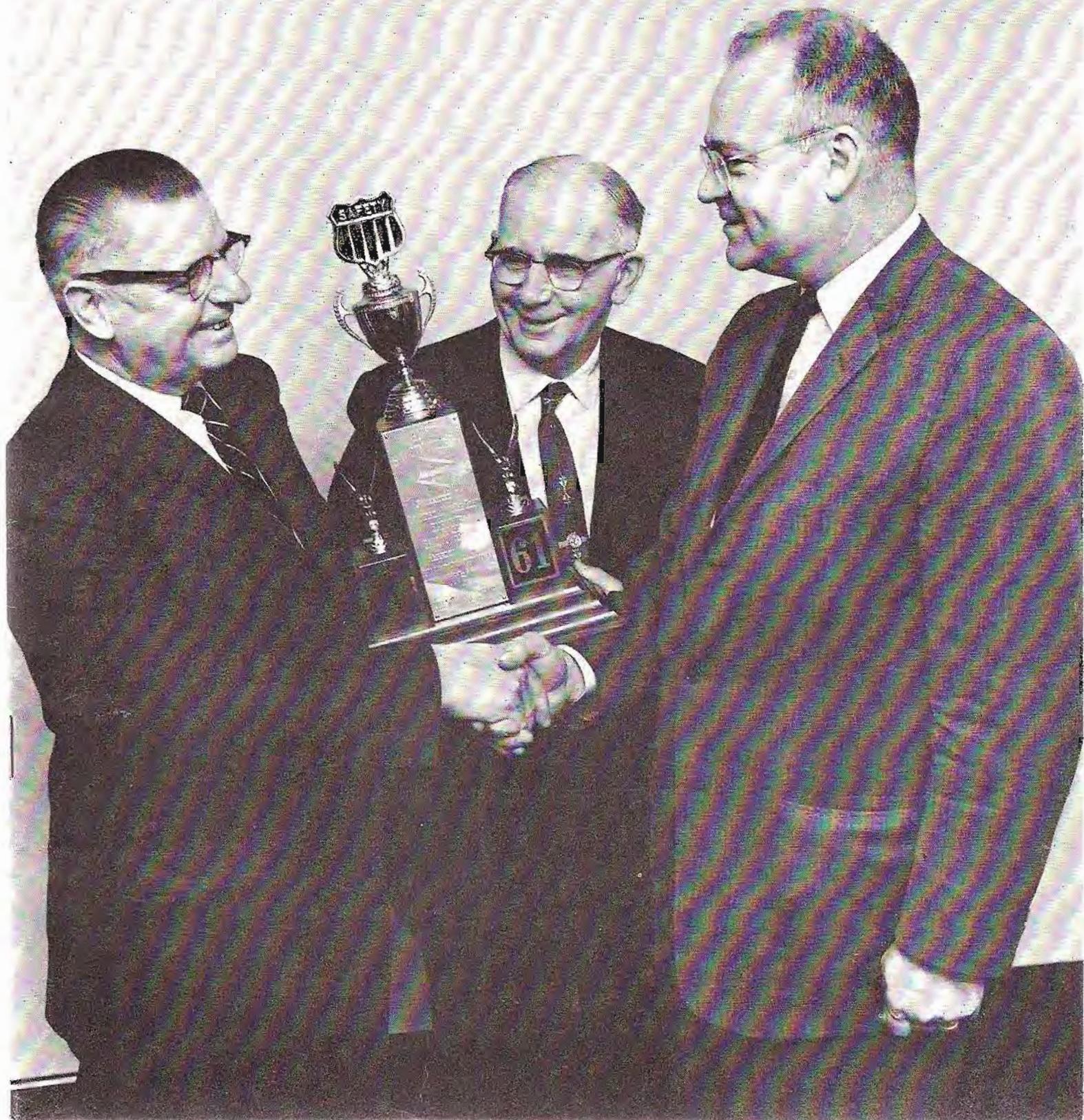


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

may
•
june
1962

Safety Bulletin • • • MILWAUKEE REPEATS!



**THE
MILWAUKEE ROAD
MAGAZINE**

Vol. 50 May-June 1962 No. 2

MARIE HOTTON
Managing Editor

**PUBLIC RELATIONS
DEPARTMENT**

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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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Bulletin Board

REDUCED RAIL RATES for visitors from abroad became effective May 1 on all passenger carrying railroads in the United States and Canada. The cuts amount to a 15 per cent reduction in coach fares from all ports to any interior point, returning to any port. Secretary of Commerce Hodges has commended the railroads for offering "an exciting new inducement for peoples from everywhere to see the heartland of America on one of America's favorite modes of transportation".

WORST WEATHER IN 20 YEARS contributed to a net loss of \$2,721,000 for the Milwaukee Road in the first quarter of the year. Although revenues were up \$1,011,000 compared with the same quarter a year ago, record breaking snowfalls followed by floods in much of the railroad's territory resulted in unusual expenses of more than 1 million dollars.

FOREIGN EXCHANGE. Two Association of American Railroads cartoon booklets, "The Iron Horse Goes to War" and "Special Agent", are enjoying international circulation these days. The first is being serialized by the French railfan periodical La Vie Du Rail, and the second was adapted to run as a special feature in Masputnins, a magazine published in Toronto for Latvian children in this country and Canada.

PUBLIC AUCTION of military surpluses and outmoded property put on the block recently by the defense surplus sales office of the Rock Island Arsenal brought 17.8 per cent of the original price. An exception was a rail-

road tank car which cost the government \$3,000 in 1942. It sold for \$3,200. Officials said that at today's prices the buyer got a bargain.

HORATIO ALGER AWARD conferred each year by the American Schools and Colleges Association on 10 prominent Americans who have achieved success through individual initiative was presented on May 9 to J. Patrick Launan, chairman of the executive committee of the Milwaukee Road board of directors. The honor recognized Mr. Launan's rise from humble beginnings to international financier as fitting the storied Horatio Alger tradition.

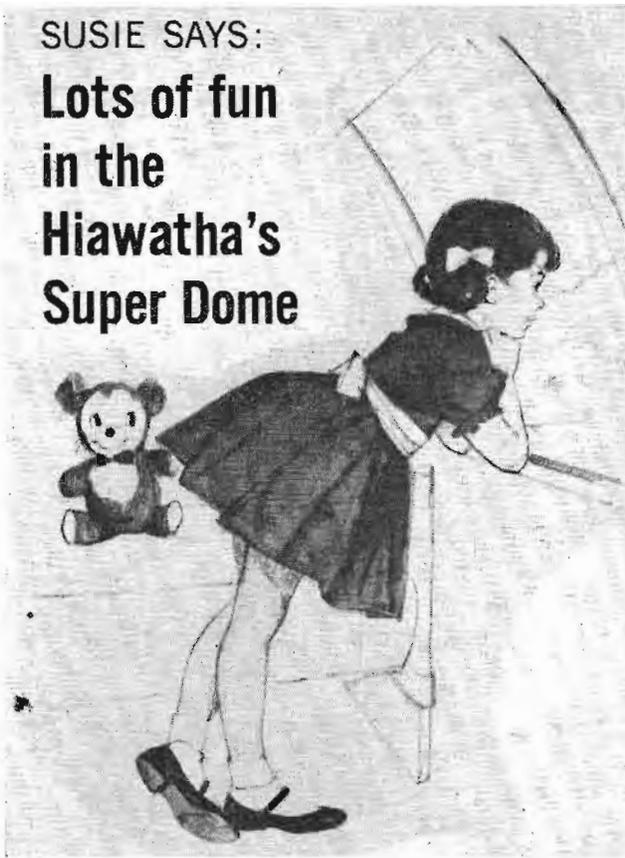
MARKING NATIONAL TRANSPORTATION WEEK, the National Association of Railway Business Women presented model electric trains to 44 homes for retarded and handicapped children and to several hospitals. In recognition of the effort, mayors in a number of cities where the institutions are located proclaimed the presentation date—May 16—Railroad Women's Day. The trains, valued at \$131 each, consist of a locomotive, two piggyback cars, a pickel car, illuminated caboose, TV monitor car, a 190-watt transformer, and track requiring a 52 by 90-inch base.

SUMMER TRAINING of the Fifth Army calls for more than 140,000 Reservists and National Guardsmen to go on two weeks of active duty at 25 midwestern encampments beginning May 27 through Sept. 1. The largest influx will be at Camp McCoy, Wis., on the Milwaukee Road, where an estimated 42,000 will train.

The Cover

This was a proud moment for the employees of the Milwaukee Terminals, the railroad's safety champions for 1961. Having won the system safety contest for the second consecutive year (with a ratio of 5.82 for 4,637,258 man hours worked), they were again awarded the President's Safety Trophy. Pictured at the presentation ceremony are, from left: J. J. Dombrowski, superintendent of the Milwaukee Terminals, J. W. Shea, superintendent of safety, and L. V. Anderson, general manager system. For details of the outstanding safety performance, turn to page 4.

SUSIE SAYS:
**Lots of fun
 in the
 Hiawatha's
 Super Dome**



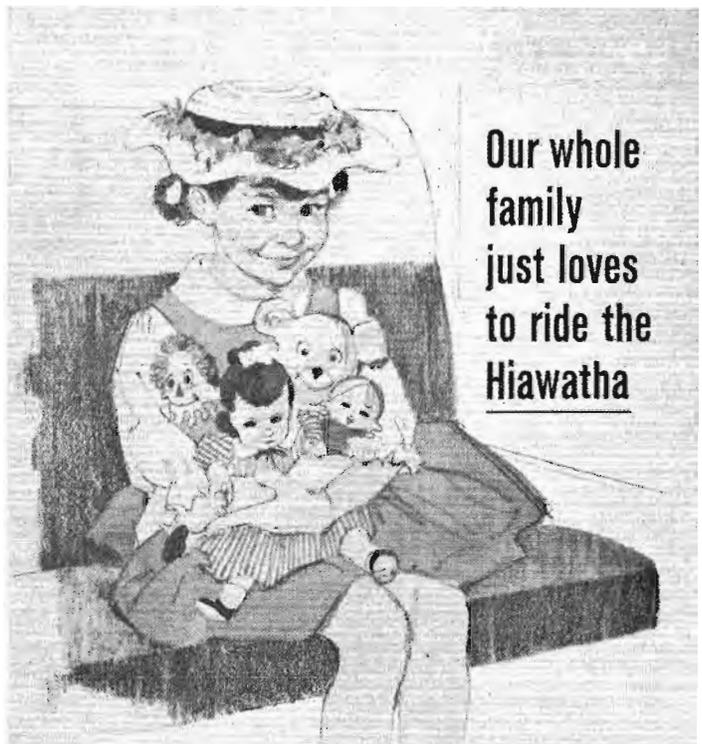
SUSIE SAYS: **Everything
 tastes so
 good on the
 Hiawatha!**



**Presenting Susie—She Loves
 To Ride the Hiawathas**

YOU'LL be seeing a lot of the pert little miss shown here living it up on a Hiawatha train. Meet Susie, whose winsome smile and cute-as-a-button ways identify a new series of advertisements dealing with the comfort features of Milwaukee Road streamliner service. "Specially for family travel, 'Susie Says:' Mom likes the courteous attention and the delicious meals in the diner, Dad loves those restful reclining seats, and the kids vote for the Super Dome cars."

Scenery, service, or siesta, you get them all on the Hiawathas, Susie says. Bright for her age? That's our Susie!



**Our whole
 family
 just loves
 to ride the
 Hiawatha**



The Sayings of Susie illustrations are the work of Chicago Artist Pat Rosado, known for her appealing characterizations of young children and teenagers.

...MILWAUKEE REPEATS!

Terminals Employees Win System Safety Contest

THE persistence which has marked the effort of the Milwaukee Terminals employees to win the annual safety contest was highlighted at a ceremony in Milwaukee, Wis., on Apr. 27 which acknowledged their 1961 standing as the best among the Road's 12 operating divisions.

Recognition of their achievement took into account that the Milwaukee Terminals Division had also won the President's Safety Cup last year for the first place finish in 1960.

The 1961 trophy, of a new design, was presented to the employees, including Milwaukee Shops people, by L. V. Anderson, general manager system, and accepted on their behalf by J. J. Dombrowski, superintendent of the Milwaukee Terminals. The occasion included congratulations to Mr. Dombrowski and to F. J. Ladwig, district safety engineer, for working hand in hand toward the success of the safety program.

Acting as master of ceremonies. J. A.

Jakubec, assistant to vice president-operation, presided at the event, which was attended by G. L. Wood, general superintendent of the car department; A. W. Hallenberg, general superintendent motive power; J. D. Shea, general superintendent, Milwaukee; and G. M. Dempsey, assistant superintendent of safety. Speakers, in addition to Mr. Anderson and Mr. Dombrowski, included A. W. Shea, superintendent of safety; F. A. Upton, chief mechanical officer; and R. K. Baker, assistant general storekeeper.

The division and shops employees won the contest with a total of 4,637,258 man hours worked without a fatality, and only 27 reportable injuries, with a resulting casualty rate of 5.82. Second honors were won by the Iowa Division with a rate of 6.78, and third place went to the Rocky Mountain Division, which rated 7.76.

The fact that during 1961 the Milwaukee Terminals Division had the greatest number of employees with the

The President's Safety Trophy is presented to employees of the Milwaukee Terminals Division, safest on the railroad in 1961. Participating in the presentation ceremony are, from left: G. M. Dempsey, assistant superintendent of safety; F. J. Ladwig, district safety engineer, Milwaukee; A. W. Shea, superintendent of safety; L. V. Anderson, general manager system; J. J. Dombrowski, superintendent of the terminals; and J. A. Jakubec, assistant to vice president-operation.



Superintendent J. J. Dombrowski has something to smile about.

greatest number of man hours worked compared with all other divisions of the railroad made the record particularly laudable. This was emphasized by Mr. Shea, who cited the winning of the contest two years in succession as indicative of the fine spirit of cooperation which exists between employees and supervisors, and the interest of the individual employe in his personal safety.

Contest a Challenge

The annual safety contest has represented a challenge to Milwaukee Terminals employees ever since the competition was started among the operating divisions in 1941. A runner-up in both 1958 and 1959, its victory in the 1960 contest was commended for dogged effort. By posting the winning score again in 1961 it became the second terminal division on the system to win the trophy two years hand running. Only the Twin City Terminals has a comparable record (accomplished in 1950-51).

In accepting the trophy, Mr. Dombrowski said that it reflected credit on every employe on the division; that without sharp-eyed attention to sound principles of safety laid down for their protection the performance would not have been possible. At the same time he pointed out that the safety job can never be considered finished. "Let's all do our part," he said, "to win again this year; to set a new mark for the contest."

That the accomplishment was a major one was stated also by Mr. Anderson, who said, "In achieving this record you have done something not alone for yourselves and for your families, but you have done a service to the Milwaukee Road by saying, in effect, to the peo-

ple of this area that the Milwaukee is a railroad whose employes take a heads-up intelligent view of their work.

"I am inclined to agree with the man who said that the one shortcoming of which a person can never be cured is indifference. Believe me when I say I am certainly happy that Milwaukee Road people in the Milwaukee Terminals and at the shops are not indifferent to the importance of safety . . . This is not the time in the history of the railroads for anyone to be indifferent . . . not if he wants to be sure that the industry and his own railroad can meet the competition and remain vigorous and dependable as an employer.

"The railroads need the support and the conscientious efforts of all railroad people today, and I know of no way in which that support is more truly displayed than in a good safety record such as you have created."

| 1961 STANDINGS IN PRESIDENT'S SAFETY TROPHY CONTEST | | | | |
|---|---|------------|---------------------|---------------|
| Rank | Division | CASUALTIES | | Casualty Rate |
| | | Fatal | Reportable Injuries | |
| 1 | Milwaukee Terminals (including Milwaukee Shops) | — | 27 | 5.82 |
| 2 | Iowa | — | 12 | 6.78 |
| 3 | Rocky Mountain | — | 14 | 7.76 |
| 4 | Aberdeen | — | 14 | 9.16 |
| 5 | LaCrosse | 1 | 24 | 9.41 |
| 6 | Twin City Terminals | — | 24 | 10.41 |
| 7 | Chicago Terminals | — | 50 | 11.68 |
| 8 | Coast | — | 28 | 12.22 |
| 9 | Terre Haute | — | 8 | 12.31 |
| 10 | Milwaukee | — | 28 | 12.33 |
| 11 | Dubuque & Illinois | — | 32 | 12.41 |
| 12 | Iowa Minn. & Dakota | 1 | 27 | 13.59 |
| | Others | — | 34 | 5.38 |
| SYSTEM TOTALS | | 2 | 322 | 9.22 |

COMMENTS FROM OUR CUSTOMERS

"The most agreeable recompense which we can receive for things which we have done is to see them known, to have them applauded with praises which honor us."

—Molière



MILLION \$\$ DREAM—LIVING ON A TRAIN

"My children and I traveled to California and returned on the City of Los Angeles . . . We want to tell you how much we enjoyed our trip and how very nice everyone connected with the railroad and the Pullman Company was to us. The people in the station at Marion and East L. A. were so helpful and courteous.

"We were lucky in going and returning with the same conductor, porters, steward, waiters, etc., and they were all so friendly and nice that we felt very much at home . . . In fact, we had such fun, we have decided that if we ever happen to inherit a million or two we will spend a few years just living on the train!"

Mrs. Fred Corey

Cedar Rapids, Ia.

A CREDIT TO OUR CORPORATION

" . . . During a severe snowstorm my airline flight to the West Coast was cancelled, along with that of three of my companions—we were all headed for San Francisco for a very important meeting.

"We arrived at the Union Station [Chicago]—as you can imagine, quite desperate—trying to find a way to San Francisco, and were making little headway until we met William H. Stieyer, the station passenger agent . . . We told him our problem, he analyzed possibilities . . . and then pro-

ceeded to find some method for us to make connections; even went so far as to contact St. Paul to see if flight conditions were sufficiently good so that by taking a train we could pick up a plane there to get us to San Francisco on time.

"The purpose of this letter is to let you know that people appreciate effort beyond the call of duty. Mr. Stieyer, in my opinion, is certainly a credit to your corporation in that he arose to a situation which could have been very easily ignored, and made four devoted friends for The Milwaukee Road."

George H. Fezell

Chicago, Ill.

IN GOOD HANDS

"I inadvertently left a clothing bag on a suburban train one morning and realized I had done so just as the train was being pulled out of the station. I went to the office of S. C. Pulford, trainmaster [Chicago Terminals], who made a number of phone calls to . . . request your personnel in the Western Avenue yards to find the car and determine if the bag was there.

"I made two telephone calls after that to Mr. Pulford's office, and talked with Mr. Culliton [yardmaster] who was following through and checking possible sources. Fortunately, the bag was returned about noon to the Lost and Found room.

" . . . My relations with your railroad have been unusually close and pleasant . . .

My grandfather, Walter L. Webb, served as division engineer for your road for both the Savanna and the Chicago area . . . and my father owns a business adjoining your tracks at the Elgin station which was started by my great grandfather some 83 years ago, much of which has been located on real estate leased from the Milwaukee Road throughout the entire period. Therefore, I am particularly happy to find the present operation of the railroad in the hands of men such as Mr. Pulford and Mr. Culliton."

William W. Brady

Elgin, Ill.

FOR INTEREST IN SCOUTING

"Last fall my son Mark received a package of literature from you for his Cub Scout scrapbook. I would like to add my thanks along with his.

"Thanks to your interest in youth, Mark will receive an extra Silver Arrow, because his scrapbook is so fine. Needless to say, he is very proud, and we both agree with your title of 'The Friendly Railroad of the Friendly West'."

Mrs. Naida Kubr

St. Marys, Ohio

CONSISTENTLY COURTEOUS

"The buyers and executives of our store have been traveling on the Milwaukee Road extensively, and I wish to express our appreciation for the fine service rendered. Mr. Tomlinson, one of your ticket agents in Madison [Ticket Seller C. H. Tomlinson], has been most helpful and courteous. I have watched this man wait on people from all walks of life, and he displays the same courteous attitude to all."

Alex J. Cochrane, President
Olson and Veerbusen

Madison, Wis.

Shipper's Support the Milwaukee's Stand On the Proposed GNP&B Merger

INTERSTATE COMMERCE COMMISSION hearings on the merger application of the Great Northern, Northern Pacific, Burlington, and the Spokane, Portland & Seattle railroads to form the Great Northern Pacific & Burlington system were moved to Spokane, Wash., on Apr. 12 and recessed there Apr. 17. Starting Apr. 30 they were resumed in Chicago, and have since been held in Duluth and St. Paul, Minn.

During the hearings in Spokane, Chicago and St. Paul, approximately 40 shippers and other interested parties (see box) testified in support of certain conditions to the merger requested by the Milwaukee Road to protect its competitive position in the face of the combined strength of the proposed company. The merging of the applicant railroads, including subsidiary and controlled lines, would create a rail network of 26,802 miles operating in 17 states and two Canadian provinces.

The Milwaukee's intervention in the merger reflects its position as the principal railroad competitor of the four roads, being in direct competition with one or more in all but two of the 13 states in which it operates. Because of the threat to railroad competition which the proposal has created in much of that region, the Milwaukee is opposed to the plan unless the ICC imposes six conditions designed to safeguard the public's interest and the Milwaukee's ability to compete effectively for traffic.

The conditions relate to maintaining competitive rates, opening gateways for routing traffic, extending Milwaukee Road service to Portland, Ore., and Billings, Mont., and providing operating rights over the merged line for a service route to Sumas, Wash., where the Milwaukee now connects with Canadian lines. The Milwaukee has testified that these conditions would enable it to generate revenues offsetting anticipated

traffic losses and added operating costs totaling approximately 10.8 million dollars annually.

