluffs; and six grandchildren.

Everett E. Smith, 69, died Feb. 11 in a Council Bluffs hospital following a long illness. He had retired as trainmaster in 1957 after 49 years of railroading, of which 35 were with the Milwaukee. He was a member of St. Paul's Episcopal Church and the Order of Railroad Conductors of Perry. Surviving are his widow Alice; two sons, Glenn W. and Robert L. of Council Bluffs; five daughters, Mrs. Bernard Bengtson and Mrs.

Paul Zimmerman of Council Bluffs, Mrs. Calvin Bolton of Underwood, Mrs. Donald Tiarks of McClelland, and Mrs. Richard Hoover of Omaha; and 10 grandchildren.

I M & D Division

AUSTIN-SIOUX CITY AREA

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

Mrs. Margaret L. Burnett, secretary in the regional office, Sioux City, and M. J. Miller of Sioux City were married Jan. 13 in the rectory of Sacred Heart Catholic Church, Templeton, Ia. Attendants were Mrs. Kenneth Tjornhom of St. Paul, sister of the bride and formerly secretary to superintendent, Austin, and Lambert Greteman of Templeton. The bride's

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THE ARMY'S TRACKLESS TRAIN, designed to move supplies over desert and arctic terrain, pictured on a test run at the Longview, Tex., plant of the builder, R. G. LeTourneau, Inc. The 13-car welded aluminum train is equipped with tires four feet wide and 10 feet in diameter, 54 wheels each powered with an inbuilt DC electric drive and gear reduction, and an electrically powered crane and winch. Three gas turbine engines and generator sets in the two rear cars supply the electricity. The cab control car contains quarters for a six-man crew and an auxiliary power plant, permitting it to function as a scout vehicle. A prototype built in 1956 has been used on supply missions in the Arctic.



sons, Lt. Colonel J. J. Burnett of Denver, Colo., William F. of Des Moines, Thomas E. of Minneapolis, and J. E. of Clear Lake, Ia., were present. Employees of the regional office, freight office and your correspondent entertained Margaret at a luncheon at Green Gables Feb. 7 and presented her with a coffee maker.

At this writing Mrs. Sadie Monson is in St. Olaf Hospital, Austin, recovering from a fall. Mrs. Monson works in the roundhouse.

Assistant Superintendent R. W. Riedl, Sioux City, is the proud father of Mary Jahna Lee born Jan. 17 in St. Joseph Hospital.

Floyd G. Barr, 79, who retired in 1947

at Colman, S. D., where he had been agent for 19 years, died in Sioux City Jan. 26 after a long illness. He was born in St. John's, Mich., graduated from Ferris Institute of Telegraphy at Big Rapids, Mich., in 1907, and was an agent-operator on the former I&SM Division nearly 40 years. Funeral services were held in the Whitfield Methodist Church in Sioux City. Surviving are his widow, Sadie; a son, Lawrence of Sioux City; two daughters, Mrs. R. C. Anderson of Minneapolis and Mrs. V. J. Costello of Chicago; 11 grandchildren and seven great-grandchildren. Mr. Barr is remembered at Colman for his beautiful landscaping of the depot grounds.

Mrs. C. F. Willett, president, heads the list of new officers installed by the Women's Club at the Scandinavian Hall in Sioux City. The others installed were Mesdames H. M. Kelley, first vice president; Art Broome, second vice president; W. Sogn, secretary; Olaf Hagan, corresponding secretary; Robert Riedl, assistant corresponding secretary; and Eva Maxwell, historian.

J. J. Reitzel, retired signalman of Ruthven, Ia., passed away in East Moline Feb. 10. Since retirement Mr. Reitzel had spent most of his time in Savannah, Ill.

Harry J. Andersen, retired B&B foreman of Sioux City, died recently. His daughter, Mrs. Donald Friedenbach, works in the freight house. Mr. Andersen was a 45-year employee.

