

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



ROUTE OF THE SUPER DOME
Hiawathas AND
WESTERN CITIES
Domeliners

America's Resourceful Railroad

MARIE HOTTON
Managing Editor

**PUBLIC RELATIONS
DEPARTMENT**

Union Station—Chicago

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 employes may continue to receive it without cost by sending their addresses to the circulation department, 824 Union Station, Chicago 6, Ill.

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To The Milwaukee Road Family

AS another year draws to a close, the good will custom of conveying my holiday greetings to the men and women of the Milwaukee Road is a pleasant, personal thing. With all sincerity, I wish that this period reserved for family festivities will be truly enjoyable in your homes.

In the light of changes taking place in our industry, I also want to express some thoughts not limited to the holidays which come to mind at this special time. They relate to the fact that our railroad, like many others, has experienced a difficult year, but thanks to the accomplishments that were made possible through your loyal and effective work, there are many things to lift our spirits in this happy and holy season.

Of course, some of our problems can't be wholly shunted aside, but I believe we can look forward with confidence to what the next year holds for this railroad in which we take such pride. Many of these encouraging features exist in our own stepped up operations, but topping these, as I see it, is President Kennedy's transportation message to Congress which recognized the federal government's responsibility toward our industry's difficulties. After years of apathy, it is a sign of progress from which at this time we can all take heart.

It is in this spirit that I feel privileged to extend to you and your families my best wishes for a Merry Christmas and a Happy New Year.

William J. Green

The Cover

FOR getting off to a good start in 1963 our railroad picked Susie, the little traveler featured in advertisements of Milwaukee Road passenger train service, as its pin-up girl of the year. This cover is a reproduction of the design on our 1963 calendar which is going out to friends of the railroad at this season to wish them well not just at Christmas but all through the year, so "Susie Says." The original is printed in a four-color combination that adds warmth to her "join me for a ride" invitation.



We Thought The Public Was Great

At the conclusion of the recent North Western strike the Milwaukee Road tossed a big bouquet to its suburban patrons in the Chicago area—both the “regulars” and those who had looked to it for an extra 175,000 rides during the C&NW shutdown.

“We think you’ve been great”, the Road said.

Commuters on our lines north and west of Chicago found the sentiment expressed in leaflets placed on their trains which showed a weary but smiling conductor mopping his brow. The message to the suburban passengers explained that the Milwaukee’s forces had done their best to juggle equipment and schedules to provide the emergency service, and thanked them for being good sports about any incon-



From Marguerite S. Case, Mount Prospect, Ill.—“I want to express my appreciation for the courteous and efficient service accorded the ‘displaced’ persons of the Northwestern during the strike. It was my privilege to ride on the 4:32 out of the Union Station in the evening going to Bensenville, and your conductors were so helpful, it was a pleasure to ride on this train. This was equally true on the morning train leaving Bensenville at 7:47.

“Since people are prone to criticize when things are not to their liking I thought you would be interested in hearing that I am not only expressing my own sentiments but those of several persons with whom I talked.”

From James R. Irving, Crystal Lake, Ill., who drove to Elgin, Ill., every day to commute to Chicago: “As a management executive, perhaps my greatest satisfaction was the courtesy and helpfulness of your company’s personnel. From ticket sellers to operating people, all made this trying situation a rather ‘enjoyable’ experience.

“While this is written as an individual, it can be safely assumed that many more people who used your service felt the same way . . . You are to be con-

veniences they may have experienced.

“We know our trains were crowded”, it stated, “and that probably some of our conductors lost a button or two getting through the jam-packed aisles. They’re glad and we’re glad it’s over—and we want you to know that we appreciate how helpful you have been in bearing with us under the circumstances. That’s why we think you’ve been great.”

What the users of the service thought while all this was going on could only be guessed, but there is strong evidence that the gratitude was mutual. Here is a representative sampling of letters received from C&NW commuters who managed to travel to and from their jobs on the Milwaukee during the strike period:

gratulated for having personnel that truly make your customers happy to be with you.”

From L. J. Middel, Arlington Heights, Ill.: “During the strike I had the pleasure of using your railroad from Itasca to the Union Station. It was a very nice feeling to get back again on the Northwestern from Arlington Heights, but I would certainly be remiss if I did not tell you how much I appreciated your efforts on behalf of the Northwestern’s commuters.”

From W. W. Spangler, Park Ridge, Ill.: “Just a few words to let you know how much a C&NW commuter appreciated the fine work your company did . . . With numerous others, I ‘crowded in’ on the Morton Grove platform. The extra you put on the morning schedule was on time (7:30 A.M.) every day, and seats were available.

“ . . . Naturally, we are happy that things have resumed a normal pace, but I want to congratulate your organization on the fine way you helped your cross-country neighbors during the shutdown.”

And the following from a vacationist stranded in northern Wisconsin, **Miss Nona Conroy, Chicago, Ill.**: “Because of the strike I had to go 100 miles to Wausau for the return trip to Chicago, and I was in no particularly joyful mood on having to change my arrangements . . .

“But from the very first contact—a long distance call to Wausau for reservations—to the purchase of the ticket in the station . . . and to the very end of the trip, I was greatly impressed with the genuine, friendly and courteous service. The conductor on the train to New Lisbon offered to help all who needed help with their luggage, and the porter in the parlor car came forward to help

carry baggage also. The steward in the dining car was very friendly, and the waiter exceptionally so, and both said they hoped I’d be traveling that way again soon. By the way, the meal was excellent, too.

“It was a pleasant surprise to receive such courteous attention all along the line, and I just had to tell you so.”



NIMS Effort Eliminates “Five O’Clock Shadow”

THE efforts of Milwaukee Road employees to cooperate with the United States Post Office Department in eliminating what is termed “Five O’Clock Shadow” were recognized recently by the Chicago Mail Users Council with a membership in the NIMS—Nationwide Improved Mail Service. The membership certificate was conferred by Harry H. Semrow, postmaster of the Chicago Post Office, which is rated the No. 1 NIMS office in the United States.

“Five O’Clock Shadow” is the flood of bulk mail that inundates post offices at the close of the business day and sometimes prevents important letters from being dispatched on the earliest outgoing connection. The NIMS plan involves channeling mail to post offices in an even, all-day flow to be processed prior to the 5 P.M. rush, and providing Post Office supervisors with advance information of volume mailings. The Milwaukee Road has participated in the plan since it was inaugurated on July 19, 1961.



JUNIOR ACHIEVEMENT—



The Milwaukee Road Sponsors Learn-By-Doing Programs

JUNIOR ACHIEVEMENT, the growing movement to provide American youth with an understanding of the philosophy of private enterprise, recently gained a sponsor in the Milwaukee Road, which has become the counseling firm for two J.A. programs in Chicago. A group of more than 20 employes has volunteered to serve as Advisers for "learn by doing" projects which enable high school students to find out what makes the American business system "tick".

The Advisers were indoctrinated in the objectives of Junior Achievement and the function of the counselor at a meeting in the Palmer House Sept. 13, and were honored later at a kick-off luncheon held in Fred Harvey's Canterbury Room in the Union Station. Company officers spoke at the luncheon, together with Thomas M. Pendergast,

executive vice president of J.A. in Chicago. The Adviser group pledged to donate one evening of their time a week, starting in October and through the ensuing school year, to counseling teenage boys and girls in the fundamentals of running businesses of their own.

Junior Achievement, a non-profit program financed by business and industry, serves the purpose of providing city teen-agers with practical experience in the way that 4-H serves farm youth. Upward of 4,200 of the capsule companies are organized each year in the United States and Canada, in addition to similar programs carried out in several foreign countries.

The greatest expansion has been in the Chicago area, which has the largest and most effective program in the United States. Last year 7,500 Chicago teen-agers operated 352 J.A. companies

Above: The Adviser teams and their alternates posed at the kick-off luncheon. Seated, from left: Milton Croasdale, bureau head, auditor of freight accounts department; W. W. Rogers, special representative, vice president-finance and accounting; J. Conway, transit accountant; E. A. Berry, bureau head, station accounts and overcharge claims auditing department; E. Marx, bureau head, auditor of freight settlements office; J. P. Kalasmiki and F. H. Joynt, assistant agent and agent, Galewood; and R. F. Kratochwill, comptroller. Standing, from left: K. E. Hornung, architect; M. J. Hanson, assistant district storekeeper; L. W. Stuebner, car foreman; W. O. Refke, R. H. Mau and W. R. Bickley, city freight agents; K. D. French, chief clerk, freight claim department; C. V. Johnson, engineering department secretary; Elmer Nelson, machinist; Calvin Hardman, machinist helper apprentice; Anthony Lagowski, boiler foreman; A. J. Berry, assistant to general freight traffic manager-sales and service; and C. W. Capron, chief clerk, signals and communications. Absent from the picture is W. F. Wilkinson, chief demurrage inspector.

with the counsel of 1,207 volunteer Advisers. More than twice that number applied, but could not be accommodated because of limited facilities and operating funds.

The goal of Junior Achievement is to implant in American young people an appreciation of our free economy system by giving them a chance to run a real business in which a product or service is sold to make a real profit. Achievers learn the meaning of "capital" because they raise it for an actual company; "productivity" when they learn how inefficient production methods and absenteeism jeopardize its financial health; and the meaning of "commissions" when they see that the salesman who sells the most should get a greater reward than the one who sells the least.

Teen-agers are told about Junior Achievement in high school assemblies shortly after school opens in the fall. Groups of 15 to 20 boys and girls are organized at J.A. centers—each district center houses from 15 to 40 or more enterprises—and a team of Advisers is assigned to each group. From that point on the Achievers go into business.

The companies meet one night a week throughout the school year. In the organization steps, the members agree on a product or service, pick a company



Officers of the J.A. companies sell stock in their enterprises during a visit to the Milwaukee Road's headquarters in the Union Station—Roberta Knie and George Daszko, secretary and president of Achiever "7", and Kenneth Bay, president of the Semaphores (left to right). The investors are, from left: W. C. Anderson and C. T. Skjoldager, purchasing department buyers; E. O. Schiewe, vice president and general counsel; C. E. Crippen, vice president-finance and accounting; S. J. Cooley, vice president-real estate and industrial development; W. D. Sunter, general freight traffic manager-sales and service; and F. G. McGinn, vice president-operation.

ates, adopt by laws, learn safety rules, establish wage and bonus plans, map sales campaigns, and adopt operating budgets. Packaging, labeling, advertising—all receive attention.

Every Achiever is a member of the sales force. The products are sold from door-to-door for the most part, since experience in this type of selling develops poise and confidence, and the ability

to express ideas—valuable qualities in fields of future endeavor.

At the end of the J.A. year in May, the companies liquidate assets, pay bills and taxes, retire capital stock, and declare a liquidating dividend if their operations have been successful. Between 75 and 80 per cent show a profit. The New York Stock Exchange honors the company which prepares the best report

Big Business for Young Adults

name, apply for a charter, and discuss methods of raising capital. Stock is sold to the public at 50 cents per share, with a maximum of five shares to a person. Each member-manager must also buy stock in the enterprise. The proceeds are used to lease work space and equipment in the J.A. centers, buy raw materials and meet payroll and overhead costs.

The business centers are equipped with power tools, kitchen facilities, and print shop and other equipment suitable for the production of a multitude of products and services. Companies occupy individual rooms where they set up production lines, keep financial records and hold meetings.

The business is conducted in a pattern conforming to the adult business world. Achievers survey sources and prices of materials, learn about the functions of a board of directors, elect officers, establish a bank account, sign leases, process and record stock certifi-

Roberta Knie, Schurz High School junior, follows the "how to raise your sales level" instructions for interesting V. E. Glosup, assistant vice president operation-chief engineer, in becoming an Achiever "7" stockholder.



"Driving home the sale", Diane Raymond, assistant vice president-production of the Semaphore company, and fellow J.A. member Roger Swanson describe their product to P. L. Cowling, assistant to president.





Above left: An exchange of ideas as K. E. Hornung, production Adviser for the Semaphores, explains some of the problems to be solved in developing a stencil decoration for the company's product, a wooden cutting board.

Above: Where the sales dollar comes from and where it goes is the subject of this Semaphore company discussion monitored by R. F. Kratochwill, accounting Adviser (left), and A. J. Berry, Adviser for sales activities.

"Careful—now easy on the turn" cautions Anthony Lagowski, alternate production Adviser of the Semaphore company, as Richard Cress makes his first cutting board. Looking on is Henry Dronzek, a reserve alternate.

Semaphore members Marsha Baran, Ilene Kostow (treasurer) and Shirley Wagner (left to right) issue stock certificates with a little help from W. F. Wilkinson, alternate accounting Adviser.

to stockholders.

The companies for which the Milwaukee Road is the counseling firm elected to name themselves "The Semaphores", in honor of the railroad, and "Achiever '7'", as a tribute to our nation's astronauts. Starting with their capitalization, several of the junior executives met with officers of the railroad to discuss the operations of an adult firm and sell stock in their enterprises.

Counselors serve in teams of three, one for production procedures, another for business administration and accounting methods, and a third on sales activities. Participating in the Milwaukee's programs as sales advisers are A. J. Berry, assistant to general freight traffic manager-sales and service, and W. O. Refke, city freight agent. Production guidance is furnished by K. E. Hornung, the Road's architect, together with Car Foreman L. W. Stuebner, and accounting advice by R. F. Kratochwill, comp-

troller, and E. A. Berry, bureau head in the station accounts and overcharge claim auditing department. In addition, four alternate teams have been activated to fill the breach should the assigned Advisers be unable to attend a meeting.

The role of the Adviser in getting a company on the right track and rolling is the most important in Junior Achievement. After the Achievers are on their own, the Adviser's job is to help the officers analyze problems facing the enterprise, but let them come up with the solutions. An exception is the selection of the product or service, which is suggested by the Advisers for the purpose of preventing the inexperienced Achievers from getting off to a poor start with a product beyond their ability to make or to market profitably. As the program advances, however, the Achievers initiate the development of additional products or lines.

A good "starter" product contributes

importantly to the company's success. Its appearance must meet a commercial standard, and it must be convenient to carry on buses and house-to-house selling. Moreover, the manufacture must be sufficiently complex to sustain interest in the project.

The Semaphore company went into production with a wooden cutting board for kitchen use. It is fashioned of quality birch and decorated by the silk screen method with a colorful rooster under a protective shellac finish. The Achiever "7" enterprise is a novelty wall plaque manufactured under the name of REC-O-PLAC, using surplus phonograph records as the basic material. The plastic records are heat-treated in a fluted mold, ornamented with plastic flowers in a bas relief effect, and sprayed with gilt to a high luster.

The first consideration in making the product is safety. Everyone engaged in the project shares the responsibility to avoid accidents. The second is quality—the finished article must give full value for the price charged. Achievers learn the last lesson quickly because rejected

products are visible evidence of waste. The understanding of quality control is a help to them on jobs later in life.

In the course of their J.A. experience, teen-agers are led to a basic realization of the desirability of the American system of individual opportunity, and develop personal qualities of initiative and teamwork which will enable them to take an effective part in it. Awards and contests are incentives to set high goals. For instance, a nationwide "best salesman" contest sponsored by sales and marketing executives offers a top prize of a \$1,000 scholarship, and a number of others are available to Achievers whose individual performance and scholastic record meet the qualifications of the donors.

Success for the Adviser

Although young people could learn to run these miniature companies by themselves, the business know-how thus acquired would be only a fraction of what they learn with help. It is the counsel and leadership of the Adviser, based on his own experience, which make their participation meaningful. The Adviser sets the tone of the meetings, guides and encourages them to think up ideas. Success for the Adviser is measured in how soon Achievers can accept responsibility and make their own decisions.

The role is not without rewards, for the Advisers, too, "learn by doing". Aside from the satisfaction of helping young people to a brighter future, they get the benefit of an informal but effective management training course in which they are required to exercise the same qualities of judgment and ability necessary for success in the top echelon of business.

TRAVEL TAX BOWS OUT. The 21-year-old transportation tax imposed to curtail travel during World War II went out of existence at 12.01 A.M. on Nov. 16. Originally referred to as a war revenue tax (although the United States was not in the war at that time), it became effective Oct. 10, 1941 with a levy of 5 per cent, and on Nov. 1, 1942 was raised to 10 per cent. At the height of the war, on Apr. 1, 1944, the ante was upped to 15 per cent and continued at that rate until Apr. 1, 1954 when it was reduced to 10 per cent. The act of the last Congress repealed the tax only on rail and bus transportation. Airline passengers must continue to pay the 5 per cent tax imposed in June.

November-December, 1962

Bonnie White and George Daszko, treasurer and president respectively of Achiever "7", receive advice on a knotty problem from W. W. Rogers, their alternate accounting Adviser.



On the REC-O-PLAC line at Achiever "7", Gary Weimer, a Lane High School junior (left), and Robert Potempa, a junior at Austin High, "learn by doing" with an occasional suggestion from Machinist Elmer Nelson, the company's alternate production Adviser.



Catherine Calia (left) and Dorothy Miceli, friends at Kelvyn High School, take a lesson in assembling a REC-O-PLAC from L. W. Stuebner, production Adviser of Achiever "7".



Below: Lane High friends Henry Ruff (left) and Steven Bereza take pains in wiring a flower spray to the back of a REC-O-PLAC.

Below right: Achiever "7" members Laura Ciucci (left) and Barbara Wilkes spray their wall plaques with gilt.





NINE YEARS and 8½ MILLION CARS ...

Pre-Assembly Speeds Installation of New Main Retarder at Bensenville Yard

W. E. Fuhr, assistant chief engineer signals and communications (right), and K. L. Clark, division engineer of the Chicago Terminals-Terre Haute Division, discuss the operation of the new type of retarder.

IN one of the first engineering feats of its kind, the Milwaukee Road changed out the main electro-pneumatic car retarder at Bensenville Yard west of Chicago Oct. 16.

Balanced between two heavy duty on-track cranes, a new 55-ton 91-foot fully assembled retarder was nudged into position to replace the retarder which had seen service since the yard was opened in 1953. The operation was one of the first in which a railroad had pre-assembled a retarder of such tonnage and length and moved it into place as a single unit.

Problems connected with handling the 55-ton panel of track and equipment in one section were resolved by the Milwaukee Road's engineers, who had been advised "it can't be done". By doing it anyhow, the yard was out of service the minimum length of time.

The operation, which was carried out under the supervision of W. E. Fuhr, assistant chief engineer signals and communications, required a close coordination of effort by operating and engineering forces. Meetings were held on the grounds to study methods of expediting the job, and signal crews worked two weeks in advance putting the retarder

together pending its installation under favorable traffic and weather conditions.

The new retarder was assembled alongside the old. Then at daybreak on Oct. 16 track, signal and work equipment crews moved in with power equipment, disassembled the original unit, replaced ballast to a depth of three feet, and swung the new retarder into place. Including the electrical connections by which it is controlled from the tower, the new installation was intact and the yard back in service by mid-afternoon.

At the time of its completion in 1953 the Bensenville complex was the most modern freight car classification yard in the world employing both route switching and retarder speed control. Originally built as a 70-track yard, another track was added for the classification of cars moving to the "one spot" car repair system constructed at the west end in 1960.