The Chicago hearing was the midpoint for sessions started last October in St. Paul before ICC Examiner Robert H. Murphy. Among the interveners are other railroads, state regulatory commissions, railroad brotherhoods, shippers and industrial firms, and similar interested bodies.

Shippers who supported the Milwaukee Road's position at the various hearings testified, as a group, that any competitive situation which impairs the Milwaukee's ability to operate as an aggressive and sound railroad will in the long run adversely affect industries and communities dependent upon it for service. In urging the ICC to consider their interests, they emphasized that should the Milwaukee suffer a serious loss of traffic as a result of the merger, it would be unable to maintain its present service. This factor, in turn, would lessen the value of plant sites, increase industrial operating costs, and impose other economic hardships.

Regulatory bodies who presented testimony favoring one or more of the

Milwaukee Road Witnesses at GNP&B Hearings

WITNESSES who appeared on behalf of the Milwaukee Road at GNP&B merger proceedings in Spokane, Chicago and St. Paul:

Spokane, Apr. 12-17: Larry Pugh, president, St. Maries Lumber Co., St. Maries, Ida.; from the State of Washington, Wilber Brotherton III, president, W. Brotherton Seed Co., Inc., Moses Lake; Hanley Dirks, chairman, transportation committee, Othello Chamber of Commerce; Drennan McElroy, Pend Orielle County Development, Ione and Metaline chambers of commerce, Usk; Otis Moyer, general manager, Basin Produce Co., Othello; Norman L. Eilert, owner, Empire Seed Co., Othello; Newell Anderson, owner, Anderson Feed & Produce Co., Othello; Forrest Johnson, sales manager, Emard Packing Co., Seattle; Robert Brandon, sales promotion manager, Prudential Distributors, Inc., Spokane; John Fox, general manager, Port Townsend Railroad, Seattle; Arthur G. Freund, manager and secretary, Spokane Valley Chamber of Commerce.

Chicago, Apr. 30-May 9: W. L. Thornton Jr., general traffic manager, Kimberly-Clark Corporation, Neenah, Wis.; Senator LeRoy Getting, Sanborn, Ia.; Thomas C. Stewart, manager customer service and traffic, Hotpoint Division of General Electric Co., Chicago; Russell D. Baker, Decorah, Ia.; James W. Jackson, traffic commissioner, Green Bay (Wis.) Area Chamber of Commerce; Victor Paque, traffic manager, Bay West Paper Co., Green Bay, Wis.; Norman L. Clow, traffic manager, H. C. Knoke and Company, Chicago; Nohl A. Braun, traffic manager, Culligan Inc., Northbrook, Ill.; Eugene Landis, director of transportation, International Minerals & Chemical Corp., Skokie, Ill.; Jos. J. Dolan, traffic manager, Dubuque Packing Co., Dubuque, Ia.; Charles

Bournazos, vice president and traffic manager, Greenwood Lumber Co. Inc., Chicago; Ralph A. Bentley, general traffic manager, National Tea Co., Chicago; George P. Shuler, assistant vice president and general traffic manager, Oscar Mayer & Co., Madison, Wis.; Richard H. Heilman, director of transportation, A. O. Smith Corporation, Milwaukee; Edward C. Madden, traffic manager, Zenith Radio Corporation, Chicago; Thomas C. Hope, general traffic manager, Montgomery Ward & Co., Chicago; Philip E. Running, assistant traffic manager, Rayonier Inc., Seattle; John W. McCormick, traffic manager, Rayonier Inc., New York; Earl Spiro, President Triangle Plywood Co., Franklin Park, Ill.

St. Paul, May 16-23: Alfred Broback, Alfred Broback & Company, Minneapolis; Earl A. Emmer, president, Emmer Brothers & Company, Minneapolis; Felix Frisch, chairman of the board, Dumont (Minn.) Farmers Co-op Elevator; Harry Marks, chairman of the board, Faribault County Livestock Feeders Association, Delavan, Minn.; Robert A. Propf, general transportation manager, Geo. A. Hormel & Company, Austin, Minn.; Ralph G. Marsh, traffic manager, Schield Bantam Company, Waverly, Ia.; Marvin Edwards, traffic manager, United States Bedding Company, St. Paul; William Kasakaitas, secretary and legislative director, Wisconsin Farm Bureau Federation, Madison; Robert V. Hulder, manager, traffic and transportation department, Wisconsin Farmco Service Co-operative, Madison; Carl J. Kraus, traffic manager, Allis-Chalmers Manufacturing Company, West Allis, Wis.; William T. McArthur, vice president, The Pillsbury Company, Minneapolis; and H. Kemper Relf, director of transportation, Osborne McMillan Elevator Company, Minneapolis.

Railroading in the Space Age

WITH regard to the place of surface transportation in the space age, President William J. Quinn told members of the American Railway Development Association in Minneapolis May 14 that the railroads are not waiting for business to come their way, but are devising methods to meet the new needs with much the same creativity and imagination that characterizes the space program itself.

He cited the Milwaukee Road's integrated rail-truck service to missile base projects as an illustration, and called attention to piggyback, Flexi-Van, tri-level automobile carrying cars and other new types of rail equipment as being indicative of significant changes in the "physi-

qualifying conditions stipulated by the Milwaukee included the state commissions of Washington, Oregon, Wisconsin, Michigan and Iowa. Department of Justice witnesses also testified to the harmful effects of unconditioned merger, stating that they favored greater, rather than less, competition between the applicant lines and other railroads in the area involved.

A proposal made by Oregon Public Utility Commissioner Jonel C. Hill at the session in Portland Mar. 22 was reopened at the Chicago hearing. The plan is keyed to withholding the Spokane, Portland & Seattle Railroad from the merger and allowing the Milwaukee Road to acquire ownership. It would also provide the Milwaukee Road with trackage rights over the Oregon Electric Co. lines to Eugene.

In connection with the proposal, R. K. Merrill, commerce counsel for the Milwaukee Road, stated at the Chicago hearing that the Milwaukee had not contemplated the move, but if the state and the Interstate Commerce Commission feel it in the public interest that a study should be made to determine its feasibility, the Milwaukee would cooperate in such a study.

Testimony on the merger application is winding up in June with hearings in Fargo and Bismarck, N. D., Missoula, Helena, Great Falls, and Billings, Mont., Aberdeen, S. D., and in Minneapolis starting June 27. Before it is concluded some 600 witnesses will have testified.

cal forms of transportation."

In addressing the 53rd annual dinner meeting of the railway development group, Mr. Quinn said that the public looks to the nation's industry, including the railroads, to maintain America's ability to compete in the world of space—to surpass Russia. "Big business must understand the national purpose", he said, "and business leaders must prepare to meet the challenge."

Mr. Quinn observed that perhaps what is needed is a rediscovery of the old truth that "productivity" is not a physical, but an economic term. With relation to the transportation industry, he said, "What determines productivity for the railroads is not how many carloads we handle, but how much economic value to the shipper our enterprise provides—and important among our shippers are those currently contributing to the space age program."

Mr. Quinn pointed out that today, in the space age, the railroads are still the "work horse" of transportation. "Space capsules, missiles, the thousands of pieces of equipment designed to project them through space, the delivery of material for the construction of launching



President William J. Quinn (center) inspecting samples of newly developed wheat products with L. B. Horton, commissioner of agricultural and mineral development (right), and D. G. Fletcher, executive vice president of the Crop Quality Council, Minneapolis. Mr. Horton, president of the American Railway Development Association, presided at the 53rd annual dinner.

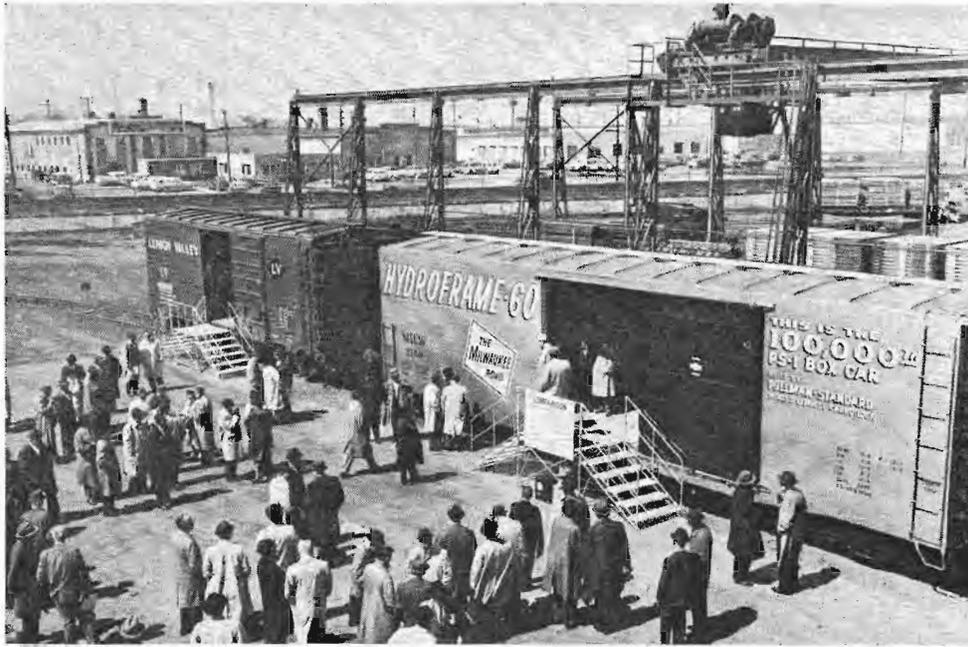
sites—all are dependent on the reliable, low-cost services of the railroads."

Remarking that changes which used to take generations now occur in a few years—even overnight, he said, "We should bear in mind that the space age is not an isolated phenomenon, but the logical outgrowth of our having successfully joined scientific, mechanical and industrial progress to create a productive complex such as the world hardly dreamed of a generation ago."

(Continued on page 12)



Milwaukee Road personnel who attended the dinner meeting at which President William J. Quinn (seated, center) was the principal speaker. Seated, from left: G. A. Dyke, agricultural agent, Spokane; E. J. Stoll, director-real estate and industrial development; L. B. Horton, commissioner of agricultural and mineral development; and F. J. Kuklinski, superintendent, Twin City Terminals. Standing, from left: J. F. Grier, western director-industrial and real estate development, Seattle; A. G. Claffin, agricultural agent, Aberdeen, S. D.; T. A. Hunt, industrial engineer, and J. V. Kelly, geologist, both of Chicago; S. P. Elmslie, general agent, and M. M. Wolverton, assistant traffic manager, both of Minneapolis; P. Braun, general agent, St. Paul; D. W. Spencer, grain marketing representative, Minneapolis; G. Orrben, terminal manager, Milwaukee Motor Transportation Company, Twin Cities; and S. J. Oberhauser, agricultural agent, Minneapolis.



A scene at the display of the oldest and newest PS-1 box cars. The difference between the models reflects the progress made in the past 15 years of freight car development, as railroads and their suppliers cooperated to meet expanding service demands.

GOLD BOX CAR for the MILWAUKEE

Pullman Standard's 100,000th PS-1

A PRODUCTION milestone in railroad carbuilding of import to the Milwaukee Road was observed at the Pullman-Standard plant in Michigan City, Ind., Apr. 10 when a golden box car bearing the Milwaukee's trade mark rolled off the assembly line.

The glittering finish which set MILW 2150 apart from its look-alikes symbolized the building of the 100,000th PS-1 Pullman Standard box car under a standardization program begun in 1947. By chance, the car was part of a purchase order for 605 freight cars of various types nearing completion for the Milwaukee. To commemorate the occasion, the newest of the series was exhibited alongside the first PS-1.

A highlight of the ceremonies, attended by Milwaukee Road officers and Michigan City civic leaders, was the presentation to President William J. Quinn of a scale model of the gold painted car by Pullman-Standard President John W. Scallan. Mr. Quinn also received a key to the city from the Michigan City chamber of commerce, as an expression of gratitude for Milwaukee Road business in that community.

In accepting the tokens, Mr. Quinn commented on the extent of the changes which have taken place in the transportation field, observing that the many differences between the first PS-1 box car and the one delivered to the Milwau-

kee were indicative of the transition.

"Those changes," he said, "demonstrate the fact that the railroads' shippers are demanding and getting freight handling equipment tailored to their requirements."

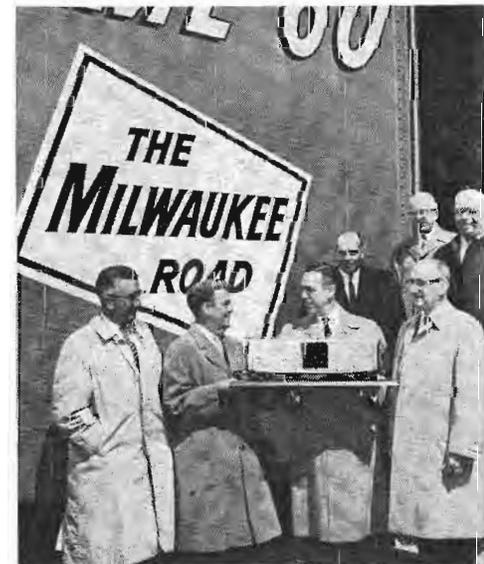
He also noted that the interest shown by the business community of Michigan City in the exhibition of the 100,000th PS-1 box car was illustrative of the importance of railroads and the railroad supply industry to the economy of the entire country.

The development of the PS-1, based on Pullman's idea of fabricating parts in its own shops and standardizing components, was a departure from existing carbuilding methods. As a result of technological advances and service de-

mands, today's box car is 10 feet longer and 2 inches wider than the first one built in 1947. Other improvements include side door openings two feet wider, roller bearings, a nailable steel floor instead of wood, and side lining equipped with rails in which load retaining crossbars can be anchored. Capacity has increased from 100,000 pounds to 135,000 pounds.

MILW 2150 is one of a special group which features the Hydroframe-60 cushioned underframe. This device, designed to control damage to fragile freight

The scale model of the gold painted box car being presented to President William J. Quinn at the Pullman-Standard plant in Michigan City, Ind. Shown alongside the prototype are, from left: George L. Green, Pullman-Standard vice president in charge of marketing; John W. Scallan, president of that company; Mr. Quinn; and V. E. McCoy, chief purchasing officer of the Milwaukee Road. On the step are, left to right: the Milwaukee's F. A. Upton, chief mechanical officer; F. G. McGinn, vice president-operation; and F. W. Bunce, recently retired chief mechanical officer.



The Milwaukee Road Magazine



President William J. Quinn receives a key to the city from the Michigan City (Ind.) chamber of commerce, presented by John Garrettson, vice president of the Merchant's National Bank, Michigan City. John W. Scallan, president of Pullman-Standard, is in the center.

commodities, provides lading protection at impact speeds up to 12 miles an hour or more.

Following the delivery of the car, it was displayed in the Chicago Union Station before being launched in service.

Vice President E. R. Eckersall Appointed to Civic Posts

EDWIN R. ECKERSALL, vice president and general counsel of the railroad, who is identified closely with the activities of the International Prisoners Aid Association, was recently appointed by Governor Otto Kerner of Illinois to the Cook County Department of Corrections Commission.

He was also elected to a third term as president of the John Howard Association, a private prison reform and prisoner's rehabilitation agency.

He is continuing to serve as chairman of the Mayor's Commission on the Chicago House of Correction, a post to which he was appointed two years ago.

Other civic and community duties assumed recently by Mr. Eckersall include serving on the Citizens Committee on the Family Court of Cook County, to which he was appointed by the Executive Committee of the Cook County Circuit Court, and on the board of trustees of the Ravinia Festival Association, the organization accountable for the musical arts programs presented annually at Ravinia, Ill.

"You have a fine collection of books—you ought to get more shelves."

"How do you borrow shelves?"

May-June, 1962

Diners Rated "A" for Sanitation

FOR the second consecutive year, the Milwaukee Road has been granted a special citation by the Department of Health, Education and Welfare for maintaining an exemplary standard of sanitation in all aspects of dining car service.

The citation was conferred by D. W. Evans, associate director for environmental health service, at a ceremony in the Chicago Union Station Apr. 24 attended by regional representatives of the Public Health Service and key personnel of the Road's dining car organization. J. A. Jakubec, assistant to vice president-operation, representing Vice President-Operation F. G. McGinn, and W. R. Jones, superintendent of the sleeping and dining car department, accepted the symbolic plaque on behalf of the employees responsible for the achievement.

The award, granted annually to public transportation agencies on the basis of federal inspection of food service, equipment and general sanitation, certified to the fact that during 1961, as in 1960, each of the Road's operating dining and buffet cars received a Grade "A" rating. Speaking at the ceremony, Z. D. Harrison, associate program director of environmental engineering and food protection, lauded the establishment of the two-year record as an outstanding contribution to the health of

the traveling public.

Observing that sanitation is basic to food service operations, Mr. Harrison pointed out, too, that not many people know what must be done to achieve it. "But people who travel have an inherent right to expect a high standard of sanitation", he said, "and it is good to know they are getting it on the Milwaukee Road."

The conferring of the annual awards is based on an "A," "B" and "C" rating system which involves continuous inspections under normal working conditions. The citation for excellence granted the Milwaukee recognized a high degree of cleanliness in all procedures for which ratings are made.

Among conditions taken into account were the Milwaukee's compliance with regulations for washing and sanitizing utensils and equipment; correct water and refrigeration temperatures; cleanliness of floors, walls, shelving and food preparation surfaces; lighting over work areas; food handling by personnel; mechanical factors that control food sanitation and flavor, and so on.

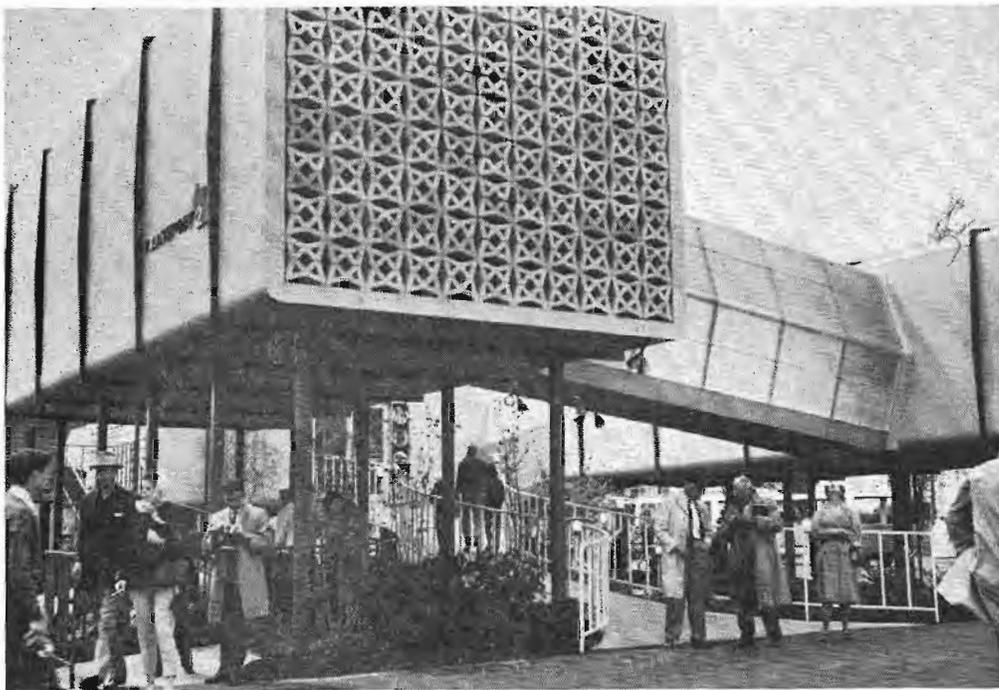
Noted, too, was the fact that the straight "A" rating required the Milwaukee to maintain this high standard of sanitation not only on its own lines, but to undergo inspection in the territory served by the "City" trains operated jointly with the Union Pacific.



At the presentation of the special citation for dining car sanitation are J. A. Jakubec, assistant to vice president-operation (seated, left), accepting it from D. W. Evans, associate director environmental health services, Washington, D. C. Standing, from left: Z. D. Harrison, associate program director of environmental engineering and food protection; John Galloway, Milwaukee Road dining car inspector; T. T. Triggs, chief inspector; W. R. Jones, superintendent of the sleeping and dining car department; H. L. Sisk, Public Health Service sanitation specialist; Edward Novak, Milwaukee Road dining car inspector; Public Health Service Sanitation Specialists W. R. Fritz and F. V. Bolla; and Milwaukee Road Inspector J. A. Corbett. Also present was G. L. Wood, general superintendent of the car department, which is responsible for the mechanical factors of dining car sanitation.

"TRANSPORT 21"

The Railroad Exhibit at the Seattle World's Fair



Entrance to "Transport 21", located between the Fair's south gate and the base of the Space Needle. The design of the three-building complex is in line with the Fair's "Man in the Space Age" theme.

PASSENGER travel in capsules that would zip through tubes at 200 miles an hour and wheel-less trains capable of speeds up to 500 miles an hour are concepts of railroading in the Space Age on view at the World's Fair which opened in Seattle Apr. 21.

The railroad exhibit, known as "Transport 21", depicts the railroads' role as an integral part of the assembly line of in-

dustry, and trends toward super speeds in systems built on the framework of present rights of way. Sponsors are the four lines serving Seattle—the Milwaukee Road, the Great Northern, the Northern Pacific and the Union Pacific.