Retired Conductor Elza Wingett passed away in Long Beach, Calif., where he

had been living since retirement. He was a 50-year member of the Masonic Lodge at White Lake, S. D., and a member of the O. of RC&B and of the Retired Railroad Club of Long Beach.

Retired Engineer Pearl H. Bryan passed away Feb. 26 in the Mayfair Hotel, Sioux City.

Iver Hedlund, who spent 45 years with the Road before retiring in 1959 as stationary engineer at the Milwaukee shop in Riverside, died recently.

Conductor Bill Flynn of Mason City is hospitalized at this writing.

Sympathy was extended to the Herbert (Mike) Cochlin family of Austin, Minn., upon the death of 17 month old son Peter J. in St. Mary's Hospital, Rochester.

L. T. "Ted" Long, agent at Mitchell, S. D., was honored by employees and officers of the division at a party held in Mitchell Jan. 13 to mark his retirement, which became effective Feb. 14. He had 50 years of service, starting as a telegrapher when he was 15. He was our agent at Parker for many years before transferring to Mitchell in 1950. He and Mrs. Long will live in Phoenix, Ariz., having established their home there last fall.

Fireman Arthur J. Peterson, Mason City, retired Jan. 1 after 55 years of service. Starting in the roundhouse at Calmar in 1907, he became a switchman at that point the following year, working under his father who was a yardmaster at that time. He had been on the fireman's list since Aug. 16, 1909.



ECHO FROM THE NOSTALGIA DEPARTMENT

With due consideration for age and loyal service, the Milwaukee Road has donated one of its few remaining wooden cabooses to the Mid-Continent Railway Museum, a repository for old time equipment which will be opened this summer at Hillsboro, Wis. Restored to the condition which once made it the last word in "crummies," caboose 01524, a cupola type, will again command attention as a colorful feature of the museum-operated Mid-Continent and Hillsboro Railroad.

The museum-in-the-making is a project of the Railway Historical Society of Milwaukee, Inc., which recently acquired the 5-mile Hillsboro & Northeastern freight line in the Baraboo River valley. Resumption of travel on the line will be observed by rail buffs with a festive ceremony. The society also leases 150 feet of track in Milwaukee where equipment is stored while members work on its restoration. Previous Milwaukee Road donations to its nostalgia department have included a hand-pumped section car and a vintage auto-rail inspection car.

With the removal of caboose 01524 from the oblivion of stand-by service, the Milwaukee Road now has only 4 wooden cabooses, none of which are in regularly assigned service, and only 16 of the cupola type. Since adopting the bay window type, it has developed one of the finest fleets of cabooses in the country. Of the total of 459, there are 172 equipped with VHF radio installations, providing caboose-to-engine communication with wayside radio stations located along the line. All main line time freights on the system carry the radio equipped type of caboose.

ABOVE: A ceremony in Milwaukee on Mar. 5 showing General Superintendent J. D. Shea (left) presenting caboose 01524 to John G. Ford, president of the Railway Historical Society of Milwaukee, Inc. On the step are District General Car Foreman H. R. Anderson (bottom) and Richard Hinebaugh, vice president of the historical society.

RIGHT: The Road's modern all-steel cabooses are equipped with VHF radio communications and electric power for all of the comforts of a mobile office and home. The bay window which replaced the old-time cupola facilitates train inspection, since hot box odors hang close to the ground.



THE HIGH AND THE MIGHTY. This 10-cylinder diesel engine shipped from the Fairbanks Morse & Co. plant in Beloit, Wis., for use in a municipal power plant at Maquoketa, Ia., recently moved over our railroad all the way. Shown alongside are Agent W. W. Kopp, Beloit (left), and D. H. Sparks, traffic manager of Fairbanks Morse. Because of its height (17 feet 11 inches from top of rail) and weight (331,100 pounds including the special flat car), it moved to Maquoketa with a 35 m.p.h. speed restriction. The crankshaft alone weighed 14 tons.