During the nine years the main retarder was in service it had controlled almost 8½ million freight cars as they rolled into the yard for assembly and outbound movement. Upon being dismantled it was determined that if all of the cars handled by it were 40 feet long—and many were longer—the total

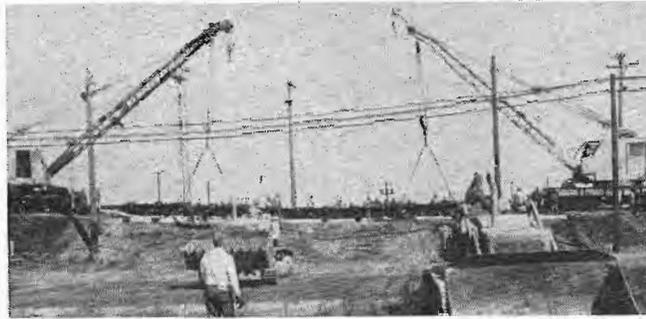
Following the removal of the old retarder, caterpillar tractors move in with new crushed rock ballast. The project entailed changing out ballast to a depth of three feet.



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The 55-ton 91-foot panel is maneuvered into position, balanced between heavy duty on-track cranes. The three cables at the left are attached to caterpillar tractors which pulled it into place.



Top: Work crews dismantle the old retarder, which was lifted out in sections. The view is east into Bensenville Yard.

Below: Broadside view of the operation showing cranes and caterpillar tractors ready to go into action.

would make up a train 64,394 miles long. A train of this length would encircle the earth two and a half times.

The new retarder features several design changes, including an 18 per cent increase of retardation power, in keep-

ing with the larger and more heavily loaded cars moving over the railroads today compared with those of nine years ago. It is also more massively built for longer service. Plans provide for replacing eventually all of the 16 secondary retarders at Bensenville, as well as retarders at yards in Milwaukee and St. Paul.

Historic Land Donated to New Fort Snelling Park

UNDERWRITING a project of Minnesota civic leaders to preserve one of that state's great historical sites, the Milwaukee Road recently made the first private donation of land to the new Fort Snelling State Park.

The gift consists of six lots totaling about one acre in the village of Mendota, including a tract fronting on the Minnesota River which commands a view of the famous Sibley and Faribault Houses. It had been a part of the railroad's right of way since the Civil War.

The transfer of the deed to the Minnesota Department of Conservation by E. O. Schiewe, vice president and general counsel, was the feature event of the annual meeting of the Fort Snelling State Park Association, a citizens organization, on Nov. 7. The action kicked off a campaign to raise \$250,000 for developing the park as a recreation fa-

cility and tourist attraction.

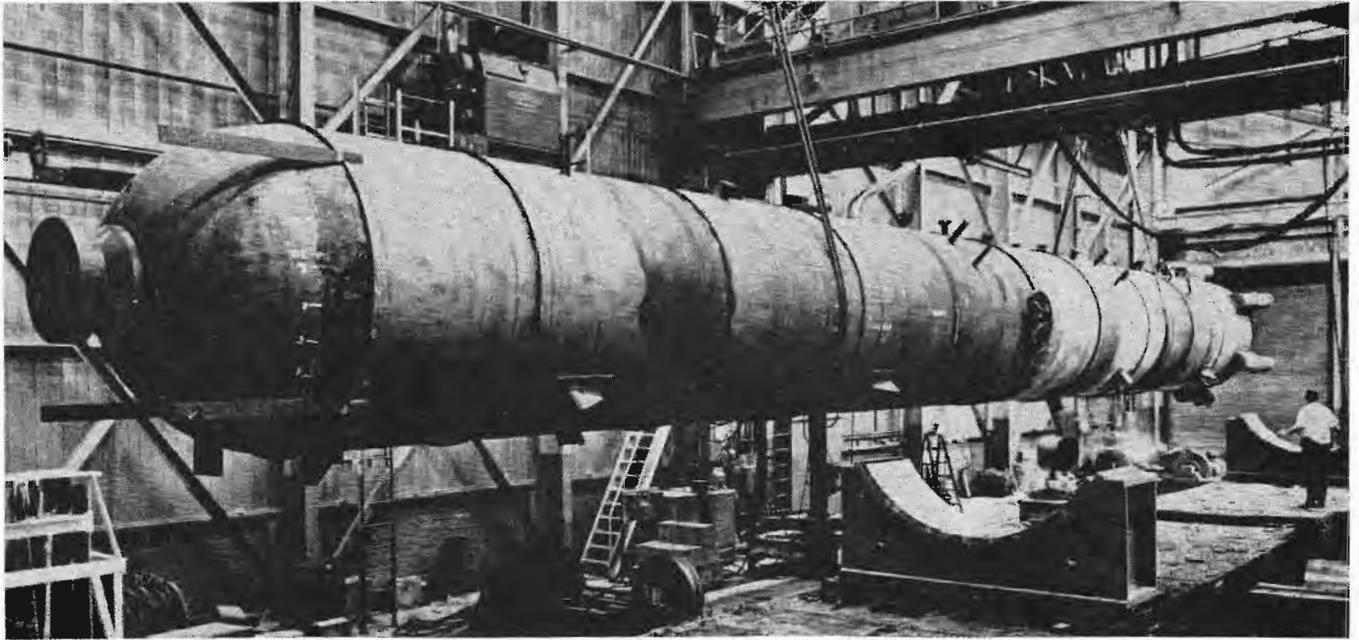
Fort Snelling State Park, created by the 1961 state legislature, stretches for about four miles along both sides of the Minnesota River upstream from its

junction with the Mississippi. The nucleus is a 320-acre federal grant of land that includes the site of old Fort Snelling, considered by many to be the

(Continued on page 12)



Minnesota's Old Fort Snelling, from a painting by James McClellan Boal.



Cranes hoist the huge pressure vessel aboard two Milwaukee Road heavy duty flat cars at the A. O. Smith Corporation plant in Milwaukee, Wis.

The Milwaukee Handles the **HEAVIEST HAUL IN RAIL HISTORY**

THE Milwaukee Road helped to establish a new industry record Sept. 27 when the heaviest single shipment in railroad history—gross weight 1,079,200 pounds—pulled out on its rails for a 2,200-mile trip to the west coast.

The mammoth load was a 98-foot-long petroleum isocracker fabricated by the Process Division of the A. O. Smith Corporation, Milwaukee, Wis., for a new \$20 million Tidewater Oil Company refinery at Avon, Calif. The refinery complex, which is being constructed by the Bechtel Corporation, will be the world's largest.

The Milwaukee moved the pressure vessel from Milwaukee to Kansas City, Mo., from where it traveled via the Santa Fe and the Southern Pacific to the installation site. A factor in choosing the route of these railroads was their ability to handle a million-pound load concentrated on 100 feet of track.

The previous record rail haul, in which the Milwaukee participated also, was a 7½-mile continuous loop of marine cable weighing 803,000 pounds shipped from Passaic, N. J., to Renton, Wash., in nine gondola cars in 1951. The Milwaukee hauled it from Chicago to Renton.

The railroads involved in the isocracker movement checked clearances and weight bearing elements before A. O. Smith bid on the contract to make sure that such a vessel could be shipped half way across the continent. The record load was handled on two Milwaukee Road heavy duty flat cars, MILW 601051

and 601052. These cars, designed with four trucks having four wheels each, are among only 12 in the industry capable of carrying weights up to 500,000 pounds.

The load required two idler cars, one at each end, to provide for overhang and to distribute the tremendous weight.

J. J. Dombrowski, superintendent of the Milwaukee Terminals, and Conductor D. C. Moore watch the transfer of the record rail haul from the A. O. Smith plant to Muskego Yard on the first leg of its 2,200-mile journey.



ARMEA Careful Car Handling Slogan Contest Winner Announced



L. E. White, yard clerk for the Kansas City Southern Lines who won the industry-wide damage prevention slogan contest, is presented with a check for \$1,000 by Donna Carr of Chicago, "Miss Careful Handling". At left is R. J. Schiek, executive assistant of the Elgin, Joliet and Eastern Railway, and 1962 president of the American Railway Magazine Editors Association which sponsored the contest.

HERE'S the answer to the \$1,000 prize question of who won the Careful Car Handling slogan contest conducted by the American Railway Magazine Editors Association in which Milwaukee Road employes had an interest:

The lucky winner was L. E. "Tom" White, a freight yard clerk for the Louisiana and Arkansas Division of the Kansas City Southern Lines. His slogan, picked from more than 50,000 submitted by railroaders in the United States and Canada, reads "Keep Freight On The Go—Handle Easy, Couple Slow".

The presentation of a check for \$1,000 to Mr. White was a highlight of the annual conference of the editors' association in Chicago Oct. 10-12.

Mr. White's slogan was chosen as expressing concisely the aim of 1962's intensive campaign to emphasize to operating employes the damaging effect of careless freight handling on railroad business and jobs. The judges were three representatives of the shipping world—Lester E. Olsen of the Great Lakes Carbon Corporation, president of the National Association of Shippers Advisory Boards; Richard M. Boyd of the Pittsburgh Plate Glass Company, president of the National Industrial Traffic League; and Fred Ainsworth of Husky Oil and Refining, Ltd., president

of the Canadian Industrial Traffic League.

Mr. White is married, has two children, and studied art before becoming a railroader in 1940. During World War II he served as a teletype operator

Historic Land Donated . . .

(Continued from page 9)

birthplace of Minnesota. The goal of the fund raising drive is to expand the park to 2,500 acres by acquiring the adjacent land now privately owned. The Milwaukee Road's gift was regarded as an inspiration to prospective donors of other land in the area.

The property involved is rich in Indian and pioneer lore. Four of the lots were acquired in 1863 from Henry Hastings Sibley who settled in Mendota in 1834 as a fur trader and became Minnesota's first governor.

Selby and his wife conveyed the property to the Faribault & Cedar Valley Railroad, a predecessor line of the Milwaukee, for a consideration of \$5,000. The balance was acquired in 1864 from Sterne H. Fowler and wife, who con-

veyed it to the Minnesota Central Railway Company, successor to the Faribault & Cedar Valley.

The Milwaukee Road Magazine speaks for the management of our company in thanking all Milwaukee Roaders who participated in the slogan contest sponsored by our railroad in connection with the industry-wide competition. The winners were announced in previous issues. Because space did not allow for publishing slogans selected by the judges as meriting honorable mention, here are several from that list—watch for others in the future:

SHIPPERS CARE ABOUT FREIGHT—LET'S CARE ABOUT SHIPPERS

Louis Mack, ticket agent, Aberdeen, S.D.

TO KEEP CARLOADINGS UP KEEP DAMAGES DOWN

Joe Capizzi, engineering department secretary, Chicago

COURTESY GETS BUSINESS—SERVICE KEEPS IT

G. W. Tracy, agent-operator, Reeseville, Wis.

DAMAGE CAN BE AVERTED IF WE STAY ALERTED

Verne Riordan, check clerk, Milwaukee, Wis.

HELP KEEP BUSINESS AND BUSINESS WILL HELP KEEP YOU

Laurence Beck, switchman, Savanna, Ill.

veyed it to the Minnesota Central Railway Company, successor to the Faribault & Cedar Valley.

This property became a part of the railroad built in 1866 to provide a service route between Mendota and St. Paul. Traffic over this route was reduced after the so-called "Short Line" was built around 1880, but the Mendota line continued to provide useful service until as recently as 1957.

At the ceremony marking the transfer of the deed Mr. Schiewe said on behalf of the railroad, "It speaks well for the durable qualities of Minnesota land when you can buy it from pioneers of the area; put it to hard use for almost 100 years, and then give it a new birth for what we hope will be its best use of all, namely the enjoyment of the thousands of people who will visit Fort Snelling State Park in the years to come."

The Milwaukee Road Magazine



The "President's Special"

Good Fellowship Marks Convention Trip of Former FBI Agents

THE Society of Former Special Agents of the Federal Bureau of Investigation recently paid the Milwaukee Road a formal compliment for contributing to the success of its 25th anniversary convention in Minneapolis Oct. 4-6. In a resolution adopted at the convention, appreciation was expressed to President William J. Quinn, himself a former FBI agent, for providing the members with special Afternoon Hiawatha train service to the host city.

Six extra cars, including a dining car and a Super Dome lounge, were added to the consist of the westbound Hiawatha Oct. 3 to accommodate approximately 160 of the former FBI men and their wives, many of whom had gathered in Chicago from points throughout the country to enjoy pre-convention fellowship on the train. Among those in the Chicago group were Mr. Quinn, Chicago Chapter Chairman Roy W. Mohrman, National Treasurer Francis A. Regan, and President Elect Gordon R. Carpenter of Dallas, Tex.

A number of "whistle stop" events marked the Chicago-Twin Cities run as other convention-bound members came aboard at Glenview, Ill., Milwaukee, Watertown and Portage, Wis., and Winona and Red Wing, Minn. At Milwaukee the train picked up a large delegation headed by Chapter Chairman Frank Larkin, and at Red Wing the party of National President Harold M. Perry. Upon arrival in Minneapolis the Police Department Band met the "president's special" section—so named in honor of Mr. Perry—and escorted the group to convention headquarters at the Radisson Hotel.

Milwaukee Road personnel worked closely with Convention Chairman George W. Townsend and Transportation Chairman Robert F. Carney of Minneapolis in planning the features of the trip, such as a special dining car menu, pre-registration of the members for hotel accommodations, and assuming complete charge of their personal baggage. In conveying the thanks of the convention committee for their assistance Mr. Carney said, "Without question the arrangements were carried out in the finest tradition of railroading, and I am sure that is the way they will be remembered

President William J. Quinn (left) greets fellow members of the Society of Former Special Agents of the FBI who traveled to the convention on the Afternoon Hiawatha. At right is W. B. Hoaglund of Louisville, Ky., and in the center J. W. Vincent of St. Louis.

by all who were fortunate to have had this experience."

* * *

Mr. Quinn was well launched on a railroad career when he became a special agent for the FBI during World War II. Leaving the position of attorney for the Soo Line in Minneapolis, he served from September, 1942 to October, 1945 on work involving German and Russian counter espionage cases. His wartime record includes helping capture two German sabotage agents who had landed from a submarine on the Maine coast. Following his election to the presidency of the Milwaukee Road in 1957 he was reminded of his service with the FBI in a letter of congratulation from J. Edgar Hoover, director of the bureau.

Off for the convention, Watertown, Wis., attorney B. J. Traeger and his wife board the six-car "president's special" at that point. (Watertown Daily Times photo)



Good fellowship aboard the Afternoon Hiawatha was part of the pre-convention fun. The accordionist is Ernie Garven, well known Minneapolis entertainer.



Scene in the Grand Ballroom of the La Salle Hotel during the biennial luncheon.

Women's Club Biennial "One of the Best"

A NEW and broadening interest has entered business discussions of The Milwaukee Road Women's Club—the scholarships presented to sons and daughters of employes.

At the biennial meeting in Chicago October 26-28 it held the floor while the club took into account having renewed the \$600 scholarship awarded in 1961 to Richard Cole, son of Signal Maintainer J. H. Cole of Tacoma, Wash., and a new \$600 scholarship conferred this year on Mary Catherine Bruns, a daughter of W. O. Bruns, agent at Middleton, Wis.

A report of their progress was a source of considerable satisfaction. With regard to Richard Cole, it was announced that he had made a fine start, both academically and personally, as a freshman at the University of Michigan, which had recommended the renewal of his scholarship in the College of Engineering. He is taking courses directed specifically toward the electrical engineering field. In addition to the Women's Club grant, Richard is the beneficiary of a Lockheed Leadership Scholarship of \$500 a year.

An equally good account was given of Mary Catherine Bruns, who has chosen to attend Edgewood College of the Sacred Heart in Madison, Wis. Upon enrolling this fall, Mary Catherine was one of eight freshmen accorded Honors at Entrance, a recognition given for a consistently superior high school record, rank in the upper 4 per cent of a high school graduating class, and scholarship level grades in College Entrance Examination Board tests. She was also named to the freshman student council, the Glee Club and the college choir.

Mary Catherine was a guest at the luncheon which climaxed the two-day conference in the La Salle Hotel, having expressed a desire to thank the club personally for its interest in her education. The luncheon, held in the Grand Ballroom, was attended by approximately 225 members, including 35 local chapter presidents and other delegates to the meeting. New members were welcomed by Mrs. C. C. Steed of Milwaukee, president general, who presided.

Summarizing reports delivered at the

business sessions, Mrs. Steed estimated that programs carried out by the club during 1961 had brought welfare aid and good cheer to about 2,350 Milwaukee Road families. The cost, approximately \$5,560, was met with fund rais-



Mary Catherine Bruns, winner of the 1962 Milwaukee Road Women's Club scholarship, obliges with a piano selection prior to the biennial luncheon meeting—she has won many honors for her piano work. The listener is Mrs. K. C. Ison, president of Madison (Wis.) Chapter and mother of Murray B. Ison, who was awarded a J. T. Gillick Scholarship in 1958.

Local chapter presidents and other delegates to the biennial conference.





General officers, general advisory officers and directors, and general chairmen who attended the biennial luncheon. Seated, left to right: Mmes. Harry Helgerson, Green Bay, Wis.; Robert Rathbun, Milwaukee; L. V. Anderson and W. Ray Dolan, Chicago; C. C. Steed (president general), Milwaukee; H. A. Scandrett (past honorary president general) and O. P. Catlin, Chicago. Standing, from left: Mmes. W. E. Swingle, Chicago; F. T. Ross, Milwaukee; H. F. Shannon, Savanna, Ill.; Oscar Bond, Terre Haute, Ind.; Miss Marilyn McNicholas, Chicago; Mmes. James Trapp, Harlowton, Mont.; R. E. Melquist, Minneapolis; Ralph Vannella, Bensenville, Ill.; Miss Etta N. Lindskog (secretary general), Chicago; and Mrs. C. V. Peterson, Savanna, Ill.

ing activities netting \$3,210, augmented by membership awards and welfare grants from the general governing board of \$2,585.

Noting that in 1961 the club had 13,158 members—5,874 voting and 7,284 contributing—Mrs. Steed announced that as of the biennial meeting date the board had presented awards totaling \$2,240 to 38 of the 53 chapters for exceeding their 1961 total. She urged the members to keep up the good work.

The luncheon ended on a high note, with Mrs. W. Ray Dolan, chairman of the arrangements committee, receiving plaudits for the entertainment and an excellent meal. "One of the best biennials we ever had," many said, making mental notes of things to talk over with their chapters back home.

Major Industrial Developments to Generate New Rail Traffic

A GROUND breaking ceremony, employing a "gold" shovel to make it official, signaled the start of construction on Oct. 26 of a new 60,000 square foot warehouse in the Milwaukee Road's industrial district at Franklin Park, Ill.

The locating firm is the Morgan-Wightman Supply Company of St. Louis, distributor of building materials, which heretofore has maintained Chicago facilities on a limited basis. It is the 12th company to acquire land for new facilities in the Milwaukee's 164-acre industrial development north of Bensenville Yard.