The displays are housed in a three-unit complex built at different levels and connected with enclosed ramps. Each building portrays highlights in advances of



C. W. Reynolds, purchasing agent, Seattle, who was a member of the committee which conceived the railroad exhibit, previews the model of the Ford Motor Company wheel-less Levatrain.

technology applied to transportation, beginning with the immediate future and continuing through the closing decades of this century into Century 21.

The introductory building contains scale models of the most modern freight and passenger equipment, together with advanced types, and an animated diorama of an electronic switch yard. An electrically operated control board gives fair-goers the opportunity to sort cars and make up trains for key destinations.

The second building features surface transportation geared to highly specialized industries of the future. Here a diorama depicts a system of conveying freight at high speed from producer to "load" center. The system envisions shipping centers in principal metropolitan points that will assemble electronically-dispatched units of containerized freight. With the development of nuclear-powered tunneling devices, these centers and intercity-intracity rail networks would be moved below ground to free earth space required by expanding population.

Other methods of propulsion shown include a working model of the Ford Motor Company's wheel-less Levatrain. The model displayed is a 200-passenger unit that, operating on the levitation principle, slides on a cushion of air a fraction of an inch above special rail surfaces. The air is provided by turbo compressors, and the driving power by turbo-prop engines. Because the system eliminates friction, the full size car is capable of attaining a speed of 500 miles an hour. Visitors may test the principle by pushing a heavy steel block over a thin film of air.

In the third building, transportation meets the challenge of the Space Age with a life-size mockup of a travel capsule. Designed to accommodate a family in comfort and privacy, the roomette type unit contains television, radio, air conditioning, a lavatory and food service. These cars would operate over levitation rails within tubes or underground travel-

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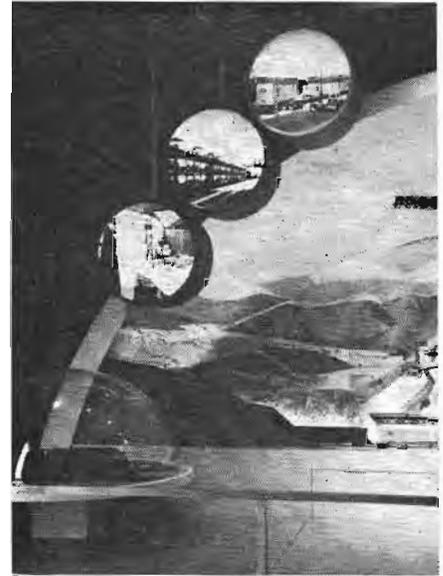


Inspecting the travel capsule display are, from left: C. W. Reynolds, purchasing agent, B. E. Lutterman, general counsel, and L. H. Dugan, vice president and western counsel, of Seattle headquarters.

ways without the necessity of scheduled departures. Similar capsules are envisioned for handling high quality freight.

The exhibit was conceived by a five-man committee representing the participating railroads and the Washington Railroad Association, and developed with the cooperation of architects, rail suppliers and scientists conducting research in transportation. The Milwaukee Road

was represented by C. W. Reynolds, purchasing agent, Seattle, with B. H. Desens, chief clerk to general traffic manager, Chicago, serving as liaison between the committee and the builders. L. H. Dugan, vice president and western counsel, is a member of the executive committee which approved the design, and B. E. Lutterman, general attorney, is trustee for the project.



Spotlighted displays of Milwaukee Road operations feature, from top, Flexi-Van on flat car service, tri-level automobile movements, dining car service, and "Little Joe" motive power.

Speaking of Restrictive Clearances . . .

The engineering phase of railroading related to transportation techniques developed in efforts to gain new business and regain business lost to highway competitors was discussed by R. W. Middleton, assistant engineer, Chicago, before a meeting of the Wisconsin Society of Professional Engineers, Southwest Section, in Madison Apr. 26. Primarily, his talk dealt with programs undertaken by the Milwaukee Road to provide clearances for today's higher and wider loads, with emphasis on the track lowering-tunnel enlarging project carried out last year at a cost of more than \$800,000. The following excerpts spell out in greater detail than was previously reported in this magazine the application of engineering know-how to various problems the project involved.



R. W. Middleton

THE principal obstruction to through movement of high loads over the Milwaukee Road's main line consisted of one tunnel in Wisconsin; 47 tunnels in Montana, Idaho and Washington; 38 overhead bridges in Minneapolis; and six overhead bridges at scattered locations in Wisconsin and Minnesota.

Minneapolis Track Lowering

A formidable obstruction existed in Minneapolis, where the double track main line is located in a two and a half mile long grade separating depression. This depression is spanned by the aforementioned concrete bridges carrying city streets, all of which provided less than

desired overhead clearance. There are also 13 storm or sanitary sewer crossings under the track, all of which had been lowered and protected by special construction at the time the tracks were originally depressed.

It was necessary to provide 12 inches of additional clearance through the depression, and this was accomplished by lowering one track. Five of the 13 sewers required additional protection in the form of a bridging structure which carried the track crossties as part of the structure.

Special coordination was required in this busy terminal area in order to continue to serve industries and yards be-

yond the work area without interruption. One main track was kept in service, while the track to be lowered was taken out of service. This track was taken up by following the panel method. The procedure involved squaring up the normally staggered rail joints and unbolting them, after which the 39-foot track panel, including rail, ties and fastenings, was picked up as a unit and set in the clear. Excavation was carried out with crawler-mounted front end loader equipment, which dumped into side dump railroad cars on the adjacent track. After excavation was completed, the track was restored.

Rock Blasting Operations

. . . For the most part, rock encountered during excavation of tunnel floors was handled by a ripper. One tunnel (Loop No. 1 west of Adair, Ida.) presented a special problem in that 525 feet of solid rock had to be lowered a minimum of six inches. The ripper was able to do little more than scratch this rock, so it was necessary to resort to a large scale demolition.

The loose material down to solid rock was removed following a regular dozer operation procedure. To maintain train movement, the track was then restored, but left open with no ballast.

This tunnel area was lined with concrete, with wall footings set into the

solid rock floor. Since it was imperative that there be no disturbance of the rock adjacent to the footings, the floor area open between the crossties was covered by a pattern of 18 to 20-inch-deep drill holes consisting of five holes in a row, with no hole closer than 18 inches to the footing wall, and with each row 30 inches apart. Each of the 1,000 or so holes was plugged after drilling, and when drilling was completed the track was again removed.

Each hole was then loaded with one stick of Jellex No. 2 dynamite to which was tied a riser consisting of a short length of explosive type fuse (primacord) which extended above the ground. Five separate lines of the explosive fuse were laid out the full length of the rock area and spaced to correspond to the five charged holes across the width of the tunnel. Each of the risers from the charged holes was tied to its respective longitudinal fuse line, resulting in five separate lines to approximately 200 directly connected charges. The center fuse line was connected to the two adjacent lines at several points with .005 second delay connectors, and the latter two lines were connected to the outside lines with the same type of delay connector.

The center row, or primacord main, was detonated first, with the detonation of the adjacent rows following in a fraction of a second. Five hundred pounds of explosive were used. The result was a four-foot deep windrow of well bro-



Rebuilding track panels removed from Loop No. 1 tunnel west of Adair, Ida. Excavation of rock floor in this tunnel required special dynamiting techniques.

ken up rock down the center of the tunnel, with no disturbance of the rock under or immediately adjacent to the wall footing.

Remarking that during the past three years the Milwaukee Road has put more

than \$1,700,000 into operation improvements, for handling piggyback, tri-level auto and special dimension loads, Mr. Middleton cited the project carried out to provide adequate clearances as being typical of what the nation's railroads are doing in the way of self-help toward the solution of their economic problems.

"President Quinn Comments"

(Continued from page 7)

He commented that among the requirements of that complex is the need for electric power in increasingly great quantities. The railroads, he pointed out, are making a basic contribution toward satisfying that need, both through the handling of huge quantities of materials to the sites of new power project dams and through the moving of conventional fuels.

"We live and work in a time that calls for concerted action on the part of all railroads, and all organizations related to them," he remarked. "The demands of today's and tomorrow's international competition in space development require a new look at yesterday's transportation concepts and conditions which were hallowed largely by tradition."

Commenting that the national economy depends to a large degree on the health and vitality of the railroads, Mr. Quinn said, "If we are to maintain our

importance and need in the changing world of air, water and land transportation we cannot wait to haul commodities, we must go out and create new ways of transportation—ways that serve shippers best in their changing world."

"Recent successes in the conquest of

space have given us . . . that extra vitality we have needed, that extra push toward greater achievements. I am confident that kind of inspiration will be felt in all phases of our political and industrial life, including transportation and the railroad industry."



" . . . I was working late at the office . . . "

NEAR THE END OF THE LINE, the Pennsylvania Station in New York City is marked for razing before the end of the year to make way for a new Madison Square Garden sports and business center. The track beneath it will remain, as will passenger facilities and many of the services on the underground levels. The structure, designed in 1906 by the architectural team of Stanford White and Charles Follen McKim, was modeled after the great buildings of ancient Rome, with a main waiting room comparable in size to the nave of St. Peter's cathedral. The \$75 million complex that replaces it will include a 34-story office building, a 28-story hotel, an ice skating rink and bowling center, and two arenas of 4,000 and 25,000-seat capacity.

WHAT IT TAKES TO . . .

Keep Traffic On The Rails

Milwaukee Road employes have joined railroaders all over the country to make 1962 a banner year for reducing freight loss and damage. Below is how the problem looks to some of the men who are involved with it, and what they are doing personally to eliminate the causes.

. . .

"If the men in the yard let me down, I have a real uphill job of selling a shipper on using our road again. And how can you blame a shipper for blowing his top when his freight is damaged?"

This is the problem of the middle man—the agent who is out on the front line, selling and providing services to people with freight to ship. He's one of the best sources for learning what the railroads can do better to meet the needs of their customers—to keep traffic on the rails.

In connection with claims for damaged freight he says, "Perhaps the most important thing we have to do is to impress everybody involved that it takes teamwork—plenty of teamwork—to keep damage from happening, and if it does anyway, to keep it from recurring."

Earl S. Anderson, yard clerk at Savanna Yard, agrees. "It may sound corny to talk about teamwork", he says, "but that's what it takes, really, and it applies to every part of the job."

A 42-year veteran with the Road, Earl Anderson has a shrewd grasp of the need for giving customers good service. The area of teamwork for which he is responsible emphasizes accurate checking of such work as routings, car lists, carding cars—avoiding mistakes that cause delay and confusion in the yard. He makes a

point, too, of reporting to the yardmaster any condition that comes to his attention which requires especially careful handling or correction.

From his personal contacts with shippers in Savanna, Earl Anderson knows that the loss of railroad business to highway competitors in recent years is serious. "Anybody can figure out that if we are to get back business we've lost, we just can't afford to damage any shipments at all."

More advice on how to control loss and damage claims comes from Walter H. Hoth, car inspector at Bensenville Yard. A veteran of 25 years in the car department, he is an expert at spotting conditions that lead to them.

Commenting on ways to avoid slip-ups, Walter Hoth says, "You've got to be on your toes to make sure cars are fit for loading and right for the product. A mechanical defect can ruin a load. For instance, when you give a customer a hopper on which the doors won't close properly, you're just asking for trouble. Cars with damaged floors, leaky roofs or sides—or with defective doors—are invitations to loss."

Along this line Walter Hoth cites being alert for open-top shipments. "It's important that all open top loads be inspected thoroughly before they move out on the railroad or through our terminals," he says. "A little attention at this point often results in actual prevention of damage. A load can be reinforced, or if a load has shifted, it can be adjusted so it will go through safely to destination."

George P. Stark, foreman of the day switch crew at Adams Yard in the Milwaukee



Earl S. Anderson, yard clerk at Savanna Yard



Walter H. Hoth, car inspector at Bensenville Yard

George P. Stark, foreman of the day switch crew at Adams Yard in the Milwaukee Terminals

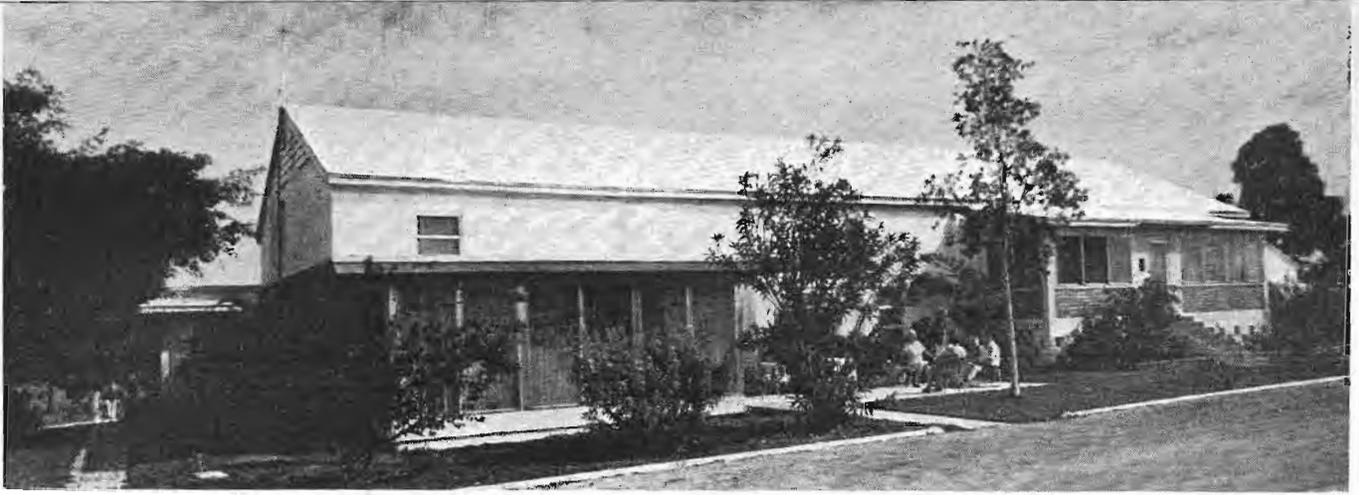


waukee Terminals, sees the problem from close quarters. He has been with the Road 26 years, and is aware that a good proportion of all freight claims results from overspeed impacts to cars. Here's what he has to say:

"From talks at our Careful Car Handling meetings, I know what loss and damage is costing the railroads—more than \$117 million last year, I hear—and how business lost as a result of damaged shipments can even be a blow to jobs.

"Every switchman should realize that whenever a car gets slammed we lose out all around. We lose money in claim payments; we lose money in processing claims. We lose more money when future business is lost because of past claims. None of this brings the railroad any income; none can be used to pay wages, or for things that bolster the security of our jobs.

"I guess it all comes down to this: I try to think of every shipment as belonging to me personally. It's the only way, if we are going to keep traffic on the railroads."



The residence is fully equipped with modern conveniences, including a sprinkler system and gas heat. The main entrance is at the right.

RESERVED FOR RAILROAD WOMEN

NARBW Prepares for Pleasant Retirement Years

AT a meeting in Dallas, Tex., several years ago, the National Association of Railway Business Women took a serious look into the future and launched a project designed to pay fringe benefits for its 7,000 or so members. The objective was the purchase of an attractive residence that would provide employed members with restful vacations while serving retired members as a permanent home.

Financed by contributions from all of its chapters, that goal is today a reality in the national residence maintained by the NARBW in Boca Raton, Fla. Unhampered by a mortgage—bought outright for cash—it represents the organization's first long-range investment in happy retirement years.

The location, at 3763 Northwest 4th Avenue, is in a choice section of modern homes a short distance from the ocean. Situated on a high knoll, the

two-storied reinforced concrete structure commands a view of the surrounding properties and of brilliant tropical sunsets.

The residence, built by the Government during World War II as officers' quarters for a nearby airbase, was purchased complete with furnishings. It consists of four large units or apartments, and one smaller unit presently occupied by a manager-caretaker. Each unit has a living room, a fully equipped kitchen, and a bedroom or bedrooms with bath (altogether, the residence has 10 bedrooms). There are also two 40-foot family type living rooms with jalousied porches for lounging and entertaining.

The building, white with flamingo pink trim, stands on a plot of almost an acre planted lushly with Croton shrubs, bougainvillea, coconut palms, and a variety of tropical fruit trees. It is close

to a large shopping area, and a short walk from the ocean-front beach. For convenient transportation, the NARBW maintains a station wagon. In the words of Manager-Caretaker Miss Jane Spangler, "It really has to be seen to be appreciated."

Miss Spangler, a retired employe of the Railway Express Company and a former NARBW member of St. Louis Chapter now active in the chapter in Miami, is well qualified for her role, having spent many vacations as a camp counselor and director of recreational activities. A do-it-yourself person, her talents range from kitchen arts to repairing power mowers, landscaping and chauffeuring guests. As hospitality hostess, she is typical of people who adapt their training and skills to retirement interests.

At present the residence serves NARBW members as a place to spend low-cost vacations, the largest and most attractive unit being reserved for this purpose. Until the need for a complete retirement home develops, the other units are available to outside tenants. The income is used to maintain the building and premises.

A major advantage of the current arrangement is the opportunity afforded railroad women to spend a vacation in an area under consideration for retirement and see whether they like it. Boca Raton, for instance, is a non-industry community which offers a pleasant climate, outdoor living, and a lot of social activity.

With each year witnessing a growth in the residence fund, the NARBW is presently looking into the purchase of another home. Surveys are made periodically of the number of potential retirees, and on the basis of findings, a west coast location is being considered for residence No. 2.



One of the two spacious living rooms with Florida type porch areas available for lounging and entertaining.

Milwaukee Railroadiana to Be Preserved In National Railway Museum, Green Bay

A COLLECTION of railroadiana which documents the way things were on the Milwaukee Road of yesterday has been donated to the State Historical Society of Wisconsin at Madison. Dating back to the construction period of the railroad, it is expected to provide historians with new and valuable information about our country's settlement and growth.

The material consists of photographs, manuscripts and museum artifacts which were once the nucleus of a Milwaukee Road historical exhibit housed in the Chicago Union Station. Many of the items were contributed by employees of the company, and carry the donors' names. It is estimated that when the collection is catalogued and organized it will contain more than 3,000 separate articles. A part is earmarked for display at the new National Railway Museum at Green Bay, Wis., which the historical society has undertaken to advance.

The artifacts to be placed in the museum include nearly 500 that will help the historical society staff build interpretive exhibits of early Middle Western railroading. One will be of the U rail which preceded the present T rail. The U-shaped rail, which had largely passed from the scene by the Civil War, will illustrate the era when shippers supplied their own freight cars to be pulled by company locomotives over company-owned track.

Another display will feature safety, including a cutaway safety shoe of early vintage as an illustration of one of the first attempts to reduce industrial in-

juries. A highball signal, complete with stand and hand operated mechanism, will be shown also. The highball came from the drawbridge over the north branch of the Chicago River on the Bloomingdale Road, where it was installed in 1882.

Still other material will outfit period settings in the typical prairie town railroad station being reconstructed at the museum. With its help, the station master-ticket office will be equipped with items such as passenger and freight forms, ticket punches, a large wall clock, a typewriter of the 1890's, and so on.

Photographs and pictures from the collection will be catalogued and filed at the historical society's main iconographic library in Madison. Among purposes they will serve is that of research records for illustrating books and articles about the history of the Middle West. A number will also be used to create and authenticate period settings and educational displays under construction at Green Bay.

The manuscripts, too, will be housed in Madison, at the historical society library. Already the nation's principal library for research material on Middle Western history, the Milwaukee Road collection is expected to document sources that will illuminate its records still further.

Since railroads were a principal instrument of land settlement and town site development in the 19th century, the individual station records will help historians better understand the pattern of growth in both urban and prairie country. The records tell of the principal items of trade, their value, the constantly changing sources for things bought, and the ultimate destinations of agricultural produce and manufactured goods. One set of books, for instance, containing daily reports of agents, covers old-time station activities in nearly 50 cities and



Objects from the Milwaukee Road historical collection being inspected by William K. Alderfer, supervisor of field services for the State Historical Society of Wisconsin (left), and Walter Dunn, chief curator of the society. (Milwaukee Journal photo)

towns. In some of the maps, plats and promotional literature are the first published histories of many communities.

The idea of the national railway museum was conceived by the late Maj. Gen. Carl R. Gray, Jr., a Wisconsan who headed the military railroad service in World War II. Support from the city of Green Bay has included the donation of a 22-acre site and more than \$125,000. A fund-raising committee is also active in the Milwaukee area. The Milwaukee Road had previously presented the museum with a 480-ton SE locomotive and two old-time switch shanties.



Bonds issued in 1856 to aid in constructing the old Watertown and Madison Railroad Company, a predecessor line of the Milwaukee Road incorporated on Mar. 17, 1853.

Reminder! Make Your Plans Now to Attend The Veterans' Reunion in Milwaukee July 21

THIS is the second notice to members of the Veteran Employes' Association that their 25th reunion will be held Saturday, July 21, at the American Serb Memorial Hall in Milwaukee, Wis.; address, 5101 W. Oklahoma Ave. Chartered buses will provide transportation between the Hall and the Milwaukee Road station. The day-long program will feature a women's luncheon, a buffet lunch for men, a business meeting, and a dinner meeting at which President William J. Quinn will be the principal speaker.

The committee in charge of arrangements urges members to make their plans now. Literature and reservation blanks will be sent soon to all members on the association's mailing list.

In the Retirement Spotlight



Applause greets F. W. Bunce taking over the speaker's lectern at the dinner in his honor. Others who spoke were, from left: J. P. Kiley, retired president of the Road; J. E. Bjorkholm, retired superintendent of motive power; G. V. Ireland, general storekeeper, who presided at the affair; F. A. Upton, Mr. Bunce's successor in the position of chief mechanical officer; and F. G. McGinn, vice president-operation.