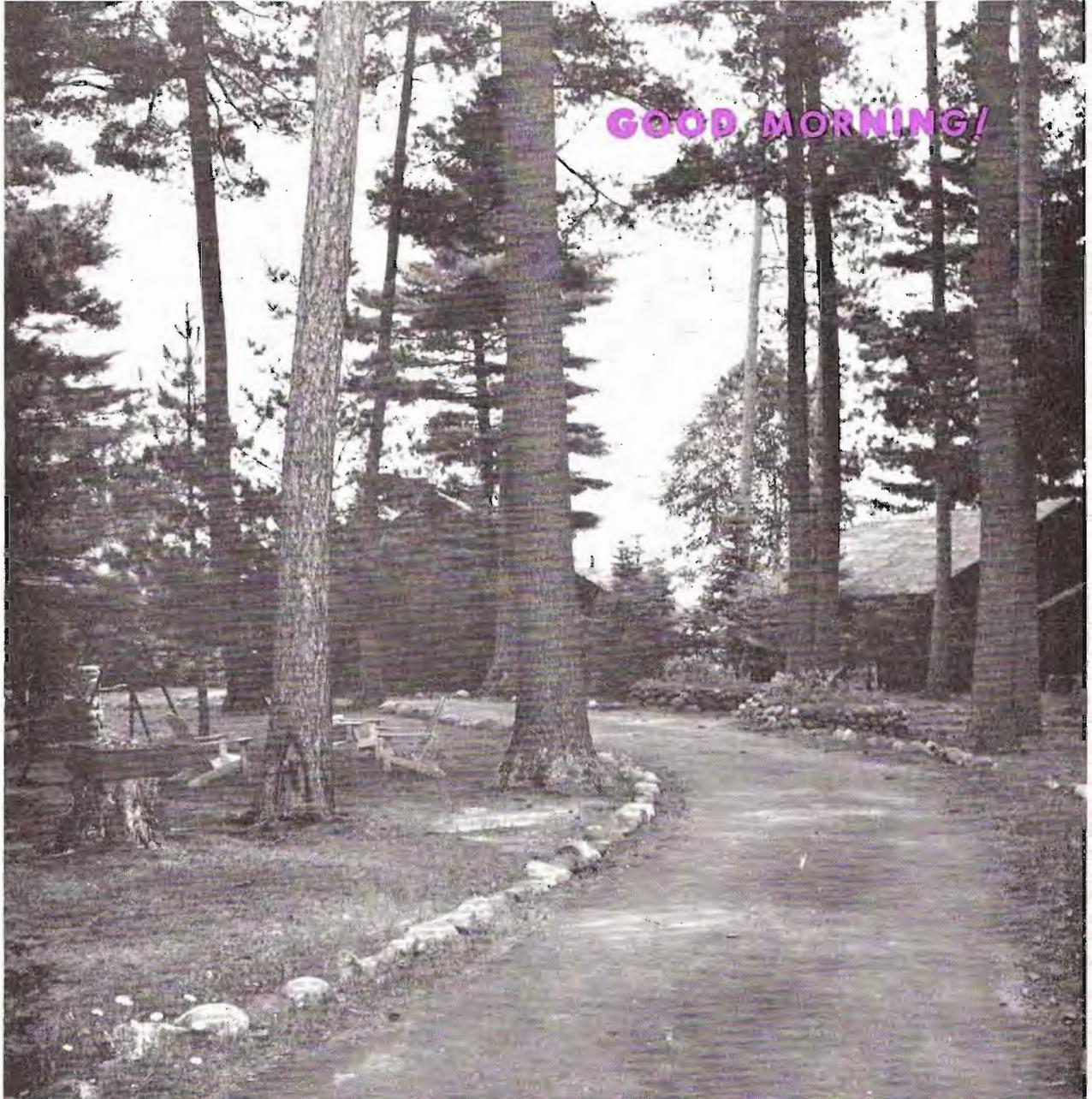
MAGAZINE

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OUR '62 LOOK IN DINING CAR MENUS starts the day right. The Milwaukee Road North Woods Vacationland scene which brightens the cover of our new breakfast menu. (See page 12)



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