The building site is a 124,453 square foot plot at the southern end of the district adjacent to the freight classification yard (see picture on page 16). The warehouse, for the handling of millwork and building materials, will be served by a spur track about 600 feet long, providing a 2-car spot inside the building.

Most of the industries now located in the Franklin Park development are in the business of distributing forest products. The Morgan-Wightman firm, as a major supplier of building products, will complement these industries, particularly with respect to the convenience afforded contractors requiring both millwork items and building materials.

New Industry for Quad City Area

As this magazine went to press construction was also ready to start on a new \$23.5 million Nitrin, Inc. chemical fertilizer manufacturing plant in the Quad

City area for which the Milwaukee Road will provide service via the Savanna-Davenport line. Site grading is already well under way.

Builders are the International Minerals and Chemical Corporation of Chicago and New York and the Northern Gas Products Company, a subsidiary of Northern Natural Gas of Omaha, who have pooled interests in the Nitrin operation to produce agricultural anhydrous ammonia fertilizers. The facility will occupy 40 acres of a 2,280-acre site three miles north of Cordova, Ill., acquired recently by Northern Gas Products for what will be known as Cordova Industrial Park. The site is designed for development as a chemical complex, of which Nitrin, Inc. is the forerunner.

The location of the facility is immediately adjacent to Milwaukee Road trackage and Illinois Highway 80, and about 2,000 feet from Mississippi River frontage. The plant will be a completely integrated facility with a building complex including a variety of chemically oriented

The Golden Shovel ground-breaking ceremony, showing from left: Harold E. Serlin, purchaser of the property on which the Morgan-Wightman Supply Company will build; George A. Morgan, chairman of the board and president of the Morgan-Wightman firm; Robert Wightman, vice president; and S. J. Cooley, vice president-real estate and industrial development of the Milwaukee Road.

structures, absorption columns, furnaces, compressors, and mazes of pipe and conduits. A landmark will be a 160-foot prilling tower. It is expected to be in operation late in 1963, furnishing employment for about 150 people.

The transportation facilities of the Cordova development and the fact that its location in a rich corn producing territory provides a ready market for the fertilizer business were prime factors in the multi-million dollar investment. Marketing of the products will be handled by the International Minerals and Chemical Corporation, which plans to produce 138,000 tons a year. The operation is regarded as the nucleus of larger and



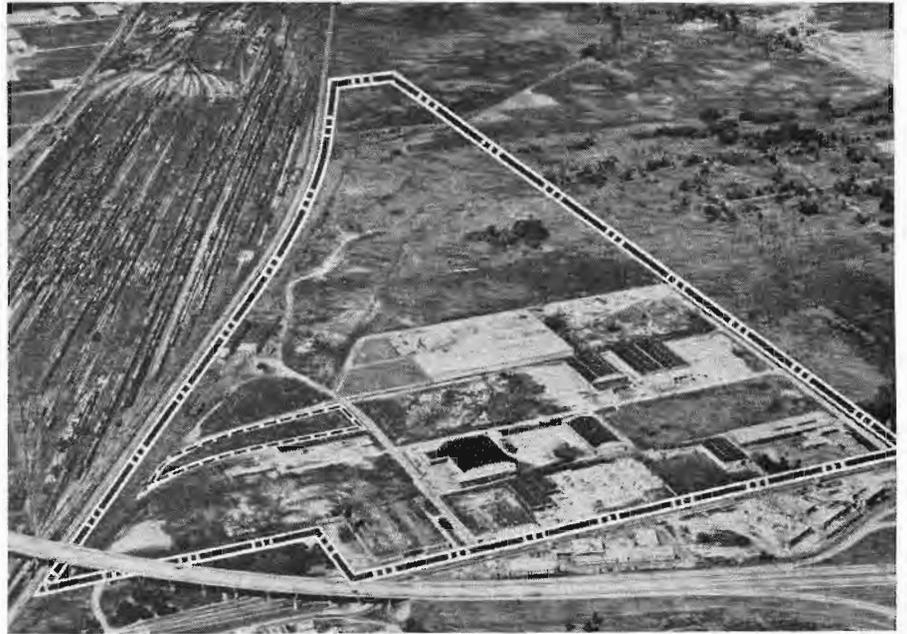
more complicated petrochemical satellites which will utilize the supply lines of Northern Natural Gas for processing a variety of products.

Construction Started on New Marion, Ia., Co-op

Construction of a fertilizer-blending plant was started in mid-October on Milwaukee Road trackage at the east end of Marion, Ia. It is being built by the Consumers Co-Operative Association of Kansas City, Mo., to serve the Linn Co-op Oil Company and other CCA affiliates in the area.

The building, on 35th Street between Second and Third Avenues, will be a 43 by 85-foot structure to receive nitrogen, phosphate and potash fertilizers in dry form for blending to the needs of farmers as determined by soil tests. Upon completion it will be Iowa's 21st such feed and fertilizer facility.

Both the Linn Co-op and the Consumers Co-operative operation will be served by a Milwaukee Road spur track.



The Franklin Park industrial district, with the site of the Morgan-Wightman Supply Company Warehouse outlined separately at left. This view in a westerly direction shows the location of the building site with relationship to the Bensenville classification yard, and to the Tri-State Tollway and Mannheim Road in the foreground.

In the Retirement Spotlight

G. V. Ireland

GLEN V. IRELAND, general storekeeper with headquarters at Milwaukee Shops, wound up a career of 43 years with our railroad Nov. 30 in an atmosphere teeming with good fellowship. Two functions marked his retirement, a luncheon in Chicago Oct. 31 attended by fellow officers and supervisors at which V. E. McCoy, chief purchasing officer, was host, and a dinner held in his honor Nov. 17 at the Elks Club in Milwaukee.

The dinner party brought together approximately 350 of his railroad associates from points throughout the system and many personal friends, together with his four married children, including one who lives in New Mexico, and two sisters and a brother who came from California. R. K. Baker, who succeeds Mr. Ireland as general storekeeper, was the master of ceremonies, and F. G. McGinn, vice president-operation, headed the list of after dinner speakers.

Mr. Ireland entered railroad service by way of the blacksmith craft, starting in 1914 with the Nevada Northern. Moving on, he worked for eight other railroads and here and there in mines, shipyards and oil fields before joining the Milwaukee Road as a blacksmith at Miles City, Mont., in 1919. Working up through the ranks he became general blacksmith fore-



G. V. Ireland, general storekeeper (center), and Mrs. Ireland with V. E. McCoy, chief purchasing officer, at the retirement dinner.

man at Milwaukee Shops in 1947 and general foreman of the forge and fabricating shop the following year. He was promoted to assistant general storekeeper in March, 1951 and appointed general storekeeper on Dec. 1 of that year.

Mr. Ireland's railroad career has been enhanced by a considerable reputation as an inventor, particularly of railroad appliances. Among inventions with which he is credited are an axle generator drive for use on cabooses, a flexible coupling device and a so-called "V-belt", various welding devices, and an apparatus for cleaning air slide cars along with a solvent to use with it. He also introduced

many new ideas into our railroad's stores operation, having played an important role in the conversion to "peg board" storekeeping, the conveyor system for material handling in the main store in Milwaukee, and most recently in the conversion to data processing methods.

The Irelands will continue living in Milwaukee, where one of Mr. Ireland's interests is the distribution of his car cleaning compound through the Solvox Manufacturing Company. In consideration of his plan to take a more active part in that business in the future, he was presented with a retirement gift of office furniture.

W. T. Stewart

W. T. STEWART, assistant superintendent of the Dubuque & Illinois Division, took leave of the railroad Oct. 1 for the purpose of enjoying the benefits of retirement starting at the age of 60. His departure was observed at several social affairs, including an official retirement party held at Leiser's Gardens in Dubuque Sept. 6 at which he was honored by railroaders from many points in the Midwest and as far east as Detroit.

Mr. Stewart had been with the Road since 1922, entering service as a brakeman on the former Kansas City Division. After working as a conductor he was appointed trainmaster of that division in 1948, and subsequently of the Iowa, Milwaukee Terminals and La Crosse & River Divisions. He was pro-

moted to assistant superintendent of the Iowa Division at Perry in 1948, since when he had served in that capacity on the Chicago Terminals and La Crosse & River Divisions before transferring to Dubuque headquarters of the D&I on June 1, 1960.

Following a round of social affairs in their honor, Mr. and Mrs. Stewart left Dubuque for Sun City, Ariz.

P. A. Schloss

"INDUSTRIAL engineers never die—they just stop developing" quipped P. A. "Phil" Schloss on the occasion of his recent retirement after 45 years of service.

He and Mrs. Schloss were honored by a large number of friends and associates at a dinner party in the Fred Harvey Canterbury Room in the Chicago Union Station at which he was presented with a Silver Pass.

Mr. Schloss started with the Road on Oct. 1, 1917 as a civil engineer in the engineering department, later transferring to the industrial department as a right of way engineer. He had held the title of industrial engineer for several years. He was a member of the Hiawatha Quartette organized in 1938, which was later expanded into the Milwaukee Road Choral Club, and sang with these groups for a number of years.

The Schlosses have three children, sons Philip and James, and a daughter Marie (Mrs. R. G. Schmidt), all living in the Chicago area. They also have 11 grandchildren.

S. E. Kvenberg; C. Bredfeldt

Two of the engineering department's "finest", Spray E. Kvenberg, supervisor of building maintenance, and Charles Bredfeldt, chief draftsman, were honored by a large number of their fellow employes and friends in other companies at a retirement dinner in the Canterbury Room of Fred Harvey's Chicago-Union Station restaurant Oct. 18. B. J. Ornburn, assistant chief engineer-structures, served as master of ceremonies for the evening's program, which included tributes from F. G. McGinn, vice president-operation; C. E. Crippen, vice president-finance and accounting; S. J. Cooley, vice president-real estate and industrial development; and V. E. Glosup, assistant vice president operation-chief engineer. Kven and Charlie were each presented with a chain saw and gasoline money so they can do some "cutting up" in the future.



Dinner table group at the retirement get-together for S. E. Kvenberg, supervisor of building maintenance, and Charles Bredfeldt, chief draftsman. From left are C. E. Crippen, vice president-finance and accounting; Mrs. and Mr. Kvenberg; B. J. Ornburn, assistant chief engineer-structures; and Mr. and Mrs. Bredfeldt. In the right foreground is E. E. Burch, bridge engineer.



Philip A. Schloss shows off a retirement gift at the dinner party in his honor. Others are, from left: Mrs. E. J. Stoll and Mr. Stoll, director-real estate and industrial development, Mrs. Schloss, and Mrs. S. J. Cooley with Mr. Cooley, vice president-real estate and industrial development.

At the official retirement party honoring W. T. Stewart, assistant superintendent of the Dubuque & Illinois Division, in Dubuque are, from left: R. A. Kolhoff, division freight and passenger agent, Dubuque; L. V. Anderson, general manager-system; Mrs. Stewart and Mrs. Anderson, and Mr. Stewart.



Kven Kvenberg, a graduate of Ramsey Institute of Technology in St. Paul, started his service with the Milwaukee on Aug. 18, 1925 as a rodman in Minneapolis. He was transferred to Chicago on May 6, 1930 as assistant to general supervisor bridges & buildings, and on Jan. 1, 1956 was appointed supervisor of building maintenance. He and Mrs. Kvenberg have one son, John, who is

a freshman at South Dakota State.

Charlie Bredfeldt entered the employ of the Road on May 13, 1934 in Chicago as a system bridge inspector. He was promoted to assistant engineer on Nov. 1, 1941, and to chief draftsman on July 16, 1953. The Bredfeldts are the parents of two married daughters, Nancy and Mary Lou, and have five grandchildren.

RETIREMENT

during September-October, 1962

General Office & System Employees

Bell, N. A. Asst Engineer . . . Chicago, Ill.
 Eskinde, C. E. Jeep Operator . . . " "
 Jossell, O. L. Waiter . . . " "
 Kvenberg, S. E. Supv. Bldg. Mntnce. " "
 Moe, C. K. Clerk . . . " "
 O'Brien, J. F. Chief Rate Analysis Clerk . . . " "
 Prather, E. L. Secretary . . . " "
 Romashko, A. N. Janitress . . . " "
 Schloss, P. A. Indust. Engr. " "
 Tervalon, G. D. Waiter . . . " "
 Zulauf, C. J. Switchboard Oper. " "

Chicago Terminals

Damico, D. Rndhse. Laborer . . . Chicago, Ill.
 Darche, U. J. Switchman . . . " "
 Debolt, J. A. Elec. Helper . . . Bensenville, "
 Engwall, F. W. Engineer . . . Chicago "
 McDonald, E. B. Carman . . . Bensenville, "
 Miller, J. Snow Gang Laborer . . . Chicago, "
 Nelson, W. H. Switchman . . . Bensenville, "
 Nordbye, L. O. Engineer . . . " "
 Olsen, W. T. Engineer . . . Chicago, "
 Provencal, J. Liftmobile Driver . . . " "
 Ratliff, C. C. Machinist . . . " "
 Rediger, R. S. Carman . . . Bensenville, "
 Scully, J. A. Clerk . . . " "
 Smith, E. J. Yard Conductor . . . Chicago, "
 Smith, J. E. Switchman . . . Bensenville, "
 Weller, J. F. Frt. Handler . . . Chicago, "

Aberdeen Division

Fowler, R. W. Sig. Maintainer . . . Baker, Mont.

Gormally, C. J. Boilermaker . . . Sioux City, Ia.
 Lotti, L. Brakeman . . . Minneapolis, Minn.
 Martinson, F. M. Oper.-Leverman . . . Hopkins, "
 Merkel, J. M. Carpenter-Helper . . . Moberg S. D.
 Pasch, W. T. Cook . . . Aberdeen, "
 Thares, F. Sec. Laborer . . . Selby, "
 Webster, F. H. Engineer . . . Minneapolis, Minn.

Coast Division

Boyer, M. M. Coach Cleaner . . . Tacoma, Wash.
 Farnsworth, L. J. Sec. Laborer . . . " "
 Melhuish, O. J. Mach. Helper . . . Othello, "
 Michael, G. E. Clerk . . . Moses Lake, "
 Modeland, C. E. Conductor . . . Cle Elum "
 Morton, H. T. Sec. Laborer . . . Doty "
 Rogerson, A. B. Engineer . . . Tacoma, "
 Sehlin, O. K. Asst. Sec. Foreman . . . Auburn, "
 Shook, C. J. Engineer . . . Spokane, "
 Smoczyk, J. J. Crane Oper. . . Cedar Falls, "
 Soltis, J. J. Pipe Fitter . . . Tacoma, "
 Spence, P. W. Sub-Station Oper. . . Cle Elum, "
 Webb, M. A. Chief Car Clerk . . . Seattle, "

Dubuque & Illinois Division

Casselman, A. M. Engineer . . . Davenport, Ia.
 Kane, E. H. Stenographer . . . Savanna, Ill.
 Kelsey, J. E. Conductor . . . " "
 Lenth, H. F. Sec. Laborer . . . Farmersburg, Ia.
 McGrath, J. D. Engineer . . . Savanna, Ill.
 Mitchell, A. E. Conductor . . . Joliet, "
 Reese, C. K. Engineer . . . Savanna, "

Schoech, C. R. Sec. Foreman . . . Excelsior Springs, Mo.
 Schoech, H. E. Roadmaster . . . Ottumwa, Ia.
 Stewart, W. T. Asst. Superintendent . . . Dubuque, "
 Thomas, H. F. Carman . . . Nahant, "
 Weber, J. R. Station Agent . . . Polo, Mo.
 Wolf, W. Engineer . . . Chicago, Ill.
 Wolverton, C. A. Yard Clerk . . . Nahant, Ia.

Iowa Division

Caulkins, W. H. Engine Watchman . . . Council Bluffs, Ia.
 Christisen, H. L. Engineer . . . Perry, "
 Dillinger, W. Sec. Laborer . . . Charter Oak, "
 Dunlap, H. J. Switchman . . . Perry, "
 Ibson, C. B. Engineer . . . " "
 Linn, G. Engineer . . . " "
 McLaughlin, H. J. Dist. Adjuster . . . Des Moines, "
 Polston, M. W. Mach. Helper . . . Council Bluffs, "
 Skelton, A. C. Yardmaster . . . " "

Iowa, Minnesota & Dakota Division

Baker, C. L. Carman . . . Sioux City, Ia.
 Callen, O. O. Conductor . . . Rapid City, S. D.
 Donovan, C. E. Machinist . . . Mitchell, "
 Dove, G. C. Telegrapher . . . Sioux City, Ia.
 Halverson, C. M. Sec Foreman . . . LeCenter, Minn.
 Johnson, H. H. Brakeman-Baggageman . . . Mason City, Ia.
 Kinney, H. L. Chief Clerk . . . " "
 Lenahan, C. T. Conductor . . . Austin, Minn.
 Nelson, J. A. Engineer . . . Mason City, Ia.
 Stockwell, G. I. Sec. Foreman . . . Algona, "

La Crosse Division

Dyer, H. Conductor . . . Madison, Wis.
 Erickson, E. F. Engineer . . . Minneapolis, Minn.
 Hawkins, D. Sec. Laborer . . . Monroe, Wis.
 Ives, G. K. Engineer . . . Portage, "
 Jones, A. I. Material Handler . . . Tomah, "
 Klas, T. A. Steel Bridge Erector . . . Wabasha, Minn.
 Lafave, F. F. Laborer . . . Wausau, Wis.
 Malkowski, S. J. Engineer . . . Minneapolis, Minn.



ANNUAL ALL-EMPLOYEE RETIREMENT REUNION honoring employees with duties in the Twin Cities area who retired this year was held at the Calhoun Beach Hotel in Minneapolis Oct. 4. Approximately 350 persons took part in the testimonial, at which President William J. Quinn, who attended with Mrs. Quinn, was among those who paid tribute to the honored guests. The last named included the employees shown here. Seated, left to right: Engineer R. J. Ringius, La Crosse Division; Electrician C. W. Frank, Minneapolis; Switchman R. H. Lehmann, St. Paul; Conductor A. G. Peterson, La Crosse Division; Engineer L. F. Sweeney, Aberdeen Division; Agnes Selvig, telephone operator,

and Check Clerk O. G. Fleosness, Minneapolis. Second row, from left: Engineer A. F. Ladwig, La Crosse Division; Demurrage Inspection Clerk E. S. Davies, Delivery Clerk W. N. Shoblom and Switchman Frank Murray, Minneapolis; Brakeman A. A. Peterman, Aberdeen Division; Switch Foreman John Wizback, St. Paul; Chief Bill Clerk H. P. Esch, South St. Paul; Engineer J. W. Tiffany, La Crosse Division; Freight Foreman V. L. Benson, Minneapolis. Rear row, from left: Engineer William Rush, Aberdeen Division; Special Officer Cliff Luce, Minneapolis; Sheet Metal Worker J. H. Pothan, St. Paul; and Train Announcer A. W. Gilmer and District Adjuster E. J. McGuire, Minneapolis.

Murphy, F. R. Conductor. . St. Paul, Minn.