W. F. Bunce, Chief Mechanical Officer, Retires

A RAILROAD career distinguished for versatility in the mechanical field passed in review the evening of May 8 when F. W. Bunce, chief mechanical officer, was honored at a retirement dinner in the Milwaukee, Wis., Elks Club. Testimonials and anecdotal tributes flowed freely as some 200 railroad colleagues and personal friends wished him well at the conclusion of his 47 years of service.

Frank Bunce, a native of Milwaukee, came honestly by his absorbing interest in the mechanics of railroading. Upon starting his apprenticeship at Milwaukee Shops in 1915 he followed the example of his father, who was a C&M Division locomotive engineer, and two older brothers who had chosen the machinist craft.

His early years with the Road witnessed advancements from machinist through gang foreman to roundhouse foreman at Milwaukee. After serving in the last named capacity at various other points, he was assistant shop superintendent for a time in Milwaukee and Minneapolis, later shop superintendent at Minneapolis, and subsequently division master mechanic in Chicago. In 1947 he returned to Milwaukee as shop superintendent, and the following year was promoted to mechanical superintendent of steam power.

He became superintendent of motive power in 1950, and was appointed chief mechanical officer with jurisdiction over the locomotive, car and mechanical engineer organizations in 1953.

Facets of Mr. Bunce's career acclaimed at the retirement get-together included the Road's change-over from steam to diesel power under his supervision. Consideration was given also to his supervision of the electrified system, which for quite a number of years required him to function as an expert on electric power as well. The sum of these accomplishments, it was noted, is unique in the railroad industry.

As an authority on motive power, Mr. Bunce served on the General Committee of the Association of American Railroads-Mechanical Division. On behalf of the Milwaukee Road, he also participated in the National Railroad Apprentice Conference, which works with management and labor to develop and maintain high standards in apprenticeships. A Civic Apprenticeship Award conferred on him 1959 recognized his efforts to provide vocational training opportunities in the Milwaukee area, and the economic benefits which the community and its skilled craftsmen have enjoyed as a result of them.

Calling attention to this activity at the retirement dinner, F. G. McGinn, vice president-operation, remarked, "It is our railroad's good fortune that there are today so many young men in the

locomotive, car and mechanical departments who will always regard Frank Bunce as the expert who shared his knowledge with them and made it possible for them to carry on in his place."

Mr. Bunce will continue to make his home in Wauwatosa, Wis.

D. B. Ramsay

A MILWAUKEE ROAD career of 47 years was terminated on Mar. 31 when D. B. Ramsay, auditor of equipment accounts, retired at his own request under the company's pension plan. His entire service was in the Chicago-Fullerton Avenue accounting department.

Mr. Ramsay started railroading as a clerk in the freight auditor's office and transferred to the auditor of equipment accounts department (then the car accountant's office) on Nov. 20, 1918. He had many advancements during the years, being appointed head clerk on Mar. 1, 1926, assistant auditor of equipment accounts on Feb. 1, 1949, and auditor of equipment accounts on Apr. 1, 1956.

An Army veteran of World War I, he was a charter member of Pioneer Post 768 of the American Legion, which was organized by Milwaukee Road employees.

Mr. Ramsay's retirement was observed by his many friends in the Fullerton Avenue facility with gifts and good wishes. He and Mrs. Ramsay are continuing to make their home in Chicago.



D. B. Ramsay



W. H. Kuhls

W. H. Kuhls

Walter H. Kuhls, whose entire railroad career was associated with coal traffic, retired from the position of coal traffic manager and assistant to freight traffic manager Apr. 30.

Mr. Kuhls is a native of Hinsdale, Ill., who came to the Road in 1924 from the coal department of the Burlington railroad, since when his headquarters had been in Chicago. He was advanced to chief clerk in 1926, and appointed coal traffic manager on Nov. 1, 1936. He served in the last named capacity until

APPOINTMENTS

Office of Vice President-Operation

Effective Apr. 1, 1962:

F. A. Upton, assistant chief mechanical officer, is appointed chief mechanical officer with jurisdiction over locomotive, car and mechanical engineer organizations, with headquarters in Milwaukee. He succeeds F. W. Bunce, who retired after 47 years of service.

Traffic Department

Effective Apr. 1, 1962:

E. C. Winther, chief clerk to general agent, Spokane, is appointed city freight and passenger agent, San Francisco.

L. V. Hartzell, chief clerk, Des Moines, Ia., is appointed city freight agent, Kansas City.

Effective Apr. 15, 1962:

P. A. Larson, traffic manager southeast region with office in St. Louis, is appointed assistant freight traffic manager with office at Chicago.

C. C. Dilley, general agent in San Francisco, is appointed traffic manager with office at St. Louis.

W. F. Findley, assistant general freight agent, Chicago, is appointed general fuel agent, with office at Chicago.

V. P. Bunyan, traveling freight and passenger agent, St. Louis, is appointed assistant general fuel agent with office at Chicago.

M. J. Martin, general agent, Los

July 1, 1953, when he assumed the additional duties of assistant to freight traffic manager.

An announcement of Mr. Kuhl's impending retirement touched off a series of affairs in his honor, starting on Mar. 28 when he was the guest of the Upper Lake Docks Coal Bureau at a luncheon in the Milwaukee (Wis.) Athletic Club. On Apr. 12 his friends in the coal industry honored him at a luncheon at the Chicago Athletic Association, and on Apr. 14 a similar affair was given by the Illinois Freight Association in Chicago. The traffic department employees extended their good wishes at a buffet supper on Apr. 25, and on May 7 he and R. M. Olson, assistant general freight agent, who retired several months ago, were honored jointly by the department's officers at a luncheon in the Fred Harvey Union Station Canterbury Room.

Mr. Kuhls and his wife will continue to live in the suburb of Clarendon Hills until later this year, when they plan to settle in Florida.

May-June, 1962

Angeles, is appointed assistant traffic manager with office at Milwaukee.

W. V. Dilworth, general agent, Buffalo, N. Y., is appointed general agent, Los Angeles.

R. B. Birchard, general agent, Milwaukee, is appointed general agent, Buffalo, N. Y.

R. J. Casey, division freight agent, Milwaukee, is appointed general agent, Milwaukee.

G. V. Valley, general agent, Salt Lake City, is appointed general agent, New York, N. Y.

D. H. Parker, district freight and passenger agent, Sacramento, Calif., is appointed general agent, Salt Lake City.

R. E. Hollingsworth, district freight and passenger agent, Los Angeles, is appointed district freight and passenger agent, Sacramento.

V. P. Petermeyer, assistant chief clerk, Seattle, is appointed city freight and passenger agent, Oakland, Calif.

F. R. Halloran, city freight and passenger agent, St. Louis, is appointed traveling freight and passenger agent, St. Louis.

Effective June 1, 1962:

D. M. Wiseman, assistant traffic manager with office at New York, N. Y., since Apr. 1, 1962, is appointed traffic manager with office at New York, N. Y. He succeeds J. E. Marshall who retired May 31 after 36 years of service.

K. G. Hosfield, assistant to vice president-traffic, Chicago, is appointed assistant traffic manager with office at New York, N. Y.

Finance and Accounting Department

Effective Apr. 1, 1962:

J. Jacobson, auditor of freight accounts, is appointed director of revenue accounting.

E. J. Linden, assistant auditor-freight accounts, is appointed auditor of freight accounts.

J. L. Riplinger, assistant auditor-freight accounts, is appointed auditor of freight settlements.

C. P. Richardson, assistant auditor of equipment accounts, is appointed auditor of equipment accounts following the retirement of D. B. Ramsay.

Effective Apr. 16, 1962:

W. W. Rogers is appointed special representative, vice president-finance and accounting, with duties as assigned. Mr. Rogers is a native of Michigan City, Ind., who holds a bachelor of science degree from Western Michigan University and a master's degree in business administration from New York Univer-



P. A. Larson



D. M. Wiseman



C. C. Dilley



J. Jacobson



C. P. Richardson



W. W. Rogers

sity. He has held various positions with the New York Central in New York City since 1953, his most recent having been that of assistant general statistician.

Operating Department

Effective May 16, 1962:

W. P. Radke, agent at St. Paul, is appointed agent at Minneapolis, following the retirement of A. C. Anderson.

P. F. Mueller, agent at Sioux City, Ia., is appointed agent at St. Paul.

J. B. McGuire, agent at Kansas City, is appointed agent at Sioux City, Ia.

C. D. Nunley, assistant agent at Galewood, is appointed agent at Kansas City.

J. P. Kalasmiki, assistant agent at Cedar Rapids, Ia., is appointed assistant agent at Galewood.

P. A. Techel, agent at Mendota, Ill., is appointed assistant agent at Cedar Rapids, Ia.

Purchases and Stores Division

Effective Apr. 1, 1962:

A. A. Koester is appointed inspector of stores at Milwaukee Shops, Wis., following the retirement of J. C. Hart after 48 years of service.

A. P. Roe is appointed traveling storekeeper at Milwaukee Shops, Wis., following the promotion of A. A. Koester.

C. G. Sazama is appointed assistant district storekeeper at Milwaukee Shops,

Wis., succeeding A. P. Roe.
Effective May 1, 1962:

M. J. Hansen is appointed assistant district storekeeper at Western Avenue, Chicago, following the transfer of E. J. Bahr.

E. J. Bahr is appointed storekeeper at Savanna, Ill., succeeding M. J. Hansen.

Charles S. Pack

CHARLES S. PACK, retired chief train rules examiner, died suddenly at his home in Mason City, Ia., on Apr. 24. He was 75 years of age.

Mr. Pack was born in Clarendon County, S. C., learned telegraphy at an early age, and started railroading as a telegrapher on the Illinois Central. He was acting chief dispatcher on that road when he came to the Milwaukee in 1925. After serving as train dispatcher in Minneapolis, La Crosse and Mason City, he was advanced to train rules examiner in 1944 and appointed chief rules examiner in 1950. He retired on Oct. 27, 1952, since which time he had lived in Mason City.

He was a veteran of World War I, a former general chairman of the American Train Dispatchers Association, and a former president of the Mason City Milwaukee Employes Credit Union. Surviving are his wife, a son Charles Jr., and a daughter, Lucille Lafayette, both of Freeport, Ill., two grandchildren and two great grandchildren.



"STUDENTS" AT PURDUE UNIVERSITY for the 16th National Conference on Handling Perishable Agricultural Commodities Mar. 19-22 included, from left: R. A. Schlueter, freight claim adjuster, and G. A. McCamant, supervisor of refrigeration service, both of Chicago; G. A. Dyke, agricultural agent, Spokane; R. I. Miskimins, freight service inspector, Spokane; S. J. Oberhauser, agricultural agent, Minneapolis; W. A. Zimmerman, assistant manager rail-highway sales, Chicago; Dr. T. A. Merrill, Department of Horticulture, Washington State University, Pullman; and L. B. Horton, Milwaukee Road commissioner of agricultural and mineral development.

The annual conference was sponsored jointly by the Association of American Railroads, the American Railway Development Association and Purdue University, in cooperation with railroad inspection bureaus, REA Express and the U. S. Department of Agriculture. Mr. Horton, as president of the Railway Development group, presided at the banquet meeting, for which N. R. Crump, chairman and president of the Canadian Pacific Railway, was the speaker. Mr. Oberhauser served as vice chairman of the conference, and Mr. Dyke as chairman of the session on potatoes, to which Doctor Merrill contributed a report.

Biography of a Cowman Revives Milwaukee Road Pioneer History

AN article concerning a well known western livestock producer which is currently circulating among stock growers holds nostalgic overtones for The Milwaukee Road. "Biography of a Cowman", the story of the life and times of Claude E. Olson of Buffalo, S. D., serves to recall that our railroad has carried the Olson brand to market since the early years of the twentieth century.

Claude Olson was born on Aug. 2, 1899 in a cabin at the foot of Mt. Rushmore, midway in a family of 14. The homestead was 20 miles from a neighbor, 50 miles from a post office, and 125 miles from the railroad. His father ran cattle on the open range in the southern Black Hills and in the vicinity of Deadwood. The Olson brands are recorded in the first brand book of South Dakota stock men, under a date of 1892.

The Milwaukee began moving Olson steers to Midwest markets in 1903 when the crossing of the Missouri was effected by means of the temporary pontoon



bridge at Evarts, S. D. Old timers recall how cattle were fed into a chute on the west side of the river and driven across the bridge for loading into cars on the east shore. Also, that engineers refrained from blowing locomotive whistles until they were 10 or 15 miles away, lest the sound carry back and cause a stampede.

After the completion of the permanent bridge at Mobridge, S. D., in 1908 the Olsons began loading at Mackintosh, and as the railroad was extended west, progressively at Hettinger, Reeder and

Bowman. As the railroad brought in new settlers and the open range was reduced, they also began shipping sheep. Mr. Olson estimates that he and his immediate family—he has 10 grandchildren all in the livestock business—have shipped approximately 40,000 head of stock by rail.

Mr. Olson is a past president of 19 local, state and national livestock groups, and the current president of the National Beef Council. He is also a nationally recognized champion of private enterprise, exemplified by the fact that he has never operated under a government subsidy. Perhaps his most gratifying achievement, however, is the George Washington Medal of Honor, a citation for responsible citizenship resulting from his creation of the Olson Livestock Foundation which establishes deserving young people in the livestock business.

Supervisor: "You should have been here at 8:30 this morning."

Secretary: "Why, what happened?"

If anything makes a child thirstier than going to bed, it's knowing that its parents have gone to bed, too.

retirements

during March-April, 1962



General Office & System Employees

Ahern, W. T. Chief Clerk . . . Chicago, Ill.
 Klauber, G. Steno. and Clerk. " "
 Kuhls, W. H. Coal Traf. Mgr. " "
 Novak, J. A. Clerk. " "
 Ramsay, D. B. Aud. of Equip Accts. " "
 Vealey, B. Coach Porter. " "

Chicago Terminals

Aincham, W. H. . . . Switchtender. . . Bensenville, Ill.
 Duda, K. J. Coach Cleaner. . . Chicago, "
 Frye, B. H. Engineer. . . " "
 Hays, W. B. Machinist Helper. . . Bensenville, "
 Ludwig, A. M. Clerk. . . Chicago, "
 Matysak, R. C. Switchman. . . Bensenville, "
 McCall, H. W. Chief Carpenter. . . Chicago, "
 Phillips, D. W. Telegraph Op. . . Bensenville, "
 Roche, F. T. Clerk. . . Chicago, "
 Rogers, W. P. Engineer. . . Bensenville, "
 Rose, W. P. Carman. . . Chicago, "
 Ross, C. E. Tool Grinder. . . " "
 Rupp, F. J. Engineer. . . " "
 Scutoski, J. Car Repairer. . . " "
 Trofimuk, A. J. Machinist. . . " "
 Vaughn, A. W. Switchtender. . . " "
 Wendland, G. M. Check Clerk. . . " "

Aberdeen Division

Fischer, N. Sec. Laborer. . . Hague, N. D.
 Mills, L. F. Brakeman. . . Aberdeen, S. D.
 Rush, W. E. Engineer. . . Montevideo, Minn.
 Sauer, F. A. Sec. Laborer. . . Webster, S. D.

Coast Division

Bagwell, W. A. Sec. Laborer. . . Corfu, Wash.
 Davidson, R. Cashier. . . Port Angeles, "
 Donley, J. M. Carman. . . Othello, "
 Girard, G. J. Chief Elec. Foreman. . . Tacoma, "
 Guthrie, D. L. Conductor. . . Bellingham, "
 Lundemo, P. Pipe Fitter. . . Tacoma, "
 Lyons, L. D. Patrolman. . . Seattle, "
 Rasmussen, A. Sec. Foreman. . . Avery, Ida.
 Watson, E. D. Crane Operator. . . Tacoma, Wash.

Dubuque & Illinois Division

Barth, S. C. Machinist Helper. . . Savanna, Ill.
 Carey, C. L. Live Stock Agent. . . Kansas City, Mo.
 Dohlin, H. Agent. . . Bellevue, Ia.
 Gray, G. L. Rndhse. Laborer. . . Ottumwa, "
 Hunter, R. S. B&B Carpenter. . . Bellevue, "
 Kaus, M. A. Sec. Laborer. . . Kirkland, Ill.
 Lara, L. Sec. Laborer. . . Davenport, Ia.
 Lynch, C. Fireman. . . Kansas City, Mo.
 Maus, T. E. Acetylene Cutter. . . Dubuque, Ia.
 Meyer, J. Sec. Laborer. . . Leaf River, Ill.
 Oswald, H. F. Switchman. . . Dubuque, Ia.
 Rasmus, H. H. Engineer. . . Ottumwa, "

Iowa Division

McCallister, G. F.
 Coal Chute Operator. . . Williamsburg, Ia.
 Needham, A. Conductor. . . Perry, "

Iowa, Minnesota & Dakota Division

Erickson, A. E. Carpenter. . . Spencer, Ia.
 Jensen, G. Engineer. . . Farmington, Minn.
 Long, L. L. Agent. . . Mitchell, S. D.
 Nellis, B. H. Brakeman. . . Sioux City, Ia.
 Pascoe, F. A. Sec. Laborer. . . Sioux Falls, S. D.
 Schoen, A. J. Sec. Laborer. . . Egan, "
 Wethor, A. J. Sec. Laborer. . . Bridgewater, "
 Williams, F. M. Conductor. . . Madison, "

La Crosse Division

Bouzek, C. Sec. Laborer. . . Prairie du Chien, Wis.
 Chadwick, A. B. Sec. Laborer. . . Wabasha, Minn.
 Johnson, C. C. Acting Storekeeper. . . LaCrosse, Wis.
 Kohl, W. F. Laborer. . . Tomah, "

Marshall, R. G. Engineer. . . Minneapolis, Minn.
 May, N. E. Laborer. . . Tomah, Wis.
 McGinley, M. C. Cashier. . . Wausau, "
 Schmidt, G. W. Sec. Laborer. . . Lake City, Minn.
 Seleski, J. J. Yard Foreman. . . Hastings, "
 Ziel, J. R. Conductor. . . Brodhead, Wis.

Milwaukee Division

Bublitz, B. O. Carman. . . Green Bay, Wis.
 Heiser, A. W. Sec. Laborer. . . Crivitz, "
 Shields, H. M. Trainman. . . Milwaukee, "
 Strehlow, W. F. Engineer. . . " "
 Strellner, D. L. Sec. Foreman. . . Burlington, "
 Wickler, C. F. Agent Operator. . . Delavan, "

Milwaukee Terminals & Shops

Bartelt, G. E. Carman. . . Milwaukee, Wis.
 Bojar, F. J. Crossing Watchman. . . " "
 Cook, L. J. Carman. . . " "
 Govin, A. E. Machinist. . . " "
 Hart, J. C. Inspector of Stores. . . " "
 Jenkins, R. Firebuilder. . . " "
 Johnson, D. S. Triple Valve Repairer. . . " "
 Little, H. J. Special Officer. . . " "
 Lontkowski, F. S. Painter-Glazer. . . " "
 Nelson, G. Carman. . . " "
 Osance, J. Carman Helper. . . " "
 Pfeiffer, F. A. Carman. . . " "
 Quast, C. W. Carman Helper. . . " "
 Rathke, R. C. Switchman. . . " "
 Sawyer, R. H. Store Helper. . . " "
 Seebrock, J. J. Machinist. . . " "
 Seligman, P. Crossing Watchman. . . " "
 Sherlowsky, G. R. Blacksmith. . . " "
 Siehr, H. J. Cutter. . . " "

Swift, O. V. Laborer. . . Milwaukee, Wis.
 Valesano, J. Carman. . . " "
 Vollmer, C. C. Train Clerk. . . " "

Off Line

Henkens, Sr., G. A.
 Passenger Representative. . . Philadelphia, Pa.

Rocky Mountain Division

Boyle, W. C. Frt. & Pass. Agt. . . Miles City, Mont.
 Brisbane, H. City Frt. Agt. . . Great Falls, "
 Dell, H. F.
 Chief Clerk to Dist. Strkpr. . . Deer Lodge, "
 Ellis, H. L. Sec. Laborer. . . Three Forks, "
 Miller, J. B. Car Inspector. . . Miles City, "
 Patten, H. D. Engineer. . . Mobridge, S. D.
 Ruscio, J. Sec. Foreman. . . Avery, Ida.
 Smith, A. H. Asst. Cashier. . . Spokane, Wash.

Terre Haute Division

Webb, B. A. Car Shop Laborer. . . Terre Haute, Ind.
 Whalen, C. A. Shop Laborer. . . " "

Twin City Terminals

Constantinoff, C. Sec. Laborer. . . Minneapolis, Minn.
 Fishman, J. S. Mail Handler. . . St. Paul, "
 Gross, S. Machinist Helper. . . Minneapolis, "
 Henry, M. V. Secretary. . . " "
 Lehmann, R. H. Switchman. . . St. Paul, "
 Mansfield, C. S. Telegrapher. . . " "
 Murray, F. Switchman. . . Minneapolis, "
 Widell, E. A. Boilermaker Helper. . . " "

The Story Behind Koufax's 18 Strikeouts

A RELAXING train ride and a full night's sleep were credited in newspaper reports as having contributed to the sensational pitching of Andy Koufax in Chicago Apr. 24 when the Dodger southpaw struck out 18 Cubs to set a new National League day game record. The train ride was on the Milwaukee Road's Afternoon Hiawatha from Milwaukee the preceding day.

Departing in advance of the Los Angeles team, which was playing a night game against the Milwaukee Braves, Sandy traveled to Chicago alone to rest up for his start against the Cubs. He checked into a hotel, watched a spot of TV, and then went to bed, thus fulfilling Manager Walt Alston's order to always get a full night's sleep in the city where he is going to pitch the next day.

What followed established Koufax as the all-time whiff king of baseball history. In addition to breaking Dizzy Dean's day game record, he also matched the American League night game record held by himself and Bob Feller.



Milwaukee Division

SECOND DISTRICT

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

Your correspondent received a beautiful diamond ring Easter Sunday from Werner (Dutch) Arnhoelter. "Dutch" is postmaster at Brillion, Wis.

Harry Harvey recently went to the Clinic at Rochester but is now at home convalescing.

Mrs. Peter Larscheid, wife of caller at Green Bay, recently underwent surgery.

Yard Clerk Tony Behrendt's wife is home after spending some time in the hospital.

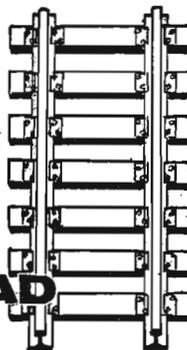
We are sorry to report the deaths of Edward J. Lindeman, conductor out of Channing, Mich., who passed away Feb. 14 . . . Otto Grebe, retired conductor, who died Apr. 1 . . . and Harvey Leeman, retired engineer of Channing, who died recently.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Happy bowlers who participated in the Milwaukee Road Sweepstakes at Portage Apr. 7 and 8 included Trainmen J. Jones, Frank Childs, Irv Kamperschroer, Bert Davis and Clerk Larry La Rue. They

ABOUT PEOPLE OF THE RAILROAD



rolled 2928 for the team and tied for fourth place out of 47 teams competing.

The retirement of Engineer Bill Strehlow was effective Apr. 16. Bill started as a fireman on Nov. 21, 1912, and was last in service on the freight runs between Milwaukee and Bensenville.

Marilyn Kling is now statistical clerk in the superintendent's office at Milwaukee.

Retired Agent Carroll S. Reynolds, 69, passed away Apr. 12 in Russell, Ill., after a long illness. Masonic funeral services were held in his native Savanna, Ill. He is survived by his wife Mary; two sons, Donald at Russell and Willard of Kenosha, Wis., and a brother Frank, retired Milwaukee operator now living in Seat-

tle. Mr. Reynolds began his railroad career at the age of 16 as a callboy in Savanna. He moved up to agent on the old H&D Division in 1913; went to the Madison Division in 1925, and was transferred to the Chicago and Milwaukee Division in 1927. He was agent in Russell continuously for 25 years until 1957 when he suffered a stroke and retired.

I M & D Division

AUSTIN-SIOUX CITY AREA

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

Engineer Claire DeLaughter, Sioux City, lost his life Mar. 28 in the derailment at Luton, Ia., caused by flood conditions. His wife and five children survive. He had worked 24 years for the Road.

Richard F. Hughes, 77, Sioux City, died May 2 after a short illness. He was an engineer who had been with the Road more than 50 years when he retired June 27, 1949.

Retired Engineer Emil Weisenburger, 63, Sioux City, passed away Apr. 23. His last service was in 1954. His widow, a niece and several nephews survive.

Conductor Swanson and Marion Schultz, cashier, both of Mason City, are recovering at home following hospitalization. Understand Bill Flynn is also well on the way to recovery.

Carman Leon A. Loterbour, 54, died suddenly Apr. 16. He is survived by his widow and two children.

John Entwistle of Mitchell, S. D., died Mar. 17 in St. Joseph's Hospital. He had been employed in the car department as a car inspector for 45 years, retiring in 1954. He was born in Bolton, England, and settled in Mitchell in 1909. Surviving are Mrs. Entwistle; a daughter, Mrs. Maxine Ritchie, in California; and a sister, Mrs. Tom France, Minneapolis.

Off Line Offices

EUGENE, ORE.

The Eugene Traffic Club Bowling League championship for 1961-62 went to the team sponsored by the Milwaukee Road, winner of the second half of the season's play. In a roll-off on Apr. 30 with the Chicago Great Western team, which won the first half, the Milwaukee Roaders took 2 out of 3 games. The total net spread rolled was 36 pins, with the Milwaukee winning the last game by one pin.

The league consisted of 12 teams sponsored by various rail lines and shippers. Members of the Milwaukee Road team were Dan Goodwin (chief clerk, recently promoted to city freight and passenger agent, Portland, Ore.); Bob Dickinson, Rosboro Lumber Co.; Ralph Edenholm, McMillan, Bloedel & Powell River, Ltd.; Don Kutz, Eugene Planing Mill; Steve Prochnow, Southern Pacific Co.; and Larry McCarty, unattached. Trophies were presented to them at the Eugene Traffic Club (Transportation League) bowling banquet May 17.

"Born Into Railroading" Agent Retires

THE recent retirement of C. F. "Fred" Wickler, agent at Delavan, Wis., brought to attention a family in which all of the members adopted railroading as a career or married into it. He is pictured (right) discussing the station routine with his temporary replacement at Delavan, Clayton Hamilton of Darien, Wis. (*Beloit Daily News* photo by Joe Lamb).

Fred Wickler was born in the living quarters over the IC depot at Blanchardville, Wis., where his mother spelled his father on the duties of agent-operator. He started his own career at 16 as a telegrapher at Fairdale, Ill., and served as agent at various stations in northern Illinois and southern Wisconsin for 25 years before being appointed agent at Delavan in 1939.

His brother, S. P. Wickler, a railroader since 1908, is the Milwaukee's agent at Davis Junction, Ill., and his three sisters married railroad men. In addition to uncles and cousins who have worked in the industry, his brother's sons are conductors, and a niece is employed in the Road's payroll bureau in Chicago. In Fred's immediate family there is his wife Carrie, who learned the business after her marriage and relieved as an agent-operator throughout World War II.

Except for two years of Navy duty in the first World War, Fred's railroad service was uninterrupted. Upon retiring he became a life member of the B. of R.T.





"TO A FUTURE CHAMP", reads Jack Dempsey's autograph on this picture of himself and 19-year-old Jim Beattie, son of Troin Baggageman C. M. Beattie, St. Paul. Jim, who stands 6 feet 7 inches and weighs 228 pounds, reached the heavy-weight semifinals of the Golden Gloves tournament in Chicago this spring, and won the AAU national championship bout in Cincinnati with a knockout. Dempsey has referred to him as "the brightest heavyweight prospect to appear on the boxing horizon in a long time."

47 Teams Compete in Hiawatha Tourney; Bowling Invasion Fills Portage, Wis.



Bowlers arriving in Portage, Wis., on No. 16 the morning of Apr. 7.

THE impact of the nation's number 1 participation sport was felt in a big way at Portage, Wis., Apr. 7-8 when local Milwaukee Road employes served as hosts for the 19th annual Hiawatha Bowling Tournament. With an influx of more than 300 visitors filling hotels and motels to capacity, kegling was the talk of the town during the entire week end.

The bowling classic drew team entries from six states, including delegations from as far west as Miles City, Mont. Conductor C. E. Blake was general chairman of the committees which handled the housing, transportation and entertainment of the visitors, as well as the activities at the Portage Sports Bowl. The arrangements involved practically every employe in Portage, together with the local chapter of the Milwaukee Road

Women's Club, which served a Saturday night dinner to more than 400 at the VFW Clubhouse. The dinner was followed by a dance.

Forty seven teams competed in the two-day tourney. Top finalists in the three events were: Team—(1) Twin City Sizzer Bills, Minneapolis, 3004; (2) Engineers, Aberdeen, S. D., 2957; (3) T.O.F.C., Portage, 2930. Doubles—(1) R. Oldfield and T. Dobosz, Chicago, 1297; (2) N. Manning and S. Ripinski, Milwaukee, 1286; (3) H. Gurrath and H. Montgomery, Milwaukee, 1270. Singles—(1) W. Rains, Minneapolis, 728; (2) N. Manning, 725; (3) B. Welch, Minneapolis, 688. Scores for the top three scratch games were: R. Lotto, Aberdeen, S. D., 256; N. Manning, 254; and D. Clemmons, Portage, 252.



GIFT OF THE MILWAUKEE ROAD to the Railway Historical Society of Milwaukee, the old octagonal gateman's tower on the "Beer Line" at the north end of the Jos. Schlitz Brewery Co. yards is pictured being dismantled by John Ford, president of the society (right), and member Woodrow Gorman. The tower will be erected on the society's five-mile operating museum site at Hillsboro, Wis., on the Hillsboro & North Eastern Railroad. (Milwaukee Journal photo)

Tabulating the bowling scores are, from left: Conductor C. E. Blake and Car Clerk J. L. Brunt, president and secretary-treasurer, respectively, of the Portage Railroad Bowling Tournament Association; Mrs. Brunt, steno-clerk, who served as recording secretary; and Mrs. H. F. Behnke, wife of Milwaukee Motor Transportation Company driver. (Portage Daily Register photos)





| | APRIL | | FOUR MONTHS | |
|---|----------------|------------------|------------------|------------------|
| | 1962 | 1961 | 1962 | 1961 |
| RECEIVED FROM CUSTOMERS | | | | |
| for hauling freight, passengers, mail, etc. | \$17,605,092 | \$16,591,144 | \$69,993,945 | \$68,060,956 |
| PAID OUT IN WAGES | | | | |
| 8,330,692 | 8,409,051 | 34,481,179 | 34,452,907. | |
| PER DOLLAR RECEIVED | | | | |
| (cents) | 47.3 | 50.7 | 49.3 | 50.6 |
| Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act | 767,792 | 749,035 | 3,067,536 | 3,000,410 |
| PER DOLLAR RECEIVED | | | | |
| (cents) | 4.4 | 4.5 | 4.4 | 4.4 |
| ALL OTHER PAYMENTS | | | | |
| for operating expenses, taxes, rents and interest | 9,370,489 | 8,695,077 | 36,030,338 | 34,104,843 |
| PER DOLLAR RECEIVED | | | | |
| (cents) | 53.2 | 52.4 | 51.5 | 50.1 |
| NET LOSS | 863,881 | 1,262,019 | 3,585,108 | 3,497,204 |
| REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS: | | | | |
| Number of cars | 85,534 | 80,714 | 342,725 | 332,143 |
| Increase 1962 over 1961 ... | +4,820 | | +10,582 | |

Rocky Mountain Division

EAST END

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

Sherm E. Lee, formerly of Lewistown, is the new agent at Miles City replacing W. C. Boyle, retired. On Apr. 6 he escorted 55 grade school students from the Kircher School, their teachers, and a number of parents through the Road's facilities. They visited the traffic office, ticket office, relay and dispatchers' offices and also the store department, car and locomotive repair facilities.

Among those lost in the crash of an American Airlines jet liner at New York Mar. 1 was the flight engineer, Robert J. Cain, son of Retired Engineer and Mrs. W. L. Cain. Funeral services for Bob were held in Miles City.

Virginia Annalora and Joseph Lee Weiss Jr., son of Mr. and Mrs. Joseph Weiss Sr., were recently married at Sacred Heart Church in Miles City.

Gaye Walker, daughter of Mr. and Mrs. Harold I. Reid, and Ralph Walter of Billings were recently married in the First Methodist Church of Miles City. They will live in Seattle.

Elaine Urbaczka and Robert H. Michaels were married Feb. 24 in Sacred Heart Church, Miles City. The couple will live in Deer Lodge where Bob is on the division engineer's staff.

Frank E. Smith, 78, retired machinist,

passed away Apr. 12 following a long period of ill health. He was born in Portsmouth, Ohio, and in 1913 came to Miles City where he was employed as machinist until his retirement in 1955. He is survived by his widow, Ione, and a brother. Funeral services were held in the Graves Funeral Home and burial was in Custer County Cemetery.

Mrs. Herb Desper, 73, passed away Apr. 23 in a Miles City hospital. She is survived by her husband. Funeral services were held at Ekalaka, Mont., and interment was in the I.O.O.F. cemetery there.

Keith, son of Dola N. Wilson, was publicity co-chairman for High School Week at Montana State College, Bozeman, Apr. 26-27-28. Keith is a junior majoring in industrial arts technology. Students from 140 Montana communities visited the college and participated in various activities on the campus during the week.

Mrs. Harry W. Cook, 70, passed away in a Miles City hospital Mar. 15 following a long illness. She was the widow of a retired engineer.

Herbert Lathrop of Miles City was recently advanced to acting senior vice commander of the Montana Department of the Veterans of World War I, to serve until the convention in June.

Mrs. James L. Croake, 76, widow of a boilermaker, died Mar. 27 in a Miles City hospital after a brief illness.

Funeral services were held in April for Mrs. Frank Cain, 74, widow of a boiler-

Military Railway Veterans To Meet in Miami Beach

THE 17th annual reunion of the Military Railway Service Veterans will be held Sept. 28-29-30 at the Deauville Hotel, 67th Street and Collins Ave., Miami Beach, Fla. A varied program has been planned for the members and the women who will attend. Inquiries regarding this organization, which is composed of men who saw service in World War II and the Korean War, should be directed to Fred W. Okie, secretary-treasurer, Box 536, Pittsburgh, Pa.

maker helper.

Mrs. Robert Beauchot was elected secretary of the Southeastern Montana Conference of the American Lutheran Church Women at a meeting held in Miles City Apr. 2.

Jim St. Peter was appointed alderman from Ward Four at the first April meeting of the Miles City council.

Miles City Chapter of the Women's Club recently installed its new officers: Mesdames Jennie Haelsing, president; Lou Hinrichs, first vice president; Mike Galvin, second vice president; Henry Sandman, secretary; Arlie Wickersham, corresponding secretary; Dwight Roberts, treasurer, and Mary Zuelke, historian.

H. C. "Bris" Brisbine, city freight agent in Great Falls, Mont., was honored at a dinner party held in the Schell Town House which marked his retirement on Mar. 31. A highlight of the festivities was the presentation of his Silver Pass in recognition of 45 and a half years of service by P. L. Cowling, assistant to



A WATCH AND A HOST OF GOOD WISHES

marked the recent retirement of Harry F. Dell, chief clerk in the stores department at Deer Lodge, Mont., pictured being congratulated by District Storekeeper L. E. Bacon (left) and W. H. Speck, who succeeded him as chief clerk. The greater part of his more than 45 years of service was at Deer Lodge, and all departments there participated in a retirement party in his honor. The Dells will remain in Deer Lodge, where Harry is an elder of the First Presbyterian Church and active in organization groups.



Highlight of a retirement party honoring H. C. Brisbine, city freight agent in Great Falls, Mont., was the presentation of his Silver Pass by P. L. Cowling, assistant to president, Chicago. Mrs. Brisbine is at his side. For more about this, read the Rocky Mountain Division news.

President William J. Quinn. Mr. Brisbine started his career in his home town of Yankton, S. D., in 1916, served in the Navy during World War I, and rejoined the Road in 1919. In 1920 he became cashier at Great Falls, and eight years later was advanced to chief clerk. He was transferred to Miles City in 1937, and returned to Great Falls in 1949. More than 41 years of his service was in Montana. Mr. Brisbine is a member of the American Legion, World War I Veterans, and Great Falls Lodge 118, AF&AM. He and his wife Mildred will continue to make their home in Great Falls.

Chicago General Offices

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Audrey Gorman, Correspondent
Office of Vice President

Sister Georgiana, C.S.J., daughter of George Orrben, terminal manager of the Twin Cities area, took her first vows Mar. 19 at the St. Paul Provincial House, as a Sister of St. Joseph of Carondelet. She entered the Novitiate in September, 1959.



Sister Georgiana

On Mar. 19 the writer underwent a successful operation at the Chicago Eye, Ear, Nose and Throat Hospital to correct a hearing loss.

Kenneth Scheffler was welcomed as a new office employe at Bensenville in April.

It's official. The MMTC placed third in the annual Hiawatha Bowling Tournament in Portage, Wis., Apr. 7-8. Not bad for the first try.

At this writing, Max R. Jensen, vice president MMTC, Chicago, is recuperating at his Indianapolis home after under-

going surgery in St. Joseph's Hospital, Chicago, Mar. 20.

Mrs. Roy Miskimins, wife of assistant vice president MMTC, after recovering from injuries received in an auto accident underwent surgery for removal of a cataract Apr. 10. A year ago she had a successful operation for removal of a cataract from the other eye.

Robert Carl, son of Mr. and Mrs. Clifford Covert, was baptized May 6 in the Shorewood Church, Milwaukee.

At the annual Award Dinner May 26 for MMTC employes and their families, the National Safety Council presented a certificate and medal for safe driving in operating over-the-road vehicles accident free to each of the following drivers:

Louis Bartolameolli and Ernest S. Bushmaker, 14 years each; Edwin G. Walenski, 13 years; Albert E. Auck, Richard H. Pankratz and Willis T. Lashure, 12 years; Louis L. Fisher and Kenneth C. Loney, 11 years; Walter D. Miller, Raymond E. Deicher and Howard F. Behnke, 10 years; Edward A. Suchorski, 9 years; Herbert G. Henke, 7 years; Donald M. Huempfer, 6 years, and

Richard M. Dushek, 3 years.

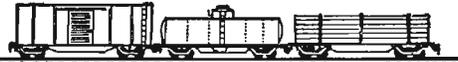
Melvin A. Bartelt, Stanley C. Kropf, Donald J. Rutz, David L. Smith, Benjamin J. Ward Sr., Ernest T. Hoff, Eugene A. Marx, Alfred W. Schulze, Byron P. Tessier and Byron L. Zerbst were the 2 year winners.

For 1 year's safe driving, awards were given Marshall O. Anderson, Gerald A. Bethke, D. J. Bledsoe, Richard G. Cody, Gilbert Lofgren, Alex S. Mostrous, L. K. Owens, Paul F. Perisic, Robert A. Pommerer, Douglas L. Small, Jack Walicki, Henry F. Krueger, E. J. Carie, G. D. Kinkade, Noel McGuire, E. J. Nolan, Anthony Palaia, Sidney J. Pilot, Clarence L. Porter, Harry H. Tuttle, Orten R. Wilson and Anthony J. Kilvinger.

FINANCE & ACCOUNTING DEPARTMENT

Miss Marilyn Ethel Stephenson, daughter of R. S. Stephenson, retired vice president-finance and accounting, passed away suddenly Mar. 26. Funeral services were held in Chicago, with burial in Acacia Park cemetery. Surviving are her parents and her grandparents, Mr. and Mrs. Carl Cedergreen, Chicago.

Carloadings



JANUARY-MAY 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 | | DECREASE in 1962 under 1961 | |
| | | FIVE MONTHS | | FIVE MONTHS | |
| | | 1962 | 1961 | 1962 over 1961 | % of increase |
| 12.7% | Grain and Soya Beans..... | 40,335 | 33,509 | + 6,826 | + 20.4% |
| 6.0 | Iron and Steel..... | 22,423 | 18,261 | + 4,162 | + 22.8 |
| 5.7 | Coal and Coke..... | 40,427 | 38,396 | + 2,031 | + 5.3 |
| 3.8 | Automobiles and Parts..... | 20,861 | 14,661 | + 6,200 | + 42.3 |
| 2.3 | Gravel, Sand and Stone..... | 17,837 | 16,401 | + 1,436 | + 8.8 |
| 2.1 | All Other Products of Mines..... | 7,546 | 4,002 | + 3,544 | + 88.6 |
| 1.8 | Forwarder Traffic..... | 12,067 | 12,061 | + 6 | + .1 |
| 1.7 | All Other Animals and Products..... | 5,691 | 4,584 | + 1,107 | + 24.1 |
| 1.5 | All Other Products of Agriculture..... | 8,117 | 7,192 | + 925 | + 12.9 |
| 1.5 | Logs and Pulpwood..... | 17,905 | 17,285 | + 620 | + 3.6 |
| 1.4 | Liquors, Malt..... | 7,382 | 7,106 | + 276 | + 3.9 |
| 40.5% | | 200,591 | 173,458 | +27,133 | +15.6% |
| | loading of these commodities | FIVE MONTHS | | DECREASE | |
| | DECREASED in 1962 under 1961 | 1962 | 1961 | 1962 under 1961 | % of decrease |
| 12.8% | Forest Prod. (Excl. Logs and Pulpwood)..... | 31,418 | 33,885 | - 2,467 | - 7.3% |
| 3.5 | Meat and Packing House Products..... | 14,267 | 15,392 | - 1,125 | - 7.3 |
| 2.9 | Oil and Gasoline..... | 15,723 | 17,220 | - 1,497 | - 8.7 |
| 2.8 | Agri. Impl. Machinery and Parts..... | 7,854 | 7,895 | - 41 | - .5 |
| 2.7 | Grain Products..... | 20,685 | 22,824 | - 2,139 | - 9.4 |
| 1.6 | Cement, Lime Plaster and Stucco..... | 5,026 | 7,100 | - 2,074 | - 29.2 |
| 1.5 | Fruits and Vegetables (Fresh)..... | 7,435 | 8,981 | - 1,546 | - 17.2 |
| 1.3 | Merchandise..... | 15,145 | 18,086 | - 2,941 | - 16.3 |
| .6 | Live Stock..... | 3,687 | 4,106 | - 419 | - 10.2 |
| 29.8 | All Other Mfgs. and Miscellaneous..... | 113,622 | 115,390 | - 1,768 | - 1.5 |
| 59.5% | | 234,862 | 250,879 | -16,017 | -6.4% |
| 100% | | 435,453 | 424,337 | +11,116 | +2.6% |

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Chattanooga

"Comp" Reunion • 1962

THE third annual reunion of comptometer operators who at some time or other have worked in the Milwaukee Road's Chicago area offices brought together 57 active and former employes for a bang-up good time. Pictured are various groups who turned out for the dinner and social mixer held at Brigantes Restaurant on Apr. 24. A number came from out of town points.