Milwaukee Division

Holmes, A. J. . . . Agent-Oper. . Ontonagon, Mich.
 Jochem, F. Sec. Foreman. . Richfield, Wis.
 Lemerond, F. F. . . Car Inspector. . Green Bay, "
 Mommaerts, E. H. . . . Carman. "
 Rode, E. A. . . . Sec. Foreman. . Menominee Falls, "
 Schallog, G. H. . . . Conductor. . Fond du Lac, "
 Whitmer, H. K. Lineman. . Horicon, "

Milwaukee Terminals & Shops

Bailey, E. F. Conductor. . Milwaukee, Wis.
 Curtis, R. W. Engineer. "
 Doublas, C. Staty. Fireman. "
 Fenner, C. W. Carman. "
 Gallagher, P. W. . . . Engineer. "
 Grosse, J. E. Trucker. "
 Jacho, C. J. Clerk. "
 Jurkovich, M. M. . . Mach. Helper. "
 Lemke, R. F. . . . Delivery Clerk. "
 Lemke, W. Carpenter. "
 McEvoy, F. J. Engineer. "
 Meyer, G. O. Tele. Operator. "
 Nordgren, C. E. . . . Mach. Helper. "
 Nowakowski, J. S. . Mach. Helper. "
 Scale, J. M. Carpenter. "
 Schmatz, L. J. . . . Telegrapher. "
 Spaeth, E. L. Switchman. . Watertown, "
 Tucker, J. A. Switchman. . Milwaukee, "

Rocky Mountain Division

Barger, R.
 Gen. Foreman-Substation. . Deer Lodge, Mont.
 Farrace, M. Sec. Foreman. . Tarkio, "
 Goldie, L. B. . . . Ditcher Oper. . Deer Lodge, "
 Good, N. J. Engineer. . Harlowton, "
 Meehan, G. L. . . . Steno-Clerk. . Deer Lodge, "
 Mellen, H. W. . . . Agent-Oper. . Haugan, "
 Miller, T. P.
 Brakeman-Baggageman. . Miles City, "
 Nygaard, G. O. . . . Flagman. "
 Poulos, J. H. Carman. . Harlowton, "
 Slaughter, R. L. . . Store Helper. . Miles City, "
 Smith, E. C. Conductor. . Three Forks, "

Terre Haute Division

Baker, J. R. . . . Tele. Operator. . Terre Haute, Ind.
 Beasley, C. C. . . . Track Laborer. . Williams, "
 Cundiff, B. Sec. Laborer. . Humrick, Ill.
 Davis, R. T. Conductor. . Terre Haute, Ind.
 Jordan, W. Conductor. "
 Keil, G. H. B&B Carpenter. . Bellevue, Ia.
 Lockman, R. Foreman. . Terre Haute, Ind.
 Mulvihill, T. W. . . . Conductor. "
 Perdiew, D. M. . . . Oxweld Cutter. "
 Pipes, R. H. Engineer. "
 Plake, F. E. Clerk. . Bedford, "
 Waggaman, H. Sec Laborer. . Humrick, Ill.

Twin City Terminals

Ahlson, A. A. . . . Towerman. . Minneapolis, Minn.
 Benedict, W. J. . . . Mach. Oper. "
 Fredrickson, J. H.
 Yard Conductor. "
 Gilmer, A. W. . . Tractor Oper. "
 Jepson, D. C. Carman. . St. Paul, "
 Johnsen, H. W. . . . Car Helper. "
 Luce, C. F. Spec. Agent. . Minneapolis, "
 Paur, Sr., W.
 Crossing Flagman. "
 Sartwell, P. E. . . Truck Driver. "
 Selvig, A. C. P.B.X. Oper. "

Ralph A. Whiteford

RALPH A. WHITEFORD, division engineer of the Iowa Division at headquarters in Perry, died unexpectedly of a heart attack Oct. 11 while visiting a daughter in New York City. Death came less than two weeks after he had completed 42 years of service in the engineering department.

Mr. Whiteford was a graduate of the State University of Iowa who started his Milwaukee Road career in 1917 as a



National Safety Congress Participants

CONVENING in Chicago the week of Oct. 29, the Milwaukee Road's district safety engineers attended the National Safety Council Congress and Exposition and were briefed on matters pertaining to their own jobs. This picture was taken at a meeting conducted by Assistant General Manager W. E. Swingle under the direction of Vice President-Operation F. G. McGinn where management's views regarding safety on our railroad were discussed. Seated from left are: F. J. Ladwig, Milwaukee; A. W. Shea, superintendent of safety; G. M. Dempsey, assistant superintendent of safety; and M. E. Stewart, Chicago. Standing, from left: C. V. Peterson, Savanna, Ill.; C. C. Clinker, Deer Lodge, Mont.; D. O. Anderson, Milwaukee; C. O. Post, Austin, Minn.; H. V. Allen, Tacoma; and C. J. Delin, Minneapolis.

In addition to participating in the Railroad Section meetings of the Congress, the Milwaukee's district safety engineers attended other sessions helpful to people engaged in occupational, traffic and public safety work. The 1962 Congress, which marked the beginning of the National Safety Council's golden anniversary year, emphasized problems of the future as well as the present.

rodman, working during vacations. Following a number of promotions he was appointed division engineer of the Twin City Terminals and successively of the Dubuque & Illinois and former Kansas City Divisions. He had served in that capacity on the Iowa Division since 1957.

His retirement was to have become effective Nov. 1, and a party was given in his honor at the Perry Golf and Country Club Sept. 29. The affair was attended by a large number of employes and company officers from various places with whom he had worked over the years.

Funeral services were held in Perry and burial was in Violet Hill Cemetery beside Mrs. Whiteford who died on July 29 of this year. He is survived by two daughters, Miss Patricia of New York City and Mrs. Geraldine Horne of Fort Worth, Tex., a son, Ralph B., of Sioux City, Ia., and five grandchildren.

John E. Vraney

JOHN E. "JACK" VRANEY, auditor of station accounts and overcharge claims, died unexpectedly Oct. 25. His death at age 61 followed a heart seizure.

Mr. Vraney's career covered 46 and a half years of continuous railroad service, beginning in the accounting division of the Chicago Great Western. He entered the service of the Milwaukee Road in 1930 as a traveling auditor and was advanced to chief traveling auditor in 1941. He was appointed to the position of auditor of station accounts and overcharge claims with headquarters in the Chicago-Fullerton office building on Sept. 15, 1950.

Surviving Mr. Vraney are his widow, Margaret Hazel, and a son, Dr. Robert E. Vraney, both of Maywood, Ill. Funeral services were held there in St. Eulalia's Church, and interment was in Queen of Heaven cemetery, Hillside, Ill.

Terre Haute Division

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

A. E. Mitchell, conductor on the CM&G line, retired Aug. 31 after 45 years service. He was honored by his fellow employees with a farewell party at Le Bar's Motel, Joliet, Sept. 1.

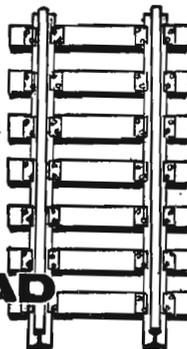
Also retiring Aug. 31 was Virgil P. Wilson, lieutenant of police on the Terre Haute Division for many years. A party was given in his honor at Louise's Restaurant in Terre Haute.

Retired Engineer A. R. Young passed away in September after a long illness. He retired from engine service Oct. 18, 1961 after 41 years. He is survived by his widow and daughter, a brother and sister and one grandchild. Burial was in Rose-lawn Memorial Cemetery.

W. O. Wherrett, yard conductor and yardmaster at West Clinton Yards for many years, passed away in September. He had retired Aug. 1, 1950, after 34 years service. Burial was in Highlawn Cemetery, Terre Haute.

Sympathy was extended to Switchman

ABOUT PEOPLE OF THE RAILROAD



W. R. Zopf on the recent death of his mother.

A. H. Austin, chief clerk in the car department, has a new granddaughter, Joyce Elaine, born to his daughter, Mrs. James Shultz, Sept. 17.

Mr. Austin's son, Larry Eugene, returned recently from service in the National Guard at Fort Knox, Ky.

Engineer J. T. and Mrs. Jones celebrated their 45th wedding anniversary earlier this year. This year also marks Mr. Jones' 45th year with the Road.

Car Department Employee Arnie Myers, who was confined to the hospital for some time, is recuperating at his home in Terre Haute at this writing.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Fred Roessger, 70, passed away Nov. 1. He is survived by his wife Eva, a son Clarence, and a daughter Dorothy, Mrs. Nick Guiffre, two grandchildren, two brothers and three sisters. One brother, George, is chief clerk at Fowler Street, and the other, William, retired as yard clerk at the Plankinton District. The sisters are Mrs. Elizabeth Neumann, Mrs. Edna Froehlich, and Mrs. Clara Kausch. Fred began railroading in 1922 after having served in World War I with the 4th Army Division overseas. He left the Road in 1933 to work for Miller Brewing Company but returned in 1936 to the general traffic department as a rate clerk. Later, he transferred to the rate department.

(Continued on page 22)

Pert Miss Is "One of Our Best Men"



Miss Alice Boye: "There's not a nicer person nor a better agent on the Second District". At right she handles a truckload of freight with ease. (Pearl Dexheimer photos)

In the category of "unusual occupations for young women", a petite Milwaukee Roader has drawn praise for the way she handles a man-sized job.

She is Miss Alice Boye, a station agent on the Milwaukee Division, currently holding the agency at Forest Junction, Wis. The only regularly assigned woman agent on that division's Second District, she is considered "one of our best men".

Miss Boye is no novice at the job,

nor does she regard it as unusual for women in the bantamweight class. Her interest in it was stirred by her older brother, Roger, who was employed as a ticket agent for the North Western in the years she attended high school. In his spare time Roger taught her station accounting and telegraphy, and upon graduating in 1951, she passed the operator's examination.

She was hired by the Milwaukee Road on Mar. 4, 1952, and for a month

was the night operator at Random Lake, Wis. After that she was on the extra list about five years, during which, at one time or another, she relieved on almost all of the jobs between Milwaukee and Channing, Mich. Following two years as agent at Saukville and then at Adell, she became agent at Forest Junction in June of last year.

The duties at Forest Junction are the usual routine—office work, keeping accounts for both the Milwaukee and the North Western, checking yards, supervising carload movements of hay, grain and lumber, and handling LCL freight and express. Miss Boye handles a hand truck with ease, and when she gets a heavy load has no difficulty obtaining friendly male assistance.

Energetic and quick-stepping herself, Miss Boye comes from a family of doers. Her father operates an 80-acre farm at Random Lake, Wis., and works as a carpenter, and Roger is attending Oshkosh Teachers College, while working for the C&NW at Fond du Lac. Another brother, Roland, and a sister, Julaine, are missionaries with the New Tribes Mission, working among the natives in the New Guinea interior.

Miss Boye likes to spend her week ends at home in Random Lake. She does leathercraft in her spare hours, and carries a handsome purse of her own handiwork. Regarding her occupation, she chose it "because the job appeared to be varied and interesting, and the people very friendly to work with". She has found it all of those things, she says.



ESSAY WINNER in a recent "Tell Me Why" contest conducted weekly among young readers of the Madison (Wis.) Capital Times was Barbara Ziermann, daughter of Frank Ziermann, chief clerk in our Madison ticket office. She is shown with her prize, a 15-volume set of the Encyclopedia Britannica Junior. With her is Woodroe Stalder, principal of the De Forest High School, which Barbara attends. In the essay, on "What I Admire Most in People," Barbara wrote that her favorite quality is exuberance. (Capital Times photo)



THIS DOUBLE TAKES THE CAKE. The retirement on Oct. 1 of U. J. Darche (left) and E. J. Smith, switchmen on day assignments at Bensenville Yard, was observed in the east end locker rooms with a cake and coffee party. The cakes were decorated—naturally—with trains. Switchman Darche, who had 39 years of service, will continue to live in Bensenville, and Ed Smith, a 42-year veteran, will stay on in Franklin Park.

TWIN CITIES TRIBUTE to E. J. McGuire, district adjuster in Minneapolis when he retired recently, included a luncheon at Mr. Nibb's Cafe. Pictured on that occasion are, from left: A. C. Erdall, retired solicitor, M. L. Medinger, retired district safety engineer, and H. A. Budnick, Mr. McGuire's successor as district adjuster, all of Minneapolis; Mr. McGuire; F. J. Kuklinski, superintendent of the Twin City Terminals; and L. W. Palmquist, retired Minneapolis general superintendent.



◀ **HONEYMOONERS.** George T. O'Dare, chief clerk in our Great Falls, Mont., traffic office, and his bride, the former Barbara Neild, who were married recently in Holy Cross Church, Townsend, Mont. They visited Seattle and the Canadian Rockies on their honeymoon. Mr. O'Dare is a graduate of Gonzaga University and his wife of the Carroll College School of Nursing.

SHADES OF "GUN-SMOKE", surely you recognize (from left) Sam the bartender, Doc, Kitty, Marshal Matt Dillon and Chester. Out of Hal-lowe'en costume these members of the Portage, Wis., Ladies Bowling League are known as Mrs. Raland Bogert, wife of Engineer Bogert; Mrs. Howard Behnke, wife of Milwaukee Motor Transportation Company driver; Mrs. Duane Mit-tlesteadt; Mrs. Jess Teeter, who was subbing for her sister Mrs. Russell Taylor, wife of Conductor Taylor, who was ill; and Mrs. Michael Barrett, owner of the Shady Lawn Motel.



CELEBRATING GOLD RUSH DAYS at Bensenville, Ill., this fall, Mrs. Paul Carter (right), wife of Galewood regional data office bill clerk, and Mrs. Hope Peterson were awarded second prize for outstanding and authentic costumes. Mrs. Peterson is a former Galewood employe and a daughter of the late George Rogers of the Bensenville yard force.

here's how we're doing



	OCTOBER		TEN MONTHS	
	1962	1961	1962	1961
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$22,599,451	\$20,979,849	\$192,876,607	\$187,059,488
PAID OUT IN WAGES	9,236,083	9,025,036	89,249,532	88,710,841
PER DOLLAR RECEIVED (cents)	40.9	43.0	46.3	47.4
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	800,049	756,499	7,858,540	7,634,314
PER DOLLAR RECEIVED (cents)	3.5	3.6	4.1	4.1
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	10,413,798	9,143,769	95,432,709	87,985,232
PER DOLLAR RECEIVED (cents)	46.1	43.6	49.5	47.0
NET INCOME	2,149,521	2,054,545	335,826	2,729,101
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	107,969	104,899	938,950	904,318
Increase 1962 over 1961 ...	+3,070		+34,632	

(Continued from page 20)

ment at Fowler Street, from which he retired in 1959. Burial was in Woodlawn Cemetery.

Bruno J. Kowalski, rate clerk in the outbound department, is on leave of absence. He has been in Columbia Hospital for two months at this writing.

Sympathy was extended to Max Woelfl, cashier, and Anthony Stollenwerk, rate clerk in the regional office, whose fathers died in September. Anthony's father, Thomas D., was a Bay View fuel dealer for about 60 years.

A. Joseph Wuerl, carload bill clerk, has been assigned to the position of chief clerk to R. G. Cary, assistant agent, Muskego Yard.

Willard Kinast was the successful bidder for the junior rate clerk position recently vacated by G. Summerfield, who is now with Kearney & Trecker Corporation. Willard's position was assigned to Marie Tomasik, and she was succeeded as assistant to PM District accountant by Carolyn Dombrowski. Nakleh Tavil of the night forces now handles messenger duties. All positions are in the Agency.

The Fred Bowersocks welcomed a baby son Nov. 2. He joins two little sisters at home.

Ed Falkner, House 7, celebrated his 35th anniversary with the Road Sept. 11.

Milwaukee Chapter of the NARBW held their monthly meeting at Boders Tea Room, Thiensville, Wis., Oct. 20.

Cecelia Russell, Dispensary, was chairman of the event. Following the business meeting and a delicious buffet they drove to Willowbrook for a browse through the imports featured there. The November meeting in charge of Mrs. Ollie Mohr, a former Fowler Street employe, was planned to be held at the local YWCA.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Baby girls have outnumbered the boys recently in this area. The Vincent Quinns announced the recent birth of Jean . . . Mr. and Mrs. Ken Cwiklis welcomed Renee Susan . . . Valerie Ann arrived Oct. 16 for the Jerry Dobiesz family . . . C&M Division Brakeman Robert Brunt celebrated the arrival of a daughter . . . Traveling Engineer Ed Bunce said their latest arrived Sept. 29, a son, Robert Edward . . . And it was a grandson for Switchman Walter Markert, Michael W. Markert born Oct. 24.

Lemoine Myers announced the marriage of his daughter Jean to Janus B. Peppers in St. Leonard's Church, Muskego, Wis., Sept. 1. A reception followed at Peg's Supper Club, Lake Beulah.

Retired Switchman Sherman Hirschmann is at home from the hospital and would appreciate having visitors at his new address, 7254 West Center Street, Milwaukee.

Switchman John Bauer and his dog have

Dr. W. F. Hoffman, Seattle, Retires From Practice

A DISTINGUISHED career in the field of ophthalmology came to a close Oct. 1 with the retirement of Dr. Walter F. Hoffman of Seattle, a member of the Milwaukee Road's medical staff and of the Milwaukee Hospital Association for 42 years. His services will be missed by his patients, many of whom are personal friends.

Doctor Hoffman, a graduate of the University of Minnesota Medical School, was appointed to the Hospital Association staff on Nov. 1, 1920 and served on it continuously until the date of his retirement. Through the years he had earned an enviable reputation in eye practice and the deep regard of employes and the company. From 1924 through 1931 he served as secretary-treasurer of the Pacific Coast OTO—Ophthalmological Society and subsequently as its president. He was recently honored by the Seattle Kiwanis Club with a life membership, having been a charter member and active in its interests for 42 years. His retirement concluded more than 50 years of practice in Seattle.

made the press on many occasions before, but now his famous bull mastiff SEE KA HI is show champion. With 13 ribbons in his possession SEE KA HI can no longer compete in regular dog shows.

Phyllis Kowalski spent her vacation visiting friends in Everett and Seattle, Wash., and of course taking in the Fair.

New second generation "rails" are Kenneth, son of Engineer Max Preuss, who entered our service Sept. 14, and Daniel, son of Switchman John Fuller, who started with our company Oct. 10.

Sympathy was expressed to Harry Schock in the death of his twin grandchildren Oct. 5.

Switchman Joe Wilkinson retired Oct. 10.

Switchmen Frank Bieniewski and Ted Krueger decided "a hunting they would go." Each bagged an antelope and a deer in Wyoming.

Mr. and Mrs. Larry Holzen announced the marriage of their daughter Marilyn to Bernhard Wolter in St. John de Nepomoc Church Oct. 13. A reception was held at Orchard Inn after which the couple left for a honeymoon in Las Vegas.

Switchman John W. Olsen, 42, passed away Nov. 8 after a brief illness. He is survived by his wife Ruth and five children, Sharon, Deborah, Jon, Jill and Jane, his mother, three brothers and a sister. Services were held in Atonement Lutheran Church, followed by interment in Graceland. Mr. Olsen had been a switchman since Feb. 24, 1946 and was a member of the B. of R.T.