From left: Helen Eiffert, Gertrude Walsh and Stella Murphy.



Left to right: Cora Smith, Annette Snear and Cel Einbecker.



Seated, from left: Jule McDonald, Peggy Bernard (Minneapolis) and Alice Gaynor. Standing, from left: Cele Jorgensen and Julia Magdefrau Newcomb, a former bureau head of the central computing bureau in Chicago, who retired in 1951.



From left: Rosalie McGovern, Bodell Huss and Dorothy Wolflick.

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Seated, from left: Elsie Hoffman, Julia Magdefrau Newcomb, Linnea Ringdell and Hazel Dillon. Standing, first row, from left: Grace Larsen, Juanita Chambers, Rosebud Wittwer and Eleanor Sheehan. Rear, from left: Margaret Wagonknecht, Alice Deeny Nudo, Dorothy Rozek, Helen Fudge and Irene Femmel.



From left: Elvira Ahlberg, Mary Kelly, Mildred Rezap Kolstedt and Nettie Fields Felbinger.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent

It's a beautiful girl for the Bill Butlers. She arrived Mar. 29 and has been named Kelly Ann.

Darlyne McGlothlin was welcomed as a new employe in the computing bureau.

Betty LaMay, formerly of the central computing bureau, and Charles Baker were married Mar. 17 in a candlelight ceremony at the first established Community Church of Park Ridge.

On our sick list we have at this writing Josephine Pflanz, Dolores Specht and Ardell Westerberg.

Like birds, the Rudy Spandaus return yearly to Clearwater, Fla. . . . Sophia Walker sought the sun in St. Petersburg, Fla., and also visited Florence Wiggins

May-June, 1962

and Erna Reck . . . The holiday deluxe was taken by Naomi Johnson and June Mathisen who went abroad for several weeks and spent part of the time on a Mediterranean cruise.

Sympathy was extended to Frank Bednarczyk on the death of his wife Apr. 21. It's a girl for the John Diverseys. She arrived May 1 and has been named Anna Louise.

When Geraldine Walsh set her wedding date for May 19 a pre-nuptial dinner for eight was held in her honor at the Normandy House.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Sympathy was extended to Clara Meyer on the death of her son as the result of an automobile accident.

Rudy Levey, Marie Horatt and Eunice Maxim were recent hospital patients.

Jim Alopogianis and wife Marguerite announced the birth of Ted, Mar. 14.

Two new typists, Loretta Barringer and Eva Oja, were welcomed to our department.

AUDITOR OF EQUIPMENT ACCOUNTS

D. B. Chandler has been appointed assistant to auditor of equipment accounts. Marie Streiber succeeded him as bureau head of the statistical and key punch bureau.

Sympathy was extended to Ernestine Harrer on the death of her sister, Mrs. Mae Smith. Also to Verna Gallagher, Maybelle Frankenstein and Alvera Struck whose mothers passed away, and to Jane Ingram on the death of her father.

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336 So. Jefferson St., Chicago 6, Ill.

Congratulations were extended to Carole Groell and Sgt. David Parmley on their recent marriage at the Seminary Avenue Confederate Church.

Helen Degner has returned to the office after a stay in the hospital.

Julia Feindt has a lovely tan and her health is greatly improved after a seven weeks' leave of absence which she spent in southern California.

Elsa Augustin, recently retired, entertained 17 girls from the office at a dinner party in her home.

Clara Wood retired May 4, the date of her 50th anniversary with the Road. A retirement dinner in her honor was held at the Villa Sweden May 2.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Congratulations were in order when Walter P. Getz was appointed assistant chief disbursement accountant, Theodore Bahwell became bureau head of the A.F.E. bureau, and John Cortese was promoted to bureau head of the shop timekeeping bureau.

Mary Oehm of the bookkeeping bureau was struck by a car while crossing the street and will spend some time in St. Joseph's Hospital with a broken pelvis.

The current population explosion hit the auditor of expenditure's office full force! Edward Zegler, paymaster's office, became the father of twin boys; Earl Bosworth's wife presented him with their first girl in a family of four; Loretta Jaszowski became a first time grandmother (grandfather is Edward Jaszowski of the supervisor of machine accounting office) when daughter Joan gave birth to a baby boy. Daniel Printz, a former employe, announced the arrival of a son who makes Rose Printz of the miscellaneous bureau a great-aunt. Marlee Johns, formerly of the shop time-

keeping bureau, also has a son, Lonnie Joseph Johns III.

Mary Vassar of the T&E timekeeping bureau was married to Dominic Scianna Apr. 14.

Ann Kennedy of the T&E timekeeping bureau recently visited her daughter, Chief Warrant Officer W-2 Shirley E. Klein, personnel officer of the 345th medical battalion at Fort Campbell, Ky. Shirley is making the Army her career and is enrolled in college courses to qualify her further as an officer. She is the only WAC on the post of 20,000 men and recently received a personal commendation from her superior officer on the excellent job she is doing in maintaining the personnel and financial records on her post.

Donald E., son of Harold Rappe on leave of absence from the material bureau, has won a \$2,000 intermediate fellowship from the National Science Foundation for study at the University of California. Donald, a former Milwaukee employe, received a B.S. degree in mathematics from the University of Chicago and is a graduate mathematics student at De Paul under an assistantship grant. The intermediate grant is awarded to students who have completed a year of graduate work but who will need more than one additional year to complete the requirements for a doctorate.

Sympathy was extended to Thelma Doyle of the material bureau on the death of her mother; to Jual Henikman of the T&E timekeeping bureau and to Traveling Time Inspector Marvin Brick on the deaths of their respective mothers-in-law, and to Secretary Dolores Tipescu whose father-in-law passed away.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

Lt. Rex R. Morgan of the U.S. Coast Guard, son of C. E. Morgan, will receive a B.S. degree in civil engineering Sept. 1 from Rensselaer Polytechnic Institute, Troy, N.Y., and will then be assigned to the Coast Guard engineering division in New York City. He has been invited to membership in Tau Beta Pi, national honorary engineering fraternity, an honor extended only to students in the upper 10 per cent of their class.

Retired Division Engineer Tom Strate recently wrote from San Ysidro, Calif. He is feeling fine and keeping busy working around his place when not watching the Dodgers play ball on TV. The Cubs are still his favorites, but he wishes they would give him something to cheer about.

Grace E. Klauber, steno clerk in the bridge and building department, retired Apr. 6 after 22 years service. Her first position was as steno-clerk to F. E. Weise, then chief clerk in the engineering department. Shortly after her retirement Grace was married to Sam Gold of Chicago.

Dorothy Mulhern came from the auditor of freight accounts office at Fullerton to take the position vacated by Grace Klauber.

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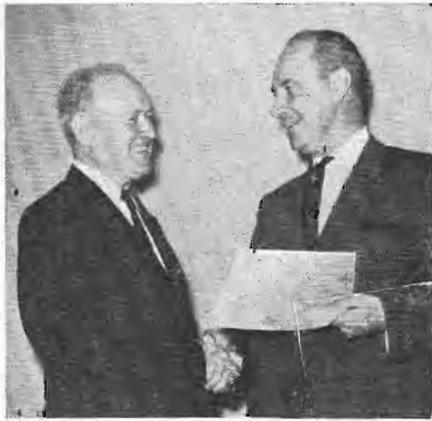
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A CERTIFICATE OF RECOGNITION conveying the good wishes of President William J. Quinn is presented to W. T. Ahern, chief clerk of the public relations department, Chicago (left), upon the occasion of his recent retirement, by G. H. Kronberg, director of public relations and advertising. The merit award bore testimony to 43 years of service, of which 35 were in public relations office management.

AUDITOR OF CAPITAL EXPENDITURES' OFFICE

L. J. Hogan, Correspondent

Irish eyes were smiling as Geraldine Walsh of our office and John Doherty exchanged vows at a nuptial mass in St. Basil Church in Chicago May 19. The ceremony was performed by the bride's brother, the Rev. Oliver Walsh. The bride is the daughter of Mrs. Thomas Walsh of Chicago and is a native of Curry, County Sligo, Ireland. The groom is the son of Mr. and Mrs. Michael Doherty of Charlestown, County Mayo, Ireland. Following a reception the couple left on a honeymoon trip to—where else but the "Emerald Isle".

May 7 was moving day for the offices of auditor of capital expenditures and auditor of equipment accounts, when they exchanged quarters in the Fullerton Avenue building.

Assistant Engineer Bob Fish bowled with the Fullerton Avenue team in the 19th annual Hiawatha Bowling Tournament at Portage, Wis., in April. His team

finished eighth in a field of 47 teams.

The law courts of Cook County evidently lean heavily on the services of Assistant Engineer Earl Kough who served a fourth term of jury duty in April.

L. J. Hogan, assistant engineer, was appointed assistant to auditor of capital expenditures effective Apr. 1. Assistant Engineer G. H. Lowrie replaces Mr. Hogan in charge of the Valuation Order 3 section.

OPERATING DEPARTMENT

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

S. A. Mongelluzzo; car distributor in the office of general superintendent of transportation, is a grandfather for the first time. His daughter Reta, Mrs. James M. Schiferl, is the proud mother of a boy, James, born Apr. 26.

Another first time grandfather is E. C. Adams, chief clerk to the general manager. His son Thomas and wife Patricia have a daughter, Leanne Catherine, born Apr. 26.

I. A. Steger, bureau head in the central freight service department, is on leave of absence at this writing due to illness and surgery.

John F. Cook, sorter in the mail room, passed away Apr. 21 after a short illness. Burial was in Libertyville, Ill. He is survived by his widow Elsie.

Mrs. Leo LaFontaine, wife of manager, mail, baggage and express department, passed away in Wesley Memorial Hospital May 12, following a long illness. Services were held in St. Margaret of Scotland Church, and burial was in Holy Sepulchre cemetery. Surviving, in addition to her husband, is a sister, Irene Ryle.

Milwaukee Terminals

MUSKEGU YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

With spring in their hearts, Frank Liska, Elliott Churchill and Charlie Polcyn could not await its arrival here, but went south to meet it. They visited many places in Florida during their vacation ... Switchman John Le Febvre spent his



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**THE BUCKEYE STEEL CASTINGS
COMPANY**
COLUMBUS 7, OHIO

vacation in Hawaii . . . Switchman Ed Chesnik chose the great Northwest for his holiday trip.

Switchman Gordon Bourassa and wife had a visit from the stork. The birth of Kathleen Rae was announced Mar. 18 . . . Switchman Ray Thomas and wife Patricia are also celebrating the arrival of a baby girl born Apr. 13. She was named Patricia.

spend some time with relatives in Norway.

Switchman Ed Coyer, who suffered a stroke some weeks ago, is now convalescing at his home.

Switchman Russ Heaton's boy, Gerry, appeared on a TV bowling program Mar. 25. Though he was not a winner he proved to be very photogenic when showing his bowling skill.



HALF CENTURY SERVICE VETERAN

George H. Richter, head clerk of the OS&D and tracing bureau at the Fowler Street freight office, Milwaukee, is presented with his Gold Pass by Agent L. E. Martin. Employees of both the local agency and the regional data office honored him with gifts and flowers. All of Mr. Richter's service has been at Fowler Street.



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R2-3A

JACKSON VIBRATORS, INC.
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Sympathy was expressed to Switchman Al Baker on the death of his seven year old son, Alvin Lee, Mar. 10, and to the family of Harold Retzlaff, switchman, who died Mar. 12.

Switchman Roland Rathke who retired Mar. 14 will live in California.

Retired Switchtender Sigmund (Zig-gie) and Mrs. Anderson set off in May for an extended trip to Europe. They will

Switchman John P. Mahoney suffered a double bereavement recently when his mother and uncle passed away within two weeks. Both were residents of Chicago.

There have been numerous illnesses of a serious nature among our switchmen and their families recently and the question arises frequently as to whether we still have a Milwaukee Road blood don-

ors' bank. We do have an account at the Blood Center; however, our credit is very low and volunteers are wanted. Engineer Monroe Hampton is still in charge of the blood bank for our people, but as it is sometimes difficult to contact him, Caller Virginia Christian has volunteered to answer questions and make arrangements for you. Please call her. Donors are badly needed at this time to build up our credit.

We were all sorry to learn of the recent death of Mr. and Mrs. Tom Malone's infant.

Edgar H. Dahnke Sr., 55, assistant ticket agent in Milwaukee, died Apr. 16 in St. Anthony's Hospital. He was a native of Middleton, Wis., and had been employed by the Road for more than 30 years. Survivors include his wife, Charlotte; a daughter, Patricia; and two sons, Edgar Jr. and Donald, all of Milwaukee; two sisters, Mrs. Emma Herrling and Mrs. Esther Onstad, both of Madison, Wis.; and three brothers, Arthur of Middleton, George of Jacksonville, Fla., and Carl F. of Star Lake, Wis., retired general passenger agent, Milwaukee. Mr. Dahnke was a member of Mount Olive Lutheran Church and the Wisconsin Passenger Club. Burial was in Pinelawn cemetery.

FOWLER STREET STATION

Pearl Freund, Correspondent

The men of the agency challenged the regional office employees to a bowling match at Hank Marinos Mar. 23. Led by Harold Gromacki, the agency team made up of Fred Robbins, LCL department; Ricky Franco, rate clerk; Ron Davely, carload bill clerk, and Jack Regan posted the highest mark. Harold had high single game of 217 and a 575 average. Don Fish, manager, was high for regional with a 198 single. He was supported by F. C. Groves, assistant manager; Darwin Pelozo, expense clerk; John Manders, as-

The Milwaukee Road Magazine



BIG DEAL at the regional data office in Milwaukee recently was the presentation to Walter J. Nowicki, expense clerk, of a Silver Pass in recognition of 45 years of service. Regional Manager D. C. Fish did the honors at this gathering in the IBM room.

sistant cashier, and Gene Chittren, lead machine operator.

Henry Koehler, MMTC driver, is the newly elected treasurer of the Parents Association of Alverno College. His daughter Mary is majoring there in liberal arts. Henry was re-elected recording secretary of the Order of St. Christopher, Chapter No. 8, for Catholic railroad men.

The Milwaukee Chapter of NARBW held a card party at the Eagles Club Apr. 2, the proceeds to be used for the purchase of a Lionel train for a handicapped children's center in Milwaukee. This was part of a project sponsored by the national association. A spring luncheon was held Apr. 28 in the Circus Room of the Wisconsin Hotel and 80 guests from the Chicago chapter attended. L. W. Volbrecht, assistant field manager of the RR Retirement Board, was guest speaker. Following the monthly dinner on Mar. 15 at the Medford Hotel, General Superintendent J. D. Shea spoke on "Railroads—their Progress and Problems".

Candy and Jeff, twin children of Darwin Peloza of the regional office, were among the sixth grade cadets from the Lincoln School, West Allis, to tour Washington, D.C., recently. They were accompanied by the school principal, three mothers and a registered nurse.

David and Dale, sons of Lowell Wait, C&O rate clerk, are keeping their parents busy this year with Hawthorne School Pack 223 Boy Scouts. Lowell is assistant cubmaster and Webelos den leader. Mrs. Wait is den mother. David is a Little Leaguer again this year and Dad is manager of the Little Leaguers' Park, not yet named but reputed to be the finest of its kind in the state, all electrified, with concrete dugouts, and completely landscaped.

A baseball team has been organized by Ricky Franco, Jack Regan, Lowell Wait, Ron Davely, Art Francke of the agency, D. C. Fish, F. E. Groves, John Manders, Otto Kuettner of the regional office, and Rudy Reynosa, Jack Surges, and Jim McPhee, husband, sweetheart and relative respectively of other employees. Games are to be played at Washington Park against the Soo Line Girls

Soft Ball Team, and this is not for laughs as we're told the girls mean business, the Kuglitsch Lanes, Lakeside Centerless Grinders and the South Milwaukee Athletic Club.

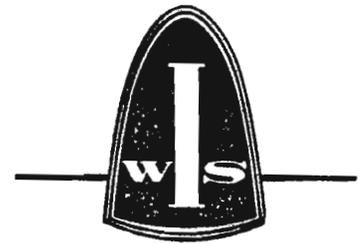
William Spredeman, demurrage clerk, is on leave of absence to undergo surgery at Mt. Sinai Hospital, and at this writing George Wellik, perishable freight inspector, is in Milwaukee Hospital for surgery.

Lois V. Scott has returned to the regional office revising department after a leave of absence due to ill health.

John Manders and Barbara McPhee have been promoted to assistant cashier; Bette Whitford to Grade B revising; Mary McCormick to comptometer operator; Mary Barribeau to the mail desk; Gordonna Gruber to expensing, and Mary Boyland to keypunching.

Marge Hagberg, lead machine operator, entertained employes of the regional office and the agency during their noon hour Apr. 26 by showing a film of John Glenn.

Ruth Scheels has returned to the IBM department of the regional office after taking time out to have a family. Lori Jo, a daughter, was born Jan. 16.



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DAVIES YARD

Catherine McConville, Correspondent

Robert Wilm, 53, car inspector in the terminals, had a heart attack Mar. 16 and was pronounced dead on arrival at Milwaukee Hospital.

John Duty, assistant car foreman in train yard, has been ill since Feb. 18 and at this writing is still in the hospital.

Clem Kabacinski, retired load inspector, and his wife are in Newark, N. J., visiting their daughter and family.

Lawrence Cook of the depot retired on disability Mar. 29.

Stanley Waszak, 80, retired carman and father of Roman, checker at Davies Yard, passed away Apr. 13.

Peter and Phillip Witters, 19, twin sons of Car Foreman W. L. Witters, who enlisted in the regular army last November, have completed their studies in personnel administration at Fort Benjamin Harrison, Ind., and have been permanently assigned to the Presidio at San Francisco.

La Crosse Division

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse



Bob Dunham

In recent selections of All-Wisconsin basketball teams from the state's nearly 500 public and parochial schools, Bob Dunham, son of La Crosse Division Conductor J. V. Dunham, scored among the top players. Bob, a senior at La Crosse Aquinas High School, was named to both the 1962 Associated Press All-State second team and the United Press International All-State Catholic five.

Sympathy was extended to Russ Bakum, La Crosse, whose brother, Arthur, died suddenly. Russ is the janitor at the La Crosse depot.

Clifford C. Johnson, store department, ended 38 years of service when he retired Mar. 1. Cliff worked on the supply train for a number of years and then served as storekeeper at Wausau, Portage and La Crosse. The Johnsons live in La Crosse.

Engineer T. F. Salisbury died in St. Paul Mar. 8. He had worked for the Road 37 years. Surviving is his widow Helen.

EAST END

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

Portage Chapter of the Women's Club held their annual May Luncheon at the Oneida Hotel. A very capable committee of club members planned and served the dinner for the Milwaukee Road bowlers at their 19th annual tournament in Portage. Mrs. Roland Bogart and Mrs. E. L. Hubbs were co-chairmen.

Guy W. Leng, 82, retired switchman, passed away in Portage following an extended illness. He is survived by his wife, Nora.

Elery M. Shoemaker, 80, retired signalman, passed away Apr. 28 after a brief illness. He is survived by his son, Conductor J. G. Shoemaker, and two grandchildren.

Carl A. Grunke, 65, retired section laborer, passed away in Portage Apr. 30. Mr. Grunke was a member of the American Legion and military rites were conducted at graveside.

WISCONSIN VALLEY

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

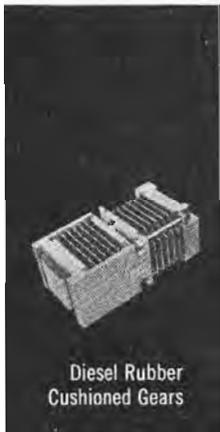
In a recent ceremony in the First Presbyterian Church at Wausau, Ruth Ann, daughter of Trainman T. J. Shrake, was married to Charles Repsumer of Richland Center. Suanne Shrake of Washington, D. C., was her twin sister's maid of honor. A reception for about 100 friends and

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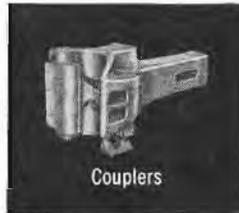
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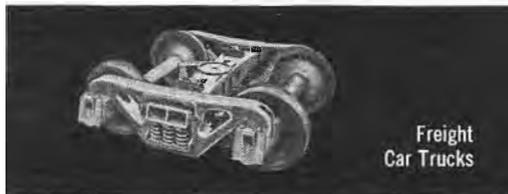
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Coast Division

SEATTLE

Agnes Horak, Correspondent

AUDITOR'S OFFICE: Mr. and Mrs. J. N. Strassman vacationed in California in May. Mr. Strassman, now retired, was formerly the auditor at Seattle . . . Jack Coskey, forester with the Milwaukee Land Company, resigned to accept a position in Oregon.

GENERAL ADJUSTER'S OFFICE: Mrs. Walter R. Jorgensen, mother of District Adjuster Roy P. Jorgensen, passed away Mar. 21. She was born in Denmark and came to Seattle when she was 15. Survivors are her husband, her son Roy P., and a daughter, Mrs. Alice Wood, all of Seattle.