The Milwaukee Road Magazine



FATHER OF THE BRIDE. Aberdeen Division Conductor George Solberg shown starting up the aisle of the Montevideo, Minn., Methodist Church with his daughter, Karen, for her marriage to Richard Deason of Sacred Heart, Minn. The wedding on Oct. 14 was a Montevideo social event.

Aberdeen Division

EAST END

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

For the first time, Montevideo has a bowling team of Milwaukee employees. So far, they show very good form, the men in action being Elmer Anderson, Joe Eliason, John Lanning, Ed Mohn and Ron Quirk, with Kenny Tostenson and Gene Tryon as subs.

C. A. Tassler has bid in the agency at Sacred Heart and E. L. Olson is temporary agent for the Watson-Milan agency. John Mulenberg is now first operator at Tower E-14.

Mrs. Harold Darrington, wife of retired B&B foreman at Peever, passed away recently. She was the mother of Fireman Pat Darrington . . . Former Agent William Kirkeby of Norwood passed away at the age of 92 . . . Ted Dols, formerly an operator at Tower E-14, died at the home of his sister in Minneapolis on Oct. 18 . . . Retired Engineer Clay Wolfe died Oct. 8 at Montevideo following a lengthy heart ailment . . . Mrs. Frank Burns, widow of conductor, died in Minneapolis after being ill for some time.

Agent Bucklin of Buffalo Lake has announced the arrival of the first heir to the Bucklin estate. Young Brock arrived Sept. 25 the day after the Bucklins' seventh wedding anniversary.

Relief Agent Dick Stolen tangled with a farm vehicle on the highway one night recently while en route home to Dawson, Minn. Dick is on crutches at this writing, and his Thunderbird is also undergoing repairs.

Conductor Al Oswood recently spent about a month in Rochester undergoing treatment at the Mayo Clinic. We're anticipating receipt of some of the good honey with which he supplies his railroad friends every fall.

Section Foreman Harris Klefstad, always handy with a hammer and saw, has a new project under way. While in Canada last summer he saw a windmill that

struck his fancy and a similar one is now being erected at the Klefstad home. Kibitzers are wondering if he will plant tulips around it, and perhaps wear wooden shoes to complete the picture.

Agent and Mrs. Virgil Parker of Montevideo, Minn., became the parents of a daughter named Maria Nov. 4. Milwaukee Roaders marked the arrival of the Parkers' first child by surprising Agent Parker with a "baby shower".

Coast Division

SEATTLE

Agnes Horak, Correspondent

ASSISTANT GENERAL ADJUSTER'S OFFICE: The talents of Eleanor Klar, wife of Bill Klar, adjuster, seem unlimited. In addition to being an excellent seamstress, Eleanor has taken a course in tailoring at Edison Technical School and the blue suit Bill is wearing these days was made by her there. She has two more in the making. Bill is the envy of the sixth floor. Eleanor formerly worked at different locations on the Milwaukee as telegrapher, secretary, and for two years was chief clerk in the office of division engineer at Minneapolis. During

the past two summers she relieved the secretary in the assistant superintendent's office during vacation . . . Memorial services were held Oct. 6 for Mrs. H. Palmer French who died Oct. 4. She was the widow of a pioneer member of the Road's claim department in Seattle, and had celebrated her 102nd birthday June 9.

INDUSTRIAL DEVELOPMENT AND REAL ESTATE: Bruce Solly, formerly with the New York Central at Buffalo, is the new assistant industrial engineer in this office . . . Lauretta Burchard was recently named corresponding secretary to the newly formed Seattle Chapter of the American Business Women's Association.

LOCAL FREIGHT OFFICE: F. M. Duffy, agent, was recently presented with his Silver Pass marking 45 years service, by Superintendent N. H. McKeegney. Mr. Duffy started in 1917 as a clerk at Dubuque, Ia., worked up to the position of chief clerk, and then served as agent at Chicago Heights, Ill., Clinton, Dubuque and Sioux City, Ia., until he was appointed agent in Seattle Oct. 1, 1957.

MILWAUKEE HOSPITAL ASSOCIATION—CHIEF SURGEON'S OFFICE: Harry Arnold, formerly assistant to gen-

Carloadings



JANUARY-NOVEMBER 1962 compared with same period in 1961

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		ELEVEN MONTHS		INCREASE	
		1962	1961	1962 over 1961	% of increase
	INCREASED in 1962 over 1961				
13.7%	Grain and Soya Beans	90,597	82,860	+ 7,737	+ 9.3%
6.3	Iron and Steel	49,652	45,775	+ 3,877	+ 8.5
5.0	Coal and Coke	81,092	78,462	+ 2,630	+ 3.4
3.7	Automobiles and Parts	44,584	33,482	+11,102	+33.2
2.7	All Other Products of Mines	19,194	18,268	+ 926	+ 5.1
2.6	Gravel, Sand and Stone	52,013	45,790	+ 6,223	+13.6
2.2	Agri. Impl. Machinery and Parts	15,359	14,312	+ 1,047	+ 7.3
2.1	Fruits and Vegetables (Fresh)	24,972	23,769	+ 1,203	+ 5.1
1.8	Forwarder Traffic	29,060	28,332	+ 728	+ 2.6
1.7	All Other Animals and Products	12,632	10,511	+ 2,121	+20.2
1.6	Logs and Pulpwood	48,479	47,359	+ 1,120	+ 2.4
1.6	All Other Products of Agriculture	25,602	21,454	+ 4,148	+19.3
1.4	Liquors, Malt	17,321	16,492	+ 829	+ 5.0
28.2	All Other Mfgs. and Miscellaneous	263,420	250,114	+13,306	+ 5.3
74.6%		773,977	716,980	+56,997	+ 7.9%
	loading of these commodities	ELEVEN MONTHS		DECREASE	
	DECREASED in 1962 over 1961	1962	1961	1962 under 1961	% of decrease
12.7%	Forest Prod. Excl. Logs and Pulpwood)	78,446	78,865	- 419	- .5%
3.3	Meat and Packing House Products	31,938	36,056	- 4,118	-11.4
2.5	Oil and Gasoline	32,650	35,055	- 2,405	- 6.9
2.5	Grain Products	49,660	49,935	- 275	- .6
2.2	Cement, Lime, Plaster and Stucco	16,803	20,124	- 3,321	-16.5
1.2	Merchandise	32,709	39,187	- 6,478	-16.5
1.0	Live Stock	14,108	14,826	- 718	- 4.8
25.4%		256,314	274,048	-17,734	- 6.5%
100%		1,030,291	991,028	+39,263	+ 4.0%



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eral manager, Seattle, stopped in for a visit recently. He retired 15 years ago and now lives with his daughter in Midway, Wash.

TELEGRAPH DEPARTMENT: Mrs. Isaac Moore, whose husband is in the communications office, passed away suddenly Oct. 30. She was an active worker in the Women's Club.

TRAFFIC—GENERAL FREIGHT DEPARTMENT: The son born Sept. 26 to Mrs. P. J. Cullen, wife of our assistant general freight traffic manager, makes an even dozen for the family, eight boys and four girls. The new arrival has been named Kevin Robert . . . John H. Verron, recently appointed assistant district representative-rail highway sales, has now joined the traffic manager's staff . . . We were happy to meet Ann Martin and Bernice Brandt of the G.F.T.M.'s office in Chicago when they visited the World's Fair on their vacation recently . . . J. E. Marshall, recently retired traffic manager at New York, is now living in his Camano Island home.

VICE PRESIDENT'S OFFICE: Ancient art and culture, Mediterranean sands, scenic beauty of the Alps, inland waters and seaports were the highlights of a tour made by Catherine Hutch on a flight from Vancouver, B.C. Sept. 18, with a stopover at Greenland, thence to London. A jet took her from London to Cologne. A motor trip from Heidelberg through the Black Forest and Alps to Switzerland was next. In Italy she visited Venice, and Florence the birthplace of the poet Dante. Four days were spent in Rome, thence to Naples and the ruins of Pompeii buried in ashes from an eruption of Mt. Vesuvius in A.D. 79, followed by a motor trip to Sorrento. Four days were spent in Paris, sampling the cuisine and sightseeing in the colorful old world streets with their jostling taxis. From there she jetted to Amsterdam and was homeward bound Oct. 9.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

John E. Lee, chief clerk to the assistant general storekeeper here for the past six years, was promoted to district storekeeper at Deer Lodge, Mont. A farewell dinner was tendered John at the Elks Temple, Nov. 3, and dancing followed.

Ruth Fullerton, secretary in the division freight agent's office since 1933, retired recently. Before coming to the traffic department she had worked in the superintendent's office and for the chief dispatcher. A luncheon was held in her honor at the Cliff House and Ruth was presented with a radio and a traveling case. Her new home is in Encino, Calif. Manda Schrock of the engineering department succeeded Ruth.

Lysle Smith, who has been on sick leave for the past two years, is back on the job in the yard office.

Assistant General Yardmaster R. L. Robinson retired Nov. 1. His service date with the Milwaukee was Apr. 14, 1936, but he had previously worked for the NP and GN. From switchman at Tacoma Yard he was promoted to yardmaster Oct. 29, 1947, and eventually to assistant general yardmaster.

Downtown Tacoma has the most spectacular Christmas street decorations in the Pacific Northwest as a result of plans approved by the board of directors of the Retail Trade Bureau. Intersections are graced with canopies featuring 10-foot tall simulated chandeliers all in gold and silver with white and yellow lights. Tacoma's economy rests on a foundation of tourism, several permanent military establishments, a harbor second only to Seattle in cargo volume, and her strong position as a manufacturing center of forest products, chemicals and metal processing.

Retired Traveling Freight Agent T. E.
(Continued on page 26)



HONORED ON THE LA CROSSE DIVISION, Engineer Elmer Blank is presented with his Silver Pass for 45 years of service by Traveling Engineer E. L. Hubbs. Engineer Blank, who started with the Road in 1916 as a call boy, is in switch engine service at Portage, Wis. (Portage Daily Register photo)



SHOPS VETERANS HONORED. A. S. Bross, chief clerk in the locomotive department in Milwaukee (left), a veteran of 50 years of service, and E. E. Zimmerman, clerk in the same department (right), who has 45 years, are presented with Gold and Silver Passes respectively by A. W. Hallenberg, assistant chief mechanical officer. Both have been located at Milwaukee Shops throughout their entire service.



45 YEARS OF SERVICE marked up recently by Harold M. Schutzman, signalman in the signal laboratory at Tacoma (right), were recognized with a Silver Pass. The congratulations are being extended by M. A. Nyberg, supervisor of signals and communications at Tacoma. Mr. Schutzman's employment dates from Aug. 20, 1917.

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and tread ...
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GOLD AND SILVER PASS VETERANS



50-YEAR VETERAN RETIRES. G. F. Brown, who retired recently after 50 years in engine service on the Dubuque & Illinois Division, pictured with Mrs. Brown as he was being presented with his Gold "lifetime" Pass by Superintendent A. C. Novak at Savanna, Ill., headquarters. Starting in 1912 as a fireman, he had been an engineer since 1922, working on various jobs which included pulling the first "City" train out of Chicago, the assignment on which he also made his last run. The Browns will continue to make their home in Elgin, Ill. They have two married children, a son in Elgin and a daughter in Cleveland, Ohio.



ONE GOLD AND FIVE SILVER PASSES, representing a total of 275 years of service with our company, were conferred recently on these Milwaukee Terminals employees in a ceremony at division headquarters in Milwaukee. From left are Superintendent J. J. Dombrowski, who did the honors; Yardmaster W. H. Dreyer, a 50-year veteran; and a 45-year group consisting of Agent L. E. Martin and Assistant Chief Clerk W. H. Geisinger, Fowler Street; P. D. Casey, general car supervisor; A. C. Schwab, per diem clerk, and M. C. Freidrich, head car record clerk, both of Muskego Yard.

"LIFETIME PASSES"

are presented to Chicago-Western Avenue Electricians Brett Sullivan, a 50-year veteran, and Harold Hoeft, a veteran of 45 years of service. From left: C. A. Borgh, district car foreman at the coach yard; Mr. Sullivan; Jack Doherty, assistant electrical and air conditioning foreman. Mr. Hoeft, and M. F.



Dummler, electrical and air conditioning foreman. Mr. Sullivan's father, the late Jerry, also had more than 50 years of service, mostly as an engineer on the C&M Division. Mr. Hoeft is president and local chairman of Local 885 of the Brotherhood organization and the father of Ralph Hoeft, a Bensenville Yard employe.



ROUNDING OUT 50 YEARS OF SERVICE,

C. H. Plattenberger, chief clerk of the La Crosse Division, is presented with a Gold Pass by Superintendent F. H. Ryan. Mr. Plattenberger served at Savanna, Ill., and Aberdeen, S. D., before assuming his present position in La Crosse, Wis. He is the father of W. F. Plattenberger, assistant superintendent of the Coast Division at Seattle.



IT'S A GOLD PASS for Arthur H. "Rusty"

Clark, retired Bellingham, Wash., engineer, being presented by D. V. Finley, agent at that point. Mr. Clark, who started railroading in 1912 as a fireman on the Bellingham Bay and British Columbia line and became an engineer in 1916, retired May 28 after spending his entire service on the Coast Division district. Traveling now for pleasure, he and Mrs. Clark recently attended the reunion in Kansas City of the Veterans of the 31st Engineers, his World War I overseas outfit. (Bellingham Herald photo)



SILVER PASS CELEBRATION held recently in the Minneapolis regional data office honored Lester Nyberg, senior reviser, shown as he was being congratulated by Manager A. W. Wareham. Mr. Nyberg was chief revising clerk in the Minneapolis freight office before transferring to the regional accounting department.

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TRUCK BOLSTERS

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Purposes*

CHICAGO RAILROAD SUPPLY COMPANY
336 So. Jefferson St., Chicago 6, Ill.

(Continued from page 24)

Maloney, 66, died in St. Joseph's Hospital, Tacoma, Oct. 31 after a brief illness. His wife Elizabeth and son Patrick survive. Funeral services were held in St. Patrick's Church. Emmett began work in Tacoma as a messenger in 1913. In the next few years he served in World War I and worked various jobs in Tacoma offices, transferring to the traffic department in 1928. In 1936 he went to Butte, Mont., as CTA, and returned to Tacoma as TF&PA in 1938, remaining here until his retirement Nov. 30, 1961.

O. R. Powels and wife recently returned to Tacoma from a long trip abroad. They sailed from New York May 30 via the South Atlantic to the west coast of Africa, Gibraltar, Majorca and across the Mediterranean to Naples. From Italy they toured southern and northern Europe and then attended the Lions convention in Nice, France, where Mr. Powels represented the Tacoma Downtown Lions Club as delegate. About 30,000 Lions and their families were in attendance at this convention, the first the Lions ever held in Europe. The Powels returned home from England aboard the Queen Mary. Mr. Powels retired two years ago as agent at Tacoma.

A 51-pound king salmon caught the past summer near Waadah Island by Mrs. Frank Thomas, wife of Conductor Thomas of Tacoma, was the largest netted this year at Neah Bay. The Thomases chased the fish for quite a way before it was boated.

Tacoma won second place among first-class cities of the state for its cooperation with Century 21 in making visitors welcome. Mayor Harold M. Tollefson accepted a trophy and a plaque in ceremonies conducted on the fair grounds recently.

Off Line Offices

ST. LOUIS, MO.

S. R. "Sam" Graf, traveling freight and passenger agent with headquarters in St. Louis, is the new president of the Arkansas Passenger and Freight Association, having been elected at a meeting in Hot Springs this fall. The organization's membership includes traffic people in Arkansas, Tennessee, Missouri, Oklahoma, Kansas and Texas.



RELINQUISHING THE NIGHT WATCH.

Corinne Zulauf, night operator of the Road's switchboard in the Chicago Union Station for the past eight years, is here the guest of honor at a dinner party Nov. 9 to observe her retirement after more than 31 years of service. Extending congratulations are D. L. Wylie, communications engineer (right), and W. D. McGuire, system telephone supervisor. Mrs. Zulauf was night operator on the Galewood switchboard for many years before transferring to the Union Station. The dinner party was attended by many personal friends as well as operators from Chicago and Milwaukee.

Twin City Terminals

TWIN CITIES CAR DEPARTMENT
AND COACH YARD

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

Chief Clerk Leroy Samuelson of the St. Paul car department, his mother and friends visited the Seattle Fair in August and declared it "great". Other Fair visitors were Clerk Luther Cadow and his wife who vacationed in October.

Mike Rusik, 71, was stricken Sept. 8 as he was leaving Holy Cross Church after attending funeral services for his wife. He was pronounced dead on arrival at Minneapolis General Hospital. Mike retired from the Minneapolis Light Repair as carman in October, 1957 to be with his wife who was then in poor health. Interment was beside his wife in St. Mary's Cemetery.

Joe Strelecki passed away Oct. 8. He retired in May, 1957 as carman helper at Minneapolis Light Repair.

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

GOLD AND SILVER PASSES AWARDED

Gold-50-Year-Passes

Ambrosia, Anthony R.,
loco. engineer-----Iron Mountain, Mich.
Anderson, John E., brakeman-----Elgin, Ill.
Buchholz, George, steamfitter-----Milwaukee, Wis.
Carroll, J. P., machinist-----Milwaukee, Wis.
Dreyer, W. H., switchman-----Milwaukee, Wis.
Dwyer, Thomas, loco. engineer-----Milwaukee, Wis.
Hoff, H. S., agent-----Lanesboro, Minn.
Ibson, Clyde, loco. engineer-----Perry, Ia.
Inman, O. C., loco. engineer-----Janesville, Wis.
Johnson, A. E., conductor-----Mason City, Ia.

Johnson, H. J., agent-----Morton, Wash.
LeGros, L. W., chief clerk-----Chicago, Ill.
Marsh, Van A., conductor-----Brodhead, Wis.
Martinson, Fred M., agent-operator-Wayzata, Minn.
Mulvanny, Gerald T., machinist-----West Allis, Wis.
Phillips, Floyd A., loco. engineer-----Clear Lake, Ia.
Plattenberger, C. H., chief clerk-----LaCrosse Wis.
Schneider, C. W., loco. engineer-----Milwaukee, Wis.
Thompson, F. O., yard conductor--Minneapolis, Minn.
Wall, E. C., train dispatcher-----Perry, Ia.
Zimmermann, E. E., clerk-----Milwaukee, Wis.

Silver-45-Year-Passes

Bender, F. L., freight car inspector--Aberdeen, S. D.
Blank, Elmer E., loco. engineer-----Portage, Wis.
Borkenhagen, H. R., loco. engineer--Milwaukee, Wis.
Bowen, Mrs. Nell, stenographer-clerk--Ottumwa, Ia.
Boxeth, W. N., loco. engineer-----Minneapolis, Minn.
Bross, A. S., chief clerk-----Milwaukee, Wis.
Buckley, S. E., conductor-----Perry, Ia.
Cheske, Walter, switchtender-----Milwaukee, Wis.
Claywell, E. K., conductor-----Crete, Ill.
Doane, C. H., conductor-----Terre Haute, Ind.
Duffy, F. M., agent-----Seattle, Wash.
Dyer, Harry, conductor-----Marquette, Ia.
Eiler, B. L., agent-----New Glarus, Wis.
Fiehweg, H. O., chief clerk-----Racine, Wis.
Fischer, George P.,
blacksmith helper-----Milwaukee, Wis.
Fletcher, T. W., loco. engineer-----Sabula, Ia.
Fuller, H. G., clerk-----Tacoma, Wash.
Gallatin, Fred, conductor-----Terre Haute, Ind.
Gauthier, Joseph L.,
assistant bureau head-----Chicago, Ill.
Gilhol, A. C., agent-----Granite Falls, Minn.
Glaser, Fred, welder-----Milwaukee, Wis.
Hansen, A. F., conductor-----Sioux City, Ia.
Hatzenbuehler, E. F.,
master mechanic-----St. Paul, Minn.
Henry, C. O., roadmaster-----Red Wing, Minn.
Hess, Earl W., loco. engineer-----Savanna, Ill.
Hiddle, C. G., loco. engineer-----St. Bernice, Ind.
Hoefl, H. A., general agent-----Sioux Falls, S. D.
Jensen, Paul A., foreman-----Wausau, Wis.
Johnson, Naomi E.,
assistant bureau head-----Chicago, Ill.
Jones, J. T., loco. engineer-----Terre Haute, Ind.
Jorns, Ralph A., yard clerk-----Portage, Wis.
Keller, Elmer A.,
chief revising clerk-----Milwaukee, Wis.
Kemper, Fred L., loco. engineer-----Mitchell, S. D.
Kuhn, F. C., agent-----Milton Junction, Wis.
Kuklinski, F. J., extra gang foreman--Kellogg, Minn.
Marquardt, Charles F., lt. of police--Milwaukee, Wis.

McDavitt, F. R., loco. engineer-----Kansas City, Mo.
Miller, T. P., passenger trainman--Miles City, Mont.
Mostrom, L. A.,
freight service inspector-----Sioux Falls, S. D.
Mullen, James, loco. engineer-----Terre Haute, Ind.
Nelson, R. P., loco. engineer-----Minneapolis, Minn.
Nyberg, Lester J., revising clerk-----St. Paul, Minn.
Nyberg, M. A.,
supervisor sig. & comm. dept.-----Seattle, Wash.
O'Brien, Gerald P., loco. engineer--Milwaukee, Wis.
Olson, Roy E., loco. engineer-----Itasca, Ill.
O'Neill, A. I., conductor-----Savanna, Ill.
Overby, Fred, chief clerk-----Minneapolis, Minn.
Patterson, P. L., conductor-----Aberdeen, S. D.
Payne, Charles A.,
assistant bureau head-----Park Ridge, Ill.
Potter, T. M., loco. engineer-----Terre Haute, Ind.
Powers, M. F., conductor-----Prairie du Chien, Wis.
Pumphrey, W. A., section foreman--Seymour, Ia.
Rachner, Emil B., bureau head-----Elgin, Ill.
Raetz, E. W., conductor-----Red Wing, Minn.
Riegel, P. W., conductor-----St. Paul, Minn.
Schultz, Edward A., engineer-----Chicago, Ill.
Schultz, Mrs. Marion, clerk-cashier--Mason City, Ia.
Schulzman, H. M., signalman-----Tacoma, Wash.
Seehausen, H. M., loco. engineer-----Crete, Ill.
Shipley, R. D., clerk-----Tacoma, Wash.
Slusser, Ray, loco. engineer-----Crete, Ill.
Snyder, Raymond C., loco. engineer--Chicago, Ill.
Soltis, Joseph C.,
steamfitter foreman-----Milwaukee, Wis.
Tillman, F., loco. engineer-----Kansas City, Mo.
VanCleave, Clyde R., section laborer--Blakesburg, Ia.
Van der Locht, Mrs. Alma,
assistant bureau head-----Chicago, Ill.
Warrick, J. L., loco. engineer-----Terre Haute, Ind.
White, W. S., loco. engineer-----Terre Haute, Ind.
Winn, L. H., conductor-----St. Paul, Minn.
Wisch, William J., section foreman--Glencoe, Minn.
Wiselaus, E. H., conductor-----Milwaukee, Wis.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

Bonnie Stevens, Correspondent
Agent's Office

Engineer Phil Towner of Minneapolis proved recently that he can do more than tell a good fish story by winning second place in the three-day International Muskie Tournament at Nestor Falls, Ontario, Can. Phil's proficiency in sports was brought into prominence this year when he was hired by the Minneapolis Daily Herald to write a daily outdoor column. He has also given fishing forecasts on radio station KANO.



The Daily Herald sponsored his trip to the muskie tournament to cover the three-day contest which attracts big game anglers from all over the continent.

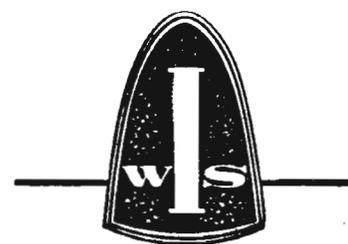
Todd Peterson, afternoon mail clerk in the regional office, was seriously injured when his motorcycle and a car collided at an intersection. At this writing his condition is much improved, but he is still in General Hospital and will be for some time.

Richard Johnson, retired layout clerk in the freight house, and his wife observed their 50th wedding anniversary with an open house at their home Sept. 16.

Sympathy was extended to Gene Liese, traveling freight agent at Minneapolis, when his father passed away recently. The late Mr. Liese was freight agent at Appleton, Wis., prior to his retirement.

The new afternoon auto messenger in the Local Freight is Bruce Younglove.

Bill Head, janitor at the freight house, obtained a leave of absence recently because of his wife's serious illness.



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OPERATING DEPARTMENT

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

Roberta Swingle, secretary in R. J. Kemp's office, resigned Oct. 19 to join her husband who was transferred to the air missile base at Minot, N. D., after his return from military service. Mr. Swingle is the son of W. E. Swingle, assistant general manager.

Ruth Z. Bruner, typist and file clerk in the central freight service department, retired in October after 40 years' service.

C. A. Nummerdor, retired general superintendent of transportation, came from parts west and north to say "Hello" to his many friends in the Union Station.

Q. W. Torpin, superintendent of transportation, announced the arrival of Thomas Willard Oct. 5. The Torpins now have two daughters and two sons.

We welcomed Joan Fase, secretary, to the office of general superintendent of transportation Oct. 1.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent

Private Dennis Robison of the Marines visited our office in October. Upon returning to his base in San Diego, Calif., he was shipped out to an "address unknown."

Margaret Johnson was married to John W. Fraser Jr., a former employe and son of John and Lillian Fraser, in a beautiful all white wedding at the Fullerton Covenant Presbyterian Church Oct. 20. They are now at home in LaCrosse, Wis.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Ted Pulsha, Correspondent

Our office was stunned by the sudden death of Auditor J. E. Vraney. He was a gracious gentleman who was admired by us all and by countless others who were associated with him in his private life. Sympathy was expressed to his widow, Hazel Margaret, his son, Dr. Robert E. Vraney, and his two brothers and sister. Services were held in St. Eulalia's Church, Maywood, the Knights of Columbus Honor Guard attending. Interment was in Queen of Heaven Cemetery.

Not long before his death, the late J. E. Vraney accompanied by A. V. Gallagher and J. T. White attended a Retreat given by the Jesuit priests at Bellarmine Retreat Hall in Barrington.

Henry Winzen, father of Traveling Auditor W. G. Winzen, died recently. Services were held in the Sacred Heart of Jesus Church, Milwaukee, and interment was in that city.

A. J. Dinoffria, president, and Fred LaRue, financial secretary of the EMBA, honored the members of their championship softball team at a fine dinner in the Pizaferris Surfwood Restaurant, Chicago. The majority of team members were from this office.

Wedding bells rang at St. Vincent's Church Oct. 27 for Theresa Montori and Paul Maggio. A reception which followed at Como Inn was in the Italian tradition. The Maggios will live in a new home at Round Lake Park, Ill.

William Mullen is studying transportation economics in evening classes at Northwestern University.

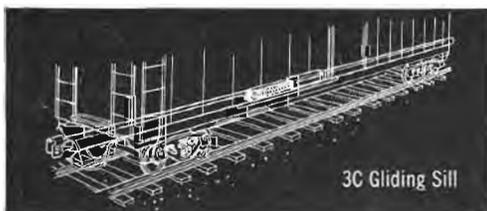
Henry Kraebber, former bureau head of the relief claim bureau, stopped in recently to say hello to all the boys. At 70 years young he looks fine.

POLICE DEPARTMENT

Lieutenant of Police Felix H. Druba, stationed in Chicago, retired Nov. 30 under the company's retirement plan. Mr. Druba entered service as a special officer on Jan. 12, 1932 at Terre Haute, Ind., and was promoted to lieutenant on May 16, 1940, with headquarters at Chicago Heights. During World War II he served with the Army's military police detachment, returning to the railroad on May 10, 1943. He was transferred to Chicago as lieutenant of police on Sept. 1, 1952. He and his wife will continue to live in Mundelein, Ill.

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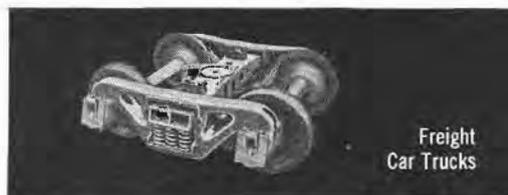
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RETIRING FROM THE TELETYPE FORCE, Operator John Kero posed for this picture with his co-workers in the Chicago Union Station office. From left: Operators Betty Neenan and Loretta Thomas, Office Manager A. S. Bieter, Operator Mary Hermanek, Mr. Kero, Chief Operator Calvin Reed, and Assistant Chief Operator Earle West.



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AHERN-BLACKWELL. St. Philip-Neri Church in Chicago was the setting for this happy event, the marriage of R. R. "Bab" Ahern, reservation clerk in the Union Station, and Miss Shirley Blackwell. With them is Father James Brett who officiated. The Aherns spent their honeymoon in St. Petersburg, Fla. Bob is the son of W. T. Ahern, who retired this year as office manager of our public relations department.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Mary Powitz celebrated a 40 year and Margaret Anderson a 25 year anniversary with the Milwaukee recently amid congratulations and good wishes.

Mr. and Mrs. Joe Robinson announced the birth of daughter Alaine Oct. 17. A son, Peter, was born to June Ziegler, former typist, and her husband Peter on Sept. 9.

Marge Mahler has a second grandchild with the birth of a boy to her daughter Carol.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

The annual engineering department golf tournament was held at the Mohawk Country Club in Bensenville Oct. 6. We had a very nice turnout, 49 in all. B. E. Daniels, division engineer of the Milwaukee Terminals, shot a fine round of 75, thus winning the 1962 Maurice C. Chier Championship Trophy. V. E. Glosup, assistant vice president operation-chief engineer, smashed the longest drive on the 10th hole, and for his mighty effort was rewarded with a dozen golf balls in a fancy leather bound case. Also,

November-December, 1962

his name was picked out of a hat as the winner of the door prize drawing, an RCA portable transistorized radio. How lucky can you get? K. L. Clark, division engineer of the Chicago Terminals, won a \$5 gift certificate for being closest to the pin on the 18th hole.

D. R. Herdine, assistant communications engineer, has left us to join the Radio Frequency Laboratories Inc., as sales and applications engineer, specializing in voice and telegraph carrier systems. We wished Don the best of luck on his new assignment.

**AUDITOR OF CAPITAL EXPENDITURES'
OFFICE**

M. L. Burke, Correspondent

Assistant Engineer Nicholas A. Bell retired Oct. 31 after 46 years of service. Nick is a native Chicagoan and his first railroad experience was in the accounting department of the Chicago Great Western where he rose to be assistant comptroller. When the offices were moved to Oelwein, Ia., Nick came to the Milwaukee in the comptroller's office. In 1955 he was appointed assistant engineer in the valuation order #3 department of the auditor of capital expenditure's office. A testimonial luncheon was held, attended by his wife Katy, son Bob, general agent of the Chicago Great Western, and many friends and co-workers. On his last day in the office he was presented with a wrist watch. Mr. and Mrs. Bell plan to continue living in Oak Park.

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AUDITOR OF EQUIPMENT ACCOUNTS

The office was saddened by the sudden death of Martha Schultz on Oct. 18. She was a 20-year employe.

Ethel Olson is recuperating at home after a stay in the hospital.

Anne Littwin's retirement Nov. 30 was marked by a party at the Orphei Club.

Cora Eckerly Featherston passed away Oct. 29 after a long illness.

four legged animals stepped on his foot recently we found that he really meant "horses". The foot is healing and Tex is back at work.

A. J. (Tony) Kilvinger, formerly terminal manager at Seattle, is now terminal manager at Kansas City.

Sympathy was extended to Cyril Ferron, mechanic at Green Bay, when his wife died recently.

Bob Dornhecker has left his position

Director of Operations Orton Johnson had his bowling ball stolen from his car recently. We don't know what this will do to his handicap, if any, but we hope he has everything under control before the Milwaukee Road tournament next spring.

TRAFFIC DEPARTMENT

Mrs. Rudolph V. Gertz passed away Oct. 21. She is survived by her husband, retired Chicago city ticket agent, and two sisters, Florence Tupper of Milwaukee and Joan Jackson of Burbank, Calif. Interment was in Forest Home cemetery.

Milwaukee Shops

CAR DEPARTMENT

Erwin C. Weber, Correspondent

Kenneth A. Harendra, son of Chauffeur Thaddeus Harendra, has been graduated from Mankato (Minn.) State College with a B.A. degree in business administration. Ken was an All City football player for two years while attending Milwaukee Bay View High School, and a member of the Mankato "Indians" for four years, during which the team held the conference championship.



FREIGHT SHOP: Thomas J. Curtis, a carman helper for 40 years, passed away suddenly at the age of 58 . . . On Sept. 12 Jacob and Nancy Hansen welcomed their second child and first daughter, Laurie Ann. They have a three-year old son . . . Augie Buetow, timekeeper, was promoted to shop schedule engineer on Oct. 16 . . . Thomas P. Zdrzil took over Augie's duties of timekeeping and general clerical work.

PASSENGER SHOPS: The passenger department has repaired and converted the business car "Snoqualmie" into a heart test car for the University of Minnesota which will make heart studies of railroad employes . . . Oliver C. Hensler, an airbrakeman, passed away Oct. 7 at the age of 58. He had worked 10 years for the Milwaukee, and was also very active in amateur baseball circles . . . Carl W. Fenner, passenger car airbrakeman, retired Oct. 27 after 44 years service.

FORGE SHOP: Arthur W. Leppert, 66, retired blacksmith helper, passed away Oct. 23. He retired on disability in 1949.

D & I Division

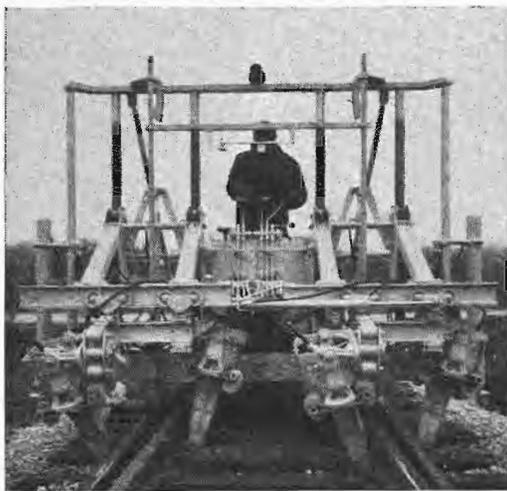
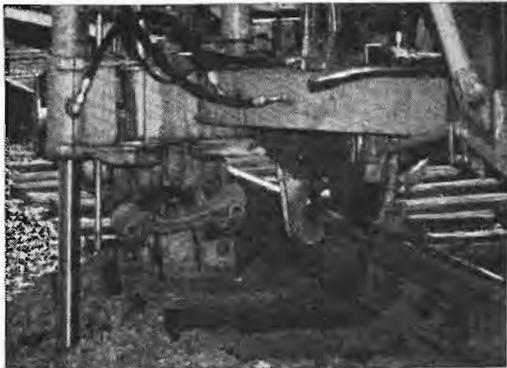
Mr. and Mrs. Samuel H. Zimmerman, long time residents of Dubuque who now live in Fulton, Ill., celebrated their 70th wedding anniversary Oct. 11 with an open house in their home at 1205 Eleventh Avenue. Mr. Zimmerman is a retired machinist of the Dubuque Shops, and his wife is a former president of Dubuque Chapter of the Women's Club.

The Milwaukee Road Magazine

3

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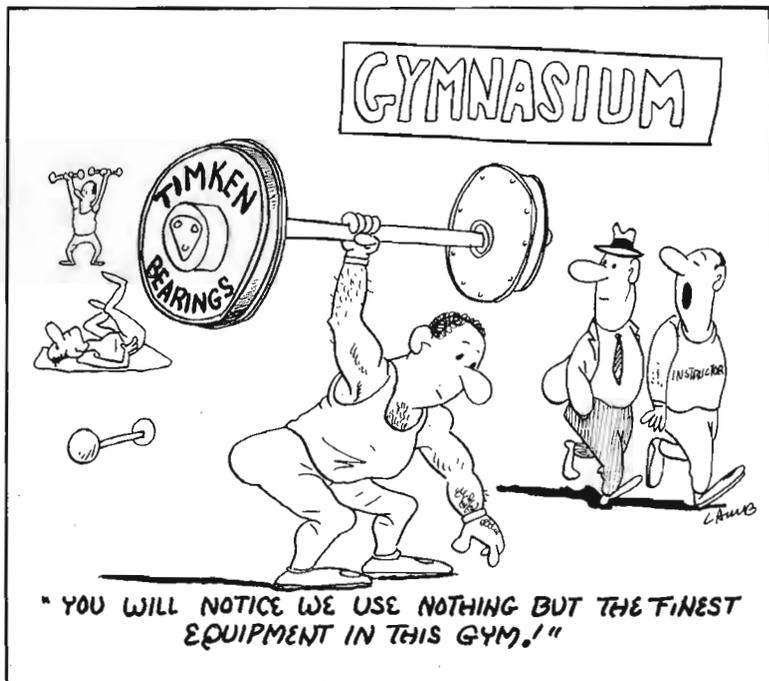
MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Office of Assistant Vice President

When James (Tex) Brooke, mechanic at St. Paul, referred to his two horses it was commonly thought that he was talking about a motor, but when one of the

as system dispatcher with the MMTTC to work as dispatcher for a local truck line.

Stanley Brendal, voucher clerk in the Union Station office, recently took a five hour FAA written examination at General Mitchell Field, Milwaukee, and has been told that he passed and will soon receive his Private Pilot's Certificate.



(Advertisement)

They have four children, all of whom attended the anniversary celebration, 11 grandchildren and 27 great-grandchildren.

G. M. Pinneo, 88, retired telegrapher, died Sept. 26 in the Good Samaritan Home in Davenport. He had been ill about three months. His wife, Laura, survives. Mr. Pinneo was a past president of the Scott County Old Settlers Association and a charter member of the Morse Telegraph Club of America.