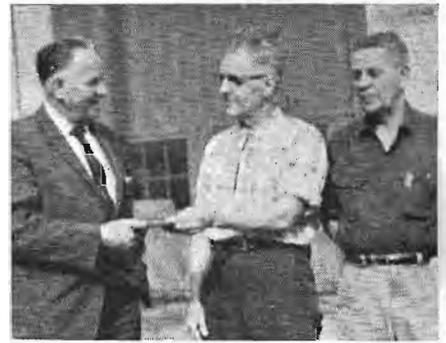
LOCAL FREIGHT OFFICE: Employees of this office have gone all out with housecleaning at home in preparation for the expected influx of kinfolk coming for Century 21. Seattle now has about the cleanest houses and the most "tucked out" housekeepers in the country . . . Jack Webb, husband of Mary, chief car clerk, is in the hospital at this writing, the result of a heart attack.

REGIONAL DATA OFFICE: Cora Guthridge sailed from Seattle on the Matsonia Apr. 27 to spend two weeks in Hawaii . . . Margie, wife of William Fogelstedt, won a national award for catalogue art work through Frederick & Nelson's, where she is employed.

OFFICE OF ASSISTANT SUPERINTENDENT: Retired Seattle Yard Foreman M. O. Potter died suddenly in San Francisco Mar. 4. He was a former Local Chairman of Seattle yardmen. His wife Marie survives. Mr. Potter retired Dec. 31, 1952.

GENERAL AGENT'S OFFICE: F. W. Watkins, general agent, who underwent surgery in Providence Hospital, returned to work Apr. 23, reporting that he is now feeling fine . . . Joe Leahy, TFA, and his family who arrived from Davenport, Ia., Mar. 30 are now settled at Lynwood.

TRAFFIC-GENERAL FREIGHT: Employees of these offices recently honored Verne P. Petermeyer at a luncheon. "Pete", former assistant chief clerk to the traffic manager, was promoted to city freight and passenger agent at Oakland,



HALF CENTURY COAST VETERAN. Marking his 50th year of company service, C. O. McPherson, signalman in the signal laboratory at Tacoma (center), is presented with his Gold Pass by M. A. Nyberg, supervisor of signals and communications, with H. M. Schutzman, signalman in the signal shops, standing by. Mr. McPherson's seniority date is May 24, 1912.

Calif. . . . Harold D. Chivers was welcomed as assistant chief clerk to the general manager. "Hal" came to us from the Tacoma passenger department . . . Lada Roberts recently had as her house guest Eloise, daughter of M. P. Burns, assistant general passenger agent in Chicago. The two girls spent most of their time touring the Seattle Fair . . . Mrs. W. Z. McElwain, wife of retired city office chief ticket clerk, died in March. Besides her husband, she is survived by her father, five sisters and a brother . . . Chief Tariff Clerk H. R. Herth and his wife Mary Lou left Mar. 10 to spend two weeks in the Hawaiian Islands. When "Russ" returned to work his wife went on to the Samoan Islands where she joined a Seattle dance group for further study of native Samoan and New Zealand dances and customs. In Samoa they were guests of the parents of one of the group who formerly lived there. During their stay of a month the group toured the entire Samoan group of islands . . . C. H. Coplen, father of Tyler B. Coplen, commerce clerk, died suddenly in Spokane Apr. 9. He was a former agent and operator with the Road for 49 years.

Purdy B. Mosher, retired telegrapher, 77, passed away in a Seattle hospital on Mar. 27. He was born in Lake Geneva, Wis., the son of the late Engineer Arthur V., and started working for the Road in the Milwaukee Terminals. He retired from the Coast Division in 1948. He was a member of the Veteran Employees' Association and the Order of Railroad Telegraphers.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

The 29th Annual Daffodil Festival took place Apr. 2-8 with a "Daffodils Salute Century 21" theme. Thousands of spectators viewed this extravaganza which wound through Tacoma, Puyallup and Sumner. Hundreds of daffodil decorated boats and some 30 sea-going floats

The Milwaukee Road Magazine

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| Ages 60-64 Inc. | \$9.75 | \$4.25 | |
| Ages 65-69 Inc. | \$13.75 | \$6.25 | |

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

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The beneficiary is to be Relationship \$.....

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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 |
|------------|-------|------------|
| | | |
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| | | |

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

saluted the Queen and her 13 Princesses during the colorful Marine Regatta on Commencement Bay.

President John F. Kennedy pressed a button in Florida to open the Seattle World's Fair Apr. 21. A truly spectacular array of attractions has been assembled on the 74-acre fairground, just a 95-second ride by Monorail from downtown Seattle. The grounds are crowned by the 600 Space Needle, tallest structure west of the Mississippi. Tacoma has the only double-page spread in the Official Guidebook of "Century 21". The advertisement is in the form of an illustrated map showing points of interest in and around the city. First printing of the guidebook was one and one-quarter million copies. Mount Rainier, Tacoma's escalades, the Narrows Bridge and the Mayfield Dam are among scenes depicted in one of the two murals at the Monorail in Seattle.

A prime ribs dinner was given at the Tacoma Elks' Club in honor of George

J. Girard, chief electrical foreman, Tacoma, upon his retirement Apr. 1 after many years of service on our Road.

Former Agent O. R. Powels has continued to maintain an active interest in the community projects of the Lions Club. At a meeting of Lions International District 19C held in Bremerton, Wash., Apr. 10 he was elected zone chairman for 1962 and 1963. He and Mrs. Powels left in May to attend the annual convention of Lions International in Nice, France, June 20-24. Mr. Powels will represent the Tacoma Downtown Lions Club. While in Europe the Powels will visit Italy, Switzerland, France, Germany, Belgium, Holland and England. They planned to be away two months or more.

William Morton Eshelman, 68, died Apr. 26 in a local hospital. He retired about 10 years ago after having worked in Chicago and in the Tacoma freight office for many years as a clerk. He was a member of the Joseph Warren Lodge

No. 235, F&AM, the First Christian Church and Olympia Lodge No. 792, B. of R.C. He is survived by four brothers-in-law and five sisters-in-law.



Meg Gates

Meg Gates, daughter of John Gates, chief clerk to the division freight agent, Tacoma, has received many honors while attending the Puyallup High School, from which she graduates this year.

She was one of the top 10 finalists in a fashion designing contest, winner of the originality award in the Science Fair of 1961, receiver of the Best Speaker Trophy in debate, and of a summer training scholarship in the Tacoma Arts for Youth Council in 1961. Last summer she had an unusual experience while traveling to Missouri as a delegate to an international church conference. Taking over the dining car, the delegates served 150 patrons, the girls acting as waitresses and the boys as chefs.

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OFFICE OF MECHANICAL ENGINEER
AND TEST DEPARTMENT

H. J. Montgomery, Correspondent

In the Teams event at the bowling tournament in Portage Apr. 7-8, the S.O.S. from Milwaukee tied for fourth place by shooting 2928. Members of the team were E. Lucchesi, W. Erving, F. Shively, J. Schluge and H. Montgomery. Some of the doubles combinations from Milwaukee succeeded in "getting on the board". N. Manning and S. Ripinski made second place with 1286; H. Gurrath and H. Montgomery were third with 1270, and their 1192 scratch was high for doubles. Among the singles N. Manning was second with 725, Jake Hansen sixth with 660, and G. Hacker, W. Kirley, F. Kluck, S. Ripinski, J. Schluge, E. Lucchesi, R. Baum and H. J. Montgomery also hit "pay dirt" in lesser degree. In the All Events N. Manning placed second with 1998, E. Lucchesi 11th with 1874 and G. Hacker and S. Ripinski were in the money too. Among members of the Road's original bowling league who tried their luck were R. Cary, G. Laurenz, A. Farnham, C. Capron, H. Wisch, F. Kuklinski,

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A Word From a Wise Owl

WHAT'S the pay-off for wearing safety goggles? Years of happier living, according to James F. Chatham, wheel shop machinist at Milwaukee Shops, who was recently enrolled in the Wise Owl Club of America. Here's his account of the incident which gave him membership status in the club of industrial workers who have saved their eyesight by observing this basic safety rule:

"I was reseating an air compressor discharge valve, using a high speed drill press with a special tool which has four pins pressed into it. As I finished, I lifted the tool up, and then it happened—one of the pins dropped out and fell into the spinning valve. The next thing I knew, the pin, traveling with considerable force, struck the right lens of my safety goggles. There's no room for doubt that, without the goggles, my eye would have



Machinist J. F. Chatham (center) with District Safety Engineer F. J. Ladwig (right) and Ray Fligge, wheel shop foreman at Milwaukee Shops.

been injured seriously."

The safety lesson was brought home also a short while later when Machinist Chatham became the father of a boy, Kevin James. "I couldn't help thinking", he said, "that if I hadn't worn my safety goggles I might never have known how he looks."

H. Gurrath, W. Radke and M. Konertz.

Willard E. Schroeder of the billing department in the office of the car department superintendent passed away Apr. 5 when he was thought to be recovering from a heart attack suffered a month before.

Gus H. Koester, mechanical engineer, brought 45 and a-half years' service to a close Apr. 30. He began as a draftsman in the mechanical engineer's office in 1916, was appointed diesel engineer in 1945, in 1952 was promoted to assistant to superintendent of motive power, and in 1955 was appointed mechanical engineer. A farewell party was held in his office and Ray Petrie, senior mechanical engineer member, presented him with a Hamilton watch from his co-workers.

Thomas F. Moser is the new steno-clerk in the office of superintendent of car department . . . And, almost like a new member, Charles E. Crowley is back after a lapse of many years. He has taken over duties in the billing department.

Draftsman James E. Borrer and family took a vacation trip to Washington, D.C., and visited all the historical points of interest.

Alfred Roesler, freight shop welder, came out of retirement long enough to bowl 1595 in the Peterson Classic, and at this writing this is still in the \$1,000 bracket.

CAR DEPARTMENT

Erwin C. Weber, Correspondent

Jake Hansen and Ray Baum both entered the Milwaukee Road bowling tournament at Portage, Wis., and in the singles Jake was in the money with a 660.

Andrew C. Huulgaard, blacksmith in the forge shop, died Mar. 31 at the age of 60. Andrew had been 45 years with the Road.

Valentine Brugger, 86, who retired in August 1947 after 42 years' service, passed away Apr. 16. His last position was car-penter in the freight car shop.

Chicago Terminals

CALEWOOD

Ray Bishop, Correspondent

Agent F. H. Joynt and wife vacationed on the Gulf of Mexico at Sarasota and St. Petersburg, Fla. . . . Marie Mueller, telephone operator, reports a "wonderful trip" after vacationing in Florida and the Bahama Islands . . . Another visitor to the Bahamas was Josephine Piconere. She also spent some time in West Hollywood, Fla., at her parents' home, and was accompanied back to Chicago by her mother, who entered St. Anne's Hospital for diagnosis and treatment. She is now convalescing at her son's home in Chicago . . . An exception to the Florida vacation routine was made by Loretta Anderson of the car record department who visited Arizona.

Mr. and Mrs. Barney Pobloske, retired assistant agent, celebrated their golden wedding anniversary June 17.

It's nice to see B. A. (Ducks) Halvorsen, train clerk, back on the job after a long illness. Hattie Plaster, miscellaneous clerk, is also back at work having recovered from a bad fall on the ice this winter.

Howard Kay, clerk at Western Avenue team track, and his wife have a baby daughter, Barbara Lynn, born Mar. 25. This makes three for them, two girls and a boy.

Emily Wilkinson of regional data processing is a proud grandmother for the second time.

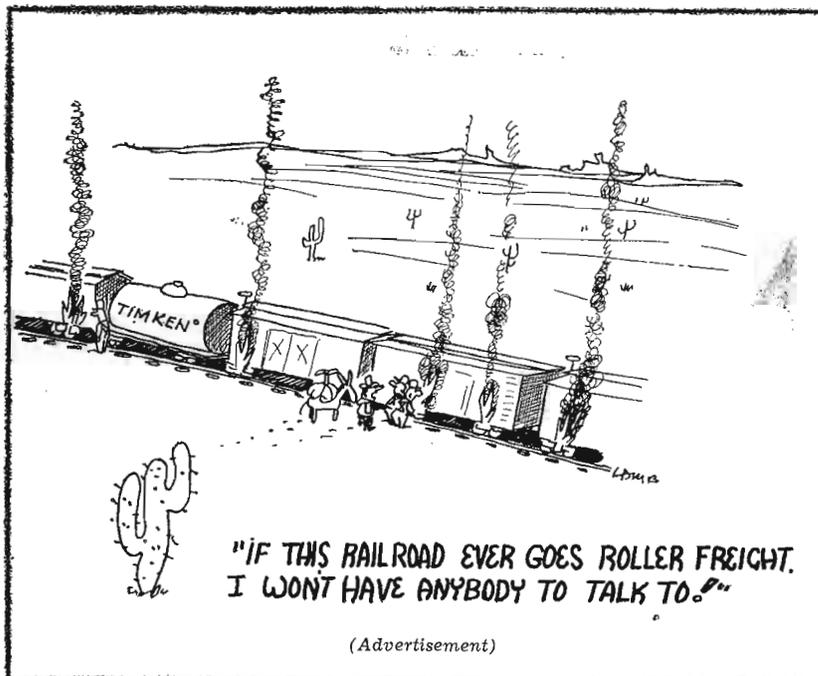
Mike Komar, IBM operator, underwent

George Sherlowsky ended 40 years of service Mar. 1 when he retired as blacksmith in the forge shop.

Gustave Nelson, carman in the freight shop, retired Apr. 6 after working 11 years for the C&NW and 18 for the Milwaukee.

Frank Moritz, 79, retired carman from the freight shop, passed away Feb. 16. He retired in 1948 after 44 years' service.

Ole Jordre, 69, also a retired carman from the freight shop, died Mar. 11. He had retired in March, 1959.



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surgery and had a long stay in Hines Veterans Hospital, but is now at home well on his way to recovery . . . Paul Norris, bill clerk at Bensenville, is also making a come back at home after a serious illness.

Mrs. Al Mader, wife of freight house worker and daughter of Barney Pobloske, is in Resurrection Hospital at this writing recovering from injuries received when she was struck by an automobile.

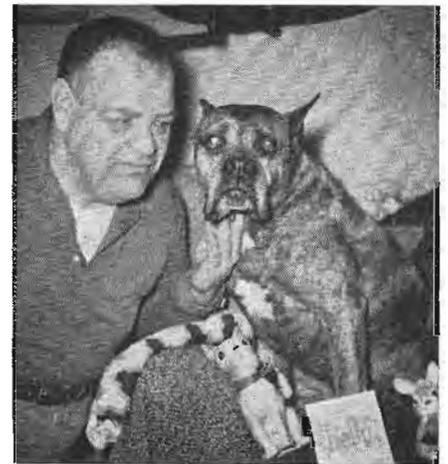
Sympathy was extended to Pete Greenlimb of data processing whose wife passed away suddenly Apr. 8, and to Emil Arleo whose father died Apr. 16.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Mrs. William Standard, widow of deceased switchtender, spent part of the winter with a daughter in Florida.

It's good to have Ned Maze and Ed Glanz back on the job after sick leave, Ned with pneumonia and Glanz hospitalized for surgery.



A DOG'S LIFE couldn't be nicer than that of Duchess Jo-Dee, boxer pet of Joe Camp, train director at Bensenville Yard, and his wife Dorothy, Bensenville correspondent for this magazine, pictured with some of the cards and gifts she received on her 10th birthday. Top dog among the Camps' friends, Jo-Dee also received many "get well" cards during a recent illness, when she had a check-up at the Stresser Animal Hospital in Chicago. Doctor Stresser, incidentally, worked for the Road as a haster while studying for his degree.



Can You Top This?

FOR long and loyal service, this group of employees represents what their co-workers at the Galewood freight facility in Chicago believe to be an unbeatable Milwaukee Road record. Together, the seven have 353 years of employment. Pictured in seniority date order are, from left: D. J. Boyle, assistant cashier in the regional data office, Oct. 22, 1903 (59 years); J. J. Connolly, rate clerk in the agent's office, Sept. 10, 1906 (56); J. J. Kerwin Sr., rate clerk in the agent's office, Apr. 14, 1913 (49); S. N. Beaubien, cashier in the regional data office, May 23, 1913 (49); J. J. Oeftring, chief rate clerk in the agent's office, Sept. 14, 1913 (49); J. E. Savata, notice clerk in the agent's office, Dec. 18, 1916 (46); and R. W. Maloney, cashier at Healy station, Feb. 22, 1917 (45). Their total service figures out to 50.4 years per man.

AN APPEAL FOR DISCARDED EYEGLASSES—sun or otherwise—is being sounded by Howard Lawrence of the general car supervisor's office at Bensenville Yard. They are wanted by New Eyes For The Needy, a non-profit organization which provides eyeglasses for people without means to buy them. Howard is also asking for copies of Coronet and Reader's Digest for Veterans' hospitals and organizations affiliated with the VFW, and for paper-backed fiction to entertain inmates of institutions. Contributions should be sent to Howard at the Bensenville office, or arrangements made with him for handling their movement.

DIVISION STREET

Carolyn DiCicco, Correspondent

Archie Ludwig, clerk at Deering station, was released from Doctors General Hospital and on Mar. 21 went on pension with 42 years of service.

Sympathy was extended to James Zitnik, stower House 6, on the death of his mother and sister; also to Emil Arleo upon the death of his father.

William Geldart, former clerk at Union Street, passed away of a heart attack in Phoenix, Ariz. He is survived by his wife Madeline who also worked at Union Street before moving to Arizona.

Herman Stenzel, stower House 6, underwent eye surgery in St. Francis Hospital, Waukegan, and is at home at this writing.

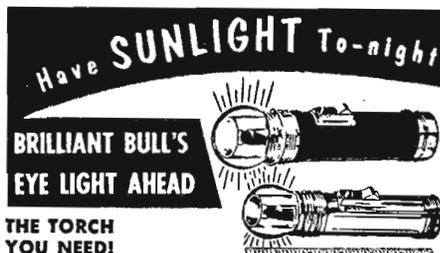
Aberdeen Division

EAST END

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

After being Scoutmaster for more years than he can remember, Conductor Rich Karn of Ortonville recently resigned because of a change in train assignments. Mrs. Karn has been a leader for the Girl Scouts over the years also. Recently son Dave became an Eagle Scout and daughter Jayne has received the Curve Bar, highest award for girls. The youngest of the family, Jimmy, is just starting as a Tenderfoot.

With the arrival of Paul Byron, son No. 5 at the home of Clerk Byron McKeown, he and his wife Jane are looking into the future with possibilities of a family basketball team. Daughters Kath-



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ryn and Mary Jane would, of course, be the cheer leaders.

Retired Conductor Jack Carruth, 83, died at his home in Andover Feb. 28. His widow has been confined to the hospital at Webster, S. D., for some time, due to a heart condition. Sympathy was extended to Agent C. I. Cowle of Wahpeton, N. D., whose wife passed away in March. Retired Agent John Nicholas of Langford, N. D., died of a heart ailment Mar. 28.

Many and varied have been the tales due to the long snowy winter we had here in Minnesota, but Signal Maintainer Eddie Brennan had a little more trouble than most of us. On one of those 30 below nights he was called out to go to North Watson to cut over the house signals because of having to put in a patch. He drove his trusty '56 Pontiac, kept the motor running so that now and then he could crawl into the car to thaw out. Suddenly he saw red when he glanced over to his car . . . red steam! The Pontiac was being burned before his very eyes! He extinguished the fire with snow but the car would no longer run. Luckily No. 16 came along and stopped because of the signal trouble so he was able to get back to Montevideo or he might at this very minute be a frozen statue out there in the country!

A fourth son has arrived at the home of Signal Maintainer Bernard Jacobson of Cologne. His name is David Eric.

Yardman Gene Tryon was chosen to try out a new safety shoe with an ankle brace. After a month's "trial run", he reported that they were "AOK." And the shoes are his, compliments of the shoe company.

Leroy P. Geiser is on leave of absence from the section forces at Montevideo due to a heart condition.

Lineman John Lanning has taken on the dignity of a grandfather since Diana Lynn was born to his daughter Marsha Ruppe.

Operator Al Wolff, his wife and son Nicky helped to open the Seattle World's Fair. They were on hand when the gates swung open, and planned to have a look at us from the top of the Space Needle.

John Ruether is a new fireman working on the Aberdeen Division. His brother Don is at present making student trips.

One of these days somebody's going to come up with a book on "How to Get Out of Doing It Yourself". He'll make a fortune.—Sauk Rapids (Minn.) Herald



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DOUBLE TAKE in pictures of the class of 21 confirmed at St. Paul's Lutheran Church in Montevideo, Minn., Palm Sunday were the 13-year-old sons of Operator Lynn Van Horn. That's Bruce on the left and his twin Brian on the right (or maybe it's the other way round).

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Ticket Agent Louis Mack is back on the job after recovering from surgery. He's hale and chipper as usual.

PBX Operator Bob Tisdall is being transferred from Aberdeen to the St. Paul office where he will be chief clerk.

Robert L. Pierson, a pre-med student at the University of South Dakota, was recently initiated into Phi Eta Sigma, a national freshman honor society. Honors are not new to Robert. In his junior year at the Aberdeen Central High School he was one of three finalists for the American Field Service summer program abroad, and he was initiated into the Keystone National Honor Society of the school in recognition of scholarship, leadership, service and character. His proud father is Building Maintenance Foreman John Pierson.