La Crosse Division

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Retired Conductor Hugh J. Brogan, 84, passed away Sept. 21. He had 44 years service when he retired in 1956. Mr. Brogan is survived by one son, Hugh S. of Chicago. Burial was in Elroy, Wis.

William A. Blank, 75, retired boiler-maker helper at the LaCrosse round-house for many years, died Sept. 26. His wife Nellie and five sons, Earl, William Jr., Edward, Henry and Donald, all of LaCrosse, survive. Burial was in Oak Grove Cemetery.

Sympathy was extended to Retired Train Dispatcher Fred Kruger, LaCrosse, on the recent death of his wife Maryellen. Besides her husband, Mrs. Kruger is survived by a daughter Rosemary, Mrs. Joseph Gambill of Kingsport, Tenn., and four grandchildren. Burial was in the Catholic Cemetery at La Crosse.

Conductor F. R. (Swede) Murphy of St. Paul retired Sept. 7 after 49 years service. He was local chairman of the B. of R.T. for a number of years.

Operator Gayle Keeley died in a Minneapolis hospital Sept. 20 after a long

illness. He had been an operator on the River Division for about 22 years. Burial was in Minneapolis.

Bernard Halderson, 56, baggageman at LaCrosse, died suddenly Oct. 4. He was buried in Galesville, Wis. Surviving are a sister, Mrs. Mildred Contrell of Iowa City, and two brothers, Hillard of Etrick and Everett of Galesville.

Mrs. Florence Leavitt, mother of Jim Leavitt, telegrapher at LaCrosse, died at Trempealeau, Wis., Oct. 19 and interment was in that town.

Assistant Engineer Robert Lark, LaCrosse, was promoted to the industrial department, Chicago, Nov. 1. Bob made many friends during his three years on the LaCrosse Division. He is married and the father of two small sons.

Conductor Howard Lang brought to a close 46 years of service when he retired Nov. 1. He was chairman for the O.R.C. for 15 years. Mr. and Mrs. Lang live in Minneapolis, but their immediate plans include a trip to Oregon.

Engineer and Mrs. Ross Lapham are proud grandparents of their first grandchild, Jacqueline, born recently at South Beloit, Ill., to their daughter Rose Marie, now Mrs. Russell Moran.

Sympathy was extended to Mrs. Paul Waters on the recent death of her husband. Mr. Waters was baggageman at LaCrosse when he became ill. In addition to his wife he is survived by two daughters, Shirley, Mrs. Clarence O. Osleson of Pueblo, Colo., and Betty, Mrs. Melvin Hillyard of Salt Lake City, Utah, and two sons, James and William of LaCrosse. Burial was in the Catholic Cemetery at La Crosse.

Donald N. Doumas, our freight and passenger agent at Winona, was recently elected president of the Winona Kiwanis Club. He has been with the Road since

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OKTOBERFEST AT LA CROSSE, WIS., included a two-hour parade in which the Milwaukee Road was represented by this float featuring the Hiawatha motif and presenting the Boy Scouts Order of the Arrow Indian dance team. The decoration was carried out by the Walter H. Millers—Mr. Miller is our section force truck driver at La Crosse and Mrs. Miller is president of the Women's Club chapter.



1944, starting as an operator, and served as agent at Coon Rapids, assistant agent at Cedar Rapids and agent at Freeport before being appointed to his present position in 1957.

WISCONSIN VALLEY

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

Friends of Retired Roadmaster Cecil A. Parkin will be interested to hear of his recent marriage to Stella Mathey of Lena, Wis., in St. Augustine Church, Wausaukee. After a trip to the West Coast they will make their home in Wausaukee, where Cecil has lived since retirement and where Mrs. Parkin is engaged in business.

The third annual dinner party of the Women's Club at Wausau was held in the American Legion Clubhouse. The committee in charge—Mesdames Howard Parker, Carl Akey, Lawrence Nowitzke, Melvin Boernke and Ralph Chamberlain—surprised everyone by having a "Christmas in October" setting for the party. Members brought their husbands as guests and special recognition was given to Margaret McGinley, former cashier in the agent's office at Wausau, and Frank LaFave of the car department, both of whom retired during the past year. Assistant Trainmaster H. A. Obermowe was MC and Retired Engineer Lewis Wilcox provided the music for community singing. On the program were Indian dances by the Ponakawa Dancers of Post 419. Special prizes were awarded the men: Conductors Ralph Chamberlain and Vic Robison and Roadmaster Brostrom won the "lucky draws"; Retired Car Foreman John Zander, the oldest retired member; Roundhouse Foreman Paul Jensen, the most years in active service; Fireman Jerome Kholberg, the youngest active

man present, and Roadmaster Brostrom, the newest grandfather.

Looking forward to the years ahead, Retired Laborer Frank LaFave has built what he calls "my shanty" in the north woods of Wisconsin where the early years of his life were spent. Actually, it is a cottage for year round living should he so decide.

Clerk and Mrs. C. E. Brock of Wausau have announced the arrival of a son. Mr. and Mrs. Richard Brostrom also have a baby boy, a grandson for Roadmaster Harold Brostrom. Richard, who is now attending the State Agricultural College at Logan, Utah, worked several summers as a track machine operator.

Mrs. Guy Reynolds, 75, wife of retired store helper, passed away Oct. 21 after a brief illness. She was an active member of the Women's Club for many years. Besides her husband, a son Robert and two grandchildren survive. Funeral services were held at Tomahawk with burial in Green Wood Cemetery there.

Walter Rush, 69, died suddenly Oct. 12 and was interred in Green Wood Cemetery at Tomahawk. His widow survives.

Funeral services were held in the First Methodist Church at Wausau for Amos E. Griffith, 80, retired engineer, who passed away Sept. 3. Burial was at Pittsville, Wis., his birthplace. He is survived by his widow.

EAST END

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

E. W. Chappell began his duties as agent at Portage on Sept. 1. He had previously worked as third trick operator here.

Conductor A. J. Cadman of Portage, who retired in July, is enjoying his leisure although "Ab", as he was called on the Milwaukee, was hospitalized for a time. He is now feeling fine. Mr. Cadman held a seniority date of Sept. 3, 1923.

Section Laborer W. H. Fischer of Wauertown retired recently. He worked with the police department from 1950 to 1956 and with the track department from 1956 until his retirement.

Arthur W. Jevens, 67, retired engineer, passed away Sept. 16 at his home in Portage after a long illness. He is survived by his wife Phoebe, a daughter

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

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

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

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

OccupationSocial Security No.Payroll No.Work No.....

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

The beneficiary is to beRelationship\$.....

POLICY FOR DEPENDENT WIFE } Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife.
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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 \$.....

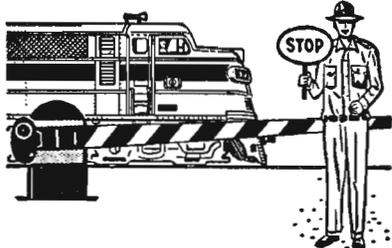
First Name	Age	Birth Date
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The Employees Mutual Benefit Association of St. Paul, Minnesota, is hereby authorized to make deductions in the amount of the Total Monthly Premium shown through my employer THE MILWAUKEE ROAD. I hereby certify that each applicant 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



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Big time for employes in Chicago Oct. 19 was a retirement party at the Gay Spot for Frank Phillips, reconsigning clerk at the Galewood freight office (left), shown as he was being presented with a gift by Assistant Agent J. F. Kalasmiki. For details of this affair see Correspondent Ray Bishop's news.

Margaret, Mrs. Norman Hill, a granddaughter and two brothers, all of Portage. One brother, Ralph, is a retired engineer. Mr. Jevens worked for the Road from 1912 until retirement in July, 1957.

Emil Pfaffenbach, 75, retired sleeping and parlor car conductor, died suddenly of a heart attack Nov. 12. He was one of Watertown's best known and well liked residents. Mr. Pfaffenbach started to work for the Road on Nov. 1, 1917 as a ticket clerk and was promoted on Dec. 7, 1925 to train auditor, in which capacity he served until 1950 when he transferred to train service on the Hiawatha run to the west coast. He retired in 1954. Surviving are his wife, a daughter, Mrs. Floyd Neubauer, and a brother, Arthur, in Watertown, a son, Dr. H. Pfaffenbach of Stoughton, Wis., and two grandchildren. Funeral services were held in St. Mark's Lutheran Church in Watertown.

Leon H. Robbins, retired commissioner of agricultural and mineral development, and wife were honored on their 50th wedding anniversary at a reception given by their four sons in the Rosedale Presbyterian Church, Cambria, Wis. The Robbinses have since moved from Pardeeville, Wis., to "Fairhaven", a senior citizen home at Whitewater, Wis., the better to obtain care for Mrs. Robbins who incurred serious injuries in an automobile collision some time ago.

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RIVER SENTINEL FOR 40 YEARS, M. K. Wilsey of La Crescent, Minn., was recently the subject of a profile in the La Crosse, Wis., Tribune describing his experiences as operator of the Milwaukee Road's bridge spanning the Mississippi two miles north of La Crosse. Mr. Wilsey started his service in 1912 with a track gang and worked on a switch crew and at clerical jobs before taking the bridge assignment in 1922. He has a hailing and waving acquaintance with captains and crews the length of the Mississippi, Illinois and Ohio Rivers. (La Crosse Tribune photo)

Chicago Terminals

GALEWOOD

Ray Bishop, Correspondent

Stanley Creamer, IBM operator clerk, has completed his basic training in the Army and been assigned to a data processing center at Atlanta, Ga. His wife Carol will join him as soon as the assignment becomes permanent.

Frank Phillips retired Oct. 19 after 42 years of service. Frank came to the Road from a position as school teacher in southern Illinois on Feb. 28, 1920. He was employed on various jobs in the yard department at Bensenville, then chief clerk of yard forces at Kinzie Street district, and at the time of retirement was resigning clerk at Galewood where he made many friends for himself and the Road because of his efficient and courteous handling of business contacts. A party at the Gay Spot was attended by about 70 relatives, friends and business associates. Assistant Agent J. F. Kalasmiki was toastmaster and presented Frank with a rifle with which to pursue his favorite hobby, hunting small game. One of Fred LaRue's hand tooled wallets was also given him.

Mrs. Szopinski (Rose Dyba) of the regional data force has returned to work after eye surgery. We are happy that the operation was a complete success.

Freight House Caller John Pienta was

commended recently for reporting to Assistant Agent Detuno that a length of rail was missing on track 10, which is used as a running track in Galewood Yard. A citation from Assistant Superintendent Bannon praised his alertness for preventing a derailment, and his concern for the welfare of the company and his fellow employees.

DIVISION STREET

Carolyn Di Cicco, Correspondent

When the Telstar talk scheduled for Sept. 20 between the Alexander Graham Bell School in Chicago and the Royal High School in Edinburgh, Scotland, was cancelled, Craig Lynch, 13 year old son of Thomas Lynch, stower, Division Street, was a very disappointed boy. Craig was selected by the principal of his school, as the most outstanding student in space science, to talk to his counterpart, Richard Hogg, the Royal student captain and leading scholar in his school. Scientific experiments which had to be completed before the season reduced visibility caused the postponement of the school talks, but the experiment will be scheduled again.

Bill Leonard, son of William Leonard, stower, was listed among the leading candidates on the 1962 freshman football squad at Southern Illinois University. Bill is a graduate of Grant High in Ingleside and starred at end on last year's Grant team which posted a 6-1 league

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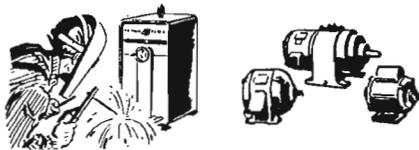
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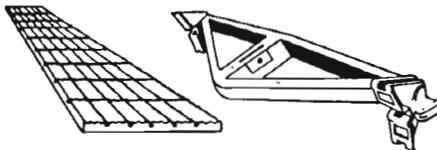
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record and a 7-1 overall slate.

Assistant Superintendent K. O. Schoeneck and wife spent homecoming week at Iowa State University, Ames, where their son Kenneth is a senior in engineering. They attended the football game between Iowa State and the University of Kansas.

Joseph Weller, checker, retired Oct. 1 after 27 years of service.

BENSENVILLE

Delores Barton, Correspondent

Sympathy was extended to the family of Bert Johnson, retired yard clerk from Bensenville, who passed away Oct. 14 at Clinton, Ia.; to the family of Retired Coach Yard Switchman C. E. McMurray who passed away Nov. 14, and to Assistant Superintendent B. J. McCanna whose father, B. A. McCanna, retired agent from the Southeastern Division, passed away Oct. 29. B. A. McCanna had 38 years of service with our road.

Ellen Kay, born Oct. 13 to Fred Wehrenberg and wife, is their third child.

Knut Kleven, time revisor at Bensenville, and wife took a 3,000 mile trip to Cleveland, New York, Halifax, New Brunswick, Quebec, Toronto and home. They had a lovely trip and made good time in their new Chrysler.

September and October seemed to be retirement months in the Chicago Terminal. Engineer Leonard Nordbye retired Sept. 21 after 49 years service, and Engi-



MARKING 50 YEARS OF SERVICE, Lloyd LeGros, chief clerk in our Chicago-Division Street freight office (right), was recently presented with a Gold Pass by Assistant Superintendent K. O. Schoeneck of the Chicago Terminals and honored by the force at a cake and coffee party. Agent Burt Smith is at the left. All of Mr. LeGros' service has been at Division Street, starting as a messenger and general utility man.

near F. W. Engwall ended 52 years service with his retirement Sept. 30. Mr. Nordbye plans to spend his spare time at Hot Springs, Ark. Switchman J. E. Smith, with 39 years service, retired Oct. 1.

Engineer W. T. Olsen was literally "carried off the engine" at Western Avenue Sept. 29 to attend a party in his honor. Retirement date was Sept. 30 with a service record of 52 years. Mr. Olsen was on the so-called "hot pull" between Western Avenue and Bensenville.

Sandra Hammond, steno-clerk in the division engineer's office, is on sick leave, but is expected to return the first of the year. Mary Price is filling in for her. Mary formerly worked in the superintendent's office at Bensenville. Irene Scheele returned to the hospital Nov. 10 and we hope that she will be back with us again soon. Irene is chief clerk in the division engineer's office.

Contributed by Dorothy Lee Camp



Named recently to the National Honor Society, Gail Grosnick made Walter Grosnick, train clerk at Bensenville Yard, a very proud father. Gail attends Luther North High School.

Train Director Joe Camp and wife Dorothy, your contributor, spent an afternoon recently at the Fleishman mink ranch in Fifield, Wis., learning the whys and wherefores of raising mink. Charlie Fleishman explained in detail the raising, feeding, killing, skinning and dressing of the valuable little animals. The highlight of the day was being intro-

The Milwaukee Road Magazine



RETIRES AT MASON CITY. Mr. and Mrs. H. L. Kinney being honored recently at a dinner party in Mason City, Ia., receive a watch and a set of jewelry respectively from their Milwaukee Road friends as Mr. Kinney retires from the position of chief clerk in the Mason City office. General Yardmaster Carter Thoma (right) presented the gifts. Mr. Kinney had 53 years of railroad service, of which 42½ were with the Milwaukee Road. (Mason City Globe-Gazette photo)



"LIFETIME" SILVER PASS is presented to Freight Service Inspector L. A. Mostrom (left) by R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service, at an IMGD Division staff meeting Nov. 7. Mr. Mostrom entered service in 1917 as a clerk at Sioux Falls, S. D., and has been with the CPR&MS department since 1941. He was appointed freight service inspector at Sioux Falls on June 15, 1942.

duced to the fabulous violet, lavender and snow white mink.

As the Camps drove through Ogema, Wis., they spotted Ted Pugeseck of the Bensenville rate and billing department and passengers Stanley Boyle and Herman Hansen of the Galewood office who were Minnesota bound on a fishing trip.

A2C Frederick J. Elders (switchman) is now stationed in Lincoln, Neb., after many months in Alaska. He is certainly glad to be at a base closer to home.

Retired Switchtender Frank Miller, his wife, and Sigie recently returned from a very successful fishing trip to International Falls, Minn., and Canada. They had a guide who prepared delicious fish dinners over an open fire.

The Robert Holtons have returned to their home in Sturtevant, Wis., after a summer at St. Germain on Pickerel Lake, Wis. Bob is a retired 3rd trick operator from Sturtevant. During the summer the

Holtons had many Milwaukee Road visitors including the Camps and Retired Yardmaster "Red" Lubeking and family.

General Yardmaster Harvey Reidel who was hurt in an auto accident recently is recovering at home at this writing.

Switchman John Froelich, home on leave, visited friends at the Bensenville office and yards Oct. 26. He is stationed at Fort Eustice, Va., in the railroad battalion.

Retired Clerk Bert Johnson, who died Oct. 14 in Clinton, Ia., where he had lived since retirement with a brother and sister, was visited by Retired Assistant Agent William Bishop and Chief Clerk Tony Martinek the week he passed away. He seemed in such good spirits at the time that it was a shock to learn of his death.

Tom O'Brien, train clerk, has joined the ranks of retired folks we will miss around the railroad. It was a real pleasure to work with him.

General Yardmaster Harvey Reidel was welcomed back after his recent hospitalization due to an auto accident.

Robert Helton, retired operator at

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Sturtevant, passed away Nov. 10 while visiting his brother's family in Mattoon, Ill. Burial was in Milwaukee. He is survived by his wife, Nellie, and brother, Jack. Train Director Joe Camp was a pallbearer.

Ed McLean, agent at Glenview, has sold his home in Forest Park and purchased one in Glenview.

**WESTERN AVENUE STORES &
LOCOMOTIVE DEPARTMENTS**

LaVergne Dean, Correspondent

James J. Constantine, B&B shop foreman, retired Aug. 3. He began service as a fireman in 1916, but after three years on the extra board he transferred to the B&B department where he spent eight years as a carpenter before being promoted to foreman. During World War I he served a stint in the Navy. A party attended by many railroad friends was held in his honor at the Orchard Bungalow in Franklin Park, and he was presented with a railroad wrist watch and a billfold. Jim and his wife left amid a flurry of good wishes to sail on the SS United States from New York for a 54 day trip through 11 European countries.

Ken Borgh, son of our district car foreman, made the Milwaukee Journal's All City Football Team picked by the coaches. Seventeen-year-old Ken is 6'4" tall and weighs 270 pounds, and is a senior at Washington High School, Milwaukee. He plans to major in mathematics when he enters college.

What are Gorillas thinking about these days? Firemen and Baseball. The Gas House Gorillas, a baseball team made up of Western Avenue machinists, electricians and storeroom employes, beat the Champs, the firemen, in an All Star Game Sept. 16. They won in an exciting 10 inning game by the score of 19 to 17. The first game was rained out after a few innings, the Champs won the second by a score of 20 to 16, and then the Gorillas made a comeback by winning the third 34 to 16. The decisive All Star Game then made the Gas House Gorillas the new Champs. Both teams are anticipating a renewal of their rivalry next year.

It's not what you eat that causes ulcers; it's what's eating you.



Wise Owl Double Header

THE safety score of Section Laborer Carl Bruning of the IM&D Division—saving his eyesight twice through the ingrained habit of wearing safety goggles—has been recognized with a lifetime membership in the Wise Owl Club of America. Shown as he was presented with it at Armour, S. D., are, from left: Section Foreman A. L. Oaks, District Safety Engineer C. O. Post, Mr. Bruning, Division Engineer F. F. Hornig and Roadmaster J. W. Loftus.

By coincidence, both mishaps were similar. In the first instance, Laborer Bruning was picking frozen ballast on Nov. 19, 1957 when a piece of rock flew up and struck the right lens of his goggles. The lens was fractured, but there was no eye injury. Then on Apr. 2 of this year, while he was picking frozen dirt out of the flangeway of a farm crossing, again a piece flew up and struck the right goggle lens. Again, the lens cracked, but his eye was unharmed. The special citation from the National Society for the Prevention of Blindness, sponsor of the Wise Owl program, took note of his inherent safety-mindedness.

I M & D Division

AUSTIN-SIOUX CITY AREA

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

Tragedy struck on the IM&D Division Oct. 5 when Engineer J. R. and Mrs. Nashel and Brakeman Carl Gray, all of Mason City, were killed in a head on auto collision south of Austin, Minn. Funeral services for Mr. and Mrs. Nashel were held in St. Joseph's Catholic Church, Mason City. Carl, who was the son of Roadmaster R. E. Gray, was buried in Austin. He is survived by his wife, a son and a daughter, his parents,

The Milwaukee Road Magazine

A Hobby for the Retirement Years

By L. C. McKinnon

Locomotive Engineer, Three Forks, Mont.



Engineer E. V. Bennett works on his hobby. Note the finished rocking chair pincushion at the left.

Since people began retiring at an earlier age, I have observed among railroaders less of the "What will I do when my turn comes?" attitude and more planning ahead. For many, the prospect involves a hobby—stamp collecting, hunting, fishing, travel, home improvements—things for which they never seemed to have enough time in their working careers.

People following this line of thought can learn a thing or two from E. V. Bennett, number one locomotive engineer on the Rocky Mountain Division. A hobby which takes up the slack in his time away from work—making miniature

rocking chair pincushions—is not only relaxing but profitable. It figures importantly in his plans for retiring to his own easy chair.

Engineer Bennett has been a Milwaukee Road employe since the age of 16, starting as a call boy at Harlowton, Mont. From that job he stepped up to boiler maker helper and machinist helper, and in 1913 to fireman. He was promoted to engineer in 1943, and now holds the passenger run between Harlowton and Deer Lodge, Mont.

Between runs you'll usually find him busy in the workshop of his home in Three Forks, Mont. The shop is equipped with power machinery, and the miniature rockers he turns out in it show evidence of painstaking handiwork. Mrs. Bennett is a partner to the hobby, lending a hand with the upholstering. To date the couple have sold more than 200, including several in places as distant as Sweden and Denmark.

Engineer Bennett's enthusiasm for his hobby assures that he will have no difficulty changing his life-time work habit. Right now he has more orders for the novelty pincushions than he can fill while holding his railroad job. Planning ahead, both he and Mrs. Bennett are looking forward to his retirement as a time to expand their enterprise.

a sister and a brother.

The body of Roger Francis Oates, retired from the B&B department at Austin, was taken from the Red Cedar River at Austin Oct. 2.

William B. Donnelly, Jefferson, S. D., retired conductor, was found dead near his car parked on a country road near Jefferson. Death was ascribed to a heart attack. At the time of his retirement in 1948 he had 41 years service with the Milwaukee. Survivors are a daughter

and two sisters. Interment was in Jefferson.

Frank E. Wynn, 85, retired B&B man, died suddenly at his home in Sioux City. He retired in 1954.

The Milwaukee Women's Club of Mason City held a potluck dinner Oct. 6. This was followed by a business session at which the president, Mrs. Herbert Jacobs, appointed as a nominating committee Mrs. Louis Walter, LaVern Larsen and Almeda Walter. Dinner hostesses

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were Mrs. Michael Kelly, Mrs. H. H. Jacobs and Mrs. O. T. Anderson.

The annual turkey dinner of the Milwaukee Women's Club of Sioux City was held Oct. 23 in the Scandinavian Hall.

The death of Edward M. Grobel, retired trainmaster, occurred Sept. 14 in a Spokane, Wash., hospital. Mr. Grobel was born in Cresco, Ia., Oct. 15, 1883, but had lived in Spokane the past 43 years. He was a member of the Pioneer Club and the Westminster Congregational Church of that city. Surviving are his wife Bessie; two daughters, Mrs. Winifred Root of Morro Bay, Calif., and Olive Grobel of New York City, and a son, Dr. Kendrick Grobel of Nashville, Tenn.

Nathan Hale, a nephew of the famous Revolutionary patriot and father of Edward Everett Hale, author of "The Man Without a Country," was one of the first railroad fans in this country. His enthusiasm led him to build a model railroad in the parlor of his Boston home.

Milwaukee Division

SECOND DISTRICT

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

Harry Anderson, agent at Marinette, Wis., for the past 12 years, and an employe of the Road for 48, was honored with a retirement party at the Dome Restaurant and Cocktail Lounge Oct. 30. About 50 attended, among them representatives of various industries and the agents of the C&NW and Ann Arbor railroads. A portable typewriter was presented the guest of honor. Harry and his wife are planning to spend the winters in Florida and the summers in Marinette. Master of ceremonies was Sam La Valley, agent at Menominee, and the principal speaker was Assistant Superintendent William Freund of Green Bay.

Diane and Paul Cynowa announced the birth of son Gregg on Sept. 21. Diane is the daughter of Agent R. E. Chalifoux of Green Bay, and a former IBM



CAMPING FAMILY. J. E. Boeshaar, chief time revisor for the Milwaukee Division, who has been active in the Scout movement the past five years, is teaching his sons, Walter, 7, and James, 12, the rudiments of camp life. Here, Walter is gleefully anticipating a fish fry. The family's favorite camping spot is Shawano Lake, Wis.

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Arthur W. Liese, long-time agent at Appleton, Wis., died there recently after a brief illness. Mr. Liese started railroading in 1908 as a warehouse foreman and ticket clerk for the North Western and switched to the Milwaukee three years later. He became agent at Appleton in 1917 and retired from that position in 1952. He is survived by his wife, Mabel, a son, Eugene, traveling freight agent for the Road in Minneapolis, two sisters, a grandson and two great grandchildren. Funeral services were held at St. Mary's Catholic Church in Appleton, with burial in the parish cemetery.

Rocky Mountain Division

WEST END

Vivia J. Roberts, 79, retired locomotive engineer formerly of Deer Lodge, died Oct. 12 in Red Bluff, Calif., where he and Mrs. Roberts had lived since 1954. Mr. Roberts began working on the railroad at an early age and helped construct the line west to Avery, Ida. He received his Gold Pass for 50 years of service in 1954. He was a member of the Presbyterian Church in Red Bluff, a 50-year member of the AF&AM, and belonged to the O.E.S. of Deer Lodge and the B. of L.E. Survivors include his wife Clara; daughters Jennie Holderreed of Anaconda, Joyce Murrish of Oakland, Calif., and Grace Krantz of Cottage Grove, Ore.; a sister and 16 grandchildren. Interment was in Red Bluff.

Discriminatory Taxation

A railroad with extensive terminal facilities in an eastern city tried to reduce its tax burden by selling 33 acres of land assessed at \$621,000. The sale price was less than \$20,000.

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STILL RAILROADING, A. B. Reinke, retired Sioux Falls, S. D., engineer, is shown at the control panel of the HO system he has built at his home in Inglewood, Calif. The model layout, on a 5 by 15-foot table, has 90 feet of track with 20 turnouts, numerous branch lines, complete yard, shop and depot facilities, a police-patrolled town, and a separate terminal railroad serving a variety of industries. Three rheostats operate three locomotives simultaneously, and all lights, operative and powered accessories are governed by remote control.



Railroading is traditional in Mr. Reinke's family. His father, W. F. Reinke, was a Milwaukee Road roundhouse foreman, and three brothers, Bill, Frank and Bob, entered engine service also. For the information of model railroad builders and Mr. Reinke's former Milwaukee Road associates, his address in Inglewood is 3753 West 107th Street.

Iowa Division

MIDDLE AND WEST

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

Pamela Ann McLellan, daughter of Conductor George McLellan of Perry, was married to Stephen Scott Garrett Sept. 9 in the First Christian Church. A reception for 200 guests followed, after which the newlyweds left for a trip to the Lake of the Ozarks. They will live in Iowa City where the bridegroom is a sophomore at the University of Iowa.

Retired Engineer Patrick J. Ryan, 76, died in the Dallas County Hospital Sept. 24 after being in failing health for several months. He was a member of St. Patrick's Catholic Church, the Knights of Columbus, and the B. of L.E. He is survived by his widow, two sons and two daughters. Burial was in Violet Hill Cemetery, Perry.

Retired Assistant Division Engineer Stanley Thomas and wife spent August and September touring many of the western states between Oregon, Washington and Iowa. They visited relatives and friends, enjoyed the World's Fair in Seattle, and the thrills of salmon fishing.



MARRIED 50 YEARS on Oct. 16, Mr. and Mrs. John Opperman of Whittier, Calif., were honored by relatives and friends, including a number from distant points, at a gathering in the social hall of the East Whittier Christian Church. Mr. Opperman retired in 1952, after working as a pipefitter at Bensenville Yard, Perry, Ia., and Mitchell S. D. The couple have three sons and a daughter, five grandchildren and one great grandchild.

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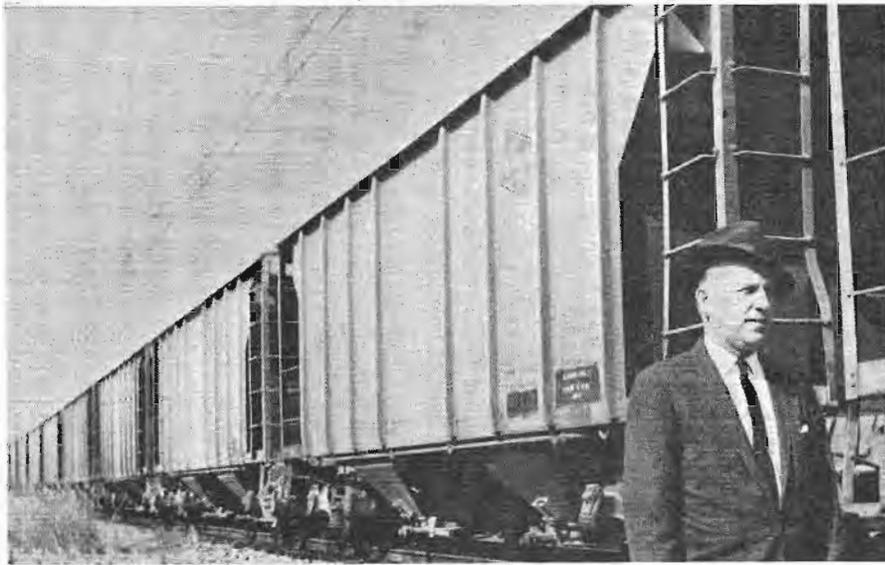
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BARITE FOR ALASKA VIA THE MILWAUKEE. D. J. Klepper, our agent at Missoula, Mont., surveys a string of 25 covered hoppers of 70-ton capacity filled with barite leaving his station recently for Seattle, from where they moved to Anchorage by barge. The shipment was the fourth in a series destined for Alaska from the Baroid Division plant of the National Lead Company on the Milwaukee's Blackfoot line about 25 miles northeast of Missoula. Carload shipments are also made to points in North Dakota, Wyoming, Utah and Washington. The powdery mineral substance is used principally in oil well drilling operations.



PULLING FOR KANSAS CITY, this miniature 40 et 8 locomotive entered by the Railway Business Women's Association in the American Royal Parade Oct. 13 carried a railroad sound track and the Milwaukee Road emblem on a symbolic wheel bearing the insignia of the 12 Kansas City rail carriers and of off lines with membership in the local RBWA chapter. Riding on it were Miss Nina Bellis and Miss Eileen Keane, president and second vice president of the Kansas City organization, an affiliate of the National Association of Railway Business Women. The RBWA salute to American Royal Week included a window display of railroad insignia and model trains.

They traveled 7400 miles and are now planning to spend the winter in Arizona.

When Iowa Division Engineer Herbert L. Christisen brought No. 61 into the Perry yards Sept. 29 he announced that he was applying for his pension after more than 50 years of service. He started work with the Road in 1912 and was promoted from fireman to engineer in 1917. He will continue living in Perry where his time will be filled with gardening, fishing, hunting and attendance at baseball games.

Engineer and Mrs. Stanley Finley of Perry are proud parents of a daughter born Oct. 2 in Dallas County Hospital, Perry.

Richard, son of Signal Maintainer Carl Dueland of Jamaica, Ia., and an R.O.T.C. student at Iowa State University, Ames, was recently awarded the Distinguished Military Student citation on the basis of high all-college academic standards, military proficiency and leadership ability. The award was conferred on him by Colonel David S. Keisler, professor of military science at the school.

Funeral services were held Oct. 13 for Retired Conductor John Narver of Perry who died in the Dallas County Hospital after a lingering illness. Mr. Narver retired in 1946. His widow and three daughters survive. Interment was in Violet Hill Cemetery.

Henry J. Miller, 53, died at his home in Perry Oct. 18 after three years of failing health. Prior to his illness he had been an engineer with the Milwaukee. His wife, three sons and a daughter sur-

REMEMBER WAY BACK WHEN

listening to radio on a moving train was about as far as you could go in luxury travel? Here, circa 1922, the novel concept of entertaining club car patrons had just been introduced on the Pioneer Limited. Tuning in on a concert as the train speeds toward St. Paul is W. C. "Bill" Klomp, now retired assistant to general passenger traffic agent. The Milwaukee Road's most recent adoption of radio communications is dual channel two-way radios for police department mobile units in the Chicago and Milwaukee terminal areas. (Underwood & Underwood photo)



vive. Interment was in Mason City following services in the Trinity Lutheran Church there.

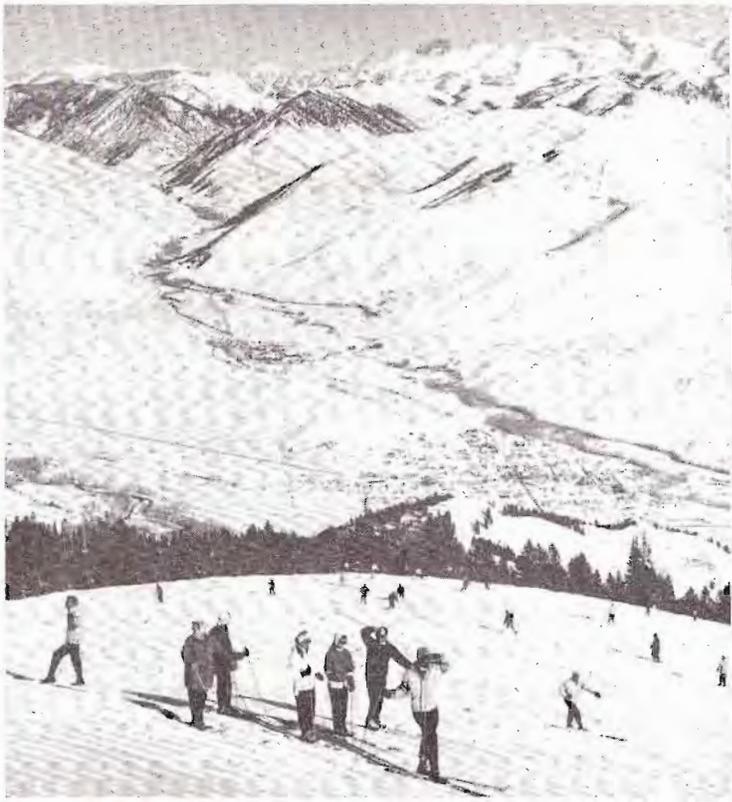
Engineer Glenn Linn of Perry retired Oct. 31 ending a career with the Milwaukee which began in August 1912 after brief previous employment with the Union Pacific at Council Bluffs as a boilermaker apprentice. He was third man on the Iowa Division seniority list, and the oldest of the men working at Perry. Fishing and visiting with his many friends will account for his retirement time. During World War I he served with the Merchant Marine.

The Oelwein (Ia.) Daily Register re-

cently named James H. Bell, retired Milwaukee Road general shop foreman, to its Three Quarter Century Club. Mr. Bell, 78, retired in 1946 after working on various railroads in his native Canada and this country for 46 years. He moved to Oelwein recently from McGregor, Ia., where he and his late wife had made their home since 1928. He is a 50-year member of the Masonic Order, a 32nd Degree Mason and a member of the Cedar Rapids Shrine.

Sign outside a church in Boulder, Colo.: "CH—CH What's missing?"

The Milwaukee Road Magazine



Arrangers of the Ski Special trip included, from left: W. H. Freund, assistant superintendent of the Milwaukee Division, Green Bay, Wis.; and from Chicago, Pat Farrell, manager of Ski America Tours; P. L. Martensen, Union Pacific travel agent; and H. C. Reupert, traveling passenger agent of the Milwaukee Road. (Iron Mountain News photo)



Ski train passengers board a Milwaukee Road special after an invigorating week end of winter sports at Pine Mountain near Iron Mountain, Mich., the "Ski Capital of the Midwest".

Exhibition run at Sun Valley, Idaho, over two miles long, from the top of Baldy Mountain.

FORECAST "SNOW" in the Midwest is the signal for thousands of followers of America's fastest growing winter sport to pack their gear and head for ski resorts reached by the Milwaukee Road. Throughout the snow season the Milwaukee furnishes package plan "learn-to-ski" week end and special group trips to nine skiing areas in Wisconsin and Michigan, as well as daily service to Sun Valley, Idaho, and 35 resorts in Colorado reached overnight via the Milwaukee Road-Union Pacific luxury "city" trains. Trips start as low as \$21.65. The Milwaukee is the only railroad in the Midwest presently operating special ski trains.



RAILROAD PRESIDENTS CONGRATULATE BRT CHIEF W. P. KENNEDY on his record of 50 years of service to the trainmen's organization at a banquet in Minneapolis Sept. 29 which honored the Brotherhood leader on his coming retirement at the end of this year. From left are the Milwaukee Road's president, William J. Quinn; Mr. Kennedy; E. T. Reidy, president of the Chicago Great Western; and Leonard H. Murray, president of the Soo Line Railroad. Mr. Kennedy, who started his career as a railroad newsboy in 1909, became a Milwaukee Road switchman in 1912 and general chairman of the trainmen's organization on the Milwaukee in 1921. He has been president since 1949. Approximately 750 BRT members and 70 civic leaders attended the banquet in his honor. (Minneapolis Sunday Tribune photo)



November-December, 1962

NEW RAIL HAUL RECORD was established recently when this petroleum isocracker movement originated on the Milwaukee Road for handling from Milwaukee, Wis., to Kansas City, Mo. Here it is being checked en route at Davenport, Ia., by Assistant Car Foreman C. J. Engaldo (Davenport Times photo). For the story, turn to page 10.