Carman Cyril Hanna and wife are the proud parents of a daughter born May 2.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Retired Storekeeper Lloyd Robert Lange, a 48-year employe, passed away Apr. 3 in a Cedar Rapids hospital. He was born at Preston, Minn., on Nov. 25, 1886. Surviving are his wife Garnet; a son, William J. of Marion; two grandchildren, and a sister, Rhea Lange of Dubuque. Burial was in Cedar Memorial. Mr. Lange was a member of the Milwaukee Veterans Association and of the National Association of Retired Veteran Railway Employes, Unit No. 29. He was a 50-year member of Marion Lodge No. 6, AF&AM, Clinton Consistory, a life member of El Kahir Shrine, a member of the First Baptist Church, and a charter member of the Embassy Club.

Sympathy was extended to retired Conductor Fay Marsh whose wife Ruth passed away Mar. 21. Mrs. Marsh was a member of the Marion Christian Church and of the Milwaukee Women's club. Burial was in Cedar Memorial.

George Richard Allard, a 41-year employe, died in Iowa City Mar. 14. In addition to his wife he is survived by a daughter, Mrs. Harry Hasley; four sons, Robert, Roy H., Ray C. and Ronald; three sisters, Mrs. William Sewell, Mrs. H. D. Barnes and Mrs. A. H. Gundling, all in Cedar Rapids, and 13 grandchildren. Burial was in Cedar Memorial.

Rate Clerk George Tressel and wife announced the arrival of a baby girl, Diane Louise, Mar. 29.

L. R. Lange, retired local storekeeper, Marion, Ia., passed away Apr. 3. He retired from the Road in October, 1954.

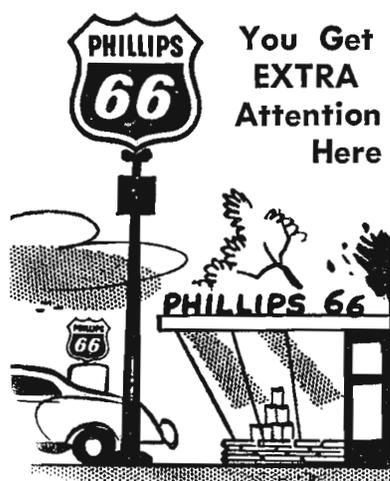
MIDDLE AND WEST

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

Retired Conductor John Curler of Perry, 81, passed away at the University of Iowa Hospital in Iowa City Feb. 28 after being in failing health for several months. He was a native of Mitchellville, Ia., and made his home in Manilla before being employed at Perry. He retired Mar. 1, 1951. He is survived by his wife, Myrtle. Interment was in Manilla.

Funeral services were held Mar. 6 for Edward L. McGuire, retired chief train dispatcher, at the Catholic Church in Ottumwa. He had been failing in health for some time. He started work as an operator in 1917, served with the Navy during World War I, after which he returned to work as an operator. In 1936 he came to Perry where he was promoted to train dispatcher, and later worked as chief dispatcher in Austin, Marion, and Ottumwa. Among the survivors are his wife, a sister, Alice McGuire, who is clerk to the chief carpenter in Perry, and a brother J. I. McGuire, agent at Council Bluffs.

Retired Agent Herman Krasche, formerly a resident of Perry, and for the past few years of Montezuma, Ia., received a driving honor Mar. 5 from the Motor Club of Iowa, affiliated with the American Automobile Association. At



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the founders day dinner held in Des Moines, he was recognized as the A.A.A. member in Iowa with the longest perfect driving record, having driven since 1903 without an accident or violation. He is 81 years of age, still holds a driver's license, and drives regularly.

A. B. Needham of Perry, the number two man on the conductors' seniority list on the middle Iowa Division, retired Feb. 28. Prior to his employment with the Road in 1920, he was a farmer. He started work as a brakeman, and in 1927 was promoted to conductor. He and his wife expect to make frequent trips to California to visit their son Clyde, who is employed with the Douglas Aircraft Company. Mr. Needham had 41 years of accident free service.

Conductor and Mrs. Lee Lones of Perry enjoyed a nice vacation during February and March traveling with a trailer caravan through Mexico, visiting Nuevo Laredo, Saltillo, Matehula, San Luis, Tatois, Mexico City, and other places. At each stop they spent from one to five days, which gave them ample time to see the local sights, and to take pictures.

Retired Freight and Passenger Agent Aubrey C. Van Sickle of Des Moines passed away in March after a short illness. Services were held in Des Moines. He was well known not only to railroad employes, but to many business men and shippers in this area. He retired about two years ago.

Engineer L. B. Huffman of Perry returned to work in March after being on leave of absence for several months to attend helicopter school with the National Guard at Fort Rucker, Ala., where he took advanced training in the Air Force. He ranked second in the graduating class of 22. He holds the rank of captain in the National Guard unit located at Boone, Ia.

W. E. Faylor, chief clerk in the superintendent's office at Perry, was hospitalized at Perry for approximately three weeks before being transferred to the University of Iowa Hospital at Iowa City, where back surgery was performed. He has since returned to work. During his absence General Clerk Harlan Johnson took over the duties of chief clerk.

Funeral services were held at Marion Mar. 24 for Mrs. Fay Marsh, wife of re-

tired conductor. Prior to Mr. Marsh's retirement they lived in Marion, and then moved to Sun City, Ariz., where they resided until early this year when they returned to Marion to be near their children and grandchildren. Besides her husband, Mrs. Marsh is survived by two sons, Robert, a conductor for the Milwaukee, and James.

Engineer W. D. (Dune) Gardner and Fireman Jack Cox of Perry while running on the westbound City of Los Angeles, Mar. 12, thought it would be nice to write a letter to the Van Horne, Ia., girls basketball team congratulating them on being crowned girls state basketball champions after the playoffs held in Waterloo. To Jack went the honor of writing the letter, in which he told the team members that the train crew would salute them on the return trip by blowing the whistle. He also said, "If you read us, blink your porch lights." On the return trip they did blow the whistle in salute, and Engineer Gardner said the town literally lit up like a torch. The team members all signed a thank you card, attached their victory photo, addressed both to The Crew of Train No.

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 Kasten, F. M., loco. engineer-----Milwaukee, Wis.
 McGuire, Alice E., clerk-----Perry, Ia.
 McPherson, C. O., signalman-----Tacoma, Wash.
 Pedersen, Peder, loco. engineer--Franklin Park, Ill.

Richter, George H.,
 head claim clerk-----Milwaukee, Wis.
 Shields, H. M.,
 pass. brakeman-----Iron Mountain, Mich.
 Taylor, J. G., conductor-----Baraboo, Wis.
 Wood, Clara M., asst. bureau head---Chicago, Ill.

Silver-45-Year-Passes

Altmeyer, Bernard,
 asst. to dist. master mechanic - Milwaukee, Wis.
 Anderson, Charles D., switchman---Oak Park, Ill.
 Bordeleau, Leo J., conductor---Green Bay, Wis.
 Bottoni, Frank L., loco. engineer-- Milwaukee, Wis.
 Cush, Arthur J., yardmaster-----Savanna, Ill.
 Degner, Helen, clerk-----Chicago, Ill.
 Goltz, Louis H., car inspector ---McGregor, Ia.
 Goodenow, J. C., trainman-----Crete, Ill.
 Graser, Sidney J., chief clerk in gen. supt.
 of transportation office -----Roselle, Ill.
 Johnson, J. W., pass. conductor-----Marion, Ia.
 Kunberger, Clarence H., asst. agent---Roselle, Ill.

Liska, Frank C., yard conductor-- Milwaukee, Wis.
 McDermott, Edward, carman---- Milwaukee, Wis.
 Meyers, L. E., yard clerk-----Savanna, Ill.
 Millenbah, P. W., agent-----Necedah, Wis.
 Moffat, Thomas H.,
 asst. demurrage clerk-----Minneapolis, Minn.
 Nowicki, Walter J.,
 bill and expense clerk-----Milwaukee, Wis.
 Schneider, George A., painter--- Milwaukee, Wis.
 Schram, George, blacksmith-----Gleason, Wis.
 Steinmetz, Anthony P., sec. laborer--Tomah, Wis.
 Westerberg, Ardell M.,
 asst. bureau head-----Chicago, Ill.

103 and mailed them to Orrie Ness of Marion, brakeman on the train that night.

Danny Stebbins, son of Engineer James Stebbins of Perry, had an emergency appendectomy in the Dallas County Hospital at Perry in March.

Retired Clerk Lester Wycoff, 74, of Perry, passed away Apr. 5 in the Dallas County Hospital where he had been a patient for a week following a long illness at home. He farmed for many years before turning to railroading with the D.M.&C.I., from which he came to the Milwaukee as a yard clerk at Perry. He retired in 1954, after which he worked as clerk at the Pattee Hotel in Perry. Funeral services were held at the First Methodist Church in Perry, with interment in Cooper, Ia.

Retired Engineer Jesse Snipe and his wife returned to their home in Perry after spending the winter in Gulfport, Miss. Their vacation was marred by the passing of Mr. Snipe's mother, who died Mar. 3 in a nursing home at the age of 100, and also by the passing of his sister, Mrs. Higginson, who died at the age of 80. She was living in the same nursing home as her mother.

Retired Engineer Oliver Jensen and wife also spent the winter in Gulfport, Miss., as neighbors of the Snipes. They returned to their home in Perry in April, and then journeyed to Houston, Tex., to spend some time with their daughter and her family, and to Denver, where they took care of their son's children while he and his wife were on a vacation trip.

Retired Engineer George Starliper of Perry and wife became great-grandparents Apr. 14 when a girl, Rochelle Ann, was born to Mr. and Mrs. Eddie Davis of Jamaica, Ia.

H. J. Peterson, retired agent, passed away Apr. 9 at his home in Glendora, Calif. He formerly held the agency at Marion, at Perry, and from 1943 until his retirement the agency at Portsmouth, after which he moved to Glendora, where services and burial were held Apr. 12.

Owen E. Heenan, retired machinist of Perry, passed away Apr. 16 at the home of his daughter in Spotswood, N. J., after being in failing health for a number of months. He was born May 20, 1884, at Stuart, Ia. He moved to Perry in 1922, when he took employment with the Milwaukee at the roundhouse as a machinist. He is survived by two sons and three daughters. One son, Gene, is night yardmaster in Perry. Services were held in St. Patrick's Church, and burial was in Violet Hill Cemetery.

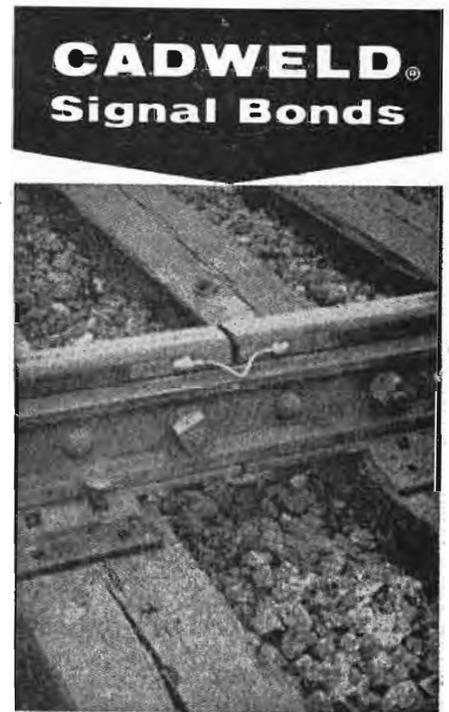
Sandra, daughter of Roundhouse Foreman William Wasson, has completed the three months of training required at St. Bernard's, a hospital for nervous and mental diseases in Council Bluffs. She will be graduated in June from Mercy Hospital, Des Moines, where she is now completing her training.

Ray Murphy, second trick yard clerk at Perry, underwent surgery in the Dallas County Hospital Apr. 18. At the time of this writing he had returned home for convalescing, and was expected to return to work in a couple of weeks.

Herbert Taylor, retired engineer, joined the Daily Chief's Three Quarter Century Club, an organization of those in the vicinity of Perry who are 75 years old or more. He started with the Road in 1903 and was in yard service from 1920 to his retirement in 1948. For four successive terms he served on the city council of Perry, was elected city councilman-at-large, and has acted as temporary mayor during the absence of the regular mayor. He was instrumental in developing and working on committees on both local and statewide projects, among them the construction of the Red Rock Dam, and the planning of the Saylor Dam which will be built when funds are available.

Fireman and Mrs. William Shilhanek of Perry announced the arrival of a baby girl Apr. 15 at the Dallas County Hospital, Perry.

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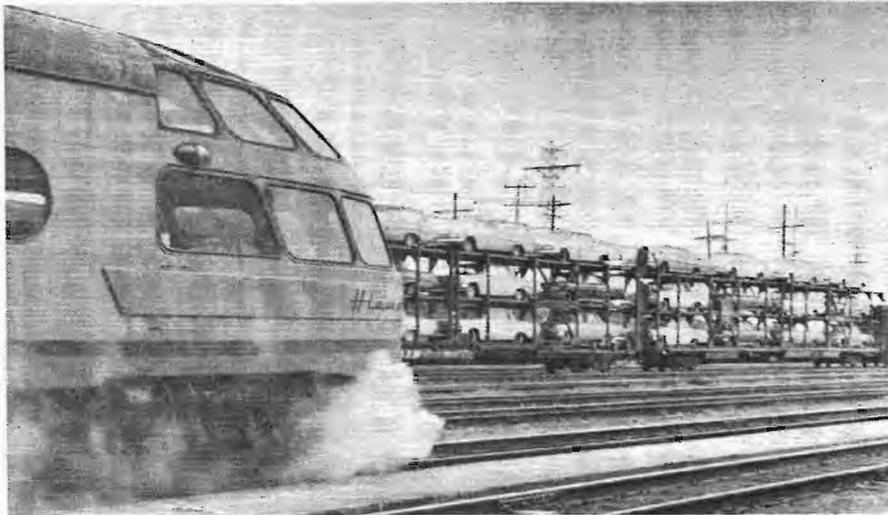
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MILWAUKEE ROAD SERVICE—FREIGHT AND PASSENGER—is symbolized in this picture of equipment at the Portage, Wis., yard. In the foreground is the Skytop Lounge drawing room parlor car of a Hiawatha train, and in the background a freight movement of tri-level loads of automobiles. (Portage Daily Register photo by Dewey Pfeister)



DOING WHAT COMES NATURALLY, madcap comedienne Phyllis Diller convulsed fellow passengers on the Afternoon Hiawatha with this bit of clowning while traveling recently from Chicago to Milwaukee. A make-believe woolly crawler attached to her sweater served as a prop for this demonstration of the famous eye-rolling expression. The nation's top nightclub comedienne was en route to an engagement at the Holiday House in Milwaukee.

New On Our Shopper's Special List

HERE are three new additions to the list of pocket-sized articles bearing the Milwaukee Road's trademark which bargain minded shoppers may purchase through our company's advertising department. Each item has been tested for quality, and the price is right—just about cost.

Notice that the plastic rainhoods modeled by Mary Ann Rathbun of our Chicago-Union Station typing bureau (left) and Barbara Ann Sandstrom, secretary to communications engineer, stay in place without a single tie! The secret lies in two button-type snaps adjustable to head sizes. It comes in the case demonstrated by Lenore Pedziwiatr, tax department stenographer, which doubles as a change purse, and has a chain attachment that can be used as a key ring. The case is black with a gold colored trademark; the price, 25 cents.

Held by Mary Ann is a 6-foot retractable pocket rule, all-steel enclosed in a chrome steel case. This useful household article, red with the trademark imprinted in white, is an unusual value for \$1.10.

Anyone who likes French fragrances will find it hard to resist the purse-size vial of Lanvin's "My Sin" extract demonstrated here by Barbara Ann. The price, only 35 cents, includes the plastic hinge-top trinket box, black with a gold emblem.

To buy these articles, write to our advertising agent, C. N. Rank, at Room 824 Union Station, Chicago 6, Ill., enclosing your check payable to The Milwaukee Road.

CALIFORNIA BOUND, Donald O'Connor and wife pose for photographers while boarding the Milwaukee Road-Union Pacific "City of Los Angeles" in Chicago Apr. 6. The dapper actor-dancer-nightclub entertainer is a regular patron of the "City" trains.



The Milwaukee Road Magazine



BILLBOARD COVERAGE—wrapping paper that advertises while it protects from dirt and weather—has been developed by the Weyerhaeuser Lumber Co. to ship unitized strapped package lumber on flat cars to dealers throughout the country. This Milwaukee Road movement being loaded at the Aberdeen, Wash., mill was the first wrapped in a special reinforced paper imprinted with the Weyerhaeuser tree-in-a-triangle brand and the company name in 10-inch letters

which advertised as it rolled. Shown with the "Aberdeen First" are, from left: H. D. Collingwood, Milwaukee Road division freight and passenger agent at Aberdeen; Ortie E. LaVoy of Weyerhaeuser's softwood lumber planning department in Tacoma; and Douglas Kilner, lumber sales manager of the Twin Harbors branch. A typical unit is about 26 inches high by 45 inches wide, and contains approximately 180 pieces of the same length.

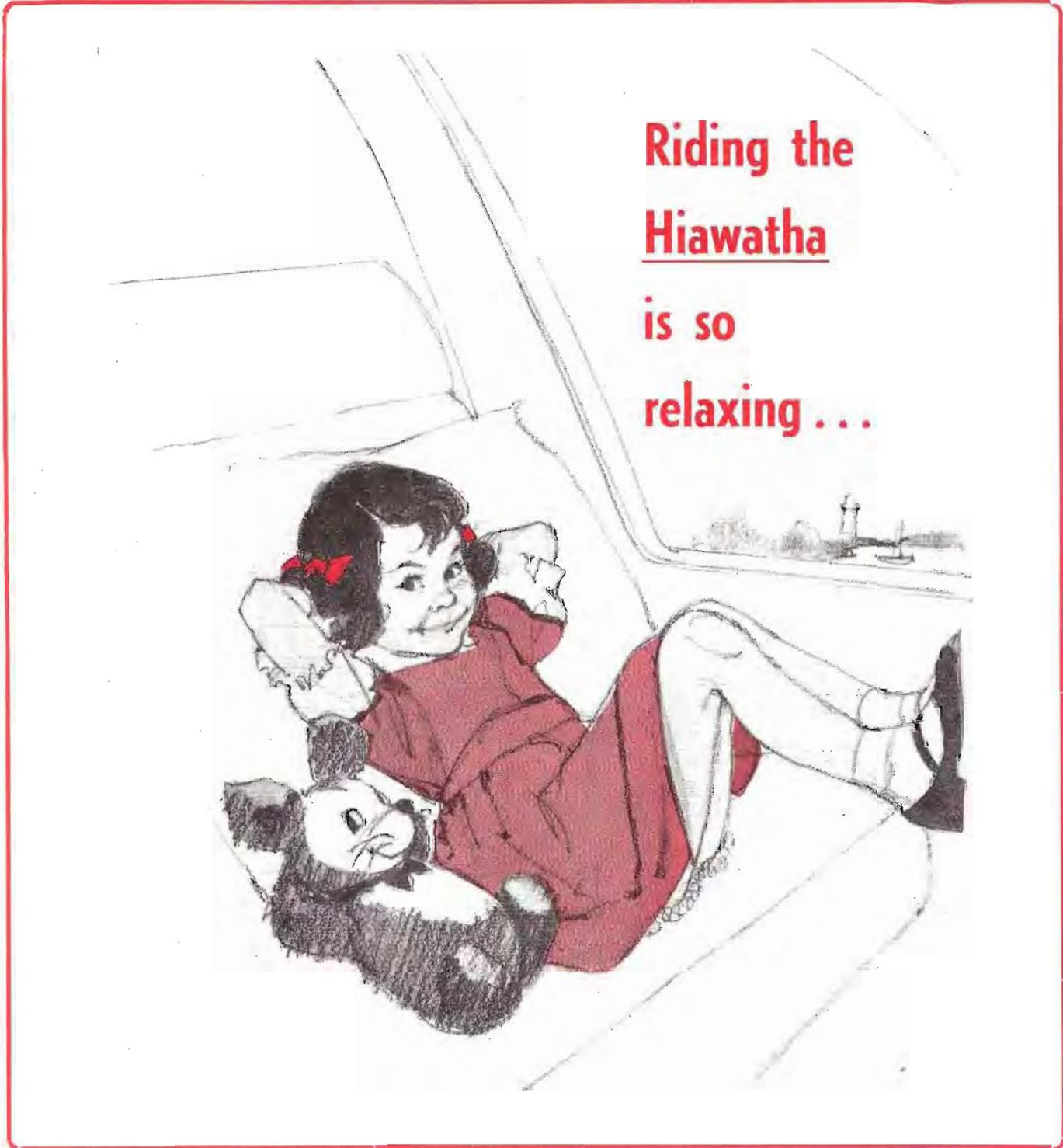


COVERING THE WATERFRONT. On Jones Island in Milwaukee, a maritime connection for Milwaukee Road service, a new 30-ton gantry crane being tested at the municipal south pier No. 1 lifts a loaded railroad car weighing 40 tons. With the boom straight up, the crane is 117 feet high—as tall as a 12-story building. The car was purposely overloaded for the test. (Milwaukee Journal photo)



FATHER OF THE LARGEST MILWAUKEE ROAD FAMILY? Unless someone can refute that claim, the title goes to Engineer Tom Quinn of Minneapolis. Here are the 15 assembled for the marriage of daughter Mary Ellen. Roll-called, the front row lists, left to right: Robert, Theresa, Tommy, and flower girls Sharon and Debbie. Rear, from left: Verna, Cathy, Mrs. Quinn holding Jimmy, and to the left of the father of the bride, John, Barbara, Michael, Susan, Patrick and Colleen.

SUSIE SAYS: "For comfort and service, ride the Milwaukee Road Hiawathas. Kids just love the Super Dome cars." For more about Susie, see page 3.



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Hiawatha
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relaxing . . .**